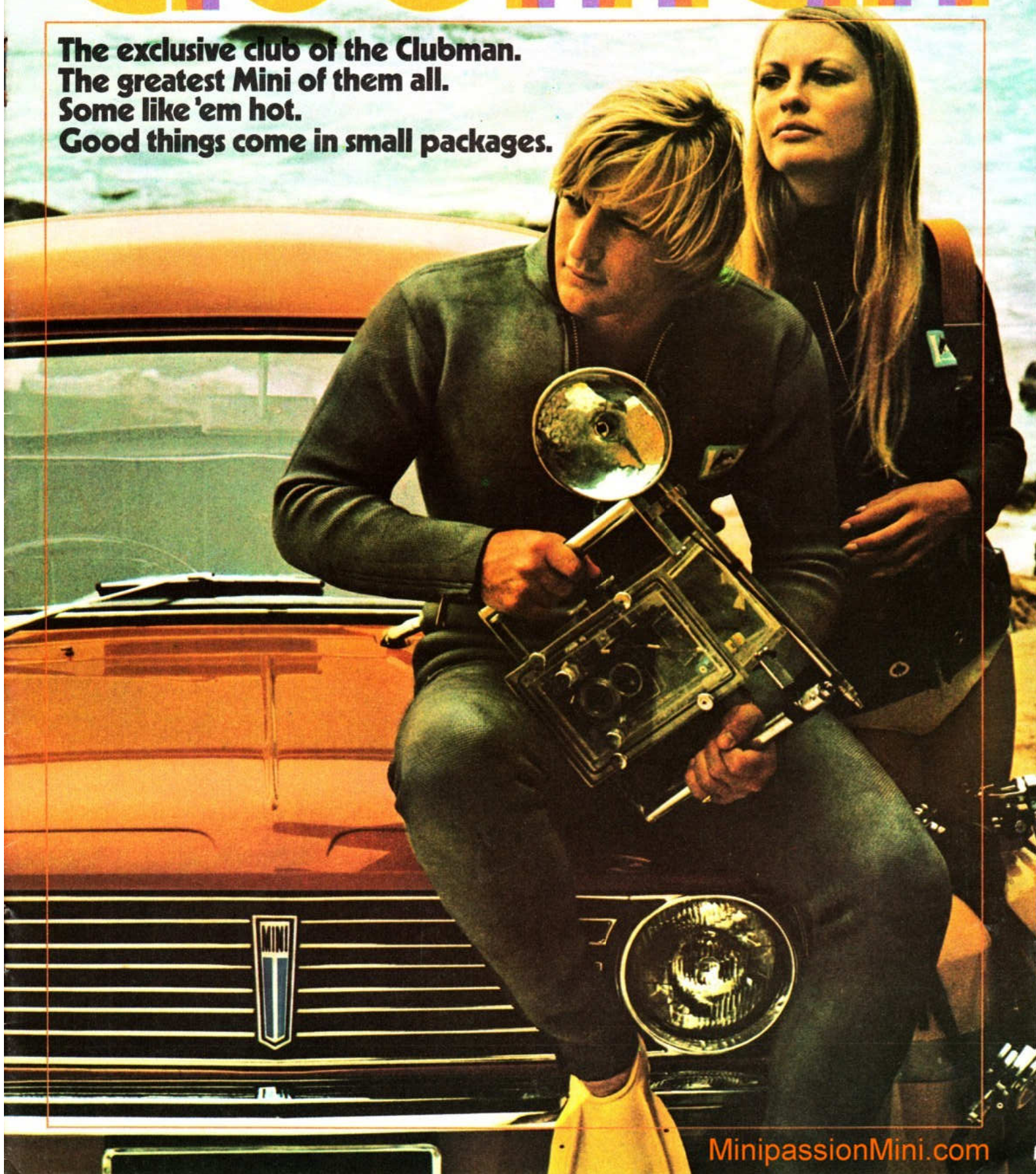


clubman

**The exclusive club of the Clubman.
The greatest Mini of them all.
Some like 'em hot.
Good things come in small packages.**



The exclusive club of the Clubman.



Before you flick through the pages of the brochure, let's spend a few seconds getting this "giant" of a small car into its correct perspective.

It's fair to say that in recent history, probably in your lifetime, no car has captured the imagination of the world quite like the Mini.

It's driven by people who could afford cars ten times as expensive.

And it's driven by people who can afford to drive no other car.

The Beatles have owned Minis. Peter Sellers owns a custom built Mini. And probably there are a few people in your street who drive Minis.

The Mini is the world's only truly classless car. It belongs to a club of people who want to enjoy motoring. A club of people who want a little bit of fun parked in their driveway.

Now let's talk about the greatest Mini of them all.

The new Mini Clubman.





The greatest Mini of them all.

A glance at the page opposite will tell you something new has happened to the Mini.

Before you take a closer look, let's remind you of the things the Mini has always had going for it.

The Mini has always handled well. That's an understatement. Perhaps the words of Mini King, Peter Manton, are more to the point:

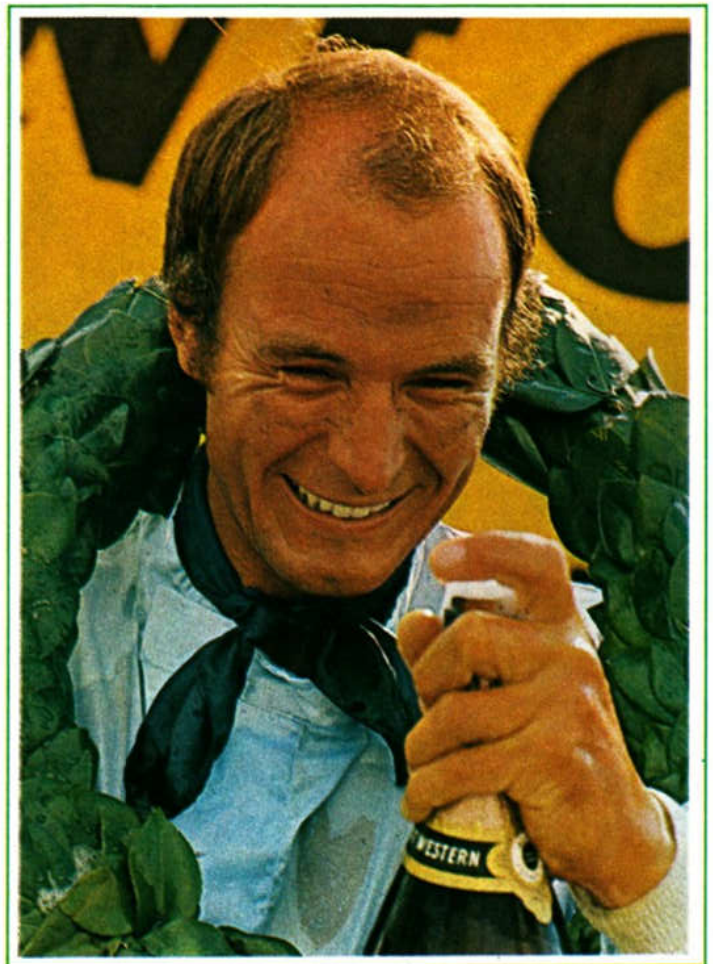
"The Mini takes corners like it enjoys them. In fact, in all my years of racing, I've never known any other car, small or big, with so much all-round handling ability. The kind that makes driving fun, on or off the track."

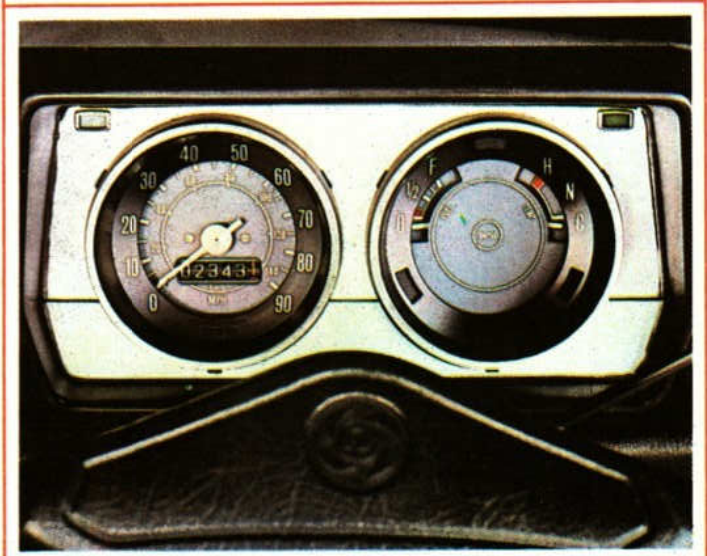
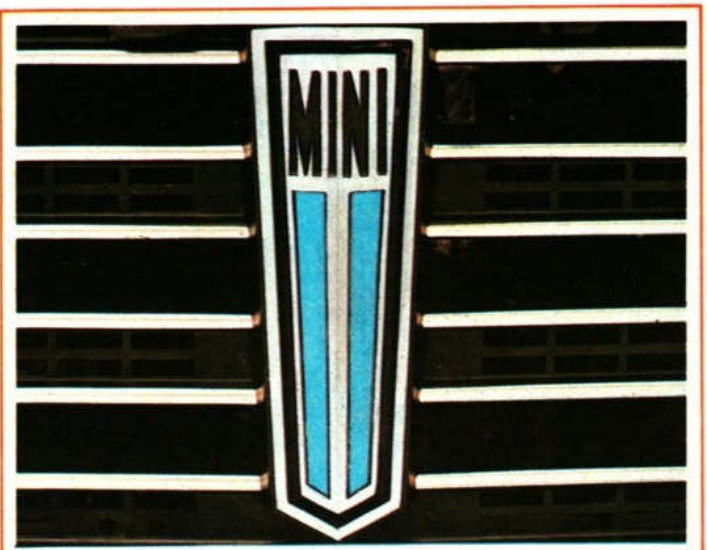
Minis have demonstrated their giant killing power on Race and Rally circuits all over the world.

If that sounds like we're beating a big drum, then we are, because very few cars can match this little car's competition record. And none within the price range.

Success in motor sport is impressive. But it's useless unless you relate it to normal road and driver conditions.

You can learn things in rallies and on race tracks that you can't learn elsewhere, and the things we've learned we've put into the Mini Clubman.





As you can see, we've given the seats a face lift. They look like the seats you'll find in those expensive imported Grand Touring cars. And they feel like it.

When we came to the fascia, we thought of you.

You drive from the right hand side of the car, so we put the fascia right in front facing you.

And we've completely re-designed it too, with instruments you can read at a glance. With rocker switches because they're safer and work better. With improved ventilation to make driving even more of a breeze.

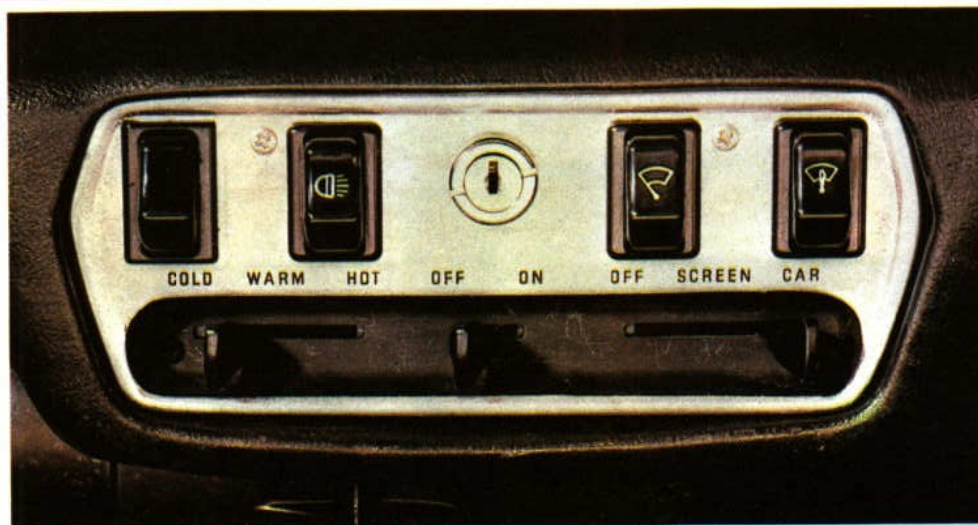
Outside you'll notice a completely re-styled front end. The nose pokes out a tiny bit more, and wears a brand new grille that's protected by a new and bigger bumper bar. The wheel trims, too, have a new sporty look.

The greatest Mini of them all boasts a long list of improvements, which isn't bad when you consider the old Mini was great to begin with.

When it comes to accessories, there are so many that we've produced a separate brochure that tells you all about them. Radios, weather shields, sun visors and mud flaps are just a few of them.

One Mini owner personalised his Mini to the tune of \$4,000.

Maybe you don't want to go that far. But it's nice to know you can.



Some like 'em hot. The Clubman GT:



Some like 'em hot. And we've got a Mini Clubman for them. The Clubman GT.

It looks like it goes. And it goes like it looks.

The Clubman GT was born with the same pedigree of performance as its predecessor, the Cooper 'S'.

It straightens out a winding stretch of road without even winding out.

It takes just 8.2 seconds to hit 50 mph.

And the standing quarter comes up in another 10.2 seconds.

That makes it pretty tough for sports cars these days.

Lift the bonnet and you'll see where all this get up and go comes from.

Two big SU carburetors feed the correct petrol/air mix to a 1275 cc engine that turns out 78 bhp. You put all this power on the road through a gearbox armed with a stubby stick shift.

And to tame all this power, you get big disc brakes up front.

A lot of cars call themselves GT nowadays.

Very few of them earn the title.

The Clubman GT is the latest in a family that earned the title the hard way.

At Monte Carlo. At Bathurst.
At Brands Hatch.





Good things come in small packages.

The new Mini Clubman is a master of deception.

It looks small outside, but it's unbelievably big inside.

We know a housewife who plays a "mini bus driver" to nearly half a cricket team and all their gear to each Saturday match.

Would you believe: according to the Guinness Book of Records 46 students from Queensland University crammed into a Mini to set a new world record.

Once you sit inside a Mini Clubman, you'll get the impression it's bigger than it looks.

Once you park a Clubman, you'll get the impression it's smaller than it looks.

It gets this economy of space from the East West engine placement. It allows more room inside, without adding room outside.

Good things come in small packages.



Specifications

Mini Clubman

Engine	Front mounted, transverse engine, front wheel drive.
Configuration	4, in line.
Cylinders	Water, thermostatically controlled. (5.85 pints cap.)
Cooling System	
Bore	2.543" (64.58 mm).
Stroke	3.296" (83.72 mm).
Displacement	1,098 c.c. (67.0 cu. in.).
Valve gear	Overhead, pushrods and rockers.
Compression Ratio	8.5:1.
Max. power	50 bhp @ 5,100 rpm.
Torque	60 lb. ft. @ 2,500 rpm.
Transmission	
Gearbox	4-speed, all synchromesh.
Clutch	Hydraulic, single-plate dry, diaphragm.
Gear ratios	First 12.86 Third 5.23 Reverse 11.41 Second 8.09 Top 3.65
Chassis and Body	
Construction	All steel unitary welded construction with anti-rust Rotodip process.
Suspension	
Front	Independent; unequal length links, swivel axles, hydroelastic units.
Rear	Independent; trailing arms, hydroelastic units.
Steering	
Type	Rack and pinion, 2.3 turns lock to lock.
Wheel diameter	15 3/4".
Brakes	
Front	Drum, 7.0" dia. x 1 1/2" wide.
Back	Drum, 7.0" dia. x 1 1/4" wide.
Wheels	
Type	Steel discs, 4-stud fixing.
Tyres	5.20 x 10, tubeless crossply.
Wheel trims	Stainless steel.
Equipment	
Battery	12 volt, 40 amp hr.
Alternator	28 amp A.C.
Instruments	3.5" dia. speedometer. 3.5" dia. instrument cluster (fuel, temperature gauges. Warning lights — high beam, oil pressure, no-charge, flashers). Control arm on steering column.
Flashers, dipswitch, horn	2-speed, self parking.
Screen wipers	Twin jets, electric.
Screen washers	Fresh air, blower boosted.
Heater demister	Front and back.
Safety belts	PVC seats and headlining, safety padding on fascia and front parcel tray.
Interior trim	Laminated rubber/PVC mats.
Floor covering	Curved Zone Toughened safety glass.
Windscreen	Anti-burst, flush outside, recessed remote controls inside.
Doors	
Fuel tank	5 1/2 gallon capacity.

Clubman GT

Engine	Front mounted, transverse engine, front wheel drive.
Configuration	4, in line.
Cylinders	Water, thermostatically controlled. (5.85 pints cap.)
Cooling System	
Bore	2.780" (70.61 mm).
Stroke	3.20" (81.28 mm).
Displacement	1,275 cc (77.9 cu. in.).
Valve gear	Overhead, pushrods and rockers.
Compression Ratio	9.75:1.
Max. power	78 bhp @ 5,800 rpm.
Torque	80 lb. ft. @ 3,000 rpm.
Transmission	
Gearbox	4-speed, all-synchromesh.
Clutch	Hydraulic, single plate dry, diaphragm.
Gear ratios	First 11.02 Third 4.67 Reverse 11.02 Second 6.60 Top 3.44
Chassis and Body	
Construction	All steel unitary welded construction, with anti-rust Rotodip process.
Suspension	
Front	Independent; unequal length links, swivel axles, hydroelastic units.
Rear	Independent; trailing arms, hydroelastic units.
Steering	
Type	Rack and pinion, 2.3 turns lock to lock.
Wheel diameter	15 3/4".
Brakes	
Front	Disc, 7.5" dia.
Back	Drum, 7.0" dia. x 1 1/4" wide, power assisted operation to both front and rear.
Wheels	
Type	Ventilated steel discs, 4 stud fixing.
Tyres	145 x 10 radial ply construction with inner tubes.
Wheel trims	Styled wheel.
Equipment	
Battery	12 volt, 46 amp hr.
Alternator	28 amp A.C.
Instruments	Triple pack; speedometer, tachometer, instrument cluster (fuel and temperature gauges. Warning lights — high beam, oil pressure, no-charge, flashers). Control arm on steering column.
Flashers, dipswitch, horn	2-speed, self-parking.
Screen wipers	Twin jets, electric.
Screen washers	Fresh air, blower boosted.
Heater demister	Front and back.
Safety belts	PVC seats and headlining, safety padding on fascia and front parcel tray.
Interior trim	Carpets.
Floor covering	Laminated safety glass.
Windscreen	Anti-burst, flush outside, recessed remote controls inside.
Doors	
Fuel tanks	11 gallon capacity.
Mudwing extensions	Standard, front and back.
Oil cooler	Standard.



Your Mini Clubman will be backed by the famous British Leyland Warranty of 12 months or 12,000 miles, whichever comes first. The Company reserves the right on the sale of any vehicle to make, before delivery, without notice, any alteration to, or departure from, the specification, design or equipment detailed in this publication. The issue of this folder does not constitute an offer. The colours illustrated in this folder are not necessarily those of production models. The goods manufactured by the Austin Morris division of British Leyland Motor Corporation of Australia Limited are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law Statute or otherwise.

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