

MINI at the Auto China Beijing 2010. Contents.



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1. MINI at the Auto China Beijing 2010. (Short Version)



Celebrating the Asian debut of the brand's fourth model, MINI presents one of the outstanding highlights at the Auto China 2010 in Beijing. The MINI Countryman transports the brand's hallmark driving pleasure into a new dimension. This is the first MINI with four doors and a large tailgate as well as a variable interior offering space for up to four occupants. At the same time the MINI Countryman is the brand's first model measuring more than four metres (157") in length and available as an option with ALL4 all-wheel drive.

Given all these qualities, the world's one and only premium car of its kind exceeds the limits to urban mobility, adding new features to that feeling so characteristic of MINI and winning over additional target groups.

Beyond this, with its Asian premiere of the MINI Coupé Concept and the MINI Roadster Concept, MINI is opening up attractive perspectives on further facets of the trademark MINI feeling. Both concepts interpret anew the traditional values, individual style and innovative character of MINI, each in its own way. They represent undiluted driving fun in an ultra-sporty Coupé and a lavish open-air feeling in a Roadster that is purist and stylish in equal measure.

The MINI Countryman:

brand new options – but still a typical MINI all the way.

Once again the MINI brand is presenting its unusual potential through a completely new vehicle concept. Offering even more space than before, featuring an elevated seating position and additional ground clearance as well as ALL4 all-wheel drive, the MINI Countryman introduces brand-new opportunities to enjoy the driving pleasure so typical of the MINI brand.

In its design and driving behaviour, the new MINI Countryman is clearly recognisable at first sight as a genuine MINI. Right from the start, the car stands out through its unique look – it is powerful, robust and versatile in all its features and appearance. Various design elements and proportions typical of the brand also stand out from the very beginning, enabling the fourth model in the MINI range to bridge the gap between the classic concept of the MINI and a modern Sports Activity Vehicle.

The MINI Countryman clearly demonstrates its provenance from the very beginning through its driving qualities. Like all models within the brand, it offers the most agile handling in its segment. Highly sophisticated suspension technology and electromechanical steering both precise and efficient guarantee that characteristic go-kart feeling further enhanced to a new level through the elevated seating position and optional ALL4 all-wheel drive. Active safety of the highest calibre is guaranteed also by DSC Dynamic Stability Control naturally featured as standard.

The MINI Countryman displayed at Beijing Auto Show come with two petrol engines. The top model is the 135 kW/184 hp MINI Cooper S Countryman which, with its four-cylinder 1.6-litre engine, boasts the most efficient power unit in its class worldwide. Also available is the MINI Cooper Countryman with a four-cylinder engine delivering output of 90 kW/122 hp.

One of the standard features of the MINI Countryman is the innovative Center Rail storage and fastening system. Body paintwork and interior colours created exclusively for the new model, a large range of upholstery variants, decorative trim, high-end audio and navigation systems as well as numerous features specific to the new model offer the connoisseur and aficionado a wide range of options in configuring the MINI Countryman to his personal style in a unique manner again typical of the brand.

MINIMALISM all the way: more pulling power, less CO₂.

The features typical of every MINI, apart from the characteristic design of the car, its thrilling, very agile handling and premium quality quite unique in the small car segment, include a truly outstanding level of efficiency. And now, after thoroughly upgrading the wide range of petrol engines available on the MINI, MINI Clubman and the MINI Convertible, the entire brand is making further progress in the consistent reduction of both fuel consumption and emissions.

Following the philosophy of MINIMALISM, the balance of performance, on the one hand, and CO₂ emissions, on the other, has been further optimised on all petrol engine models. And again, it almost goes without saying that all models now fulfil the EU5 emission standard.

The MINI Cooper S with its 1.6-litre four-cylinder offering another 7 kW/10 hp for overall output of 135 kW/184 hp and with a reduction in CO₂ in the EU test cycle versus the former model by 13 to 136 grams per kilometre, is a particularly outstanding example of MINIMALISM and its practical benefits.

A similar improvement of both agility and efficiency results in particular from the combination of a twin-scroll turbocharger, direct gasoline injection and fully variable valve management now featured for the first time on a MINI. The new MINI Cooper combines an increase in output by 2 kW/3 hp to 90 kW/122 hp with a reduction in CO₂ emissions to just 127 grams.

MINI in China – the Success Story Continues.

At Auto China 2010 in Beijing, more than 2,000 exhibitors from the global automotive industry will showcase their latest models and innovations. The international motor show, which takes place every two years, marks its 11th edition in the Chinese capital. Alongside the steady growth of the Chinese auto market, the significance of Auto China has also grown continuously over recent years. The trade fair welcomed 680,000 visitors in 2008. In preparation for Auto China 2010, the exhibition grounds at the New China International Exhibition Center in Beijing have been extended yet again.

The MINI brand is likewise sending out clear growth signals through its presence at Auto China 2010. A further extended model and product range creates the ideal conditions for continuing the MINI success story that began in China some years ago.

2. At a Glance.



- **Asian debut: the MINI Countryman.**

The MINI model family is growing once again, with the MINI Countryman making its first Asian appearance at Auto China 2010. Measuring more than four metres (157") in length, featuring four doors at the side, four fully-fledged seats and optional MINI ALL4 all-wheel drive, the brand's fourth model offers that typical MINI feeling in a new dimension. Its extra, variable space inside and the elevated driving position give the MINI Countryman an absolutely unique look, while still retaining that distinctive character

of a MINI both in its design and driving behaviour. As the first premium car of its kind, the MINI Countryman has everything it takes to win over additional target groups for that driving pleasure so typical of the brand.

- **Asian debut: the MINI Coupé Concept and the MINI Roadster Concept.**

With its innovative vehicle concepts, MINI is signalling that there is even greater diversity to come in the world of the brand. The MINI Coupé Concept and the MINI Roadster Concept are making their first Asian appearance at Auto China 2010. The two concepts stand for intense driving fun in an ultra-sporty Coupé as well as a lavish open-air feeling in a Roadster as purist as it is elegant. Each model in its own way adds intriguing new facets to the individual style of the brand.

3. Driving Pleasure without Limits: Asian Debut of the MINI Countryman*.



The introduction of a particularly versatile car concept raises the individual style of MINI and the driving pleasure so typical of the brand to a brand-new, unprecedented level of all-round perfection. As a genuine Crossover, the MINI Countryman for the first time combines the unique handling of a MINI with the variable space and versatility of a four-door and the supreme traction of a Sports Activity Vehicle optimised by optional all-wheel drive.

Following the classic two-door, the MINI Clubman and the MINI Convertible, the fourth model in the range now meets all the challenges of urban mobility with maximum flexibility and individual style, offering a wide range of options in use far beyond conventional limits and opening up that typical MINI feeling to new target groups.

Providing superior long-distance comfort on four single seats or, as an alternative, space for up to five passengers, an elevated seating position, flexible use of the interior, a new generation of both powerful and efficient engines as well as optional MINI ALL4 all-wheel drive, the MINI Countryman adds numerous attractive highlights to the emotional experience of driving a MINI. At the same time it re-interprets features characteristic of MINI in terms of design, premium quality, handling, efficiency and individual customisation in new, unprecedented style.

Given all these qualities, the MINI Countryman appeals strongly to additional target groups requiring extra space and flexibility for their family or leisure time activities and therefore seeking to combine the individual style of the brand with innovative function and enhanced versatility within the interior.

The innovative concept of the MINI Countryman is implemented authentically by that unique design language so characteristic of MINI. The first model in the range to measure more than four metres in length, the MINI Countryman follows the principle once developed for the classic Mini to offer maximum interior space and function on the smallest possible footprint. Apart from the proportions typical of MINI, characteristic design features at the front, side and rear show clearly at very first sight that the MINI Countryman is a true member of the brand family.

*The name of the car may vary in some markets.

Note: All performance, consumption and emission figures presented in this press kit are provisional.

The MINI Countryman is the first premium car of its kind, confirming its exclusive position against the widest range of competition through excellent quality of finish and supreme functionality within the interior as well as superior drivetrain and suspension technology.

The MINI Countryman comes as standard with two single seats at the rear adjustable individually for length, and is available at no extra cost with a three-seat rear bench. Luggage capacity may be increased in several steps from 350 all the way to 1,170 litres (12.2–41.0 cubic feet). Standard features include not just air conditioning and the CD audio system, but also the innovative MINI Center Rail storage and fastening system connecting the front seats with the rear.

At its debut at Beijing Auto Show, the MINI Countryman comes with two petrol engines with output of 90 kW/122 hp and 135 kW/184 hp respectively, and offering exemplary efficiency in every respect. And it almost goes without saying that all variants of the MINI Countryman fulfil the EU5 emission standard in Europe and the ULEV II standard in the USA.

The top-of-the-range MINI Cooper S Countryman is optionally available with MINI ALL4 all-wheel drive, offering that agility so typical of MINI beyond the beaten track as well. The suspension on all models comes as standard with DSC Dynamic Stability Control, while passive safety of the highest calibre is ensured not only by the high-load-resistant body structure, but also by no less than six airbags, three-point inertia-reel seat belts on all seats, ISOFIX child seat fastening at the rear, and a Tyre Defect Indicator.

Design: MINI all the way with a high standard of individual style.

In its concept, the MINI Countryman stands out clearly from all former models of the MINI brand, expressing its unique style self-confidently through the design and looks of the body. Measuring 4,097 millimetres or 161.3" in length, the four-door body of the car combines the proportions typical of the brand with extra ground clearance and an elevated seating position, the MINI Countryman thus bridging the gap between the classic Mini and a modern Sports Activity Vehicle.

From the start, the design of the MINI Countryman emanates a unique feeling of independence, performance, robustness and versatility, particularly the clear structure of the front end giving the MINI Countryman a mature and most respectable look of class and style. But at the same time the new model naturally retains that unique charm and individual flair so typical of MINI.

Features characteristic of the front end of the MINI Countryman are the upright radiator grille, the powerfully contoured engine compartment lid, and the large headlight units. Rising up high, the front end guarantees full maintenance of the latest statutory requirements in pedestrian safety and at the same time gives the Crossover powerful stance on the wheels.

The Powerdome on the engine compartment lid tapering out to the front bears clear reference to the muscle of the engine lurking within. Together with the main headlights positioned far to the outside in the engine compartment lid again in typical MINI style, the Powerdome offers a unique look on the surface of the car.

Newly designed and embellished by chrome surrounds, the headlights extend unusually far into the side shoulders of the car, additionally emphasising the sheer width of the new model. In their contours, the headlights stand out clearly from the classic round design featured on the existing models in the range so far. The contour line moves dynamically to the outside at the upper level to increase the volume of the wheel arches, while further inside the headlight contours would appear to almost retreat from the wide-opening radiator grille, moving away in the opposite direction.

In its special and, indeed, quite unique shape, the radiator grille enhances the exclusive look of the MINI Countryman. Shaped as one hexagonal unit, the grille rises up in a more upright position than on all models so far. The three horizontal grid bars featured on the MINI Cooper Countryman, and painted in matt silver, extend far into the interior and thus appear to be almost hovering in space.

The front end of the MINI Cooper S Countryman, finally, comes with a special radiator grille in unique design, with its hexagonal grid finished in black, and features an additional air intake integrated in the radiator grille as well as opening vents supplying air to the brakes.

Side-view characterised by growth in stature and greater ground clearance.

The perfect harmony of the body itself and the windows comes out particularly clearly from the side of the car, the MINI Countryman again boasting the subdivision so typical of the brand into the actual body of the car, the window areas, and the roof. Despite the extra height of the MINI Countryman and its greater ground clearance, the proportions characteristic of MINI are still retained in full, short overhangs front and rear accentuating the typical concept and philosophy of offering maximum space on a minimum footprint.

Through its unique graphics, the roof of the MINI Countryman accentuates the four-door configuration of the body and creates a high recall value. A functional roof railing further underlining the silhouette of the car almost reminiscent of a ship's helm is integrated as standard in the roof, while the windows extend like a band round the entire car, creating a genuine feeling of "come inside" through their powerful transparency.

Rising up to the rear, the shoulder line of the body gives the windows a strong V-shape, as if the car were urging forwards dynamically even while at a standstill.

A precise character line extending along the lower third of the car's flanks like an arch between the wheels shifts the visual centre of gravity to the rear and at the same time stretches the side view. The visual bridge between the front and rear axle, in turn, bears clear reference to all-wheel drive available as an option. The wheel arches in their powerful presence, finally, literally grow out of the body of the car and at the same time symbolise the powerful stance of the MINI Countryman on its wheels.

The black frame around the bottom of the body stands out even more on the MINI Countryman than on the other models of the MINI brand, accentuating the car's greater ground clearance and highlighting the position of the wheels. A further feature clearly borne out in this way is the particularly long spring travel of the wheels, confirming that the MINI Countryman is suitable for a wide range of different purposes.

The new diagonal function line at the transition point from the front side panel to the door likewise serves to distinguish the MINI Countryman from its counterparts within the range. This particular feature – yet another re-interpretation of the body welding seam at the same point on the classic Mini – comprises both the side direction indicator and the air outlet on the MINI Countryman. Conceived and designed as a wide and very robust-looking band, this diagonal function line continues the course of the A-pillar towards the front wheel. Like the C-pillar facing towards the rear axle, this special line again emphasises the impression of a powerful body resting strongly on its wheels.

Rear view: attractive contrasts of horizontal lines and upright rear light clusters.

The proportions and horizontal subdivision of the rear end again underline the sporting character of the MINI Countryman, ensuring powerful presence also from this perspective. Broadening out in steps from top to bottom, the body structure emphasises the stable stance of the car, the muscular shoulder line additionally highlighting the masculine character of the MINI Countryman.

With its integrated, aerodynamically refined air flow contour, the roof appears to almost hover above the window areas. The chrome band extending round the entire car between the windows and the body, finally, forms yet another horizontal line as a further highlight in the design of the MINI Countryman.

Like all models in the MINI range, the MINI Countryman comes with upright rear light clusters forming a distinctive contrast to the otherwise horizontal lines at the rear. Highlighted by chrome surrounds, the rear light clusters stand out three-dimensionally from the body of the car. Positioned far to the outside, the rear lights emphasise the width of the MINI Countryman and bear clear reference to the generous interior space.

All light functions are integrated in the rear lights embedded like islands in the rear side panels. The inner structure of the lights is determined again in typical MINI style by full circles and circular sections also giving the car its unique night design.

For the first time the MINI logo at the rear has a specific function: By pressing the inner circle on the logo, the driver releases the rear lid that swings upwards. The numberplate recess takes up the shape of the air intake in the front bumper, thus linking the front and rear ends through their clear symbiosis in design.

The rear air dam on the MINI Cooper S Countryman comes as a diffuser guiding the flow of air beneath the rear end of the car to optimise the aerodynamic qualities of this special model. The most powerful model in the range also stands out through its special roof spoiler, a twin-chamber exhaust system, as well as striking openings in the rear wheel arches.

The MINI Countryman is available with a choice of no less than eleven body colours: five non-metallic and six metallic finishes. The MINI Cooper S Countryman and MINI Cooper Countryman can be individualised with a roof finish in Black or Light White as an alternative to the colour of the body as such.

Interior design and elevated seating position reflecting the car's enhanced function and powerful character.

The interior of the MINI Countryman bears out strong analogies to the famous design language of the MINI, but is nevertheless refreshingly new. With the wheelbase extended to 2,595 millimetres or 102.2" and the extra height of the body, the interior offers a new dimension of space and function.

A particularly outstanding feature is the elevated seating position providing very comfortable access to the car, optimising the driver's all-round visibility and intensifying the driving experience in the style of a Sports Activity Vehicle. All surfaces come in new, even more striking grain harmonising perfectly with the powerful look of the car. Hence, the innovative overall concept of the MINI Countryman and its unique character are also reflected clearly within the interior.

The instrument panel in the MINI Countryman is characterised by powerful, concave shapes and a sporting, functional impression. Extra-large air vents at the side emphasise the particular style of the interior in its modern class and function. Like the centre air vents, the Center Speedo and the gearshift lever, they are highlighted by white surrounds in a contrasting colour.

A further colour highlight is provided by the side surrounds on the centre console appearing to actually support and hold up the dashboard. The centre console itself, through its matt-black colour in conjunction with a chrome ring for the climate controls, is particularly stylish and sophisticated in its looks. Apart from the control units for the air conditioning featured as standard and a CD player, the toggle switches for various car functions typical of MINI are also housed within the centre console.

Newly designed door panels underline the specific shape of the body and the extra space the MINI Countryman has to offer. The ellipsoid frame around the armrests and door closing handles again so typical of the brand is for the first time positioned in the middle, encompassing in its design also the B-pillars and emphasising the length of the interior through its stretched contours.

Variable space thanks to individual rear seats moving fore-and-aft.

The MINI Countryman comes with new, special seats specific to this particular model. Sports seats are featured as standard on the MINI Cooper S Countryman, and sports seats in two different combinations of cloth and leather as well as various choices of all-leather finish are available optionally on all model variants. A particular highlight is the Lounge seats boasting the very best leather reminiscent of classy leather seats with piping all round in a classic British car.

The single seats featured as standard at the rear move fore-and-aft 130 millimetres or 5.1" independently of one another. The rear seat bench with three seats extending from one side to the other and available at no extra cost likewise boasts this function, with the adjusting seat segments coming in a 60:40 split.

Even with the seats in their standard position, the MINI Countryman is able to accommodate a pram, for example, in its luggage compartment – and to meet additional transport requirements, the rear seat backrests may be moved to a cargo position increasing luggage space from 350 to 440 litres (12.2–15.4 cubic feet).

The rear seat backrests moving down both in part or in full also help to provide flexible space at the rear, with the backrests on the three-seat bench coming in a 40:20:40 split. This enables the driver and his passengers to increase their luggage capacity all the way to 1,170 litres or 41.0 cubic feet, enough for two mountain bikes with their front wheels removed.

A roof carrier system is available as an option supplementing the roof railing featured as standard and may be prepared for fitting straight at the factory.

MINI Center Rail: unique storage concept with a wide range of customisation options.

Instead of a conventional centre console between the seats, the MINI Countryman comes with an innovative rail system, the unique MINI Center Rail enabling the driver and passengers to keep their personal belongings and odds and ends exactly where they need them at any point in time. At the same time the MINI Center Rail forms a visual and functional connection between the front and rear seats.

Whenever the MINI Countryman is fitted with single seats at the rear, the Center Rail configured as a U-profile extends through the entire passenger compartment all the way to the rear seat backrests. On models fitted with a three-seat rear bench, in turn, the MINI Center Rail ends at the backrests of the front seats.

Specially developed and easy-to-use clip-in fixtures allow the driver and passengers to use the MINI Center Rail individually as required, hanging on various bins and storage units. As an example, the MINI Center Rail may be fitted with holders for entertainment and telecommunication devices, cupholders, a case for glasses in genuine MINI design, as well as centre armrests held safely and comfortably in position. The holders and storage bins placed on the Center Rail may then be moved forwards and backwards to any

desired position. And whenever the users place electronic devices such as a mobile phone or an MP3 player on the Center Rail, the integrated cable system automatically connects the respective device to the car's on-board network and ensures full and convenient integration into the MINI Countryman's entertainment system.

Ambient Illumination and Colour Line for individual highlights.

Ambient Illumination included in the optional Lights Package sets a particular highlight within the interior of the MINI Countryman. Providing an indirect lighting effect, Ambient Illumination creates special colour highlights throughout the entire door panel in night design, thus giving the interior a truly unique atmosphere. Using a toggle switch, the driver and passengers may vary the colour of the light generated infinitely all the way from warm orange to sporting blue, light rods also providing the colour desired on the MINI Center Rail from one end to the other.

A further advantage of this indirect illumination is that it is now much easier to find objects parked on the Center Rail.

The optional Colour Line provides further opportunities to customise the car, creating different colour effects along the door panels within their ellipsoid frame, on the centre armrest side panels, the lower section of the B-pillar covers, and the inserts on the Center Rail itself. The colours available in this case are Carbon Black, Polar Beige, Pure Red, and Dark Tobacco, as well as powerful Surf Blue exclusive to the MINI Cooper S Countryman.

Trim bars for the cockpit as well as a Chrome Package adding discreet gloss to the air vents, the Center Speedo, the rev counter and the surrounds on the gearshift lever, provide an even more intense touch of colour and style.

New-generation engines with enhanced output and efficiency.

Superior, powerful, and efficient – these are the fundamental highlights of the two petrol engines available for the MINI Countryman. In their technical features, the power units are based on the outstanding know-how of the BMW Group in the development of the most advanced engines. They stand out in particular through supreme efficiency and, in the context of the MINIMALISM philosophy, come with the latest features for reducing both fuel consumption and CO₂ emissions.

Depending on the model involved, the features offered for supreme fuel economy and emission management include Brake Energy Regeneration, Auto Start Stop, a gearshift point indicator, as well as on-demand

management of the engine's ancillary units. Both engines fulfil the EU5 emission standard in Europe and the ULEV II standard in the USA.

All versions of the MINI Countryman are fitted as standard with a manual six-speed gearbox perfectly harmonising with the engines' power and performance characteristics and meeting the specific requirements made of a premium car in this segment. As an option, the MINI Cooper Countryman and MINI Cooper S Countryman are available with a six-speed automatic transmission complete with Steptronic and gearshift paddles on the steering wheel.

**MINI Cooper S Countryman:
featuring variable valve management for the first time
supplementing the turbocharger and direct fuel injection.**

All petrol engines featured in the MINI Countryman come with fully variable valve management. This technology for masterminding engine load without requiring a throttle effect – quite unique within the segment of this new MINI and based on the VALVETRONIC valve management featured in BMW power units – optimises engine response and serves to significantly reduce both fuel consumption and emissions.

Valve management adjusts the stroke and opening period of the intake valves within fractions of a second to the respective level of power required, the camshaft acting on the valves through an additional intermediate lever, and not directly through the follower arm. The rotating point of this additional lever is adjusted infinitely by an eccentric shaft controlled by an electric motor.

The MINI Cooper S Countryman is the first model in the brand to combine fully variable valve management with turbocharging and direct fuel injection. This highly advanced combination gives the 1.6-litre four-cylinder with its twin-scroll turbocharger an unprecedented balance of power and fuel economy quite unparalleled in this segment. Maximum output of 135 kW/184 hp comes at an engine speed of 5,500 rpm, peak torque of 240 Newton-metres/177 lb-ft is available at just 1,600 rpm, increasing briefly by way of Overboost all the way to 260 Newton-metres/192 lb-ft for extra power when accelerating particularly fast and dynamically.

Benefiting from this kind of power, the MINI Cooper S Countryman accelerates from a standstill to 100 km/h in just 7.6 seconds and has a top speed of 215 km/h or 133 mph. Fuel consumption in the EU test cycle, finally, is 6.3 litres/100 kilometres (equal to 44.8 mpg imp), with a CO₂ rating of 146 grams per kilometre.

MINI Cooper Countryman:
sporting performance and outstanding efficiency.

Likewise displacing 1.6 litres, the naturally-aspirated power unit of the MINI Cooper Countryman again features fully variable valve management for sporting performance and efficient use of fuel. Maximum output of 90 kW/122 hp comes in this case 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 Countryman from a standstill to 100 km/h in 10.5 seconds and gives the car a top speed of 190 km/h or 118 mph. Fuel consumption in the EU test cycle, finally, is 6.1 litres/100 kilometres (equal to 46.3 mpg imp), with a CO₂ rating of 142 grams per kilometre.

Newly developed suspension:
best handling also in the MINI Countryman segment.

The exceptional position of the MINI Countryman in its segment also results from the driving behaviour reminiscent of a go-kart that is so typical of the brand. And now the suspension technology enhanced to an even higher level on the new Crossover model converts the full potential of the very powerful engines safely and in superior style into outstanding agility. The precise and particularly sporting handling of the car, together with excellent motoring comfort, raises the MINI Countryman to a supreme position far above comparable concepts in the market.

The MINI Countryman comes with MacPherson spring struts and forged track control arms on the front axle – a configuration ensuring excellent wheel guidance and keeping the steering free of drive forces even when accelerating fast or driving dynamically on a winding road. The multi-arm rear axle of the MINI Countryman based in its development on all the suspension know-how of the BMW Group is conceived for both front-wheel and all-wheel drive. Anti-roll bars front and rear minimise body sway and thus make an additional contribution to the car's agile and safe driving behaviour.

Compared with the MINI Cooper Countryman, the MINI Cooper S Countryman comes with an even sportier suspension. And both variants of the MINI Countryman are available as an option with sports suspension lowering the entire car by 10 millimetres or almost 0.4".

EPS Electric Power Steering featured as standard makes a significant contribution to the agility of the MINI Countryman so typical of the brand. Another feature likewise boasted as standard is DSC Dynamic Stability Control comprising highlights such as ABS anti-lock brakes, EBD Electronic Brake Force Distribution, CBC Cornering Brake Control, a Brake Assistant, and a Hill Start-Off Assistant. The DTC mode allowing controlled slip on the

drive wheels for setting off even more easily on loose sand or in deep snow comes as standard with the MINI Cooper S Countryman and in conjunction with the ALL4 all-wheel-drive system, and is available as an option on all other models.

With Dynamic Stability Control switched off (DSC Off mode), the electronic lock function on the front wheel differential automatically applies the brakes on a drive wheel spinning in a tight bend for appropriate control and handling. Referred to as EDLC Electronic Differential Lock Control, this system enhances the car's traction and drive power without generating a negative effect on its steering behaviour.

The MINI Cooper S Countryman comes as standard with 17-inch light-alloy wheels, and the MINI Cooper Countryman is fitted with 16-inch light-alloy wheels available in two exclusive design variants. Both models are optionally available with 18-inch wheels, and the wide range of special equipment even includes wheels measuring 19 inches for an even more sporting and dynamic look.

MINI ALL4:

more driving pleasure also when the road comes to an end.

The MINI Cooper S Countryman is available as an option with permanent MINI ALL4 all-wheel drive. Based on an electromagnetic operating centre differential, this sophisticated system spreads out drive power infinitely between the front and rear axle. Together with greater ground clearance, all-wheel drive offers ideal conditions for enjoying that driving pleasure so typical of MINI also beyond the beaten track. At the same time MINI ALL4 significantly enhances the car's dynamic potential and ensures an even more superior driving experience particularly in critical situations.

Under normal driving conditions up to 50 per cent of the drive forces go to the rear axle, in extreme cases – for example on ice and snow – up to 100 per cent may be fed to the rear. This appropriate distribution of drive power between the front and rear axle optimises the efficiency of the new Crossover in the MINI range to an even higher standard, the control electronics of the MINI ALL4 system integrated for the first time directly in the DSC control unit ensuring a response time of less than a tenth of a second for optimum power distribution even on rapidly changing surfaces and with rapidly changing dynamic requirements.

This gives the driver supreme agility combined with the usual safe driving characteristics again so typical of MINI.

Thanks to pro-active control by the MINI ALL4 system, the wheels are prevented from spinning by means of appropriate power and traction control, offering the driver not only enhanced driving dynamics, but also a much higher standard of motoring comfort.

The MINI Cooper S Countryman with ALL4 all-wheel drive comes as standard on 205/50 R17 tyres featuring runflat technology for supreme safety and performance in all situations. The same tyres are available as an option on all other models, just as all optionally available 18-inch wheels likewise come with runflat tyres.

A further feature of the MINI Cooper S Countryman with ALL4 is its specific suspension set-up: Together with the elaborate mounting for the final drive and propeller shaft, including a vibration damper fitted within the shaft, this set-up gives the all-wheel-drive version of the MINI Countryman the same high standard of acoustic and dynamic comfort as on the models with front-wheel drive.

All-inclusive safety concept with torsionally stiff body structure and six airbags.

In terms of crash behaviour, there is again no difference between the front-wheel and all-wheel-drive versions of the MINI Countryman. To ensure this equality, the car comes with an innovative drive shaft made up of two elements giving way within one another in the event of a collision to absorb impact energy.

The body structure of the MINI Countryman is also designed to offer maximum occupant safety in the event of a collision, high-load-resistant bearer structures, precisely defined deformation zones and an extremely stable passenger cell serving to keep impact forces away from the passengers.

Highly effective restraint systems masterminded by central safety electronics provide further benefits within the interior. Through its decentralised satellites, the networked airbag control system is able to precisely recognise the specific conditions in the event of a crash, activating the appropriate restraint systems immediately and with maximum efficiency.

The MINI Countryman comes as standard with frontal and side airbags as well as curtain airbags at the side on both the front and rear seats. All seats are furthermore equipped with three-point inertia-reel seat belts, belt latch tensioners and belt force limiters at the front, as well as ISOFIX child seat fastenings at the rear.

**Wide range of standard equipment,
numerous options for customising the car.**

The MINI Countryman comes as standard with features such as air conditioning, the MINI Center Rail, and an audio system complete with a CD player. At the same time a wide range of optional extras and special equipment is available for each model, enabling the proud owner to configure his or her MINI in its typical style, according to his personal preferences and requirements.

Among other highlights, this range of options includes high-end audio and navigation systems as well as mobile telephone interfaces including the option to fully integrate an Apple iPhone and extra Smartphones.

Adaptive Headlights are available in conjunction with the optional xenon headlight units, adjusting the beam angle to the course of the road ahead as a function of the steering position. Further highlights are an extra-large Panorama roof, a heated windscreen, a towbar, sports suspension lowering the entire car by 10 millimetres or almost 0.4", as well as the full range of John Cooper Works Performance Components.

**The MINI Countryman: new car concept, new options in use,
typical MINI feeling.**

In its unique design, with enhanced functions, the most advanced suspension technology and newly developed power units, the MINI Countryman combines the emotional character so typical of the brand with a high standard of common sense and rational thinking. Hence, the new MINI Countryman takes an entirely new approach by combining the classic features of the brand with all the qualities of a modern Sports Activity Vehicle. And at the same time it brings together that unique agility so typical of MINI with enhanced motoring comfort to provide a truly unique driving experience.

As the fourth model within the range and the first premium car of its kind, the MINI Countryman is a pioneer in many respects. It opens up that characteristic MINI feeling for new target groups and at the same time transfers individual design and the unique fun of motoring into a segment with greater demands in terms of space available, diversity and motoring comfort, thus opening up new perspectives for the MINI brand as a whole.

Through this extension of the model range, the MINI brand once again proves its ability to grow with the demands of its fans and followers, while nevertheless remaining true to its particular character. So the MINI Countryman gives the brand fascinating new strengths and

qualities all borne out in perfection by a truly innovative body concept and unique design.

3.1 Specifications.

MINI Cooper S Countryman.



(preliminary data, status: February 2010. Figures in brackets apply to automatic transmission)

Body		MINI Cooper S Countryman
No of doors/seats		5 / 4 (5)
Length/width/height (unladen)	mm	4108 / 1789 / 1561
Wheelbase	mm	2595
Track, front/rear	mm	1525 / 1551
Turning circle	m	11.6
Tank capacity	ca. l	47
Cooling system incl heater	l	
Engine oil	l	
Transmission oil incl. drive train	l	lifetime
Weight, unladen to EU (DIN)	kg	1310 / 1385 (1330 / 1405)
Max load to DIN	kg	470
Max permissible load	kg	1780 (1800)
Max axle load, front/rear	kg	960 / 855 (980 / 855)
Max trailer load braked (12%)	kg	750 / 500
Max roofload/max download	kg	75 / 75
Luggage comp	l	350 / 442 / 1170
Air drag c_x / A / $c_x \times A$	- / m ² /	0.36 / 2.35 / 0.85
Engine		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		MEVD 17.2.2
Capacity	cm ³	1598
Bore/stroke	mm	77.0 / 85.8
Compression ratio	:1	10.5
Fuel grade	ROZ	91-98
Max output	kW / PS	135 / 184
at	min ⁻¹	5500
Max torque (with overboost)	Nm	240 (260)
at	min ⁻¹	1600
Electrical System		
Battery/installation	Ah / –	55 (46) / Engine compartment
Alternator	A	150 (120)
Chassis		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with trailing arms with aluminum lightweight construction
Front brakes		Disc vented
Diameter	mm	307 x 24
Rear brakes		Disc
Diameter	mm	280 x 10
Driving stability systems		Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, optional: Dynamic Traction Control (DTC) and 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
Type of gearbox		6-gear manual transmission (Six-speed automatic)
Gear ratios	I	3.308 (4.044)
	II	2.130 (2.371)
	III	1.483 (1.556)
	IV	1.139 (1.159)
	V	0.949 (0.852)
	VI	0.816 (0.672)
Reverse gear	:1	3.231 (3.193)
Final drive ratio	:1	3.706 (3.683)
Tires		205/55 R17 91V RSC
Wheels		7J x 17 LM

Performance		
Power-to-weight ratio to DIN	kg / kW	9.7 (9.9)
Output per litre	kW / l	84.5
Acceleration 0–100 km/h	s	7.6 (7.8)
0–1000 m	s	28.2 (28.6)
In 4th/5th gear 80–120 km/h	s	6.8 / 8.6
Top speed	km / h	215 (213)
Fuel Consumption in EU Cycle		
Urban	l / 100 km	
Extra-urban	l / 100 km	
Composite	l / 100 km	6.3 (7.1)
CO ₂	g / km	146 (166)
Miscellaneous		
Emission rating		EU5
	HPF/VK/TK	
Ground clearance (empty)	mm	149

Specifications.

MINI Cooper S Countryman ALL4.

(preliminary data, status: February 2010)

Body		MINI Cooper S Countryman ALL4
No of doors/seats		5 / 4 (5)
Length/width/height (unladen)	mm	4108 / 1789 / 1561
Wheelbase	mm	2595
Track, front/rear	mm	1525 / 1551
Turning circle	m	11.6
Tank capacity	ca. l	47
Cooling system incl heater	l	
Engine oil	l	
Transmission oil incl. drive train	l	lifetime
Weight, unladen to EU (DIN)	kg	1375 / 1450 (1395 / 1470)
Max load as peDIN	kg	460
Max permissible load	kg	1835 (1855)
Max axle load, front/rear	kg	980 / 895 (1000 / 895)
Max trailer load braked (12%)	kg	750 / 500
Max roofload/max download	kg	75 / 75
Luggage comp	l	350 / 442 / 1170
Air drag c_x / A / $c_x \times A$	- / m ² /	0.37 / 2.35 / 0.87
Engine		
Config/No of cyls/valves		Inline / 4 / 4
Engine management		MEVD 17.2.2
Capacity	cm ³	1598
Bore/stroke	mm	77.0 / 85.8
Compression ratio	:1	10.5
Fuel grade	ROZ	91-98
Max output	kW / PS	135 / 184
at	min ⁻¹	5500
Max torque (with overboost)	Nm	240 (260)
at	min ⁻¹	1600
Electrical System		
Battery/installation	Ah / -	55 (46) / Engine compartment
Alternator	A	150 (120)
Chassis		
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive control
Suspension, rear		Multi-link axle with trailing arms with aluminum lightweight construction
Front brakes		Disc vented
Diameter	mm	307 x 24
Rear brakes		Disc
Diameter	mm	280 x 10
Driving stability systems		Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, optional: Dynamic Traction Control (DTC) and 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
Type of gearbox		6-gear manual transmission (Six-speed automatic)
Gear ratios	I	3.308 (4.044)
	II	2.130 (2.371)
	III	1.483 (1.556)
	IV	1.139 (1.159)
	V	0.949 (0.852)
	VI	0.816 (0.672)
Reverse gear	:1	3.231 (3.193)
Final drive ratio	:1	3.706 (3.683)
Tires		205/55 R17 91V RSC
Wheels		7J x 17 LM

Performance

Power-to-weight ratio to DIN	kg / kW	10.2 (10.3)
Output per litre	kW / l	84.5
Acceleration 0–100 km/h	s	7.8 (8.0)
0–1000 m	s	28.6 (29.0)
In 4th/5th gear 80–120 km/h	s	7.4 / 9.4
Top speed	km / h	209 (208)

Fuel Consumption in EU Cycle

Urban	l / 100 km	
Extra-urban	l / 100 km	
Composite	l / 100 km	6.7 (7.6)
CO ₂	g / km	157 (178)

Miscellaneous

Emission rating		EU5
Ground clearance (empty)	mm	149

Specifications.

MINI Cooper Countryman.

(preliminary data, status: February 2010. Figures in brackets apply to automatic transmission)

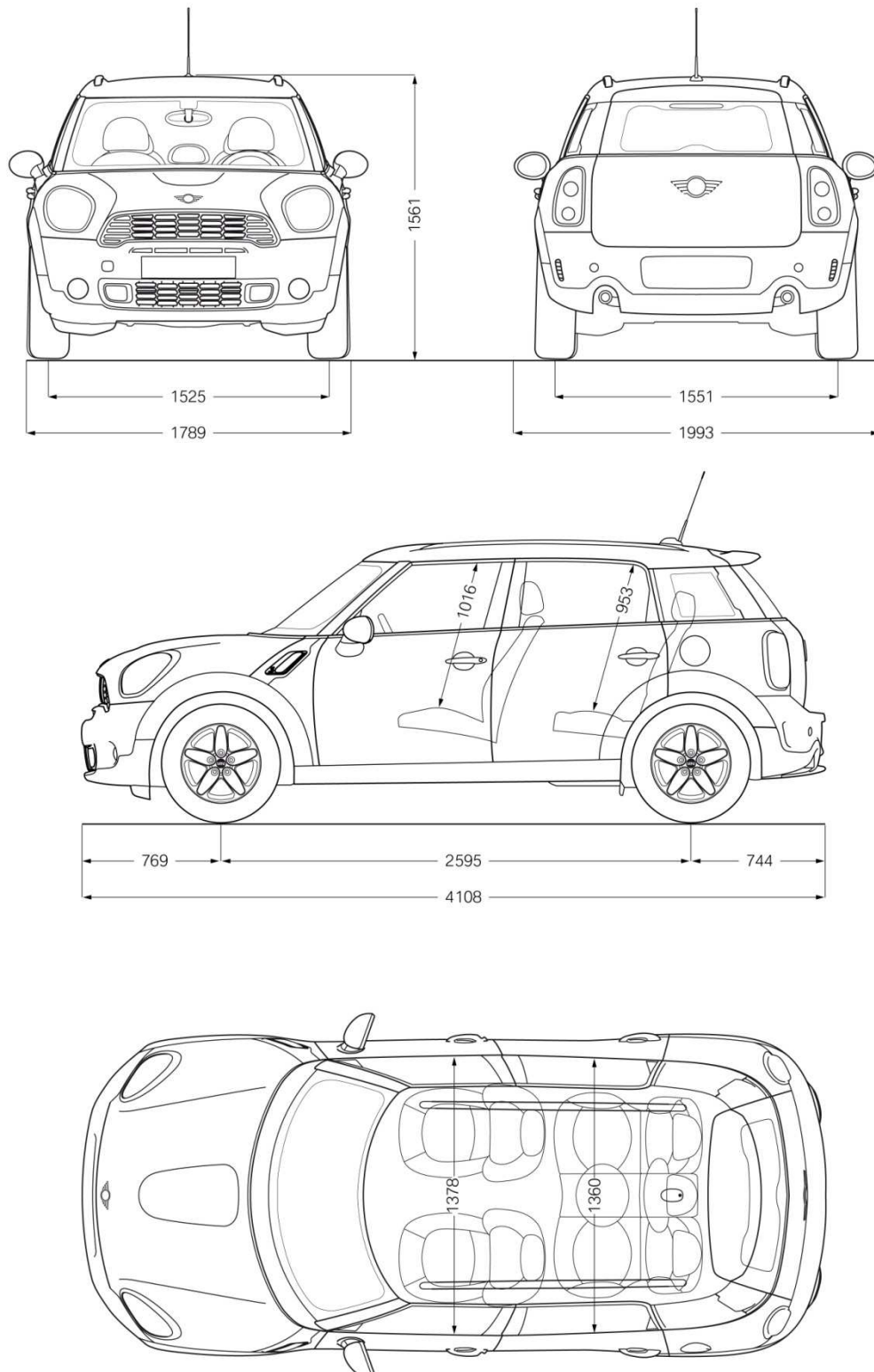
Body		MINI Cooper Countryman	
No of doors/seats		5 / 4 (5)	
Length/width/height (unladen)	mm	4097 / 1789 / 1561	
Wheelbase	mm	2595	
Track, front/rear	mm	1534 / 1559	
Turning circle	m	11.6	
Tank capacity	ca. l	47	
Cooling system incl heater	l		
Engine oil	l		
Transmission oil incl. drive train	l	lifetime	
Weight, unladen to EU (DIN)	kg	1260 / 1335 (1290 / 1365)	
Max load to DIN	kg	470	
Max permissible load	kg	1730 (1760)	
Max axle load, front/rear	kg	930 / 855 (960 / 855)	
Max trailer load			
braked (12%)	kg	-	
Max roofload/max download	kg	75 / -	
Luggage comp	l	350 / 442 / 1170	
Air drag c_x / A / $c_x \times A$	- / m ² / m ²	0.36/ 2.35 / 0.85	
Engine			
Config/No of cyls/valves		Inline / 4 / 4	
Engine management		MEV 17.2.2	
Capacity	cm ³	1598	
Bore/stroke	mm	77/ 85.8	
Compression ratio	:1	11.0	
Fuel grade	ROZ	91-98	
Max output	kW / PS	90 / 122	
at	min ⁻¹	6000	
Max torque (with overboost)	Nm	160	
at	min ⁻¹	4250	
Electrical System			
Battery/installation	Ah / –	55 (46) / Engine compartment	
Alternator	A	150 (120)	
Chassis			
Suspension, front		Single-joint MacPherson spring strut axle with anti-dive	
Suspension, rear		Multi-link axle with trailing arms with aluminum lightweight	
Front brakes		Disc vented	
Diameter	mm	294 x 22	
Rear breaks		Disc	
Diameter	mm	280 x 10	
Driving stability systems		Hydraulic 2-circuit brake system with Antilock Brake System (ABS), electronic brake force distribution (EBD) and Cornering Brake Control (CBC), Dynamic Stability Control (DSC) with Brake Assist and Hill Assist, optional: Dynamic Traction Control (DTC) and 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	
Type of gearbox		6-gear manual transmission (Six-speed automatic)	
Gear ratios	I	:1	3.214 (4.148)
	II	:1	1.792 (2.370)
	III	:1	1.194 (1.556)
	IV	:1	0.914 (1.155)
	V	:1	0.784 (0.859)
	VI	:1	0.683 (0.686)
Reverse gear		:1	3.143 (3.394)
Final drive ratio		:1	4.722 (4.643)
Tires		205/60 R16 92H	
Wheels		6.5J x 16 LM	

Performance		
Power-to-weight ratio to DIN	kg / kW	14.0 (14.3)
Output per litre	kW / l	56.3
Acceleration 0–100 km/h	s	10.5 (11.7)
0–1000 m	s	32.1 (33.5)
In 4th/5th gear 80–120 km/h	s	11.8 / 14.9
Top speed	km / h	190 (182)
Fuel Consumption in EU Cycle		
Urban	l / 100 km	
Extra-urban	l / 100 km	
Composite	l / 100 km	6.1 (7.1)
CO ₂	g / km	142 (167)
Miscellaneous		
Emission rating		EU5
	HPF/VK/TK	
Ground clearance (empty)	mm	149

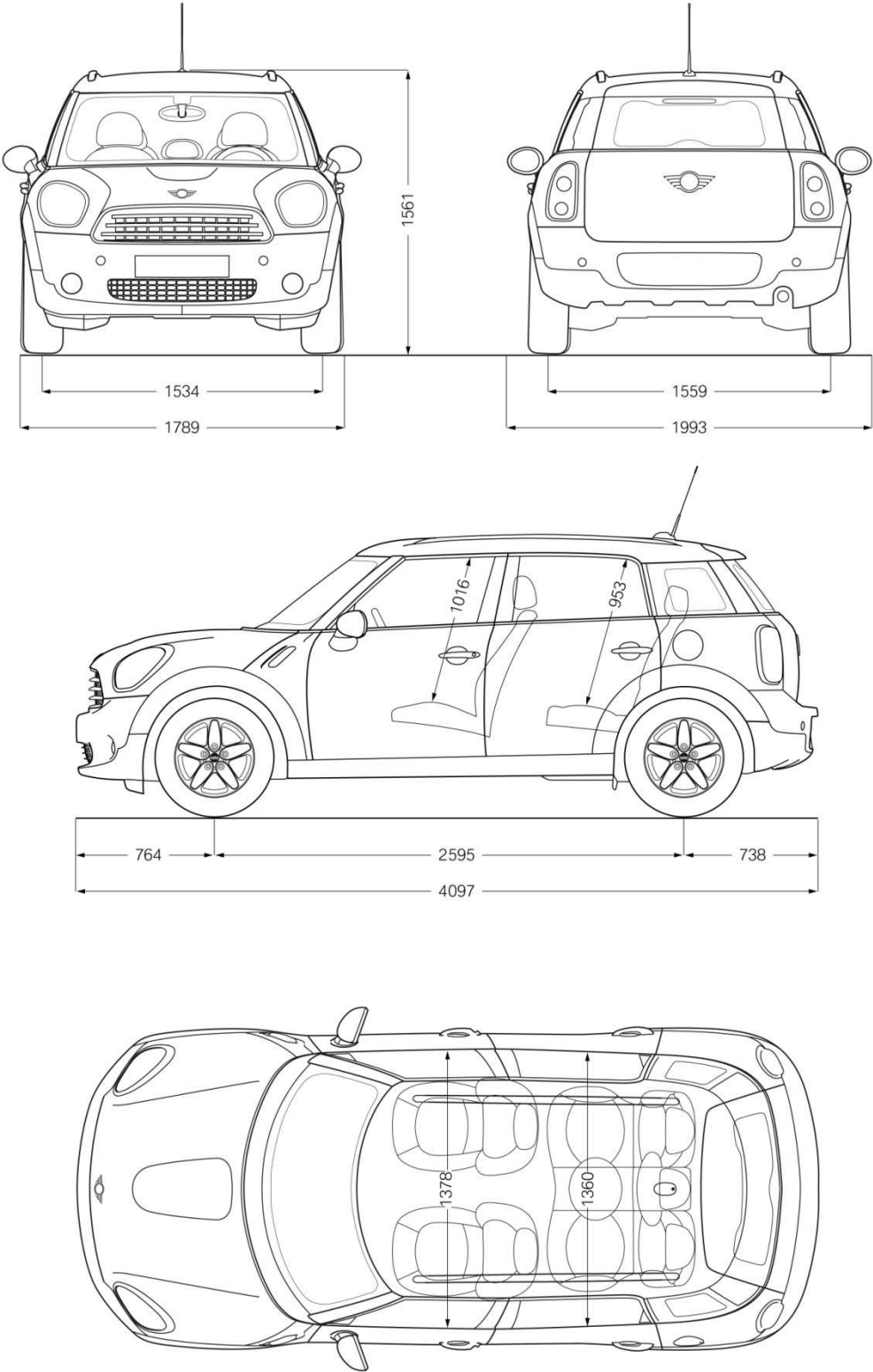
3.2 Exterior and Interior Dimensions.



MINI Cooper S Countryman. (preliminary data)



MINI Cooper Countryman.
(preliminary data)





4. Fresh Power: MINIMALISM in the MINI, MINI Clubman and MINI Convertible.

Performance, efficiency and driving fun – MINIMALISM offers more of everything. The MINI, MINI Clubman and MINI Convertible will line up in spring of 2010 with an extensively revised range of petrol engines, a move that sees the MINI brand building consistently on its position as the world's leading maker

of inspiringly sporty and exceptionally economical premium small cars. At the same time, all petrol MINI models meet the EU5 exhaust emissions standard in Europe and the ULEV II standard in the USA.

Targeted powertrain modifications further enhance the relationship between performance and CO₂ emissions in all petrol-engined MINI models.

An outstanding example of the progress made is the MINI Cooper S, whose new 1.6-litre four-cylinder engine now develops 135 kW/184 hp (an increase of 7 kW) yet emits only 136 grams of CO₂ per kilometre in the EU test cycle – 13 g/km less than its predecessor. The MINI Cooper also takes the balance of driving fun and CO₂ emissions to another new level.

The MINIMALISM concept covers all the technological measures in the current MINI line-up which help to further increase the driving fun typical of the brand at the same time as keeping both fuel economy and CO₂ emissions as low as possible. In the new MINI petrol powerplants, measures such as reducing friction and improving heat management in the basic engine have enabled further improvements in efficiency. Added to which, the engines are now served by a map-controlled oil pump with need-based operation, which – in a similar way to the electromechanical power steering and further optimised coolant pump – ensures extremely efficient use of energy.

The MINI Cooper S: fully variable valve control delivers unbeatable efficiency in the 1.6-litre class.

The new 1.6-litre engine in the MINI Cooper S boasts another special feature unique in the small car segment. This is the first time that the twin-scroll turbocharger and petrol direct injection system of this powerplant have been offered together with fully variable valve control. Based on the VALVETRONIC system used in BMW engines, this throttle-free load control technology optimises the engine's responses and enables a significant reduction in fuel consumption and emissions. It does so by adjusting the lift

and opening period of the intake valves to the driver's power requirements within fractions of a second.

The new engine, fitted in the MINI Cooper S, MINI Cooper S Clubman and MINI Cooper S Convertible, is the world's most efficient unit in this displacement class. It develops maximum output of 135 kW/184 hp at 5,500 rpm and has peak torque of 240 Nm on tap from as low down the engine speed range as 1,600 rpm. An Overboost function allows this pulling power to be raised to a maximum 260 Nm for a short spell, placing additional thrust at the driver's disposal when a particularly dynamic burst of acceleration is required. The MINI Cooper S sprints from 0 to 100 km/h in just 7.0 seconds on the way to a top speed of 228 km/h. These performance figures share top billing with average fuel economy in the EU test cycle of 5.8 litres per 100 km – 0.4 litres below the value of the predecessor car – and CO₂ output of 136 g/km.

The new MINI Cooper S Clubman now packs 0 to 100 km/h acceleration of 7.5 seconds and a top speed of 227 km/h, combined with average fuel consumption of 5.9 litres per 100 km and CO₂ emissions of 137 g/km. The new MINI Cooper S Convertible, meanwhile, reaches 100 km/h from rest in just 7.3 seconds and a top speed of 225 km/h, yet posts average fuel economy of 6.0 litres per 100 km and a CO₂ figure of 139 g/km.

The MINI Cooper S, MINI Cooper S Clubman and MINI Cooper S Convertible are fitted as standard with a six-speed manual gearbox, while a six-speed automatic, complete with shift paddles mounted on the steering wheel, can be ordered as an option for all models. In future, manual MINI Cooper S models will come with a new, self-adjusting clutch. Automatic readjustment ensures that the pedal feel you expect from a MINI is there to be enjoyed over the car's full service life. Plus, the synchronisation of the gears is further optimised by a carbon coating for the clutch linings. The automatic gearbox, available for the MINI Cooper and MINI Cooper S, stands out with its high-efficiency set-up. This enables further significant reductions in fuel consumption and CO₂ emissions in all models in which it is fitted.

The MINI Cooper: more output, less CO₂.

A 2 kW increase in the output of its 1.6-litre naturally aspirated engine to 90 kW/122 hp further sharpens the sporting edge of the MINI Cooper. The four-cylinder unit – which likewise features fully variable valve control, as well as optimisations to other details – generates peak output at 6,000 rpm and maximum torque of 160 Nm at 4,250 rpm. The MINI Cooper sprints from a standstill to 100 km/h in 9.1 seconds. Top speed is 203 km/h.

This impressive performance contrasts with average fuel economy of 5.4 litres per 100 km in the EU test cycle and CO₂ emissions reduced to just 127 g/km.

The new MINI Cooper Clubman posts a 0 to 100 km/h acceleration figure of 9.8 seconds and a top speed of 201 km/h, combined with average fuel economy of 5.5 litres per 100 km and a CO₂ figure of 129 g/km. The new MINI Cooper Convertible notches up 100 km/h in 9.8 seconds en route to a maximum 198 km/h. Average fuel economy is 5.7 litres per 100 km; CO₂ emissions stand at 133 g/km.



5. Undiluted Driving Fun – Refreshingly Different: The MINI Coupé Concept. The MINI Roadster Concept.

MINI is presenting two concept cars at Auto China 2010. This will be the first time that these spectacular visions of the future – aimed at injecting even greater variety into the MINI model range – have appeared at a motor show on the Asian continent. In their own distinctive ways, the MINI Concept and MINI Roadster Concept showcase a wealth of exciting features offering a fresh interpretation of the traditional values, individual style and innovative character of MINI. The Coupé delivers undiluted driving fun wrapped up in a sporty coupé skin, while the flawlessly elegant Roadster positively exudes stylish open-top motoring; both present an undeniably appealing proposition.

The MINI Coupé Concept and MINI Roadster Concept will take to the stage for their Asian premiere at Auto China 2010 in Beijing dubbed the “Oxford Twins”. This characterisation, dreamt up during the development stage for the concepts, was inspired by the plant in Great Britain where the current MINI models are built. More than 1.5 million units of what is still the only premium vehicle in the small car segment have been produced at the long-established MINI plant in Oxford since the brand was relaunched in 2001.

The MINI Coupé Concept and MINI Roadster Concept are also based on a vehicle platform designed to allow integrated production at Plant Oxford. In this way, the individual identities of the two concepts can be further emphasised. While the cars both boast distinctive and innovative characters of their own, each remains a genuine MINI.

MINI Coupé Concept: a vision of undiluted driving fun.

The MINI Coupé Concept brings together a host of features which aid a sporty driving style. With its accommodation purposefully restricted to the driver and a single passenger and a rigorous adherence to lightweight construction principles, it focuses squarely on fulfilling the brief of a coupé promising exceptional levels of driver involvement. Added to which, its flat roofline, precisely defined rear spoiler lip and a raft of other aerodynamically optimised details enhance the car’s performance and efficiency. The MINI Coupé Concept represents the perfect blueprint for a premium compact sports car, in terms of both its design and its ability to utilise high-performance drive system technology.

The two-seater study has been designed to allow the most powerful drive unit currently available for a MINI to be fitted under the bonnet. The 1.6-litre twin-scroll turbocharged engine from the MINI John Cooper Works gives the concept car the means to achieve top-class levels of sports performance. The four-cylinder unit develops 155 kW/211 hp and generates maximum torque of 260 Nm, which can be increased to as much as 280 Nm in brief bursts thanks to the Overboost function.

Exterior design: a blend of distinctive MINI features and stand-alone characteristics.

The design of the MINI Coupé Concept body harks back to the earliest days of MINI while at the same time reaching forward into the distant future of the brand. It accentuates both the stand-alone identity of the concept and its family ties to the MINI brand. Plus, its unique and emotional design language fuels expectations of a memorable driving experience.

The two-seater measures 3,714 mm (146.2") in length, 1,683 mm (66.2") in width and 1,356 mm (53.4") in height. With these dimensions and its athletic proportions, the MINI Coupé Concept makes an immediate impact as a compact and powerful sporting machine.

The concept car takes its distinctive front end features from the four-seater MINI. The smoothly balanced contours of the bonnet, heavily influenced by sweeping radii, the large headlights, homogeneous form of the radiator grille and wide lower air intake create the expression of openness and charm shared by all the brand's models. The radiator grille and bonnet of the MINI Coupé Concept are carried over from the MINI Cooper S. However, the inner section of the grille has slats finished in body colour, which instantly set it apart clearly from the other members of the MINI family. Plus, the bonnet stripes continue down into the radiator grille, adding extra weight to the sporting appearance of the car. Viewed from this angle, the more heavily raked windscreen of the concept also lends the MINI Coupé Concept a striking identity very much its own.

The front side panels are lifted straight from the MINI Convertible, while the diagonal body joint between the bonnet and the front side indicator surrounds – in this case borrowed from the MINI Cooper S – is an unmistakable feature shared by every MINI. The familiarity of design engendered by these elements forms an alluring contrast to the far greater rake of the A-pillars as they flow into the all-new roofline. The glazed section of the passenger compartment – the "greenhouse" – looks considerably narrower than on the MINI models already in production. The heavily raked windscreen merges smoothly into a roof profile that leads back over the heads of the driver and passenger, in a straight

line initially, into the brawny-looking C-pillar. Viewed as a whole, the roof contour takes on a distinctive bridge form, the first time this has been seen on a MINI. Here, the somewhat intricate structure above the passenger compartment rests on the sturdy cornerstones formed by the C-pillars. The side view of the MINI Coupé Concept highlights a particularly defined wedge shape, giving the car the impression of forging forwards even when stationary.

The rear of the MINI Coupé Concept is designed to deliver the optimised airflow so important for the driving dynamics and efficiency of the two-seater. In addition to its visual impact, the rear spoiler with wing profile positioned at the height of the C-pillar is also extremely effective in shaping the airflow over the rear of the MINI Coupé Concept. The elegantly sloping rear window of the two-seater melts in time-honoured coupé fashion into a short, flat tail with staged contours. This element of the car's design again serves the overriding purpose of ensuring optimum flow of air without the turbulence which would undermine the car's aerodynamics. To this end, the MINI Coupé Concept also has a sharply-cut spoiler lip at its trailing edge.

Impressively functional: a wide-opening tailgate, generous stowage capacity.

The construction of the MINI Coupé Concept's tailgate also stands out. The absence of a rear seat bench allows the two-seater to offer additional space for carrying items of luggage; stowage capacity stands at 250 litres (8.8 cubic feet). In order to make maximum use of this potential, the rear of the MINI Coupé Concept has a large and wide-opening tailgate. Hinged above the roof spoiler, the tailgate (including rear window) sweeps up to allow easy access to the generously sized stowage capacity behind the Coupé's seats. The bulkhead between the passenger compartment and luggage area comes with a lockable opening.

The colour scheme and materials of the MINI Coupé Concept interior lend it a classical sporting flavour. Black is the dominant colour for both the instrument panel and the roof lining of the two-seater, ensuring a calm atmosphere which aids the driver's concentration on the road ahead. This clean, pure ambience is further enhanced by a combination of black trim strips and carbon interior elements.

MINI Roadster Concept: fresh ideas deliver a visceral driving experience.

The MINI Roadster Concept sees the brand once again setting new trends in individual mobility. A pure-bred vehicle concept, elegant design and engagingly sporty driving characteristics combine to create an open-top two-seater geared towards the requirements of a modern, confident target group.

Individuality, premium quality and a very contemporary blend of driving fun and efficiency define the character of the MINI Roadster Concept. Its design reflects the focus on these fundamental elements in delivering maximum open-air driving fun.

Spontaneous pleasure is the domain of the MINI Roadster Concept. The car has everything it takes to deliver an emotion-laced driving experience, even over short journeys, while inspiring the driver to escape the traffic of the city. The concept's emphasis on uncompromising agility is underlined by its two-seat layout and weight-minimising construction. A stylish appearance and high-quality interior ambience give the MINI Roadster Concept an exclusive feel.

Exterior design: unique proportions, familiar MINI design traits.

The design of the MINI Roadster Concept body fuses brand identity and innovative power to intoxicating effect. The glue holding these various elements together is the hallmark MINI design language, which determines both the distinctive brand elements and the innovative features of the car. All of which means that the design of the MINI Roadster Concept comes across as refreshingly different, yet clearly preserves the genes for which MINI is renowned. This concept car showcases the capacity of MINI design to pull off an extrovert styling trick with sophistication and élan.

The two-seater measures 3,714 mm (146.2") in length, 1,683 mm (66.2") in width and 1,356 mm (53.4") in height, and – in keeping with brand tradition – has extremely short body overhangs at the front and rear. These features bring out the athletic stature of the MINI Roadster Concept and offer a hint of handling headlined by inspiring agility and what has become known as the go-kart feeling – before the car has so much as turned a wheel. The front end (up to the A-pillars), including the large circular headlights and hexagonal radiator grille, is carried over from the MINI Cooper S. The entire front apron has been aligned with the car's sporting appearance and gives a broader and more imposing impression, while the inner section of the chrome radiator grille has slats in body colour. Added to which, the bonnet stripes extend down into the grille to further sharpen the car's sporting looks and give the MINI Roadster Concept its own clear stylistic identity.

The short and heavily raked A-pillars melt smoothly into the roofline when the soft-top is raised, and the glazed section of the passenger compartment is significantly narrower than that of MINI models already in production. This results in a strikingly low silhouette, which spotlights the car's sporting credentials. Its roadster character stands out with the roof both open and

closed, while its waistline rises slightly towards the rear and retains its linear form even when the soft-top is stowed away.

Indeed, with the roof down this allows the car's undiluted sense of openness to be clearly expressed. Extending out behind the flat-folded soft-top is a short bootlid concealing a luggage area which is separated from the passenger compartment. The two-seat passenger compartment is protected in poor weather conditions by a high-quality fabric roof with minimised dimensions. When the roof is closed, this creates a notchback body shape which sets the MINI Roadster Concept clearly apart from the MINI Convertible. The Roadster's soft-top is opened and closed manually, a process which takes next to no time thanks to its compact dimensions.

MINI-style innovations:

the rear-end design, luggage area and safety concept.

The rear view of the car is shaped by new design features whose origins can be traced back unmistakably to the established MINI design language. The side sections, rear apron and tailgate flow into a single, harmoniously formed unit which incorporates the brand's familiar cascading style and lends its own interpretation to front-end design elements. Looking from the rear, the increasing width of the MINI Roadster Concept through several stages helps to give it a particularly muscular stature.

Underneath the short and typically roadster rear end is an extraordinarily generous luggage area for a vehicle in this segment. With the fabric roof of the MINI Roadster Concept folding away just behind the seats, the same amount of stowage capacity is available with the roof open or closed. Another feature exuding modern functionality and unique in the compact roadster sector is the through-loading facility from the passenger compartment into the luggage area; the bulkhead between the passenger compartment and luggage area comes with a lockable opening.

An extending rollbar, which made its debut in the new MINI Convertible, is one element of the car's safety concept which has already been given extensive consideration in the development phase. The single-piece aluminium bar, which pops up electromechanically within 150 milliseconds if required and extends across the full width of the interior, teams up with the strengthened windscreen frame to deliver maximum occupant protection.

The top-quality attributes of the two-seater are reflected not only in the harmonious and characteristic MINI design of the exterior, but also in an interior defined by a high level of workmanship and elegance. The choice of colours and materials reflects both the exclusive style and a keen sense of quality. Fine

wood interior trim and selected colour accents for the door panels and seat upholstery lend carefully chosen contrasts to the understated black interior. In addition, the cockpit of the MINI Roadster Concept comes equipped with a multifunctional display on which the driver can call up a range of information. Located to the left of the rev counter, this instrument mimics the Always Open Timer in the MINI Convertible in recording the amount of time spent driving with the roof down to the nearest minute, and can also carry out other typical MINI display functions.