

# 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.

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.

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

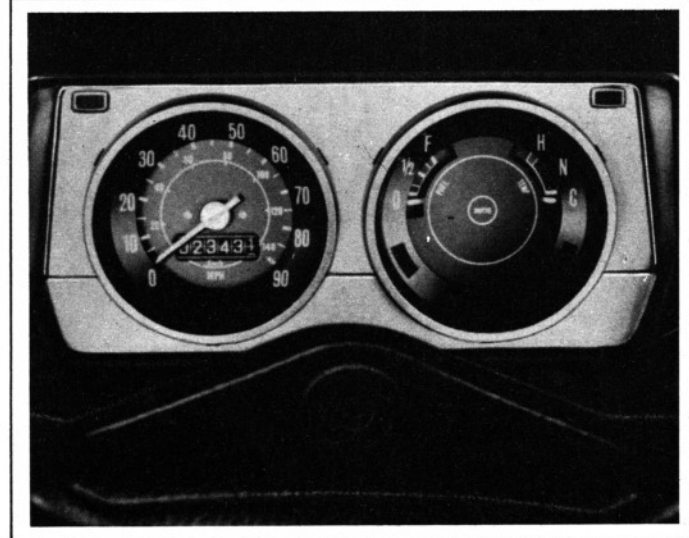
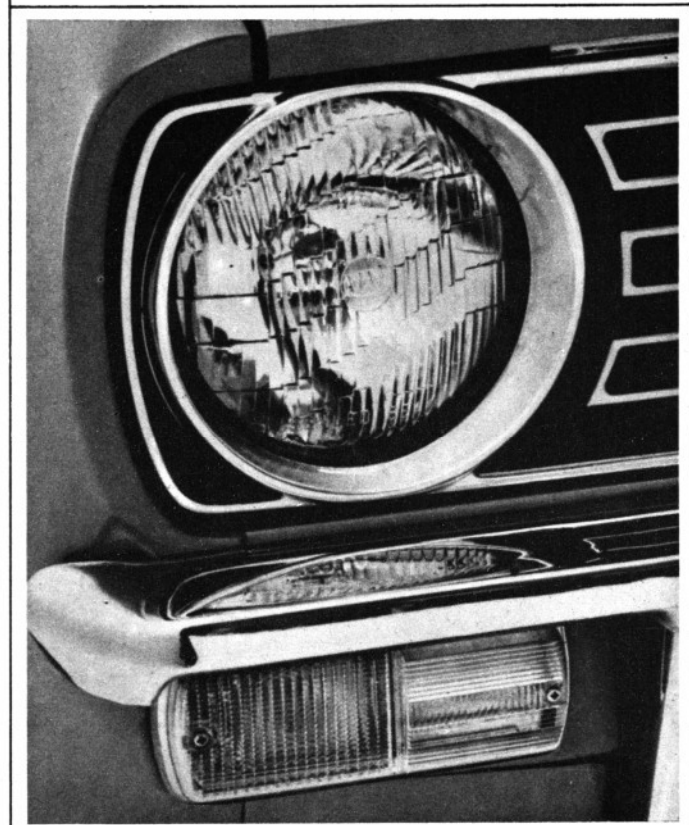
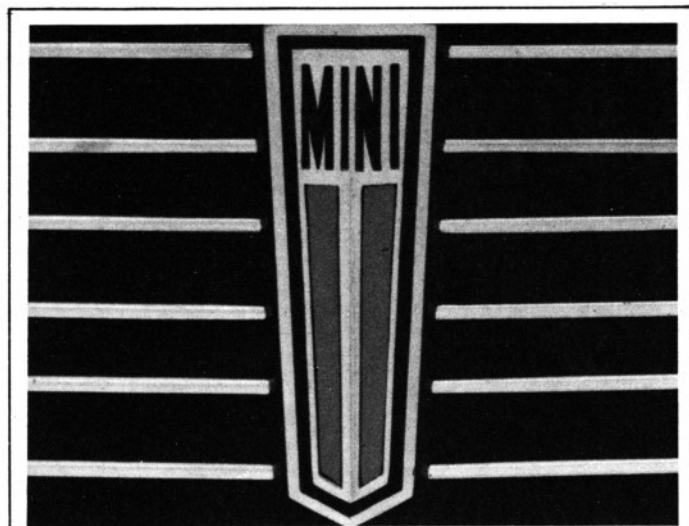
It looks like it goes. And it goes like it looks.

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.

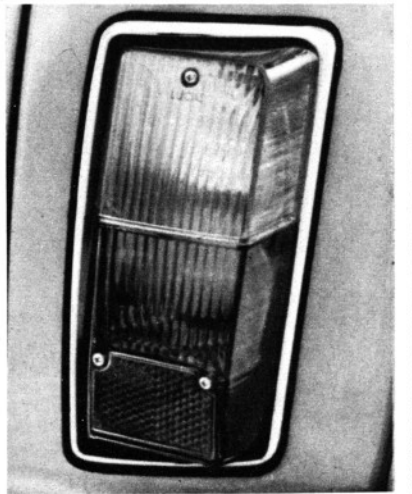
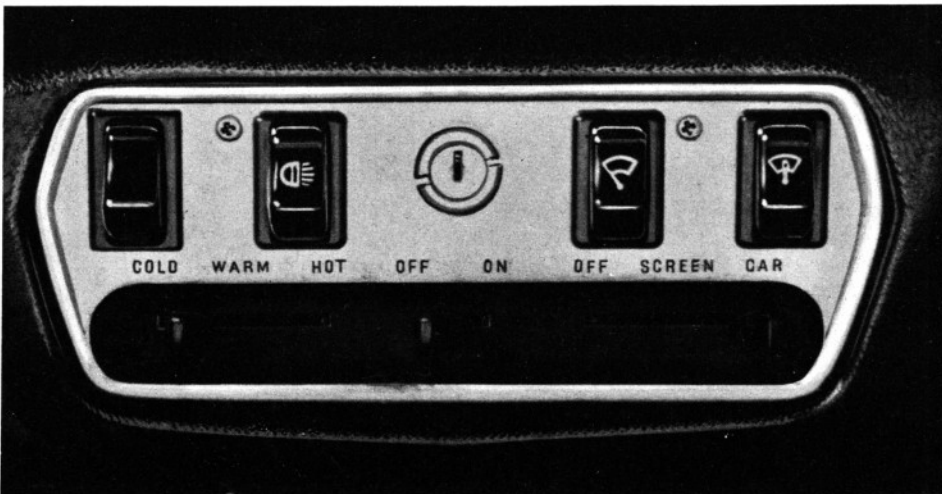
At Monte Carlo. At Bathurst.

At Brands Hatch.





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# Specifications

## Mini Clubman

<b>Engine</b>	
Configuration	Front mounted, transverse engine, front wheel drive.
Cylinders	4, in line.
Cooling System	Water, thermostatically controlled. (5.85 pints cap.).
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.
<b>Transmission</b>	
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
<b>Chassis and Body</b>	
Construction	All steel unitary welded construction with anti-rust Rotodip process.
<b>Suspension</b>	
Front	Independent; unequal length links, swivel axles, hydroelastic units.
Rear	Independent; trailing arms, hydroelastic units.
<b>Steering</b>	
Type	Rack and pinion, 2.3 turns lock to lock.
Wheel diameter	15 3/4"
<b>Brakes</b>	
Front	Drum, 7.0" dia. x 1 1/2" wide.
Back	Drum, 7.0" dia. x 1 1/4" wide.
<b>Wheels</b>	
Type	Steel discs, 4-stud fixing.
Tyres	5.20 x 10, tubeless crossply.
Wheel trims	Stainless steel.
<b>Equipment</b>	
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. Curved Zone Toughened safety glass.
Floor covering	Anti-burst, flush outside, recessed remote controls inside.
Windscreen	
Doors	
Fuel tank	5 1/2 gallon capacity.

## Clubman GT

<b>Engine</b>	
Configuration	Front mounted, transverse engine, front wheel drive.
Cylinders	4, in line.
Cooling System	Water, thermostatically controlled. (5.85 pints cap.).
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.
<b>Transmission</b>	
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
<b>Chassis and Body</b>	
Construction	All steel unitary welded construction, with anti-rust Rotodip process.
<b>Suspension</b>	
Front	Independent; unequal length links, swivel axles, hydroelastic units.
Rear	Independent; trailing arms, hydroelastic units.
<b>Steering</b>	
Type	Rack and pinion, 2.3 turns lock to lock.
Wheel diameter	15 3/4"
<b>Brakes</b>	
Front	Disc, 7.5" dia.
Back	Drum, 7.0" dia. x 1 1/4" wide, power assisted operation to both front and rear.
<b>Wheels</b>	
Type	Ventilated steel discs, 4 stud fixing.
Tyres	145 x 10 radial ply construction with inner tubes.
Wheel trims	Styled wheel.
<b>Equipment</b>	
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. Laminated safety glass.
Floor covering	Anti-burst, flush outside, recessed remote controls inside.
Windscreen	
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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