

MINI at the 40th Tokyo Motor Show 2007. The MINI Clubman. Contents.



1. Description in Brief.	2
2. Unique, Extroverted, Irresistible: The MINI Clubman. (Short Version)	5
3. In Search of New Challenges. Concept.	15
4. Typically MINI – Surprisingly New. Design.	19
5. Dynamic on the Road, Modest at the Filling Station. Engines and Transmissions.	25
6. Driving Pleasure and Safe Handling – Genuine MINI Style. Chassis and Suspension.	30
7. More Space, Optimum Safety, Supreme Quality. Body and Safety.	33
8. Even More Space for Individual Wishes. Features and Equipment.	36
9. Flexible, Efficient, Quality-Conscious. Production.	41
10. More MINI – with a Concept that has Always Been Unique. Heritage.	46

Unless stated otherwise, the contents of this press kit refer to models and features in the German market. Deviations in other markets are possible.

1. Description in Brief.



- Extension of the MINI brand family through the addition of an innovative, unique shooting brake concept highlighting both the car's sportiness and its functional qualities through its stretched, sleek roofline. The MINI Clubman combines the driving experience so typical of the brand with extroverted design, a high level of personal freedom in its customisation, and superior function: Five seats, rear hatch with two doors opening to the sides (split-door design); additional Clubdoor opening in the direction of travel on the right-hand side of the car, body length extended over the "regular" MINI Hatch by 24 centimetres (9.45"), wheelbase and legroom at the rear extended by 8 centimetres (3.15"); luggage compartment capacity variable from 260–930 litres (9.1–32.6 cu ft) with the rear-seat backrest tilted down.
- Unique proportions and, as a result, highly individual character in all features of the MINI Clubman, clear allocation to the BMW product family through design language typical of the brand.
- New generation of four-cylinder gasoline engines with twin-scroll turbocharger and fully variable valve management as well as four-cylinder diesel with common-rail fuel injection. All engine variants featuring a wide range of improvements to optimise fuel economy and emission management: Auto Start-Stop, Brake Energy Regeneration, gearshift point indicator.
- Front-wheel drive; go-kart feeling typical of the brand ensured by chassis and suspension technology tailored specifically to the MINI Clubman, brakes with anti-lock function (ABS), electronic brake force distribution (EBD), Cornering Brake Control (CBC) and Brake Assistant; Dynamic Stability Control (DSC) with Hill Start-Off Assistance standard on all models. Limited-slip differential available as an optional extra on the MINI Cooper S.
- Crash-optimised passenger cell, six airbags featured as standard, three-point inertia-reel seat belts on all seats, belt latch tensioners and belt force governors at the front, belt warning system; ISOFIX child seat fastening system at the rear featured as standard.

- Contemporary, up-to-date rendition and modern interpretation of typical brand features highlighting the historic roots of the brand, bearing clear testimony to the the Morris Mini Traveller and Austin Mini Countryman in the 1960s.
- Wide range of customisation options on the exterior and interior, C-pillars and upper section of the rear bumper finished in body colour, roof either in body colour or in a contrasting colour, choice of more than 40 colour combinations on the exterior, specific range of optional extras and accessories.
- Market launch with three engine variants:

MINI Cooper S Clubman:

Four-cylinder gasoline engine with twin-scroll turbocharger and direct fuel injection,
Capacity 1,598 cc, max output 128 kW/175 hp at 5,500 rpm,
max torque 240 Nm/177 lb-ft from 1,600–5,000 rpm
(260 Nm/192 lb-ft with Overboost),
Acceleration 0–100 km/h in 7.6 sec,
Top speed 224 km/h (139 mph),
Average fuel consumption in the EU composite cycle
6.3 litres/100 kilometres (equal to 44.8 mpg imp),
CO₂ rating 150 g/km.

MINI Cooper Clubman:

Four-cylinder gasoline engine with fully variable valve management based on the BMW Group's VALVETRONIC technology,
Capacity 1,598 cc, max output 88 kW/120 hp at 6,000 rpm,
max torque 160 Nm/118 lb-ft at 4,250 rpm,
Acceleration 0–100 km/h in 9.8 sec,
Top speed 201 km/h (125 mph),
Average fuel consumption in the EU composite cycle
5.5 litres/100 kilometres (equal to 51.4 mpg imp),
CO₂ rating 132 g/km.

MINI Cooper D Clubman:

Four-cylinder turbodiesel with common-rail fuel injection and variable turbine geometry,

Capacity 1,560 cc, max output 80 kW/110 hp at 4,000 rpm, max torque 240 Nm/177 lb-ft from 1,750–2,000 rpm

(260 Nm/192 lb-ft with Overboost),

Acceleration 0–100 km/h in 10.4 sec,

Top speed 193 km/h (120 mph),

Average fuel consumption in the EU composite cycle

4.1 litres/100 kilometres (equal to 68.9 mpg imp),

CO₂ rating 109 g/km.

2. Unique, Extroverted, Irresistible: The MINI Clubman. (Short Version)



MINI, the world-famous premium manufacturer, is celebrating a very special debut in Asia at the 40th Tokyo Motor Show, with the new MINI Clubman to be admired for the first time in the capital city of Japan from 26 October – 11 November 2007 at the Makuhari Fairgrounds.

Approximately one year after the launch of the new model generation, MINI is enlarging its model range by an equally innovative and irresistible car concept scheduled for introduction in the Japanese market in February 2008.

The MINI Clubman, through its truly surprising design, stands out clearly from conventional concepts and categories. Unmistakably a MINI from every angle, the five-seater MINI Clubman, through its unique rear end and exceptional proportions, captures maximum awareness right from the start.

The MINI Clubman is truly fascinating through its qualities typical of the brand and the many possibilities it has to offer. At the wheel of this unique car the driver will enjoy pure driving pleasure with the same sporting performance and thrilling behaviour as in every MINI. And behind the front seats the passengers at the rear will discover a new MINI experience, with enhanced inner values and extroverted flair. For the combination of that typical MINI feeling with lounge-like seating comfort at the rear, flexible use of space available and a unique door concept makes the MINI Clubman quite unmistakably an unparalleled car in its own right.

Clearly MINI, irresistibly innovative.

The unique character of the MINI Clubman is obvious at first sight. The roofline of the car extends across all three pillars, merging smoothly into the striking rear section where the innovative, two-piece split-door with its two halves opening to either side sets not only an optical highlight through its frame in contrasting colour.

The generous luggage compartment may be further extended in flexible configuration, offering very easy and convenient loading options thanks to the two rear doors.

A further important point is that the MINI Clubman is entering the market as a five-seater, the passengers at the rear enjoying 80 millimetres or 3.15" more legroom than in the "regular" MINI. Access to the rear "lounge" is facilitated by

an additional door, the Clubdoor hinged at the back on the right-hand side of the car.

Through its diversity alone, the MINI Clubman provides an up-to-date interpretation of traditional shooting brake concepts incorporating the smooth flow of the rear section and the steep rear end to highlight both the car's sportiness and function.

All this makes the MINI Clubman the modern successor to three legendary classics, the Morris Mini Traveller, the Austin Mini Countryman, and the Mini Clubman Estate, thrilling customers side-by-side with the original Mini, the grandfather of all compact cars, back in the 1960s.

Debut with three engine variants.

The MINI Clubman will be entering the market with three engine variants: Powered by a 1.6-litre four-cylinder with twin-scroll turbocharger, direct gasoline injection and maximum output of 128 kW/175 hp at an engine speed of 5,500 rpm, the MINI Cooper S Clubman will immediately move right up to the top of the new model series. The MINI Cooper Clubman, in turn, benefiting from its 88 kW/120 hp 1.6-litre four-cylinder developing 88 kW/120 hp at 6,600 rpm and featuring fully variable valve management, offers superior driving pleasure and convincing economy at all times.

The MINI Cooper D Clubman stands out as a particularly efficient performer, offering fascinating traction and pulling force as well as extremely low fuel consumption and exemplary emission management.

Accordingly, the MINI Cooper D Clubman also offers average fuel consumption in the EU test cycle of 4.1 litres/100 kilometres (equal to 68.9 mpg imp) and CO₂ emissions reduced to just 109 grams per kilometre – record figures unmatched by the competition even throughout the broader segment.

All power units represent the most advanced state-of-the-art in engine technology based on the outstanding competence in development of the BMW Group. And naturally all of these power units benefit from all the improvements introduced in the 2008 model year for further reduction of fuel consumption and emissions, including Brake Energy Regeneration, the Auto Start Stop function, and a gearshift point indicator.

Extroverted design and five doors in brand-new configuration.

The new generation of the MINI is the only small premium car in the world to combine the fascinating flair of unique design with incomparably agile

driving characteristics, quality and safety of the highest standard, a wide range of options in customising the car, and exemplary efficiency.

And now the MINI Clubman adds further significant facets to this diversity, offering 24 centimetres or 9.45" more body length and its wheelbase extended by 8 centimetres or 3.15" in the interest of extra space at the rear.

One of the absolute highlights in this context is the innovative door concept of the MINI Clubman, making this unique car a very special five-door model, with the conventional driver's and front passenger's door supplemented by an additional rear-hinged door on the right-hand side of the car and the two wings of the split-door at the rear. Indeed, this two-piece rear door offers a highly interesting re-interpretation of an authentic detail already boasted on the MINI's classic forerunners.

Featuring an additional door on the right-hand side opening against the direction of travel and allowing very comfortable and convenient access to the rear seats, the MINI Clubman also extends a warm welcome to the rear-seat passengers right from the start when entering the car. For reasons of safety, the rear door at the side can be opened only when the front door is open – again a particular feature which adds to the special looks of the car, since the Clubdoor, as it is called, does not require a door handle outside and thus blends harmoniously and almost invisibly with the body of the MINI Clubman.

Hinging right at the outside, the rear doors of the MINI Clubman – the so-called split-door – open up to the left and right, offering comfortable and convenient access for all your shopping or bulky goods and equipment such as sports gear. To load smaller objects, in turn, it is quite sufficient to open just the right-hand side of the split-door.

Although the MINI Clubman comes with either four or five seats as an option, offering the passengers at the rear exceptionally generous legroom, the luggage compartment, measuring 260 litres or 9.1 cubic, is most spacious even without the rear-seat backrest tilted down.

Folding down either in part or completely from one side to the other, the rear-seat backrest, together with the completely flat luggage compartment floor available as an option and the generous height provided within the luggage compartment, gives the MINI Clubman additional variability and freedom for the driver and passengers.

A slight elevation, the so-called Dune Line, extends back on both sides from the A- to the C-pillars along the entire length of the roof, giving the roofline an exciting look of tension and power and raising the level of the car's flanks by

approximately two centimetres. The highest point is above the B-pillar, helping to give the new MINI Clubman very well balanced and flowing proportions also from the side.

On all model variants the roof flows into a discreet air spoiler at the rear end of the car, combining design and sophisticated aerodynamics to provide a particularly aesthetic and appealing touch.

Modern interpretation of a classic concept.

In its split-door configuration, the MINI Clubman brings back memories of its famous predecessors: the Austin Mini Countryman, the Morris Mini Traveller, and the Mini Clubman Estate sold very successfully between 1960 and 1982.

Particularly the first two of these classic models were indeed the source of inspiration for the MINI Clubman, which nevertheless in all its details offers state-of-the-art technologies and features for the 21st century.

The MINI Clubman is reminiscent of its classic forerunners also in terms of design. But where once a wooden frame and open hinges characterised the rear end as optional features, the surfaces of the doors now merge perfectly with the C-pillars for supreme streamlining and a harmonious rear end. Enhanced by the colour scheme, the C-pillars take up the flair of the classic rear-end construction, the C-pillars on the MINI Clubman being accentuated together with the bumper by a contrasting paint scheme, interacting to give the car a truly striking graphic look at the rear. The colour of this rear door surround is the same in each case as the colour of the roof, which comes in standard on the MINI Clubman in either Black non-metallic or Pure Silver metallic.

As an option the MINI Clubman is also available with the roof finished in body colour, in which case only the C-pillars including the upper section of the bumpers are finished in contrasting Silver or Black paintwork, thus maintaining the striking look of the rear door frame on all versions of the MINI Clubman.

Enhanced function, driving characteristics typical of MINI.

MINI has developed this new variant for the active and truly passionate individualist wishing to consciously stand out from the mediocrity so common on our roads today. Precisely this is why this sporting and charismatic car offers new and flexible options in interior use and practical value. But at the same time, despite its longer wheelbase and the body overhang extended to the rear, the MINI Clubman retains the “stance-on-the-wheels” concept so typical of the MINI with its short overhangs. The car’s driving characteristics, in turn, are truly fascinating and full of agility, offering that legendary go-kart feeling inseparably linked to the MINI brand ever since the early days of the MINI.

In a configuration tailored specifically to the MINI Clubman, the chassis and suspension developed for the new MINI generation guarantees superior handling safe and sporting at all times. On the front axle McPherson spring struts ensure excellent wheel guidance, keeping the steering smooth and responsive wherever you go, unaffected by the power of the engine both on winding roads and when accelerating or applying the brakes.

The central-arm rear axle, in turn, benefits from the full competence of the BMW Group in state-of-the-art development. This is indeed a structure quite unique in the MINI segment, offering optimum road contact at all times thanks to its elaborate, sophisticated kinematics.

Aluminium longitudinal arms help to optimise the car's weight, while anti-roll bars additionally promote the safe handling of the MINI Clubman.

Reflecting the extra power of the car and its enhanced performance, the suspension set-up on the MINI Cooper S Clubman is even more sporting and dynamic than the sports-oriented suspension of the MINI Cooper Clubman and MINI Cooper D Clubman, all model variants maintaining their substantial safety reserves even when driven to the absolute limit.

The new MINI Cooper Clubman and the new MINI Cooper D Clubman come as standard on 15-inch wheels, while the MINI Cooper S Clubman features 16-inch rims with runflat tyres allowing the driver to continue even after a complete loss of tyre pressure.

EPAS Electrical Power Assisted Steering gives the driver exact feedback on road conditions and the current driving situation, the steering remaining sporting and direct at all times, with power assistance geared to road speed.

A further advantage of Electrical Power Assisted Steering is its weight far lighter than a conventional steering system, as well as the steering function geared to current demands in order to save energy: The electrical servo motor is activated only when power assistance is required or desired by the driver.

The sports-oriented suspension of the MINI Clubman is supported by a highly efficient and powerful brake system featuring highlights such as anti-lock control (ABS), Electronic Brake Force Distribution (EBD), Cornering Brake Control (CBC) and Dynamic Stability Control (DSC) including hill start-off assistance all coming as standard. The Brake Assistant on the new MINI recognises emergency application of the brakes and immediately builds up maximum brake pressure whenever required to keep stopping distances as short as possible.

The power units: maximum efficiency in three power stages.

The MINI Clubman stands out from the start not only through its unique concept and extroverted design, but also through exceptionally attractive power units. Indeed, the three high-tech engines developed specifically for the new generation of the MINI guarantee unique driving pleasure combined with remarkable efficiency at all times. And all the power units featured in the MINI Clubman naturally come as standard with all new technologies introduced in the 2008 model year for maximum reduction of fuel consumption.

These intelligent technologies serving to maximise the engine's efficiency allow an appropriate reduction of fuel consumption and, at the same time, a further increase in driving pleasure. A very good example in this context is Brake Energy Regeneration, energy management ensuring that the output coming from the engine is converted primarily into drive power, with electricity being generated for the on-board network only when the car is rolling freely in overrun or during application of the brakes. To achieve this effect, the alternator is automatically disengaged from the engine while under power, that is when accelerating and pulling the car. Accordingly, the power the alternator would consume and take away from the car in the conventional mode now remains fully available for even faster and more dynamic acceleration.

An adequate supply of electric energy to the on-board system is nevertheless ensured at all times, since the alternator is activated again as soon as the MINI returns to overrun or the driver applies the brakes.

The new Auto Start Stop function on all manual gearbox versions of the MINI Clubman serves to effectively shorten idle speed phases while the engine is running: Whenever the car comes to a stop at a road junction, for example, Auto Start Stop automatically switches off the engine as soon as the driver shifts to neutral and takes his foot off the clutch pedal. Then, to re-start the engine, all the driver has to do is press down the clutch pedal again, the engine starting automatically without the slightest delay.

Auto Start Stop serves to optimise fuel efficiency above all in city traffic, helping to reduce fuel consumption accordingly.

The gearshift point indicator in the MINI Clubman provides additional support in the process of reducing fuel consumption and emissions: Benefiting from this function likewise featured as standard, the driver of a manual gearbox MINI Clubman is able to constantly focus on the most efficient style of motoring, the electronic engine "brain" permanently analysing engine speed, driving conditions and the position of the gas pedal, and calculating the most

efficient style of motoring for the respective gear selected by the driver. As soon as a shift in gears would appear appropriate under such driving conditions, an arrow symbol appears in the Cockpit Display beneath the rev counter, with the ideal gear being shown as a number.

Shifting gears is without doubt a thrilling experience in the top model of the new series, the MINI Cooper S Clubman. Boasting a 1.6-litre four-cylinder power unit developing maximum output of 128 kW/175 hp at 5,500 rpm with the help of a twin-scroll turbocharger and direct gasoline injection, the MINI Cooper S Clubman offers maximum torque of 240 Newton-metres or 177 lb-ft all the way from 1,600 to 5,000 rpm, with a further brief increase to an even more significant 260 Newton-metres or 192 lb-ft by means of the Overboost function.

On the road, this accelerates the MINI Cooper S Clubman to 100 km/h in just 7.6 seconds and gives the car a top speed of 224 km/h or 139 mph.

The MINI Cooper S Clubman offers not only impressive performance, but also an exceptionally good balance of driving pleasure and economy, with average fuel consumption in the EU test cycle of just 6.3 litres/100 kilometres, equal to 44.8 mpg imp. And at the same time the MINI Cooper S Clubman has a CO₂ emission rating of 150 grams per kilometre.

The balance of performance and fuel economy is equally impressive on the MINI Cooper Clubman, its four-cylinder normal-aspiration power unit likewise displacing 1.6 litres featuring fully variable valve management developed on the basis of the BMW Group's VALVETRONIC system.

Maximum output of this innovative, high-tech engine is 88 kW/120 hp at 6,000 rpm, with maximum torque of 160 Nm or 118 lb-ft at 4,250 rpm.

With this kind of power, the MINI Cooper Clubman accelerates to 100 km/h in 9.8 seconds and has a top speed of 201 km/h or 125 mph. And with average fuel consumption in the EU cycle of 5.5 litres/100 kilometres, equal to 51.4 mpg imp, and a CO₂ emission rating of 132 grams per kilometre, the car sets the standard among all gasoline engine models in its class.

The 1.6-litre four-cylinder turbodiesel in the MINI Cooper D Clubman, finally, offers outstanding efficiency all round, at the same time providing maximum output of 80 kW/110 hp at an engine speed of 4,000 rpm.

The technical highlights of this new diesel engine exceptionally light thanks to its new aluminium structure include innovative direct injection based on the

common-rail principle as well as a turbocharger with variable turbine geometry for optimum power and performance in all speed ranges.

An Overboost function in the MINI Cooper D Clubman also ensures a particularly powerful and dynamic response to the accelerator, providing exactly the same effect as on the particularly sporting and dynamic MINI Cooper S Clubman: Overboost briefly increases maximum torque from 240 to 260 Newton-metres (177–192 lb/ft) between 1,750 and 2,000 rpm.

The new MINI Cooper D Clubman accelerates to 100 km/h in 10.4 seconds and has a top speed of 193 km/h or 120 mph. At the same time it combines this dynamic character with exemplary fuel economy, average fuel consumption in the EU test cycle amounting to just 4.1 litres per kilometre or 68.9 mpg imp. And last but not least, the CO₂ emission rating is extremely low at just 109 grams per kilometre.

Engine power is once again conveyed to the front wheels in that typical MINI style. In addition, the MINI Cooper S Clubman, MINI Cooper Clubman, and MINI Cooper D Clubman are all equipped as standard with a six-speed manual gearbox, six-speed automatic transmission coming as an option on each of these three model variants.

Unique, characteristic design with striking MINI features.

The three versions of the MINI Clubman are identical in their design and body structure to the MINI Cooper, MINI Cooper D and MINI Cooper S up to the B-pillar, all the classic design icons of the MINI being highlighted appropriately also on the MINI Clubman. At the front end of the car these include the characteristic, large round headlights, round positioning lights, and the hexagon radiator grille. Further distinctive features are the diagonal engine lid joint and the side direction indicators so typical of the MINI.

A chrome band extending round the entire car at shoulder level is to be admired also on the MINI Clubman, resting directly on the doors at the rear end of the car. Measuring the same in width and hardly any higher than the “regular” MINI Hatch, the MINI Clubman with its low-slung overall look and compact proportions creates the same nimble and dynamic impression as all other models in the MINI family.

The rear light clusters are kept as small a possible, reflecting the smallest dimensions eligible for worldwide homologation. In all, the design of the rear end, through the interaction of the car’s graphics and elements such as the rear lights and door handles, conveys an elegant and clear impression.

The individual model variants are highlighted at the rear through the designations "Cooper", "Cooper D" and, respectively, "Cooper S". The name "Clubman", in turn, is to be found on the right-hand entry trim strip beneath the Clubdoor.

More than 40 colour combinations for driving pleasure in beauty and style.

Driving a MINI is more than just getting from A to B – it is an expression of lifestyle, of a genuine attitude in life. In particular, the focus is on driving pleasure and the joy of powerful, trendsetting design.

Now the MINI Clubman offers the enthusiast even greater options in customising his car and personal style, with more than 40 combinations of the exterior paintwork alone. This overwhelming freedom of expression is further enhanced by a wide range of accessories and a great selection of options and special equipment geared specifically to the MINI Clubman.

Hot Chocolate, a particularly extroverted metallic colour, is reserved exclusively to the MINI Clubman.

In all, the MINI Clubman is available in no less than 12 body colours – the three non-metallic colours Chili Red, Pepper White and Mellow Yellow, as well as the additional metallic colours Astro Black, Sparkling Silver, British Racing Green, Pure Silver, Lightning Blue, Nightfire Red, Dark Silver, and Laser Blue over and above Hot Chocolate.

Everybody is an artist – freedom in interior design.

The purchaser of a MINI Clubman is also able to choose his or her very own, individual interior design, combining four interior colours and five Colour Line variants with one another as he wishes.

The seats are available not only in their regular upholstery, but also – on all models – in a combination of cloth and leather as well as all-leather upholstery in all kinds of variants and colour schemes.

A wide range of trim options helps to underline the premium character of the MINI Clubman, for example through optional English Oak or in glistening Black Piano paint. This wide range of individual choice is finally rounded off by two standard trim options as well as Fluid Silver and Brushed Alloy as further optional selections.

The MINI Clubman is unique – and precisely this makes the car a typical MINI in every respect, consciously interpreting traditional shooting brake concepts in a modern design language. At the same time the MINI Clubman

intentionally bears out similarities to the classic Mini, just as it comes with a new range of engines boasting brand-new features.

Like the new generation of the MINI as such, the MINI Clubman is also the result of a modern re-interpretation of the car taking all the demands of the 21st century into account and in the process offering new possibilities and opportunities.

Given its wide range of qualities, the MINI Clubman paves the way into a brand-new segment in the market, while the MINI premium brand, introducing this avant-garde innovation, once again underlines its leadership in the small car segment in terms of vehicle concepts, technical and design features.

3. In Search of New Challenges. Concept.



The “godfather” was the Shooting Brake. This is the term applied in Great Britain, the home of the MINI, to sports cars combining the flair and character of a coupé with a hatchback, thus offering more functions than a “regular” coupé.

Catering for customers looking precisely for a car of this kind, various manufacturers have built thrilling and exclusive cars time and again in years gone by, offering the discerning customer the opportunity to pursue in some cases quite extravagant hobbies, without having to use a conventional estate for that purpose. Indeed, quite often these manufacturers were highly specialised companies building such very special vehicles by hand.

The new MINI Clubman now takes up this shooting brake concept and is therefore taking on its own very special role within the MINI brand family now comprising three very different models: The new MINI Clubman is an authentic and unconventional re-interpretation of MINI’s brand values. Based on the MINI with its extremely agile performance and typical go-kart feeling, the MINI Clubman is indeed a completely unique and very emotional concept taking up typical features of MINI design and carrying them forward to a new and different segment of the market.

Unique proportions underline the individual, sporting, active and masculine character of the new MINI Clubman. The Clubdoor at the side opening in the direction of travel, the two-piece split-door at the rear, and wheelbase extended over the “regular” MINI by 80 millimetres or 3.15” make the new MINI Clubman quite unmistakable. This is a car that appeals to the active and extroverted individualist, the connoisseur who sees his (or her) car as a genuine statement standing out from the usual crowd in road traffic.

Modern interpretation of classic functions.

Following MINI’s motto of “From the Original to the Original”, the new MINI Clubman is fully aware of its historical DNA and interprets these genes with all the features now possible in the 21st century. Hence, it quotes design features from its ancestors, the Morris Mini Traveller and the Austin Mini Countryman, both of which were built from 1960–1969. These very special models now legendary not only in Great Britain served as sources of inspiration in developing the MINI Clubman. And in the process the designers responsible for the car succeeded in blending classic features

with the shooting brake concept in an entirely new style, creating a car through the interaction of ultra-modern technology and functionality which meets the challenges of today's world in a truly fascinating manner.

A good example in this context is the split-door at the rear: The new MINI Clubman takes up this principle of two wing doors hinged at the side dating back to the 1960s, adding innovative details and features appropriate in our modern times.

Characteristic highlights in this context are the rear light clusters fitted in the structure of the body itself and not in the doors, the split-door opening mechanism supported by gas pressure springs, as well as the use of two screenwipers at the rear, one on each side of the doors. The focus, obviously, was on everyday function and practical use.

Another example is the unusual design of the vertical C-pillars standing out as the ongoing development of the wooden planks to be admired on the car's ancestors, which gave the classic Mini equipped with this particular feature the nick-name "Woody".

To underline this particular quote, the C-pillars and the rear bumper on the new MINI Clubman come exclusively in contrasting Black Non-Metallic or Pure Silver Metallic, this striking surround distinguishing the new MINI Clubman from the rear at very first sight.

Go-kart feeling and reduction of fuel consumption.

Despite the longer wheelbase and the slightly higher weight of the new model, the new MINI Clubman offers virtually the same performance as the "regular" MINI, benefiting in the process from its somewhat better streamlining and drag coefficient.

This equality in terms of performance is of course a result of the engines offering the same power and torque, the principle of short body overhangs retained also on the MINI Clubman, and the specific set-up of the car's suspension and steering. The driver of the new MINI Clubman thus enjoys the full thrill of an agile go-kart so typical of the MINI brand. And at the same time the car offers perfect straight-ahead running stability, an advantage particularly significant on long distances.

All models in the range come with numerous technologies serving to reduce fuel consumption. Brake Energy Regeneration, Auto Start Stop, and a gearshift point indicator enable the driver to save fuel without making any concessions in terms of driving pleasure.

Detailed solutions for enhanced function.

Through its overall concept, the MINI Clubman ensures enhanced function and superior comfort, quite literally bearing out the principle of “maximum car on minimum space”. In its exterior dimensions, the MINI Clubman is more or less a “normal-sized” car in its class, while in its interior dimensions it is far larger than the regular standard in its segment.

Wheelbase extended over the MINI Hatch by 8 centimetres or 3.15” ensures generous legroom at the rear. The Clubdoor, in turn, not only facilitates access to the rear seat bench with either three or two seats, depending on the customer’s choice, but also serves, together with the comfortable seats, the wide window areas and high-quality materials inside the car, to provide a stylish lounge ambience at the rear. And since the MINI Clubman also comes as standard with an easy-entry function on the front seats, access to the rear is really convenient.

The unusual split-door configuration extending virtually over the entire width of the car also ensures convenient access to the rear area. Together with the split rear backrest folding down individually as required for flexible use of the luggage compartment, the split-door opens up new dimensions in practical use and personal lifestyle.

Taking along a large music instrument, for example, is no problem in the new MINI Clubman, just as the driver can accommodate a mountain bike or a kiteboard in the luggage compartment.

Clearly, this gives the driver of the MINI Clubman new freedom, greater flexibility and a greater margin for spontaneous leisure time activities. And if even this is not enough, both the MINI Cooper Clubman and the MINI Cooper D Clubman are available as an option with a towbar.

Millions of options for customising the car.

One of the highlights of the MINI Clubman concept is the unprecedented range of customisation options. Indeed, taking the extended offer of optional features into account and the numerous items of Original MINI Accessories developed in some cases exclusively for this model, the discerning customer has several million variations in configuring his personal MINI Clubman.

The new Hot Chocolate colour developed especially for the MINI Clubman, for example, is typical of MINI, taking up the tradition of classic and vintage cars from Great Britain re-interpreted in a particularly surprising manner. Hot Chocolate is available as metallic paintwork for the car’s body, as an upholstery colour on the leather seats, and as the interior colour.

Combining these options and the choice of further features, the customer enjoys a huge margin of freedom in personalising the car. As an example, the new colour variant enables the customer to cover an extremely wide range of stylish features and personal choice – from sophisticated and harmonious through extravagant all the way to consciously extroverted. And the addition of new body and interior colours also offers the purchaser lots of freedom in living out his or her personal choice or preference.

International teamwork in the development process.

The new MINI Clubman was developed in a modern cooperation network with the BMW Group standing in the middle through its core competences and skills. The design of the car, therefore, comes from the MINI Design Studio. The main development work on the car's concept, the drivetrain and the set-up of the chassis, in turn, was carried out by the BMW Group's Research and Innovation Centre in Munich.

In this process all steps in development were closely coordinated with the MINI Production Plants in Great Britain.

A further pillar of the international design team was Italdesign Giugiaro (IDG) building pre-series prototypes and providing engineering services in series development.

Last but certainly not least, the main suppliers were also integrated directly into the project team in all phases of development, ensuring intelligent interaction of the skills and abilities of the companies involved and a highly flexible and agile development process of the highest standard on all sides.

4. Typically MINI – Surprisingly New. Design.



A real MINI – but nevertheless surprisingly new: As a unique car concept, the MINI Clubman boasts exterior and interior design proving clearly that it is a member of the MINI brand family but nevertheless setting a series of fascinating new highlights.

Through its various icons, the MINI Clubman continues the design language of the new MINI, at the same time taking up various details of its ancestors in time, the Morris Mini Traveller and the Austin Mini Countryman in modern, up-to-date style. One of these highlights is the split-door at the rear, another striking and brand-new feature of the MINI Clubman is the Clubdoor on the right-hand side of the car opening against the direction of travel. And with its longer rear overhang as well as the vertical C-pillars with their particular accentuation, the new MINI Clubman stands out strongly as a distinctive member of the MINI brand family.

The overall look of the new MINI Clubman is characterised by the smooth and taut design of the body. Twelve different body colours, nine of which are in metallic paintwork, interact with Black Non-Metallic or Pure Silver Metallic on the roof and C-pillars to provide more than 40 colour schemes and combinations.

A special colour developed for the new MINI Clubman is Hot Chocolate Metallic bridging the gap between the classic heritage of the “original” Mini and modern design of the 21st century. Other body colours are the three Chili Red, Pepper White, and Mellow Yellow non-metallic options as well as Astro Black, Sparkling Silver, British Racing Green, Pure Silver, Lightning Blue, Nightfire Red, Dark Silver, and Laser Blue metallic in addition to Hot Chocolate.

The new MINI Clubman boasts its own unique look and stature, making a strong and elegant statement all in one. Through its design alone, it accentuates the emotional character of a truly extroverted car concept. Indeed, the distinctive design of the body highlights the new MINI Clubman from the start not just as a member of the MINI brand family, but also as a car with very special features and characteristics.

World debut: Clubdoor for easier access to the rear.

The asymmetric structure of the car's flanks is a truly unusual design feature of the new MINI Clubman: While on the left-hand side the front door provides convenient access in classic configuration, the additional Clubdoor on the right-hand side, opening against the direction of travel, ensures particularly convenient access to the rear seats.

The name "Clubman" on the entry strip on the right-hand side beneath the Clubdoor serves as an additional signal in welcoming the rear-seat passengers. The B-pillar with its integrated belt support for the front seat, in turn, is integrated into the Clubdoor itself, and the side pillar graphics likewise contribute to the unmistakable look of the MINI Clubman.

The side view: Dune Line and the contrasting C-pillars.

Seen from the side, the new MINI Clubman stands out particularly through its dynamic wedge shape created by the interaction of the shoulder line rising up slightly to the rear and the horizontal roofline. The shoulder line extends from the headlights at the front along muscular shoulders all the way to the C-pillars, where the distance to the roof is smaller than around the A-pillars. This, in turn, creates side window graphics opening up to the front and giving the car a forward-pushing impression of power and action, clearly bearing out the sporting character of the MINI Clubman even with the car at a standstill.

The dark surface colour on the A- and B-pillars presents the window areas as one uninterrupted strip, at the same time creating the impression of a roof "hovering" in space, connected to the rest of the body only through the C-pillars.

A slender elevation, the so-called Dune Line, extends back on both sides from the A- to the C-pillars along the entire length of the roof, giving the roofline a distinctive look of tense motion and raising the height of the car's flanks by approximately 2 centimetres, with the highest point just above the B-pillars.

This gives the new MINI Clubman very well-balanced, sleek and flowing proportions also from the side, the roof on all model variants extending into a discreet spoiler at the rear. The result is a particularly aesthetic and functional combination of design and sophisticated aerodynamics.

Wide track and very short body overhangs underline the typical posture of the car, its "stance on the wheels" so characteristic of the brand. Indeed, it is fair to say that the new MINI Clubman "stands like a rock" on its wheels at all four corners.

This overall impression is further enhanced by the plastic frame extending round the entire body and bordering on the front and rear air dams as well as the wheel arches and side-sills at the bottom.

The almost vertical C-pillars and the body overhang at the rear extended by 16 centimetres or 6.3" versus the MINI Hatch highlight the greater functional value of the new MINI Clubman and create new proportions nevertheless still typical of MINI. Similarly, the C-pillars in a different and highly conspicuous colour help to create a look of perfect balance throughout the car from front to rear.

The rear end: split-door and rear lights integrated into the body.

The rear end of the new MINI Clubman is characterised by parallel, horizontal lines standing out clearly and distinctively from the vertical C-pillars.

These lines serve to split up the body into individual sections becoming more slender and narrow step-by-step as they move up.

Such an arrangement of contours referred to by the designer as a "waterfall line" highlights the car's low centre of gravity and the stable roadholding of the MINI Clubman, guiding the eyes of the beholder even more towards the wheels.

This horizontal stratification of elements at the rear is further accentuated by the large third brake light integrated in the roof strip, the two screenwipers on each of the rear doors, the chrome-plated door handles, the separate reflectors, and the bracket on the bumper finished in a contrasting colour.

The horizontal lines at the rear are hardly interrupted, at least visibly, by the centre joint of the split-door. The frame formed by the C-pillars together with the upper edge of the bumper, on the other hand, generates a clear visual signal standing out at very first sight. Regardless of the body colour, this rear frame or surround is finished in all cases in contrasting Black or Pure Silver Metallic, the C-pillar frame and the split door giving the new MINI Clubman an absolutely unmistakable look from behind.

Another characteristic feature of the new MINI Clubman becomes obvious to the beholder only at second sight: The rear lights are fitted directly into the main body structure of the car, and do not open and close together with the split-door.

This design feature serves to meet legal and homologation requirements stating that the rear lights must be clearly visible to motorists and other road users following from behind also when the rear doors are opened.

Despite this requirement, the designers and creators of the MINI Clubman wanted to hinge the split-doors as far to the outside as possible on the C-pillars in order to capitalise on the space available. And the solution they have found for this purpose is not only interesting in technical terms, but also serves to highlight the rear light clusters as design elements within the door frame, thus standing out most conspicuously despite their very small size intentionally reduced to the smallest dimensions allowed by worldwide homologation standards. This is done by slightly tapering in the contours of the rear lights at the top, discreetly following the line of the rear door frame.

Seen from behind, the MINI Cooper Clubman and MINI Cooper D Clubman are virtually identical. To stand out visually from the MINI Cooper S Clubman, they come with small appliqués on the bumpers on either side of the numberplate support. The MINI Cooper S Clubman, in turn, features grid net inserts at the same point, in a hexagon structure reflecting the pattern of the air intake grid at the front.

The cover on the third brake light is also different on the MINI Cooper S Clubman, made in this case of white glass. And before the beholder notices the model designation at the rear, he will recognise the MINI Cooper S Clubman right from the start through the two tailpipes positioned on either side of the body.

The front end: distinguishing the individual model variants.

Seen from the front, the new MINI Clubman stands out from the MINI Hatch only through the different contour of the roofline, with all other signs of distinction so typical of the MINI being carried over to the new model. The homogeneous hexagon radiator grille and large round headlights therefore characterise the “face” of the new model, showing quite clearly that the new MINI Clubman is also a member of the MINI brand family.

Other common features are the direction indicators integrated in the headlights as well as the positioning light units beneath the headlight units, which also accommodate the foglamps available as an option.

The front end of the car serves to distinguish the individual model variants also in the case of the MINI Clubman. The MINI Cooper S Clubman, for example, stands out through two design features visualising the power and performance of its turbocharged engine: First, the powerdome – the curved section of the engine compartment lid – is 20 millimetres or 0.79” higher. Second, the size of the bottom air intake is highlighted in particular by a hexagon grid net presenting a theme taken up by the radiator grille with its chrome surround. A further point is the stylised opening in the engine compartment lid of the MINI S Clubman.

On the MINI Cooper Clubman the radiator grille boasts a chrome frame and three horizontally chrome-plated crossbars. The edges of the lower air intake, in turn, show a slight upward swing, almost giving the MINI Cooper Clubman a smile on its face and creating an elegant, likeable touch at the front.

The MINI Cooper D Clubman likewise comes with a particularly “muscular” powerdome, another characteristic feature on this model being the larger air intake at the bottom giving the entire front end additional presence, symbolising the power and performance of the turbodiesel engine, and an ensuring an appropriate cooling effect.

Sophisticated chrome features emphasising the premium character of the car are common to all three variants of the new MINI Clubman. These design elements unique to the MINI in its segment are to be found, inter alia, on the headlights, the radiator grille surround, the strip extending around the entire car on the level of the shoulder line, and on the door handles.

The interior: sporting cockpit, lounge ambience at the rear.

Inside, the new MINI Clubman is again identical to the MINI Hatch up to the level of the B-pillars. In other words, it boasts the same avant-garde, sporting cockpit including the circular instrument in the middle so typical of the brand as such. Apart from the analogue speedometer, this circular instrument also comprises the audio controls as well as the optional entertainment and navigation functions, with all of these additional functions spaced out around the speedometer like a ring.

The rev counter is positioned directly behind the steering wheel, also comprising the display for the on-board computer and an additional, individually adjustable digital speed signal.

Below the central instrument the driver will find further controls and features such as rotary knobs for ventilating the interior, two cupholders integrated in the base of the centre console, as well as toggle switches carried over in their style and design from motorsport. These switches serve, inter alia, to operate the electric windows and central locking. Similar toggle switches are also to be found on the roof lining, operation of the optional sliding roof again reflecting the style and control functions typical of MINI.

The horizontal orientation of the cockpit emanating a strong touch of generosity is accentuated additionally by a wide range of trim surfaces available in a number of variants. Inter alia, the premium character of the MINI Clubman is borne out by high-quality trim materials and upholstery also available on this new member of the MINI model family. Particularly the

new colour Hot Chocolate is a very extroverted option for both the interior and the leather seats.

The extension of the MINI Clubman's wheelbase by 8 centimetres or 3.15" serves completely to benefit the passengers in the rear, offering them extra legroom and freedom. The rear seat bench has been re-designed and is available in either three- or two-seat arrangement. The upper ends on the backrests, in turn, are rounded off harmoniously and on the three-seater version the centre console has been cut back to form a self-contained insular element.

The rear side panel split up into two sections by the Clubdoor on the right takes up the graphics of the door lining with its characteristic oval design elements. The second elliptic line stands out as an integrated and dynamic design element stretching out the interior of the car, visually underlining the generous space available, and housing the loudspeaker unit. The optimised space available, the use of high-quality materials and the stretched left side window, finally, also serve to create an elegant lounge ambience at the rear of the car.

5. Dynamic on the Road, Modest at the Filling Station. Engines and Transmissions.



The new MINI Clubman is entering the market with a choice of three engines: The MINI Cooper S Clubman features a 128 kW/175 hp four-cylinder gasoline engine displacing 1.6 litres and boasting direct fuel injection together with a twin-scroll turbocharger for superior performance at all times.

The MINI Cooper Clubman is also powered by a 1.6-litre gasoline engine, in this case with normal aspiration and fully variable valve management for maximum output of 88 kW/120 hp.

The 1.6-litre power unit of the MINI Cooper D Clubman offering maximum output of 80 kW/110 hp combined with supreme economy, features direct diesel injection and turbocharger technology for extra performance.

In all cases, the cars' specific performance on the road as well as their output per litre differ only marginally from the respective versions of the MINI Hatch, again clearly proving the supreme sportiness of the MINI Clubman.

All three power units offer sporting performance of the highest standard combined with superior all-round economy. Also featuring Brake Energy Regeneration, Auto Start Stop and a gearshift point indicator, the new MINI Clubman reduces both fuel consumption and CO₂ emissions to a minimum. The top performer in terms of economy is the MINI Cooper D Clubman consuming only 4.1 litre of diesel fuel in the composite EU cycle, equal to 68.9 mpg imp, and offering a CO₂ rating of only 109 grams per kilometre.

MINI Cooper S Clubman: maximum driving pleasure.

The new MINI Cooper S Clubman combines superior efficiency with supreme performance. The 1.6-litre four-cylinder of this outstanding car incorporates a twin-scroll turbocharger and direct gasoline injection, developing maximum output of 128 kW/175 hp at maximum engine speed of 5,500 rpm. Peak torque of 240 Newton-metres, in turn, equal to 177 lb-ft, is maintained consistently between 1,600 and 5,000 rpm and may be briefly boosted by increasing turbocharger pressure to an even more significant 260 Nm or 192 lb-ft.

Clearly, this Overboost function gives the new MINI Cooper S Clubman even more powerful acceleration whenever required.

The MINI Cooper S Clubman reaches a top speed of 224 km/h or 139 mph and accelerates from a standstill to 100 km/h in 7.6 seconds. Average fuel consumption in the EU test cycle is 6.3 litres/100 kilometres, equal to 44.8 mpg imp, and the car's CO₂ emission rating is 150 grams per kilometre.

MINI Cooper Clubman: unique and efficient.

In the four-cylinder normal-aspiration version of the new MINI Cooper Clubman, the intake valves are controlled by fully variable valve management, valve lift and the valve opening times being varied infinitely and with electronic precision to the driver's power and performance requirements.

This principle of engine load management is based on the BMW Group's VALVETRONIC technology, innovative valve management of this calibre ensuring not only particularly spontaneous response and a high standard of motoring culture, but also minimum fuel consumption and optimised emission control.

Displacing 1.6 litres, the four-cylinder power unit develops maximum output of 88 kW/120 hp at 6,000 rpm, with peak torque of 160 Newton-metres/ 118 lb-ft at 4,250 rpm.

This kind of power accelerates the MINI Cooper Clubman to 100 km/h in 9.8 seconds and gives the car a top speed of 201 km/h or 125 mph. With average fuel consumption of 5.5 litres/100 kilometres (equal to 51.4 mpg imp) in the EU test cycle and a CO₂ rating of 132 grams per kilometre, finally, the new MINI Cooper Clubman guarantees superior efficiency and driving pleasure all in one.

MINI Cooper D Clubman: agile and efficient.

The new MINI Cooper D Clubman impressively proves the great potential of a modern diesel engine, its 1.6-litre four-cylinder developing maximum output of 88 kW/110 hp at an engine speed of 4,000 rpm, accelerating the car to 100 km/h in 10.4 seconds and providing a top speed of 193 km/h or 120 mph.

This sporting performance comes on extremely low consumption and emission ratings, average fuel consumption of 4.1 litres/100 kilometres (equal to 68.9 mpg imp) in the EU test cycle setting the same exemplary standard as a CO₂ rating of 109 grams per kilometre.

This outstanding combination of agility and economy is the result of the turbodiesel power unit particularly light thanks to aluminium construction. The engine comes with direct diesel injection based on the common-rail principle as well as a turbocharger with variable turbine geometry for optimum

power and performance at all engine speeds. And to enhance the car's torque and pulling force – for example for fast overtaking – maximum torque of 240 Newton-metres or 177 lb-ft, like on the MINI Cooper S, is briefly boosted to 260 Newton-metres or 192 lb-ft by the Overboost function

Brake Energy Regeneration for optimum use of engine power.

The new MINI Clubman combines maximum driving pleasure with extremely low fuel consumption. This is the result of a wide range of improvements focusing on greater efficiency and giving the MINI an even higher level of economy in the 2008 model year.

Brake Energy Regeneration may well be the best example of this successful combination of driving pleasure and fuel efficiency, naturally coming as standard on all model versions. In this case intelligent energy management serves to feed engine power primarily to the drive wheels, with as little engine power as possible being used to generate electrical energy for the ancillary units. To provide this effect, the alternator is automatically disconnected as long as the engine is pulling the car, electricity being generated for the on-board network only when the new MINI Clubman is coasting or when the driver applies the brakes.

In practice, this means that the energy converted into electric power comes virtually free-of-charge, while the valuable drive energy coming from the engine serves primarily to enhance the driver's pleasure at the wheel. Brake Energy Regeneration thus allows the driver to reduce fuel consumption and emissions regardless of his style of motoring, making the car even more agile whenever the driver presses down the accelerator and providing extra electric power for the on-board network when applying the brakes.

At the same time intelligent energy management permanently monitors the level of battery charge, the observance of appropriate regeneration phases, a defined minimum charge level, and the use of new AGM (absorbent glass mat) battery technology giving the battery maximum service life.

Saving fuel while standing still: Auto Start Stop.

The new Auto Start Stop function on all manual gearbox models of the new MINI Clubman ensures that the engine automatically switches off whenever the car comes to a standstill, for example at the traffic lights: As soon as the driver moves the gearshift lever to neutral and takes his foot off the clutch pedal, Auto Start Stop interrupts both the ignition and fuel supply. Then, to start the engine again, all the driver has to do is press down the clutch pedal, the engine being re-activated automatically without the slightest delay.

In both city traffic or under stop-and-go conditions, the Auto Start Stop function ensures optimum use of the fuel available, reducing the consumption of energy and emissions to zero in a very uncomplicated process whenever the car comes to a standstill. Unnecessary fuel consumption when idling is therefore now a thing of the past.

The Auto Start Stop function is ready to go immediately when the driver starts the engine and is activated once the engine oil has reached its normal operating temperature. Whenever necessary for reasons of safety and motoring comfort, however, the electronic “brain” will override the Auto Start Stop function, which the driver may also deactivate himself if he wishes simply by pressing a button.

Saving fuel while driving: gearshift point indicator.

Thanks to the gearshift point indicator featured as standard, the driver of a MINI Clubman with manual transmission is able to optimise his style of motoring at all times in the interest of maximum economy. To allow such a fuel-conscious style of motoring, electronic engine control permanently analyses engine speed, driving conditions, as well as the position of the gas pedal, applying this data to determine the optimum gear for economic motoring.

As soon as the appropriate time comes to shift gears, an arrow symbol lights up in the cockpit display beneath the rev counter, with the ideal gear shown next to the symbol as a number.

The gearshift point indicator can be activated and de-activated via the on-board computer. A further point is that the system takes the driver's current style of motoring into account: Should the driver obviously wish to accelerate all-out, for example, the gearshift point indicator remains inactive for a certain, temporary period.

Six gears featured as standard, automatic transmission optional on all models.

Like the MINI Hatch and the MINI Convertible, the new MINI Clubman conveys engine power to the front wheels. All model variants come as standard with a six-speed manual gearbox, while automatic transmission likewise offering six gears is available as an option.

The availability of six gears in all transmissions enhances the agile and sporting character of the MINI Clubman, with the individual gear increments naturally being perfectly matched to engine power and performance.

Sports performance at the touch of a button.

The automatic transmission offers two different operating modes: In the Automatic mode the electronic control unit carries out the instructions to shift gears with virtually no interruption of torque and pulling force. To ensure such efficiency, the automatic transmission incorporates a converter for setting off and a converter lock-up clutch closing immediately after the car has set off. This mode combines superior comfort with a muscular and sporting gearshift.

Should the driver wish to enjoy even more dynamic performance, all he has to do is press the optionally available Sports Button to switch to the Sports mode, electronic control then providing even shorter gearshift times. A further effect of the Sports Button – also on the manual gearbox models – is adjustment of the gas pedal control map for even greater agility and even more direct steering response.

In the manual mode the driver is able to choose gears via paddles on the steering wheel, like in a Formula 1 racing car. And since he is thus able to keep his hands on the steering wheel when shifting gears, the driver remains in full control of the car at all times.

6. Driving Pleasure and Safe Handling – Genuine MINI Style. Chassis and Suspension.



The chassis, suspension, brakes and electronic dynamic driving programmes on the MINI Clubman are basically the same in their configuration as on the respective model variants of the MINI Hatch. However, the various chassis components have been adapted in their set-up to the specific requirements of the MINI Clubman, the engineers and development specialists making every effort to convey the characteristic go-kart feeling of the MINI straight to the third model in the range, without diluting these qualities in any way.

Featuring front-wheel drive, a low centre of gravity, wide track and the principle of short body overhangs typical of the brand, the new MINI Clubman offers everything required for sporting, active handling, with the agile experience of driving the MINI coming out as strongly as ever on the MINI Clubman. At the same time all three model variants offer a very high standard of safety in their driving behaviour.

Elaborate front and rear axle construction.

On the front axle McPherson spring struts ensure excellent wheel guidance at all times, keeping the steering absolutely neutral under all driving conditions – including fast bends – when accelerating and applying the brakes, without any influence coming from engine or drive forces.

The multi-arm rear axle developed with the skills and competence of the BMW Group, in turn, ensures optimum grip on the road at all times through its elaborate kinematics.

Use of aluminium longitudinal arms helps to keep the components very light, while anti-roll bars reduce body sway to a minimum, making an additional contribution to the car's agile and safe driving behaviour.

Reflecting the particular character of the MINI Cooper S Clubman, this model comes as standard with the most sporting and dynamic suspension set-up, and is also available as an option with sports suspension enhancing the go-kart feeling so typical of the brand to an even higher level.

The MINI Cooper Clubman and MINI Cooper D Clubman come as standard with 15-inch light-alloy rims and 175/65 R 15 tyres. The MINI Cooper S Clubman, in turn, features 16-inch light-alloy wheels and 195/55 R 16 runflat tyres enabling the driver to continue his journey even after a complete loss of tyre pressure.

As an option, all models are available with 17-inch wheels in Five-Star Pace Spoke Design exclusive to the MINI Clubman.

Electromechanical power steering for even greater driving pleasure.

The new MINI Clubman comes as standard with EPAS Electrical Power Assisted Steering combining motoring comfort and driving dynamism in a truly unique blend: EPAS varies steering power assistance as a function of speed, enabling the driver to manoeuvre and park the car with minimum effort.

Steering forces are then increased intentionally at higher speeds in the interest of enhanced safety and precision, the integrated active wheel return function serving to precisely guide the steering wheel back to its central position after reaching the end of a bend.

In conjunction with the optional Sports Button with its specific influence on the steering control map, EPAS may also be adjusted to the driver's individual wishes. In the Sports mode also available via the optional Sports Button the driver will enjoy an even more dynamic response and driving characteristics with higher steering forces. As a result, both steering precision and handling are improved to an even higher standard when driving to the limit.

Compared with conventional hydraulic power assistance, a further advantage of EPAS is the significant reduction of weight. In addition, the electrical servo motor is only activated when steering assistance is really required or when the driver expresses the wish for such assistance, such on-demand operation ensuring that the electromechanical steering system also helps to reduce fuel consumption.

DSC and ASC+T standard on all model variants.

The sports-tuned suspension of the new MINI Clubman is further enhanced by a high-performance brake system. The front axle comes with inner-vented disc brakes measuring 280 millimetres/11.0" (294 millimetres/11.6" on the MINI Cooper S Clubman) in diameter, with 259 millimetres/10.2" discs on the rear axle for optimum stopping power at all times.

On all model versions, the brake system free of fading is further enhanced by ABS anti-lock control, EBD Electronic Brake Force Distribution, and CBC Cornering Brake Control. And when applying the brakes in an emergency, the Brake Assistant on the MINI Clubman serves to immediately build up maximum brake power regardless of how hard the driver is pressing down the brake pedal, keeping stopping distances as short as possible.

DSC Dynamic Stability Control featured as standard ensures superior safety in critical situations, acting on the brakes specifically as required or reducing engine power in order to prevent the car from possibly swerving in a bend.

In the new MINI Clubman DSC is combined with ASC+T traction control and may be deactivated by the driver at the touch of a button.

An additional feature on the new MINI Clubman is Hill Assist serving to activate the brakes when setting off on an uphill gradient and thus preventing the car from rolling back.

As an option, the MINI Cooper S Clubman is also available with a mechanical limited-slip differential feeding more engine power within split-seconds to the drive wheel with better traction in order to set off the effect of different frictional coefficients on either side of the car. In this way the limited-slip differential effectively prevents the drive wheels from spinning, for example on slippery surfaces or in fast bends.

7. More Space, Optimum Safety, Supreme Quality. Body and Safety.



In its safety and quality, the new MINI Clubman reflects the high standards of the BMW Group in every respect.

The car's safety equipment is based on the occupant safety concept already to be admired in the MINI Hatch and Convertible – a concept which has been awarded the maximum number of five stars in the Euro NCAP crash test.

So the excellent results already achieved by the volume model of the brand in this highly demanding test confirms the very effective protection of all the car's occupants also in the MINI Clubman. And in this process the particular structure of the car's body serves to absorb side impacts on the right-hand side – where the Clubdoor is featured – just as effectively as on the left-hand side.

A further feature of the MINI Clubman's safety concept is that the Clubdoor can only be opened when the right-hand front door is already open, preventing any inadvertent opening of the door from inside.

Six airbags featured as standard.

All model variants of the MINI Clubman come as standard with six airbags, three-point seat belts on all seats, and ISOFIX child seat fasteners.

Over and above the frontal airbags, the two side airbags integrated in the side elements of the front seats give both the driver and front passenger effective safety and protection. The curtain head airbags extending further back than on the regular MINI Hatch inflate in the form of large curtains from the roof lining in the event of a collision from the side, offering the occupants both front and rear maximum protection from head injury.

Both the driver's and front passenger's seats, as well as the two or three rear seats – depending on the configuration chosen – come with three-point seat belts. Belt latch tensioners, belt force limiters and belt warning units are also featured at the front.

Not only the six airbags, but also the seat belts are masterminded by the car's central safety electronics serving to activate the most effective safety elements in each case, depending on the type and intensity of the collision involved.

A further point is that the electronic "brain" deactivates the central locking in the

event of a collision, switches on the hazard warning flashers and interior lights, and deactivates the electrical fuel pump.

ISOFIX fastening points on the two outer seats at the rear ensure simple and straightforward installation of child seats for optimum safety. And should a child seat be fitted on the front passenger's seat, the airbag in front of the passenger can be deactivated.

Clubdoor also offering optimum protection in a side-on collision.

In developing the wide range of sophisticated safety features of the new MINI Clubman, BMW's specialists naturally resorted to all their knowledge gained from the BMW Group's practice-oriented accident research. And so, to ensure the highest possible standard of safety despite the compact dimensions of the body, the various materials in the body are appropriately arranged and coordinated with one another to optimise crash safety through their particular features. High-strength steel and body plates varying in thickness referred to as tailored rolled blanks, as well as aluminium door elements and a magnesium carrier bar for the dashboard between the A-pillars, thus ensure not only supreme stability, but also low weight through the right kind of lightweight construction.

In a side-on collision forces acting on the car are diverted appropriately to the underfloor on the opposite side, the doors, B-pillars, seats, instrument panel and roof frame keeping the side structure strong and stable. A further point is that the right and left side of the car – regardless of the asymmetric arrangement with the Clubdoor on the right-hand side – both offer the same high level of crash safety.

Diagonally arranged door reinforcements and an aluminium extrusion-pressed profile on the doorsill level interact with the A- and B-pillars to form one common deformation zone. The deformation zone at the rear, in turn, is formed by two longitudinal arms, the luggage compartment floor, the rear panel, the rear side panels, and additional reinforcement elements.

With the engine of the new MINI Clubman being fitted crosswise at the front, there is still ample space for so-called crash boxes absorbing impact energy in the event of a head-on collision. A further point is that crash energy is smoothly diverted into the underfloor through the special design of the front axle subframe. Together with the carrier structure, this system effectively absorbs impact energy even in a small and confined area, keeping forces acting on the car away from the extremely stiff passenger cell. So in a severe collision or should the car roll over, the passenger cell is able to retain its function as a survival area for the occupants.

Effective diversion and absorption of impact energy and the stable passenger cell are the starting point for the optimum safety offered by the restraint systems featured as standard in the new MINI, with all of these components and systems interacting for optimum safety under all conditions.

8. Even More Space for Individual Wishes. Features and Equipment.



The MINI Clubman offers its owner new dimensions in personalising the car. Indeed, the options available straight from the factory add up to provide several million possibilities in configuring your very own and personal MINI Clubman. In addition, Original MINI Accessories for the MINI Clubman offer a wide range of further components and features enabling the driver to express his or her very own, personal style.

Hot Chocolate paintwork for a spectacular look.

Over and above the many features and items of equipment largely taken over from the MINI, a number of options is available exclusively for the new MINI Clubman. Introducing the very intense Hot Chocolate colour tone, for example, the interior designers are setting several spectacular highlights. The hand-sewn piping leather finished in this colour and offering a particularly sporting and sophisticated effect comes all round the seats in the Leather Lounge version or in combination with fabric on the optional sports seats.

A further option is to choose Hot Chocolate also for the body of the car and its interior world, again giving the customer many opportunities to create his very own MINI Clubman with a truly extroverted look.

An alternative to this variant is the particularly sophisticated piping leather on the seats in Carbon Black reminiscent of the great tradition of British classics. And as further opportunities, there are no less than four combinations of leather and fabric for the sports seats.

Checkered cloth upholstery with black-and-white squares on the seat and backrest surfaces is exclusive to the MINI Cooper S Clubman, while the MINI Cooper Clubman and the MINI Cooper D Clubman come as standard with cloth seats in a combination of Cosmos and Carbon Black. And as an option, the standard seats are also available with full leather upholstery in Carbon Black (Leather Punch) and, respectively, Tuscan Beige (Leather Gravity).

Ambient illumination – colours tailored to your mood and emotions.

A wide range of interior colours also allows the customer to tailor the MINI Clubman specifically to his or her personal taste, with freedom of choice greater than ever before since the colours Carbon Black, Gotham Grey and Tuscan Beige already well-known from the MINI Hatch are now being joined in the interior by the new Hot Chocolate colour option.

The optional Colour Line allowing the armrests on the front doors and at the rear as well as the lower edge of the dashboard to be finished in Dark Grey, Cream White, Pacific Blue, Rooster Red or Mellow Yellow, gives the new MINI Clubman even greater colour and style.

The trim surfaces – comprising the middle section on the instrument panel, the ellipsoid frame in the side panels, the door openers and, depending on the model and equipment variant, either seven or 14 trim rings – may also be personalised as an alternative to the standard trim in four exclusive variants.

A particular expression of the premium character of the new MINI Clubman is the use of natural wood such as English Oak and massive aluminium in the case of Brushed Alloy.

Further variants are glossy Black Piano paint as well as a fine gloss surface with its shimmering structure reminiscent of liquid metal. And as an option a fully closing storage compartment or a CD player may be integrated into the trim area of the dashboard on the front passenger's side.

A particular highlight inside the MINI Clubman is ambient illumination included in the optional Lights Package. Acting as discreet "waterfall illumination" from above and with indirect illumination of the roof lining, the door pockets and door handle cutouts, this ambient illumination gives the interior a truly unique atmosphere, with the colour of the light being infinitely variable all the way from warm orange to sporting blue at the touch of a button.

Flat loading area up to the front seats.

Numerous features and items of equipment have been developed especially for the MINI Clubman in order to offer additional functions within the larger interior. The rear seat bench, for example, comes as standard in three-seat arrangement, but is also available as an option at no extra cost in two-seat configuration offering the passengers at the rear an even higher level of comfort.

The option to fold down the rear seat bench either in part or completely converts the rear area whenever required into a highly versatile and very large luggage compartment. Indeed, luggage capacity may be increased in this way from 260 litres or 9.1 cubic feet all the way to 930 litres/32.6 cubic feet.

This enhanced functionality is optimised additionally by the folding floor panel for the luggage compartment available as an option, providing a completely flat loading surface whenever required all the way to the front seats, simply by folding down the rear seat bench.

A further advantage is that the floor panel able to carry a substantial load provides a practical subdivision within the luggage compartment together with a separate loading area with a capacity of about 50 litres beneath the panel – clearly the ideal place to keep smaller items safely away from prying eyes where they can hardly slip around and suffer any damage.

Yet a further option is to vary the angle of the rear seat backrests: Fastening the backrests in their vertical position, the driver and passengers will enjoy even more space often crucial when transporting very bulky objects.

High-tech entertainment and navigation systems.

Sophisticated entertainment and navigation systems underline the superior class and calibre of the new MINI Clubman. The controls for the audio system and the 6.5-inch TFT colour display featured as part of the optional navigation system are housed within the round instrument in the middle.

The audio system includes a CD player fitted on cars with a navigation system above the removable control bar covering the disc drive for the navigation DVD. To select the functions presented in the display, a joystick comes conveniently on the centre console precisely where it is needed.

Integrating external sources of music in the audio system of the new MINI Clubman is simple and straightforward. Using a standard AUX port, for example, the driver is able to play back music from an MP3 player on the car's audio system, with an interface for complete integration of an Apple iPod also available as special equipment. In this case the user is even able to select music files on the controls of the audio unit.

Further technical highlights of the entertainment system are the optional hybrid TV receiver for reception of both analogue TV and DVB-T signals from more than 30 transmitters and presentation on the TFT display in the Center Speedo.

A mobile phone preparation kit and, respectively, an integrated hands-off communication unit both equipped with a Bluetooth interface and a USB connection for audio units serve as an option to ensure optimum and reliable communication while travelling. Both allow the integration of numerous up-to-date mobile phones including the Apple iPhone.

Sports suspension and light-alloy wheels for enhanced driving dynamics.

To further accentuate the dynamic performance of the MINI Clubman, the connoisseur also has the choice of an Aerodynamics Package as well as sports suspension with harder springs, dampers, and anti-roll bars. This sports suspension may then be supplemented by 16- or 17-inch light-alloy wheels in various designs, 17-inch wheels in Five-Star Pace Spoke Design being reserved exclusively to the new MINI Clubman.

The extra-large windows as such already provide lots of light within the interior of the new MINI Clubman – and this effect can be enhanced to an even higher standard by the optional Panorama glass sliding roof.

The Chrome Line finish with frames surrounding the air intake scoop and the positioning lights and foglamps, to mention only some examples, adds further to the car's sophisticated and stylish exterior look.

Wide range of special equipment: more flair, more sports, more function.

The wide range of special equipment comprises more than 200 options giving the MINI Clubman even greater personal style over and above the optional extras available from the factory. This special equipment includes classics already very popular among MINI drivers everywhere as well as new offers created especially for the MINI Clubman.

In terms of both their material and looks, all components are perfectly tailored to the new MINI Clubman and fulfil the high quality and safety standards applied by the BMW Group. They are officially approved by the factory for the new MINI Clubman or they come with an official certificate or note of confirmation by the manufacturer.

Exclusive light-alloy wheels ensure an even greater touch of sportiness and stylish appearance, with a choice of no less than 12 different wheels measuring 16 and, respectively, 17 inches. Then there are also additional headlights with either black- or silver-coloured caps placed to the right and left in front of the hexagon radiator grille.

A particularly striking feature also on the MINI Clubman is the choice of roof paintwork ranging from the Union Jack all the way to the heliport look. And to match this special effect, the exterior mirror caps, door handles, direction indicator trim covers and wheel valve caps are all available in different trim variants.

Packing in style, travelling in bliss.

A further range of options ensures even greater fun in using the car's transport capacities. These include not only a roof carrier system fully compatible with the usual ski and bicycle carriers as well as roof boxes, but also additional storage boxes for the interior and transport boxes for the luggage compartment.

A practical subdividing unit for the glove compartment, to mention yet another example, helps to keep everything tidy and in good order, taking up CDs or, for example, sunglasses safely and securely where they cannot slip around.

To preserve the interior of the new MINI Clubman when subject to particular demands – for example when taking along a dog – the MINI range of accessories also offers a protection carpet at the rear covering the entire loading area all the way to the front seats. Further safety and an individual look is provided by an illuminated bar in the door cutout area, and illuminated cupholders are also available.

Hot Chocolate leather for the steering wheel, portable navigation system.

Matching the exclusive Hot Chocolate leather upholstery, the wide range of MINI accessories comprises further components in this inclusive colour variant. Inter alia, these include a leather steering wheel, a gearshift lever knob, a gearshift lever gate and the handbrake lever all finished in leather.

The customer wishing to fit his MINI Clubman with a navigation system at a later point in time will also find the right solution within the MINI range of accessories. Indeed, a particular forte of this portable navigation unit is the symbol in the 3D display showing your current position in the guise of a MINI Clubman with individual variations of the roof pattern.

John Cooper Works for sporting moments.

The wide range of John Cooper Works equipment adds the classic look of motorsport to the road. Named after the legendary MINI tuner, these JCW accessories comprise features such as cross-drilled and inner-vented brake discs for the front wheels of the MINI Clubman. Eighteen-inch light-alloy rims from John Cooper Works, in turn, push the range of wheels to the very limit, offering cutting-edge technology in every respect.

John Cooper Works upgrades the interior of the new MINI Clubman among other things with accessories in a special carbon look, for example on the gearshift lever knob and handbrake lever. And the gearshift point indicator is almost reminiscent of the cockpit of a Formula 1 racing car, a series of light diodes ranging from green through yellow and all the way to red enabling the driver to optimise the process of acceleration.

9. Flexible, Efficient, Quality-Conscious. Production.



More than a million MINIs in just six years – this is the current production record set up by the world's one and only small premium car built in Great Britain. And now the next chapter in this story of success is just around the corner, with the MINI Clubman being integrated in technical and logistics terms into the ongoing MINI production process at the plants in Oxford (Bodyshop, Paintshop, Assembly), Swindon (Press Plant) and Hams Hall (Engine Plant), putting everything in place for series production of the third MINI model variant. So it is fair to say that MINI is once again aiming at new records in production and sales.

The three BMW Group production plants within the MINI Production Triangle, as it is called, form an efficient and flexible production network for all variants of the MINI and have been prepared thoroughly within the last twelve months for the specific requirements of the MINI Clubman.

Like the other variants of the MINI, the MINI Clubman offers virtually unlimited freedom of choice in customised production, with every car built to order. So every customer is able to put together his or her own MINI according to his personal wishes and preferences. All production and logistics processes are flexible and fully tailored to such a high standard of diversity in the model variants built. And given the numerous options of equipment as well as the almost unlimited range of variation, it is extremely unlikely that two completely identical MINIs will leave Plant Oxford within one production year.

6,800 associates building up to 800 MINIs a day.

Upon the launch of the new MINI in September 2006, the British plants in Hams Hall and Swindon were fully integrated into the MINI Production Triangle, where today MINI engine and body pressings are made for Plant Oxford. In all, the MINI Production Triangle in Great Britain employs some 6,800 associates within the MINI production process.

The outstanding success of the MINI is borne out most clearly by the development of Plant Oxford: While in 2001 some 2,400 associates built a maximum of 200 cars a day in one shift, more than 4,700 associates now work here in three shifts, on seven days and up to 134 hours per week, building up to 800 MINIs day-by-day.

The plant's maximum production capacity, reflecting great demand in the market, has been increased in the same period step-by-step from approximately 100,000 to the new record level of up to 240,000 units a year. In all, the BMW Group has invested more than GBP 380 million (Euro 550 million) in production of the MINI at Plant Oxford since the year 2000.

Production based on the high quality standards of the BMW Group.

All three plants naturally follow the high production and quality standards of the BMW Group and are certified for environmental care to ISO 14001. Together with the BMW Group's Research and Innovation Centre in Munich, the Quality and Engineering Centre in Oxford played a decisive role also in the technical development of the MINI Clubman. And at the same time the QEC applies the most advanced methods in testing and confirming production quality.

Apart from a test track, a hydraulic vibration tester to simulate chassis and body loads, a rain and climate chamber (with temperature from -40 to +90 °C), the QEC also operates an acoustic dynamometer where the MINI is examined and tested under laboratory conditions while "driving", if necessary all the way to top speed.

Plant Oxford: Bodyshop, Paintshop, Assembly.

The origins of the plant in Oxford, a university town so rich in tradition about 100 kilometres north-west of London, go back to the beginning of the last century: It was here that in 1913 William Morris started to build cars he had developed himself. In 1994 the BMW Group acquired the plant and completely modernised all facilities in the years 2000 and 2001, preparing production of the modern MINI.

In the Paintshop and Assembly the MINI Clubman is built together with the other variants of the MINI on the same, highly flexible production lines. Separate facilities for the new model are required only in some parts of the Bodyshop due to the car's different dimensions.

The approximately 350 body components are fitted together completely automatically by means of high-precision welding and handling robots, more than 500 of these computerised robots working throughout the Bodyshop, and about 80 being added specifically for the production of the MINI Clubman.

Applying more than 4,100 individual welding spots, the robots put together each individual body to ensure a high standard of stability and torsional stiffness. In some cases, in fact, eight robots work on one body at the same time on three different levels.

Quality assurance in the Bodyshop is ensured by integrated Perceptron laser measuring stations and inline measuring robots working to an accuracy of 0.05 millimetres in the measuring process to guarantee absolutely precise measurements on each individual body.

The MINI Clubman goes through the Paintshop process together with the various other versions of the MINI in any random order, thus benefiting from all the advantages of the innovative Integrated Paint Process (IPP) introduced for the first time worldwide at Plant Oxford in 2006. Compared with conventional processes in applying the paint, IPP technology leaves out the individual stage of applying and burning in the filler coat, with the filler function instead being integrated on to one of two newly developed layers of basecoat.

In so-called wet-in-wet application of the two layers, the first layer takes on all functions and properties of the filler primer, while the second layer of basecoat provides the necessary optical qualities such as colour, effect and depth.

As in the past, the basecoat is finally covered by clear paint, the IPP process meeting the same demanding requirements as a conventional paint application process in terms of its looks and the functional protection provided by the paint. A further point is that IPP technology makes a positive contribution to the plant's environmental objectives by omitting the filler normally containing solvent and significantly reducing the consumption of materials and energy in the Paintshop.

Like the other models in the range, the MINI Clubman is available in unique contrasting roof colours exclusive to MINI. So depending on the customer's request, the roof is painted in a contrasting colour by robots in a special paint application process.

In the Assembly Hall the MINI Clubman is built on the same line as the other MINI models, associates assembling up to 2,000 components on each individual MINI, depending on the customer's request and the specific equipment chosen.

In the case of the MINI Clubman, 18 main modules are delivered to the assembly line just-in-sequence at exactly the right time and in the right order for assembly, again depending on the customer's wishes. These modules include the engines, the complete front module together with the headlights, bumper and cooling system, the integrated door modules, the seats and the cockpit. A special feature is that in the case of the MINI Clubman not only the two "regular" doors, but also the Clubdoor and the split-door are removed from the body at the beginning of the assembly process with all the specific

customer components being fitted on a separate assembly line and the doors being fitted back on to the body later on in the assembly process.

Numerous quality checks are integrated in the assembly process. To carry out these tests, highly qualified associates use wireless and portable hand-held computers to identify the car by means of the chassis number scanned in advance as well as specific, pre-determined test requirements.

A comprehensive sequence of tests is also conducted after assembly, including a driving test on a rolling road and a wide range of electronic tests.

Plant Swindon: supreme precision in steel pressing.

Plant Swindon some 70 kilometres west of Oxford has been making body panels since 1954. Today the workforce of 1,100 associates makes 90 per cent of the pressings and 80 per cent of the pre-assembly body components such as the lids and doors for MINI Assembly at Plant Oxford. And since 2005, the BMW Group has invested some GBP 60 million (Euro 88 million Euro) in the production of MINI at Plant Swindon.

The Pressings Production Area is made up of 19 pressing lines with a total of 50 individual presses. All presses have been thoroughly revised, automated and equipped with the latest electronic control systems for production of the MINI, with press forces ranging from 400 to 5,000 tonnes.

The appropriate press is used in each case according to the size and complexity of the pressing involved, the front and rear lids on the MINI, for example, being pressed into shape on the longest pressing line with a total of six pressing stages, proceeding from a flat piece of steel plate all the way to the fully pressed, moulded and shaped outer skin. Particularly large body components on the MINI Clubman such as the doors, the roof with its two Dune Lines, and the side panels go through two four-stage large-area presses with a pressing force of 5,000 tonnes.

In all, more than 130 welding and handling robots are used in the highly automated production of complete body components such as the doors and lids, 20 of these robots building the Clubdoor and the split-door for the MINI Clubman.

Plant Hams Hall: high-tech engine technology for the MINI.

Compared with the other two pillars within the British BMW Group Production Triangle, the Engine Plant in Hams Hall is very "young": Built near Birmingham in 2001, Hams Hall is the BMW Group's Competence Centre for the production of four-cylinder gasoline engines displacing up to two litres.

The BMW Group has invested some GBP 30 million in the Plant since 2005 on the production of gasoline engines for the MINI, some 1,000 associates building engines in Hams Hall with the most advanced highlights in technology. These include innovative valve control based on the VALVETRONIC valve management system developed by the BMW Group and ensuring optimum power and performance in the four-cylinder on the MINI One, the MINI Cooper and the MINI Cooper Clubman. A further outstanding achievement is twin-scroll technology ensuring an immediate response of the turbocharged power unit in the MINI Cooper S and the MINI Cooper S Clubman.

Hams Hall delivers up to 800 MINI engines a day to Oxford – just-in-time and just-in-sequence for maximum efficiency in final assembly.

10. More MINI – with a Concept that has Always Been Unique. Heritage.



The roots of the new MINI Clubman go far back into the past: In its concept this third member of the MINI brand family now joining the MINI Hatch and the MINI Convertible follows the examples of the Morris Mini Traveller and the Austin Mini Countryman built back in the 1960s, as well as the MINI Clubman Estate entering the market a decade later.

The new MINI Clubman therefore takes up the characteristic features of these legendary models – exceptional design, agile driving behaviour, a generous interior and the split-door at the rear, re-interpreting these features with appropriate materials and functions for the 21st century.

Twins: Morris Mini Traveller and Austin Mini Countryman.

Alec Issigonis, an ingenious engineer of Greek origin, created a car in 1959 destined to change the world: Working on behalf of British Motor Corporation (BMC), which at the time comprised the Morris, Austin, MG, Wolseley, and Riley brands, Issigonis developed a truly revolutionary car concept. With its engine fitted crosswise at the front, featuring front-wheel drive, with an almost vertical hatch at the back, and following the principle of “one wheel at each corner”, this new model was fundamentally different from anything else to be seen on the roads of Europe at the time. BMC subsequently built this exceptional car in the guise of the Morris Mini Minor and the Austin Seven – twins differing only through their radiator grille and model designation.

Just one year after launching the hatch saloon, BMC presented a further body variant of this agile front-wheel-drive performer. This model, entering the market in 1960 under the motto “revolutionary in concept, smart in appearance”, was based on the Mini Van already very popular among commercial customers. Instead of a rather spartan metal-clad loading compartment, it came with glass windows all round and a rear seat bench folding down easily and conveniently within a matter of seconds. At the rear the new model featured a two-piece door opening up to a wide angle for easy and convenient access – this was the birth of the “split-door”.

Like the hatch saloon, the new body variant was marketed in the guise of the technically identical Morris Mini Traveller and Austin Seven Countryman. And as a token to their ancestors in earlier times – although now without any construction purpose or function – they featured wooden planks at the

side and the rear – an unusual design feature giving both models the nickname “Woody”. Later on in their life, both models were incidentally also available without that wooden finish.

In technical terms, the new variant was largely identical to the saloon, an 848-cc four-cylinder driving the front wheels. Maximum output of 34 hp was sufficient at the time for a top speed of 112 km/h or 69 mph, quite all right in those early years.

Together with the short body overhangs, the slightly longer wheelbase and the wide track, the power unit provided the same sporting and safe driving characteristics already offered by the Morris Mini Minor and the Austin Seven.

This new concept immediately won over the hearts of numerous fans in Great Britain and other European countries, sales of the Morris Mini Traveller and the Austin Seven Countryman (re-named the Austin Mini Countryman in 1962) amounting to some 161,000 units by the year 1967.

In autumn 1967 BMC launched revised, updated versions of both models. Apart from minor optical changes – for example on the radiator grille – the new Mk II models featured a more powerful engine: Enlarged in size to 998 cc, the four-cylinder now developed maximum output of 39 hp. And as an alternative to the four-speed manual gearbox featuring full synchromesh since 1968, there was now also an automatic transmission.

Within the next two years, BMC sold another 46,000 units of the two models in the second generation.

Parallel production of the Mini and the Mini Clubman since 1969.

Through the merger of BMC and Leyland in 1968, the new company established in the process was called British Leyland, the separation of Austin and Morris models being lifted in 1969 and all Minis now being jointly marketed under the name “Mini”. Production of the Morris Mini Traveller and the Austin Mini Countryman both built previously as equal partners continued until November 1969, when the Mini Clubman Estate entered the market as the new model. This was also the first time that the name “Clubman” appeared as the brand’s nomenclature.

While the classic Mini remained in production virtually without any changes, the Clubman received a new front end and upgraded equipment, including wind-down windows instead of sliding windows on the doors. The rear end of the car with its characteristic split-door, on the other hand, remained largely unchanged, only a chrome-framed plastic trim bar characterising the first generation of the Mini Clubman Estate.

To begin with the engine featured in the car remained the proven 39-hp four-cylinder. Engine capacity on the manual gearbox models increased to 1,098 cc in 1975, with engine output of 45 hp giving the Mini Clubman Estate a top speed of 130 km/h.

After a further change in name in 1980 to the Mini 1000 HL Estate and the re-introduction of the 998-cc power unit, the split-door model reached the end of its lifecycle, with exactly 197,606 units of the Mini Clubman Estate coming off the production lines by the end of production in 1982.