Mini-the best selling line of cars in the world.

Inch for inch, there just isn’t a car like the Mini. That is, if you’re looking for elegance, comfort and passenger space. It’s probably the most ingenious design of the century.

The Mini Clubman seats four passengers with ample room, and there’s plenty more behind for their luggage.

The engine is mounted transversely, which gives you all that extra space. Front wheel drive and fully independent suspension on all four wheels provide you with the safest, most comfortable drive you’ve ever experienced.

From the outside, the Clubman looks trim, with integral headlamps and bumper underriders.

Inside, it’s even better. Plush fabric seats, clean-cut facia panel, with recessed instrument dials; face-level ventilation. Padded door trim and wind-down windows. Thick carpeting underfoot.

Test drive the Clubman, and enjoy the positive feeling of the gear-lever. Feel the excitement of its lively 1098cc engine.

Like all the other Minis, it is a car that you can afford to buy and keep on the road. It’s fantastically economical on petrol. Take a spin round town, and enjoy the satisfaction of being able to park, where other cars have tried, and given up. Careful—you’ll want it!
Specification

Engine:
Four-cylinder, transverse, o.h.v. In unit with clutch, gearbox and final drive.
Bore 64.58 mm; stroke 83.73 mm. Capacity 1098 c.c.
S.U. type HS4 carburettor, 45 b.h.p. at 5,250 rev/min;
maximum torque 7.7 kgm at 2,700 rev/min;
compression ratio 8.5:1.

Clutch:
Diaphragm spring, 0.18 m. diameter. Hydraulically operated.

Gearbox:
Four-speed, all synchromesh on forward gears, remote control centre-floor gear change lever. Ratios: first 3.525;
second 2.18; third 1.433; fourth 1.000; reverse 3.544:1.

Final Drive:
Front-wheel-drive with pre-lubricated universals on open shafts. Ratio 3.44:1.

Steering:
Rack and pinion.

Road Wheels:
Pressed-steel disc with 145—10 radial-ply tyres.

Brakes:
Hydraulically operated, 0.18 m. diameter drums all round.
Two leading shoes at front, leading and trailing at rear.

Suspension:
Independent all round. Cone rubber springs and telescopic hydraulic dampers.

Electrical:
12-volt, 30 amp. hr. battery. Alternator. Single lever on steering-column controls horn, headlamp flasher,
dip-switch and self-cancelling direction flashers.
Electrically heated rear window, fresh-air heater/demister and combined ignition/starter switch incorporating steering-column lock.

Instruments:
Speedometer, fuel and water temperature gauges.
Warning lamps to show flashers working, headlamp high-beam, low oil pressure and no charge.

Coachwork:
Two-door, four-seater saloon of all-steel unitary construction. Wind-down door windows. Exterior mirror.

Optional Extras:
Automatic transmission with 998 c.c. engine; wheel trims.
* DIN 70020

These specification details do not apply to any particular vehicle which is supplied or offered for sale. The manufacturers reserve the right to vary their specification with or without notice and at such times and in such manner as they think fit. Major as well as minor changes may be involved. Therefore, although every effort is made to ensure the accuracy of the particulars contained in this brochure, neither the Company nor the Distributor or Dealer by whom this publication is issued shall be liable for any inaccuracy in any circumstances whatsoever.

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