



Press release
06 September 2012

Gearing up for its world debut: The MINI John Cooper Works GP.

Two seats, 160 kW/218 hp, coilover suspension, sports brakes, model-specific 17-inch alloy wheels and aerodynamic body parts – 0 to 100 km/h (62 mph) sprint time 6.3 seconds, top speed 242 km/h (150 mph), best lap time on the Nürburgring North Loop: 8:23 minutes – the fastest MINI ever built, extensively equipped with John Cooper Works motor sport technology – official debut at the 2012 Paris Motor Show – will be built as a limited edition of 2,000 units maximum starting 2012.

Munich. A limited-edition road car with race track-developed technology, the MINI John Cooper Works GP is the sportiest and fastest production model ever built under the nameplate of this British premium brand. It will make its world debut at the Paris Motor Show (29 September to 4 October 2012), and production of a limited edition of just 2,000 units will start later this year. Extensively equipped with John Cooper Works motor sport technology, this two-seater boasts outstanding performance to match its distinctive looks. An extensively modified four-cylinder turbo engine capable of developing 160 kW/ 218 hp, adjustable coilover suspension, an extra-powerful sports brake system and model-specific alloy wheels and sports tyres ensure superb handling and outstanding driving enjoyment. The standard-fitted high-traction sports tyres offer awesome cornering grip, impeccable braking response and impressive performance. And to top it all off, with a DIN unladen weight of 1,160 kilograms, the MINI John Cooper Works GP is one of the lightest sports cars in its class.

The balance between the engine, the suspension and the aerodynamics was fine-tuned during intensive testing on the Nürburgring North Loop (the old grand prix circuit), where the MINI John Cooper Works GP promptly clocked up a best lap time of 8:23 minutes – streets ahead of many big-name sports cars from higher segments. With its 0 to 100 km/h (62 mph) sprint time of 6.3 seconds and a top speed of 242 km/h (150 mph), the GP brings an authentic race car feel to everyday driving.

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The MINI John Cooper Works GP is the latest incarnation of a racing heritage that dates back more than 50 years, to when the legendary sports car designer John Cooper developed a version of the classic Mini that was to become the ultimate fun-to-drive road machine. This car also carved out a highly successful career in motor sport, where it was three-times winner of the Monte Carlo Rally. The modern-day MINI has continued this tradition: the John Cooper Works products and models, with their close links to the British-built premium small car, continue to be a byword for top-class motor sport engineering. The most impressive incarnation to date of this shared passion for motor sport was the 2006 MINI Cooper S with John Cooper Works GP Tuning Kit. That model, too, was built in a limited edition of 2,000 units, and soon became a coveted collector's item.

The MINI John Cooper Works GP is another stunning example of the time-tested principle of taking the natural sporty DNA of the MINI to a new level by combining it with a whole string of features taken straight from the race track. With this elite sporting machine, the John Cooper Works brand, now a sub-brand of MINI, has raised the stakes yet again – the new model has shaved a whole 18 seconds off its predecessor's best lap time during testing on the Nürburgring North Loop. This new best time reflects continuous advances in engineering, which have been tuned to the highest performance standards by John Cooper Works.

The responsive power and excellent revving ability of the MINI John Cooper Works GP's 1.6-litre four-cylinder engine are reflected in dazzling performance figures. This zesty character is down to a cutting-edge engineering package and extensive technology transfers from the world of motor sport. Among the highlights are the aluminium cylinder block and bearing mounts, reinforced pistons, sturdier cylinder head, low-weight crankshafts and sodium-filled exhaust valves. Twin-scroll turbocharging produces high boost pressure, and direct petrol injection ensures precisely controlled fuel supply, while fully variable valve control, based on the BMW Group's



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VALVETRONIC technology, helps to maximise engine responsiveness and efficiency.

The state-of-the-art powerplant responds instantly to throttle commands and delivers maximum torque of 260 Newton metres from just 1,750 rpm. For extra punch when accelerating, peak torque can be increased for short periods to 280 Nm from 2,000 rpm, thanks to the overboost function. Maximum power of 160 kW/218 hp is delivered at 6,000 rpm. It is transferred to the wheels via a six-speed manual transmission, which is precisely matched to the performance characteristics of the engine.

The astonishing torque gives the MINI John Cooper Works GP a 0 to 100 km/h (62 mph) time of 6.3 seconds. Mid-range acceleration is impressive too, with an 80 to 120 km/h (50–75 mph) time in fifth gear of just 5.9 seconds. Top speed is 242 km/h (150 mph). The turbocharged engine also delivers outstanding efficiency. This is further enhanced by MINIMALISM features which keep the average EU test cycle consumption of the MINI John Cooper Works GP down to 7.1 litres/100 km (39.8 mpg imp), corresponding to CO₂ emissions of 165 grams per kilometre.

The MINI John Cooper Works GP's exclusive suspension technology, too, relies heavily on motor sport. For the first time on a MINI, it features an individually adjustable coilover suspension, which allows ride height to be lowered by up to 20 millimetres. Among other things, this means the suspension set-up can be fine-tuned to different circuit conditions whenever the MINI goes out onto the track.

The front shock absorbers are mounted upside down in the tube, with the piston rod pointing down, in order to increase longitudinal and lateral stiffness.



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The front camber has been increased compared with the regular MINI John Cooper Works, so that the performance potential of the sports tyres – which differ significantly from road tyres – can be used to full effect, without the penalties of early understeer, inevitably leading to increased tyre wear. Other features include reduced front-wheel toe-in and increased rear camber, which alters the forward weight transfer so as to give more speed and more neutral steering when driving close to the limit. At the same time, the reduced toe-in improves agility and cornering confidence.

Outstanding braking performance is provided by the MINI John Cooper Works GP's racing-derived sports brake system, featuring six-piston fixed-calliper disc brakes, vented at the front. The front discs are 330 millimetres in diameter and 25 millimetres thick, with 280 x 10 mm discs at the rear. The low-weight 17-inch alloy wheels, again exclusive to the MINI John Cooper Works GP, run on high-traction 215/40 R17 sports tyres. Optionally, standard-size 205/45 R17 tyres are available on the same wheels, offering a good sporty balance between performance and good handling in wet or low-temperature conditions. The 7.5 x 17 H2 ET45 wheels, which were specially developed for the MINI John Cooper Works GP, are derived from the MINI Challenge race car, and feature lightweight contours on flow-formed rims.

On the MINI John Cooper Works GP, the DSC Dynamic Stability Control is not combined with DTC, as would normally be the case, but with a special GP racing mode. Under hard driving, the driver may often not want ASC engine power reduction cutting in, so instead this system offers just ASC braking, based on the EDLC (Electronic Differential Lock Control) subfunction. The EDLC software brakes the wheel on the inside of the turn, and the drive power that would otherwise be lost at this wheel is redirected to the outer wheel, where the contact forces are greater.



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With its conspicuous and distinctive appearance, the MINI John Cooper Works GP is upfront about its performance credentials right from the word go. The body is painted in the exclusive colour Thunder Grey metallic, with red for the edging round the bonnet opening as well as for the exterior mirror caps and the side air intakes in the front apron. John Cooper Works insignia appear on the lower air intake and the tailgate. The final proof of identity is provided by "GP"-badged side stripes running between the front and rear wheel arches. The standard specification of the MINI John Cooper Works GP includes xenon headlights in black shells, foglamps, sun protection glazing, air conditioning, DSC with special GP mode, and a Sport button. The aerodynamic body parts like the large front and rear aprons, striking side sills and model-specific roof spoiler not only add to the eye-catching appearance but also play an important part in controlling air flow. The rear diffuser, together with the underside panelling and the roof-edge spoiler, reduce lift forces at the rear axle by 90 per cent, for impeccable handling control even under high-speed cornering and when driving at or near the limit.

A six per cent reduction in drag is reflected in improved fuel economy and a higher top speed. The air flow round the front of the car has been significantly improved with the help of a large spoiler and full aerodynamic shielding of the engine compartment underside. This aerodynamic shield not only reduces drag and front axle lift, but also improves air flow through the engine compartment. Slits in the centre of the shield help to expel air from the intercooler. The slits are situated in an area of fast air flow and high vacuum force, so that the air is literally sucked out of the engine compartment, thereby improving the performance of the intercooler.

The exciting race car feel is raised a further notch by an interior ambience which, partly due to the absence of a rear seat bench, is focused entirely on the needs of the driver and "co-driver", both of whom can savour the performance of the MINI John Cooper Works GP to the full thanks to Recaro sports seats with special GP stitching.



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A cargo guard prevents items from sliding forward out of the luggage compartment in sporty driving situations. The John Cooper Works thick-rimmed leather steering wheel and the gearshift knob with chrome ring and red shift diagram help give the driver a more direct feel for the car. Finally, with features like the anthracite roof liner, the piano black interior surfaces and door grips, and the anthracite rev counter and speedometer dials, this interior also helps to improve the driver's concentration and focus on the road.

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The BMW Group

The BMW Group is one of the most successful manufacturers of automobiles and motorcycles in the world with its BMW, MINI, Husqvarna Motorcycles and Rolls-Royce brands. As a global company, the BMW Group operates 29 production and assembly facilities in 14 countries and has a global sales network in more than 140 countries.

In 2011, the BMW Group sold about 1.67 million cars and more than 113,000 motorcycles worldwide. The profit before tax for the financial year 2011 was euro 7.38 billion on revenues amounting to euro 68.82 billion. At 31 December 2011, the BMW Group had a workforce of approximately 100,000 employees.

The success of the BMW Group has always been built on long-term thinking and responsible action. The company has therefore established ecological and social sustainability throughout the value chain, comprehensive product responsibility and a clear commitment to conserving resources as an integral part of its strategy. As a result of its efforts, the BMW Group has been ranked industry leader in the Dow Jones Sustainability Indexes for the last seven years.

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Specifications.

MINI John Cooper Works GP.



Body			MINI John Cooper Works GP
No of doors/seats			3 / 2
Length/width/height ¹⁾ (unladen)	mm		3774 / 1683 / 1393
Wheelbase	mm		2467
Track, front/rear	mm		1473 / 1466
Turning circle	m		12.0
Tank capacity	approx. l		50
Cooling system incl. heater	l		7.5
Engine oil	l		4.2
Transmission oil incl. drive train	l		Lifetime
Weight, unladen to DIN/EU ²⁾	kg		1160 / 1235
Max load to DIN	kg		250
Max permissible load	kg		1410
Max axle load, front/rear	kg		830 / 605
Max trailer load braked (12%) / unbraked	kg		- / -
Max roofload/max download	kg		- / -
Luggage compartment	m ³		0.723
Air drag c _d / A / c _d × A	- / m ² / m ²		0.35 / 2.02 / 0.71
Engine			
Config/No of cyls/valves			Inline / 4 / 4
Engine management			MEVD 1727
Capacity	cm ³		1598
Bore/stroke	mm		77.0 / 85.8
Compression ratio	:1		10.5
Fuel grade	RON		91-98
Max output	kW / hp		160 / 218
at	rpm		6000
Max torque (with overboost)	Nm		260 (280)
at	rpm		1750-5750 (2000-5100)
Electrical system			
Battery/Installation	Ah / -		70 / Engine compartment
Alternator	A		120
Chassis			
Suspension, front			Coilover suspension, modified camber, upside down shock absorbers, anti-dive
Suspension, rear			Coilover suspension, modified camber, multi-link axle with aluminium longitudinal struts and centrally pivoted control arms
Front brakes			Vented disc
Diameter	mm		330 × 25
Rear brakes			Disc
Diameter	mm		280 × 10
Driving stability systems			Hydraulic two-circuit brake system, six-piston fixed-calliper brakes at the front, anti-lock brakes (ABS), Electronic Brake Force Distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist, Hill Start Assistant, GP racing mode, Dynamic Traction Control (DTC), Electronic Differential Lock Control (EDLC), parking brake acts mechanically on rear wheels
Steering			Electric Power Steering (EPS); 2.4 rotations in total
Steering transmission, overall	:1		14.1
Tyres			215/40 R17 87W
Wheels			7.5J × 17 light-alloy
Transmission			
Type of gearbox			6-gear manual transmission
Gear ratios	I	:1	3.308
	II	:1	2.130
	III	:1	1.483
	IV	:1	1.139
	V	:1	0.949
	VI	:1	0.816
Reverse gear		:1	3.231
Final drive ratio		:1	3.706
Fahrleistungen			
Power-to-weight ratio to DIN	kg/kW		7.3
Output per litre	kW/l		100.1
Acceleration	0-100 km/h	s	6.3
	0-1000 m	s	26.1
in 4th/5th gear	80-120 km/h	s	4.8 / 5.9
Top speed	km/h		242
Fuel consumption in EU cycle			
Urban	l/100 km		9.5
Extra-urban	l/100 km		5.7
Composite	l/100 km		7.1
CO ₂	g/km		165
Miscellaneous			
Emission rating			EU5
Insurance ratings Germany	HPF/MK/TK		³⁾
Ground clearance (empty)	mm		91

Specifications applicable to ACEA markets / homologation data applicable in part only to Germany (weight).

¹⁾ Height with roof fin: 1419 mm

²⁾ Weight of the car in road trim (DIN) plus 75 kg for driver and luggage.

³⁾ Data not yet available.