THERE'S NO CAR LIKE A... MinipassionMini.com
How do you define a MINI?

There are as many different answers as there are MINIs. Because more than any other car, a MINI means something personal. It's an individual, and it just can't take life too seriously. A MINI says you deserve to have fun.

Do the way you want to, as you please. Life is for living. Why not escape from the humdrum and boring? A MINI should know. There wasn't a car like it before it arrived, and there never has been since.
MINI. YOURS IS UNIQUE.

When Mini was first revealed, it caused more furor than the most outrageous Paris collection. The establishment were suspicious. How could a car dare to be so different?

Then the Queen took a drive around Hyde Park in a Mini with its creator Sir Alec Issigonis, and suddenly everybody wanted to be seen in one. (That hasn’t changed).

Mini’s as brazenly unique now as it always has been. It refuses to be pigeon-holed; claiming a place in our culture which no other car ever has, or probably ever will.

Mini was born at a time when instead of asking “Why?”, people asked “Why Not?” That same cheeky defiance has lasted to this day.

Just as well. Otherwise, think of the fun you’d have missed.
Not surprisingly, the man who made the Mini was used to doing things differently. Alec Issigonis set out to design a small 4-seater which had sophisticated handling and was cheap to run. When the Mini emerged virtually nothing about the car had ever been done before.

No other car had a transverse engine driving the front wheels, with a gearbox mounted in the sump. It’s commonplace now, but it wasn’t then. And it gave more cabin room than anyone would have thought possible from a car so small but perfectly formed.

Best of all, the Mini’s handling was years ahead of its time. It had unbelievably quick and responsive steering, and a cat-like grip on the tarmac.

And that hasn’t changed either. You’ll enjoy it in the rush hour. Or when you drive simply for the fun of it.

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Given its almost unfair advantages on the bends, Mini was a natural for racing and rallying. The only problem was that its competitors had engines several times as powerful, and were a lot larger.

Who cared? Mini didn’t.

Rallying was just beginning to take off when an Austin Seven fought its way to a class win in the 1960 Geneva Rally. It was the first of the many David versus Goliath victories which were to make racing history.

Then a Formula One racing car constructor called John Cooper got interested. A Mini Cooper, driven by Paddy Hopkirk with Henry Liddon, won the 1964 Monte Carlo Rally, and the Coopers stormed to victory in the Monte three times in the 60s. They soon became a byword in high performance road cars. But best of all, they’re still around today.
Mini is so obviously the work of one man, not a committee. In the Mini Sprite you've got the same honesty and singleness of purpose of the essential Mini.

Of course, times move on. The heater isn't an extra, like it used to be. You'll find the cabin very pleasant, with its comfortable seats, and brand new trim for this year.

There's also now a very clever security system, with passive engine immobilisation; even if you forget to set the alarm, the engine is still immobilised automatically (you can re-mobilise it simply by pressing the alarm remote control).

Naturally, a catalyst is fitted to today's Mini. But the engine is the same, although more refined.

The thoroughly modern Mini is still the original – the only one for you.
When other people dress down, you dress up.

You can't help it in the Mayfair.

And why not? You can wear anything you want and you'll always look good in this Mini.

It's got style no other small car would dare to flaunt; from the traditional chrome bumpers and door handles to the familiar grille.

Inside, the Mayfair wears its bird's-eye walnut veneer fascia with cool nonchalance.

New for this year you also get plush Windsor fabric for the seats and door panels.

The new radio cassette will be music to your ears, with convenient auto reverse. Security coded, it also has a detachable key pad to thwart the thief. And the alarm, now with passive engine immobilisation, is bad news for anyone with designs on your Mayfair.

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In 1964, skirts were rapidly getting shorter. In the same year, John Cooper decided to lengthen the crankshaft of his 1071cc Cooper S. The 1275cc Cooper won on its first outing, claiming a Tulip Rally victory with ace Finnish driver Timo Makinen at the wheel.

Within a year it had defeated hordes of larger rivals to win its first Monte Carlo Rally.

Nearly three decades later, John Cooper helped to develop the Mini Cooper 1.3i. It has the same engine as its forebears, plus single-point electronic fuel injection and a catalyst. And it’s as entertaining to drive as ever, never ceasing to astonish with its grip on the bends.

Traditional burr walnut now gleams in the Cooper fascia and the new interior trims include a leather option.

Drive it; bring those victories alive again.
When Mini first took to the streets, its owners went mad. Flaunting stickers in the rear window which proclaimed "You've just been Mini'd!", they nipped past less agile cars. Then the customising began. Mini's appeared in literally countless different colours, shapes and forms. And it loves it. Particularly the Mini Cabriolet. The topless Mini is almost indecently stylish.

People don't just take notice - they stare. Then they can't help smiling. Because the Cabriolet is about simple, unashamed fun. Long, lazy picnics; parties that sparkle on into the dawn hours; strolls along the promenade at Cannes. In a world where grey men in grey suits worry about sterling, the Mini Cabriolet says "Life is a Breeze - enjoy it. Why not?"

MinipassionMini.com
When you’ve got a car as unique as Mini, it’s only natural that you should want to add a few more special touches from the range of accessories. Because it’s got pedigree as well as attitude, Mini wears the sporty Monte Carlo decal pack as to the manner born. Just as it does the leather sports or wooden gear knob, and stylish alloy wheels.

You can let the sun shine in at the touch of a button, with a folding electric sunroof, which rolls back virtually the full length of the roof. And when you’re heading for more than a mini-break, the roof bars can accommodate anything from luggage to skis and cycle carriers. So have fun.

For more detailed information, ask your local dealer for a copy of the Mini Accessories brochure. Publication number AXM 370.
## Paintwork and Upholstery

### Exterior colours

<table>
<thead>
<tr>
<th>Colour</th>
<th>Sprite Sonia</th>
<th>Mayfair Windsor</th>
<th>Cooper 1.3i Monaco (Black leather optional at extra cost)</th>
<th>Cabriolet Windsor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solid colours</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>White Diamond</td>
<td>Granite</td>
<td>Granite or Stone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Flame Red</td>
<td>Granite</td>
<td>Granite or Stone</td>
<td>Ivory/Black</td>
<td></td>
</tr>
<tr>
<td>Electric Blue</td>
<td>Granite</td>
<td></td>
<td></td>
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</table>

### Clearcoat Metallic colours*

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<tr>
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<th>Mayfair Windsor</th>
<th>Cooper 1.3i Monaco</th>
<th>Cabriolet Windsor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Charcoal</td>
<td></td>
<td>Granite or Stone</td>
<td>Ivory/Black</td>
<td></td>
</tr>
<tr>
<td>British Racing Green</td>
<td></td>
<td>Granite or Stone</td>
<td></td>
<td>Granite</td>
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</table>

### Pearlescent colours*

<table>
<thead>
<tr>
<th>Colour</th>
<th>Sprite Sonia</th>
<th>Mayfair Windsor</th>
<th>Cooper 1.3i Monaco</th>
<th>Cabriolet Windsor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nightfire Red</td>
<td></td>
<td>Granite or Stone</td>
<td></td>
<td>Granite</td>
</tr>
<tr>
<td>Tahiti Blue</td>
<td></td>
<td>Granite or Stone</td>
<td>Ivory/Black</td>
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*Optional at extra cost.

Metalllic paint contains particles of aluminium flake, making the colour appear to change shade under different light conditions.
Pearlescent paint contains translucent mica particles, giving the illusion of constantly changing, shimmering colour under different light conditions.
**Dimensions**

**Exterior Dimensions**
- **Height**
  - Saloon: 1.35m (53.25in)
  - Cabriolet: 1.36m (53.54in)
- **Wheelbase**: 2.64m (80.10in)
- **Length**
  - Saloon: 3.65m (120.25in)
  - Cabriolet: 3.69m (121.65in)
- **Width (including door mirrors)**
  - Saloon: 1.41m (55.50in)
  - Cabriolet: 1.58m (62.20in)
- **Width (including door mirrors)**
  - Saloon: 1.56m (61.30in)
  - Cabriolet: 1.58m (62.20in)
- **Track (front)**: 1.24m (48.80in)
- **Track (rear)**: 1.21m (47.60in)

**Interior Dimensions**
- **Front headroom**: 0.95m (37.5in)
- **Rear headroom**: 0.85m (33.5in)
- **Max. frost legroom**: 1.12m (44.0in)
- **Min. rear legroom**: 0.97m (38.5in)
- **Front shoulder room**: 1.17m (46.0in)
- **Rear shoulder room**: 1.13m (44.5in)
- **Luggage capacity**: 0.12cu.m (4.1cu.ft.)

![AppDelegate Mini Cooper 1.3i Sports (optional on Mayfair Edition)](https://www.minipassionmini.com)

- Sprite/Mayfair Prestige wheel trim
- Cooper 1.3i sports style alloy wheel
- Cabriolet Revolution alloy wheel
Why shouldn’t you have the same peace of mind when buying a car as you would with virtually any other product? Rover think you should.

The Rover Commitment 30 day Exchange/ Refund offer is simple. If for any reason you’re not completely satisfied with your new Mini, you can return it within 30 days or 10,000 miles, whichever comes first. You can exchange it for an identical model (if one is available) or, by paying the difference, an upgraded model.

Or you can receive a full refund. If you've paid cash or bought through Rover Finance, there’s no penalty. All the details, terms and conditions are set out in the Rover Commitment Handover Document.

This is the document you would sign when you take delivery of your new Mini, to qualify for the exchange/ refund scheme. Your Rover dealer will be happy to show you a copy of the document and explain it to you.

The Rover Commitment doesn’t stop there. Price protection guarantees that the price you have agreed is the price you pay, regardless of any price fluctuations before you take delivery of your new Mini. (All we ask you to do is to take delivery within 3 months of ordering if the car is available.)

You could also be surprised at how easy it is to fit your new Mini into your budget. Rover Select gives you the opportunity of driving a new Rover every two years, keeping maintenance bills to a minimum. Yet the monthly repayments are much lower than with our conventional finance plans.

You simply pay a deposit (which could be covered by the part exchange allowance on your current car), choose a 2 or 3 year repayment period and agree with your dealer your expected annual mileage.

Your dealer is then able to give you a Guaranteed Minimum Future Value for your car at the end of the repayment period, and this is used to work out your monthly repayments.

Because these are based on only part of the retail price of the car and not the whole amount, you'll be surprised at how little they can be.

At the end of the repayment period you can either part-exchange for a new Rover; or pay the balance and keep the car; or return the car with no more to pay.*

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**At an Administration Fee of £400 and a Mileage Fee of £1.15 per mile are added to the APR."**

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**Guaranteed Minimum Future Value**

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