

1965 Austin Mini Countryman

2dr Station Wagon . 4-cyl. 848cc/34hp 1bbl

#1 Concours condition

\$36,300

0%

#2 Excellent condition

\$26,200

0%

#3 Good condition

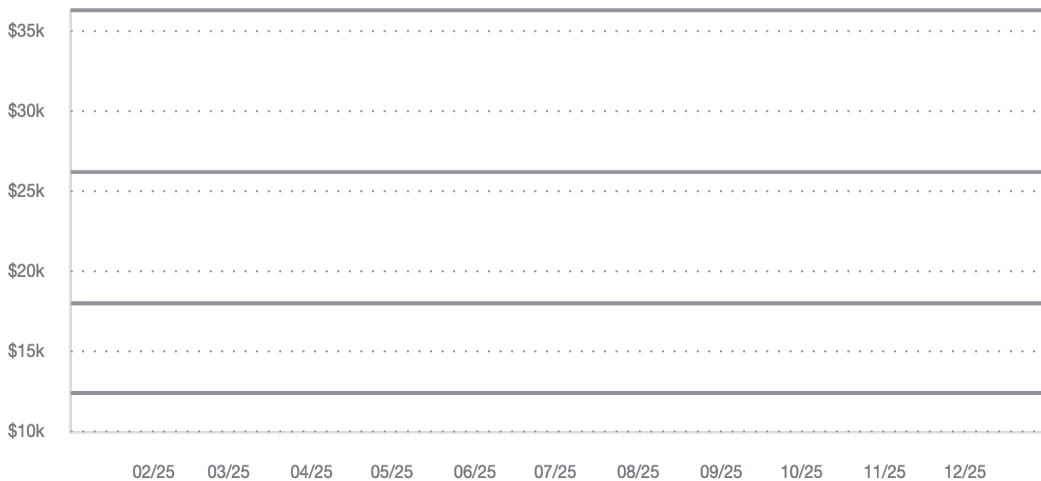
\$18,000*

0%

#4 Fair condition

\$12,400

0%



NOTE: The chart displays price changes for the last year.

Model description

Alec Issigonis's tiny Mini sedan can lay claim to being one of the most significant automobile design of the 20th Century. The simple design broke all the rules, what with its transverse-mounted, four-cylinder engine, front-wheel drive, transmission in the sump, a wheel at each corner, and suspension by simple rubber cones.

Costing only \$1,340, the 1959 Mini also offered surprising interior space at only 10 feet long, and its 33-hp, 848-cc engine could manage 40 mpg when driven carefully. In one step, Issigonis had replaced every three-wheeled microcar, as well as every motorcycle and sidecar, with a real family sedan. It was a stroke of genius and led to his knighthood.

Minis were originally badged as Austin Seven and Morris Mini Minor, but soon they were just known as Minis. Their charm was in basic functionality – pull-string door openers, "bucket" door pockets, sliding windows, a shelf instead of a dashboard and a single big speedometer with integrated gas gauge in the center. The rear license plate swung down so the car could be driven with the trunk lid open to handle larger objects. About 945,000 Mk I models were built between 1959-67.

John Cooper reworked Austin Minis into Mini Coopers starting in 1961, and Mini Coopers won four successive Monte Carlo Rallies in the 1960s. The Mk I Mini Coopers remain the most iconic of the breed and are highly sought after today.

The 1967 Mk II gained a squarer grill and squarer taillights, remote gearshift and 998-cc engine. The next year saw an all-synchro gearbox and the 1969 Mk III gained hidden door hinges and wind-down windows. A troublesome "hydraulastic" fluid suspension was used from 1964 to 1969, at which point Minis reverted to the original rubber cones again. The basic Mini changed little between 1969 and 1992, though the original 848-cc engine was dropped in 1980 and 12-inch wheels were adopted in 1984.

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

From 1962 to 1969, the “woody” Mini Countryman and Traveler were made. The nifty little wagons were 10 inches longer than the sedan, with double back doors. Wood trim was glued to the body at first, but later models were available without it. From 1969 to 1980, the Mini Clubman model grew a square nose and the accompanying wagon had stick-on vinyl “wood” trim. Nearly 475,000 were sold but relatively few survive today. Other rare variations include the 1961 to 1969 Riley Elf and Wolseley Hornet, both of which had tiny vestigial fins, an extended trunk, and luxury interiors. About 30,000 of each were sold, but survivors are fairly rare. There were also a few pickups.

One oddity that has survived quite well is the Mini Moke, best remembered for its role in Patrick McGooohan’s TV series, *The Prisoner*. There would seem to be little demand for a Jeep with 10-inch wheels, but the Moke became a popular beach car in sunny places, and 51,000 were sold between 1964 and 1994, and they were built in Australia and Portugal as well as the UK.

Body styles

2dr Station Wagon

Engine types

4-cyl. 848cc/34hp 1bbl

1959-2001 Mini stats

Highest sale	Lowest sale	Most recent sale	Sales
\$181,500	\$1,553	\$30,450	312

Vehicle's condition classification

#1. Concours

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.