

The MINI Coupé. Contents.



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1. A recipe for unbridled driving fun. The MINI Coupé.



MINI is expanding its product family with the launch of a model geared squarely to maximising driving fun. The MINI Coupé indulges the keen driver with a level of agility unmatched in the small car segment, along with a unique body and interior concept and the brand's customary commitment to premium levels of quality and equipment. The first two-seater in its line-up sees MINI not only breathe new life into its successful racing history but also provide a shot in the arm for the super-compact sports car class. The selection of engines, chassis set-up, weight distribution and aerodynamic properties of the MINI Coupé are all focused on delivering optimum performance. As a result, the new car radiates the brand's hallmark go-kart feeling with a whole new depth of intensity and achieves the best performance statistics ever recorded by a volume-produced MINI.

The latest generation of four-cylinder petrol and diesel engines.

The MINI Coupé can be ordered with the most powerful petrol and diesel engines in the brand's arsenal. Outputs range from the 90 kW/122 hp of the MINI Cooper Coupé, to the MINI Cooper SD Coupé (105 kW/143 hp) and MINI Cooper S Coupé (135 kW/184 hp), all the way up to the MINI John Cooper Works Coupé, a thoroughbred athlete producing 155 kW/211 hp.

The ultimate in go-kart feeling.

A level of chassis quality unmatched in the small car segment gives the new MINI model the handling flair you would expect from the brand. The precise Electric Power Steering, the standard-fitted DSC stability control system, powerful brakes and measures designed specifically to optimise torsional rigidity ensure the MINI Coupé driver can enjoy the ultimate in go-kart feeling.

Distinctive roof form, optimised aerodynamics, impressive storage space.

Its flat silhouette and innovative "helmet roof" lend the MINI Coupé a sporty and individual allure. In addition to the integral roof spoiler, an active rear spoiler

optimises airflow at higher speeds. Helped by its extremely high-opening tailgate and large luggage area with through-loading facility, the MINI Coupé displays outstanding versatility in day-to-day driving, when transporting leisure items or sports gear, and on trips out with a lucky partner.

2. At a glance.



- MINI gives the small car segment another fascinating injection of variety with the presentation of the first two-seater in the brand's current model range. The MINI Coupé represents the faithful transposition of the brand's sporting DNA into a cutting-edge vehicle concept with a new interpretation of the super-compact sports car class; unrivalled handling agility and the best performance figures of any model in the MINI line-up; innovative design with a distinctive "helmet roof" form and optimised aerodynamic properties; a wide-opening tailgate and large, variable-use luggage area ensuring extensive versatility.
- Latest generation of four-cylinder engines; most powerful petrol and diesel units in the MINI range; engine technology underpinned by the development expertise of the BMW Group / derived directly from motor sport; MINI John Cooper Works Coupé with 155 kW/211 hp, MINI Cooper S Coupé with 135 kW/184 hp, MINI Cooper Coupé with 90 kW/122 hp, MINI Cooper SD Coupé with 105 kW/143 hp; exceptional efficiency thanks to wide range of standard MINIMALISM technology; six-speed manual gearbox fitted as standard, six-speed automatic optional for MINI Cooper S Coupé, MINI Cooper Coupé and MINI Cooper SD Coupé.
- A chassis set-up, weight balance and body structure geared squarely to providing unbeatable driving fun gives the car's go-kart feeling unrivalled depth; Electric Power Steering and DSC (Dynamic Stability Control) as standard, DTC (Dynamic Traction Control) with EDLC (Electronic Differential Lock Control) optional (standard on MINI John Cooper Works Coupé); innovative pedestrian protection systems and measures to enhance body rigidity shift the car's weight balance slightly further forward, giving the front-wheel-drive MINI Coupé optimised traction; agility and safety boosted by increase in torsional rigidity using carefully targeted, model-specific strengthening elements.

- First “three-box” MINI with strikingly stepped rear end in the classic style of a gran turismo; sporty, flat coupé silhouette; sits 29 millimetres lower than MINI; new, faithful expression of the hallmark MINI design language; distinctive “helmet roof” with integral roof spoiler; first MINI with an active rear spoiler to optimise airflow at higher speeds; rear spoiler extends automatically at 80 km/h (50 mph).
- Strict two-seater concept with extended stowage and loading capacity behind the driver and passenger seats; large, variable-use luggage area; large through-loading facility into the passenger compartment; wide and extremely high-opening tailgate makes loading easier.

- Engine variants:

MINI John Cooper Works Coupé: Four-cylinder petrol engine with twin-scroll turbocharger and direct injection, plus numerous technological details carried over directly from motor sport.

Displacement: 1,598 cc,

output: 155 kW/211 hp at 6,000 rpm,

max. torque: 260 Nm/192 lb-ft at 1,850 – 5,600 rpm

(280 Nm/207 lb-ft with Overboost at 1,700 – 4,500 rpm).

Acceleration: 0–100 km/h (62 mph): 6.4 seconds,

top speed: 240 km/h (149 mph).

Average fuel consumption according to EU standard:

7.1 litres per 100 kilometres (39.8 mpg imp),

CO₂ emissions: 165 g/km.

MINI Cooper S Coupé: Four-cylinder petrol engine with twin-scroll turbocharger, direct injection and fully variable valve management based on the BMW Group's VALVETRONIC technology.

Displacement: 1,598 cc,

output: 135 kW/184 hp at 5,500 rpm,

max. torque: 240 Nm/177 lb-ft at 1,600 – 5,000 rpm

(260 Nm/192 lb-ft with Overboost at 1,700 – 4,500 rpm).

Acceleration: 0–100 km/h (62 mph): 6.9 seconds,

top speed: 230 km/h (143 mph).

Average fuel consumption according to EU standard:

5.8 litres per 100 kilometres (48.7 mpg imp),
CO₂ emissions: 136 g/km.

MINI Cooper Coupé: Four-cylinder petrol engine with fully variable valve management based on the BMW Group's VALVETRONIC technology.

Displacement: 1,598 cc,
output: 90 kW/122 hp at 6,000 rpm,
max. torque: 160 Nm/118 lb-ft at 4,250 rpm,
Acceleration: 0–100 km/h (62 mph): 9.0 seconds,
top speed: 204 km/h (127 mph),
Average fuel consumption according to EU standard:
5.4 litres per 100 kilometres (52.3 mpg imp),
CO₂ emissions: 127 g/km.

MINI Cooper SD Coupé: Four-cylinder turbodiesel with aluminium crankcase, common-rail injection and variable turbine geometry.

Displacement: 1,995 cc,
output: 105 kW/143 hp at 4,000 rpm,
max. torque: 305 Nm/225 lb-ft at 1,750 – 2,700 rpm.
Acceleration: 0–100 km/h (62 mph): 7.9 seconds,
top speed: 216 km/h (134 mph).
Average fuel consumption according to EU standard:
4.3 litres per 100 kilometres (65.7 mpg imp),
CO₂ emissions: 114 g/km.

- Exterior dimensions:
Length: 3,728 millimetres (MINI Cooper S Coupé,
MINI John Cooper Works Coupé: 3,734 millimetres)
Width: 1,683 millimetres
Height: 1,378 millimetres (MINI Cooper S Coupé,
MINI John Cooper Works Coupé: 1,384 millimetres)
Wheelbase: 2,467 millimetres

3. Instantaneous power. Engines and transmissions.



In the MINI Coupé, engine power is converted into pure driving fun more directly and comprehensively than ever. Cutting-edge drive system technology ensures that the engine's output and torque are generated with exceptional efficiency – and experienced with great intensity by the driver. Instantaneous power development delivers impressive sports performance, while high elasticity and optimum gear ratios guarantee unbeatable agility in mid-range acceleration. Plus, extensive MINIMALISM technology makes the driver a less frequent visitor to the pumps.

The MINI Coupé therefore takes a thoroughly modern route to delivering an extra dose of urban driving fun. At the same time, the brand's racing genes are clearly reflected in its character. Customers can choose from a selection of four engines for their MINI Coupé. All the model variants carry the Cooper name in their designation. Traditionally, this familiar badge has been a sign of outstanding sporting ability and a nod to the brand's association with legendary Formula One designer John Cooper. This is the man who smoothed the passage of the classic Mini into race competition. Its racing exploits have long since passed into legend, reaching their zenith with three overall victories in the Monte Carlo Rally. The MINI Coupé has also been created with winning in mind. Indeed, the MINI Cooper Coupé, MINI Cooper S Coupé, MINI John Cooper Works Coupé and MINI Cooper SD Coupé offer a blend of fuel consumption and driving fun unmatched within their respective output classes.

Outputs stretch from the 90 kW/122 hp of the MINI Cooper Coupé, to the MINI Cooper SD Coupé with 105 kW/143 hp and MINI Cooper S Coupé with 135 kW/184 hp, all the way up to the extremely sporty MINI John Cooper Works Coupé developing 155 kW/211 hp. The MINI Cooper Coupé, MINI Cooper S Coupé and MINI Cooper SD Coupé are available with an optional six-speed automatic gearbox as an alternative to the six-speed manual item fitted as standard across the Coupé range.

MINI Cooper Coupé: high in energy, low in CO₂.

The new member of the MINI family displays an infectious spirit and verve – even in entry-level form. The four-cylinder petrol engine in the MINI Cooper Coupé produces 90 kW/122 hp from its 1.6-litre displacement, reaching this maximum output at 6,000 rpm. Peak torque of 160 Newton metres (118 lb-ft) is on tap at 4,250 rpm. The secret behind the engine's lightning-fast response to every movement of the accelerator pedal lies primarily in the fully variable valve management system unique in the MINI segment. This throttle-free load control technology is based on the VALVETRONIC system found in BMW engines and optimises both the engine's responsiveness and its fuel consumption and emissions. Within fractions of a second, the valve management wizardry adjusts the stroke and opening period of the intake valves to the amount of output required, with the camshaft acting on the valves through an additional intermediate arm, and not directly through the cam follower. The pivot point of this additional intermediate arm is infinitely adjustable by an eccentric shaft controlled by an electric motor. The throttle butterfly – used to control load in conventional engines – is fitted solely as an emergency backup and for diagnostic purposes. Under normal circumstances it remains fully open at all times to minimise flow losses in the intake manifold.

The MINI Cooper Coupé uses this instantaneous pulling power to deliver impressive acceleration and races from rest to the 100 km/h (62 mph) mark in just 9.0 seconds. Its top speed stands at 204 km/h (127 mph). This performance contrasts with average fuel consumption in the EU test cycle of 5.4 litres per 100 km (52.3 mpg imp) and CO₂ emissions of 127 grams per kilometre.

MINI Cooper S Coupé: unbeatable efficiency, intoxicating driving fun.

The likewise 1.6-litre power unit under the bonnet of the MINI Cooper S Coupé comes with fully variable valve management as part of a package of technology which also features a twin-scroll turbocharger and petrol direct injection. In this type of charge system the ducts of two cylinders are combined with one another in the exhaust manifold and in the turbocharger. This construction leads to instantaneous development of charge

pressure. Meanwhile, direct injection allows extremely precise amounts of fuel to be fed into the cylinders, promoting clean and efficient combustion. The combination of turbocharging, direct injection and variable valve management produces maximum output of 135 kW/184 hp at 5,500 rpm and makes the four-cylinder unit in the MINI Cooper S Coupé the world's most efficient engine in its displacement class.

Maximum torque of 240 Newton metres (177 lb-ft) is on tap as low down as 1,600 rpm, and can be raised to 260 Newton metres (192 lb-ft) for a short time using the Overboost. This function serves up additional pulling power to ensure particularly dynamic acceleration. The MINI Cooper S Coupé dashes from 0 to 100 km/h (62 mph) in just 6.9 seconds, and its top speed stands at 230 km/h (143 mph). These performance figures team up with average fuel consumption in the EU test cycle of 5.8 litres per 100 km (48.7 mpg imp) and CO₂ emissions of 136 grams per kilometre.

MINI John Cooper Works Coupé: an extreme athlete in peak form.

The exceptionally sporty MINI models bearing the John Cooper Works badge hold a very special status within the model range. Features such as engine technology derived directly from motor sport mark them out from the norm. The MINI John Cooper Works Coupé adds another top-class athlete to the MINI ranks. A 155 kW/211 hp four-cylinder engine with twin-scroll turbocharger and direct injection imbues it with unrestrained power, giving it the tools to do what MINI does best – entertaining drivers – even better.

The 1.6-litre engine under the bonnet of the MINI John Cooper Works Coupé is largely the same as the unit powering the competitors in the MINI CHALLENGE Clubsport series. Numerous technical details originate directly from developments in motor sport, including the aluminium cylinder block and bearing mounts, reinforced pistons, a particularly high-strength cylinder head and lightweight crankshafts. The exhaust valves are sodium-filled to provide the extra cooling required by a turbocharged engine, and the intake camshaft features infinite phase adjustment. The modified turbocharger develops even greater charge pressure than the engine in the MINI Cooper S Coupé. The model-specific exhaust system can be identified from the outside by its polished stainless steel twin tailpipes, while its resonant

soundtrack – best sampled from inside the cabin – adds a distinctive extra layer to the extreme sports machine's character.

The engine generates peak output at 6,000 rpm and produces maximum torque of 260 Newton metres (192 lb-ft); the Overboost function pushes this figure up to 280 Newton metres (207 lb-ft) for a short time. The instantaneous power development ensures imposing acceleration, the MINI John Cooper Works Coupé rocketing from a standstill to 100 km/h (62 mph) in 6.4 seconds on the way to a top speed of 240 km/h (149 mph). And yet average fuel consumption in the EU test cycle is kept at an unusually low level for cars in this output class; the MINI John Cooper Works Coupé burns just 7.1 litres of fuel per 100 km (39.8 mpg imp) and has CO₂ emissions of 165 grams per kilometre.

MINI Cooper SD Coupé: brawny yet economical.

As an alternative to the three petrol units, the MINI Coupé can also be ordered with a diesel engine. Its incredibly sporty power development allows it to slot perfectly into the engine line-up, where it occupies pole position in the efficiency standings. The four-cylinder diesel unit under the bonnet of the MINI Cooper SD Coupé comes with an all-aluminium crankcase, a turbocharger with variable intake geometry and common-rail direct injection with solenoid-valve injectors. It produces a maximum output of 105 kW/143 hp from its 2.0-litre displacement, a figure achieved at 4,000 rpm. Thanks to muscular pulling power sustained all the way from low engine speeds into the higher reaches of the rev range, the most powerful diesel representative of the MINI engine line-up offers both an impressive balance between power and fuel economy and the ideal platform for a sporty driving style.

The engine's maximum torque of 305 Newton metres 225 (166 lb-ft) is available between 1,750 and 2,700 rpm, and the MINI Cooper SD Coupé needs a mere 7.9 seconds to sprint from 0 to 100 km/h (62 mph). Top speed is 216 km/h (134 mph). Proof of its outstanding efficiency is demonstrated by average fuel consumption in the EU test cycle of 4.3 litres per 100 km (65.7 mpg imp). The CO₂ emissions of the MINI Cooper SD Coupé stand at 114 grams per kilometre.

A lot of power from a little fuel: MINIMALISM technology as standard.

All model variants of the MINI Coupé come as standard with a wide range of MINIMALISM technology. In addition to the engines' efficiency, features such as Brake Energy Regeneration, the Auto Start/Stop function, Shift Point Display, Electric Power Steering and the need-based operation of ancillary components help to make efficient use of the energy contained in the fuel and deliver exceptionally low CO₂ emissions. Added to which, innovative thermal encapsulation of the drivetrain shortens the fuel-sapping warm-up period after a cold start.

The standard-fitted six-speed manual gearbox sets a new benchmark in the segment with its short shift travel and impressively precise action. A ready-to-drive weight of 44.8 kilograms (98.7 lb) makes this the lightest gearbox of its kind. The MINI Cooper S Coupé and MINI Cooper SD Coupé 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 ratios have been set to ensure that each gear change takes place at the optimum engine speed and thus allows a rapid progression of the acceleration process.

A six-speed automatic gearbox with Steptronic function can be ordered for the MINI Cooper Coupé, MINI Cooper S Coupé and MINI Cooper SD Coupé as an option. With its exceptionally short shift times and direct "target gear" finding capability on downshifts, the automatic likewise showcases the sporting character of the MINI Coupé. The driver can also change gear manually using the selector lever, while shift paddles on the steering wheel are available as an additional option.

4. The ultimate in go-kart feeling. Suspension and driving experience.



The suspension system effortlessly translates the power of the MINI Coupé engines into a fun-filled and agile driving experience, delivering the sharp handling typical of MINI that also contributes to a high standard of active safety. With the suspension technology closely matched to the engine power, the MINI Coupé provides the most intensive expression to date of the trademark MINI driving experience, or go-kart feeling. Even when pushed hard in dynamic driving situations, the outstanding quality of the suspension, control arms, steering and brake system ensures confident control of the vehicle at all times.

The MINI Coupé owes its agility and sure, safe handling not only to front-wheel drive and superior suspension technology, but also to a low centre of gravity, a long wheelbase measuring 2,467 millimetres, and a front and rear track width of 1,459 and 1,467 mm respectively. The Dynamic Stability Control (DSC) system is fitted as standard on the MINI Coupé. With its extensive functionality, it adds to the safe and sporty handling qualities.

Suspension technology: specific to MINI and unique in its segment.

Using top-quality components and a design that draws on the outstanding engineering expertise of the BMW Group, the MINI range offers suspension quality that is unique in this segment. In the MINI Coupé too, the suspension technology – as ever designed specifically and exclusively for the MINI – plays a big part in giving the vehicle its typical MINI character. This MINI-specific development approach is also responsible for the excellent balance between ride comfort and cornering stability, as well as the remarkably low levels of torque steer even when accelerating hard.

MacPherson strut front suspension provides excellent wheel location, while the sophisticated kinematics of the multi-link rear suspension maintain optimal road grip at all times. The longitudinal control arms are made of aluminium, which cuts down on weight. Anti-roll bars reduce body roll to a minimum and make their own contribution to safety and agility. The suspension components have been meticulously adapted to the sporty personality and specific weight

balance of the MINI Coupé and the body calibration on all model versions emphasises their sparkling handling characteristics. The optional sports suspension has firmer damper settings and comes with sturdier anti-roll bars front and rear. For a “hard-core” racing experience, the accessories range offers John Cooper Works suspension, with a 10 mm drop in ride height, ultra-firm damping and anti-roll bars whose diameter is even larger than on the sports suspension package.

15-inch alloy wheels are standard specification on the MINI Cooper Coupé, with a 16-inch version standard on the MINI Cooper S Coupé and MINI Cooper SD Coupé. The MINI John Cooper Works Coupé is specified with 17-inch, weight-optimised alloy wheels in John Cooper Works Cross Spoke CHALLENGE styling. This model has run-flat tyres, so it is possible to continue driving, subject to certain restrictions, even after a complete loss of tyre pressure. The run-flat tyres are also available, as an option, for all other model versions. All models feature a Tyre Defect Indicator as standard.

Guaranteed precision: Electric Power Steering and powerful brakes.

The compelling handling is also partly down to Electric Power Steering (EPS), which gives the MINI Coupé excellent directional control in all situations. This electromechanical power steering system is particularly effective at soaking up steering shocks and other vibrations. The integrated active return function ensures that the steering wheel always returns precisely to the centre position when straightening up after a turn. The speed-dependent power assist reduces the steering effort required from the driver when parking and manoeuvring and, conversely, reduces the amount of assist at higher speeds to improve road feel and directional stability.

The Electric Power Steering also helps to make the MINI more energy-efficient since its electric motor only operates on demand, when steering assistance is actually required. No power is consumed during straightline driving or steady-state cornering.

The MINI Coupé’s Electric Power Steering is also available with variable power assist levels. A Sport Button on the centre console, standard in the case of the

MINI John Cooper Works Coupé and optionally available for all other model versions, allows the driver to choose between the basic power assist level and a second mode designed to support a more performance-minded driving style. This second mode requires more steering input but provides a more responsive steering feel. Simultaneously, pressing the Sport Button also alters the response characteristics of the accelerator, which immediately delivers sharper, sportier reactions.

The MINI Coupé's model-specific braking system provides powerful, fade-free deceleration, even under the hardest braking. The vented front brake discs have a diameter of 280 millimetres on the MINI Cooper Coupé, 294 millimetres on the MINI Cooper S Coupé and MINI Cooper SD Coupé, and 316 millimetres on the MINI John Cooper Works Coupé. Optimal braking performance at the rear is provided by 259 mm discs (MINI John Cooper Works Coupé: 280 mm).

DSC Dynamic Stability Control as standard: optimised traction with DTC and EDLC.

The standard-fitted Dynamic Stability Control system, with extensive functionality, is a benchmark in the MINI segment. DSC makes an important contribution to safe and agile handling. In very dynamic driving situations and on slippery surfaces, the system can selectively brake individual wheels and reduce engine power to prevent a front- or rear-end slide at the earliest possible stage. The system includes integral anti-lock braking (ABS), Electronic Brakeforce Distribution (EBD), Cornering Brake Control (CBC), Brake Assist and Hill Start Assist.

Dynamic Stability Control is combined as standard on the MINI John Cooper Works Coupé, and optionally on all other model versions, with the Dynamic Traction Control system (DTC) with integrated Electronic Differential Lock Control (EDLC). DTC, which can be activated at the push of a button, raises the response thresholds to make it easier to move off on loose sand or snow, allowing the drive wheels to spin slightly in the process. DTC also allows a degree of controlled wheel slip under very sporty cornering. A longer push of the button fully deactivates the DSC system. With DSC in "off" mode, the EDLC system responds instead, in relevant situations. EDLC offers enhanced performance characteristics when accelerating hard out of corners

and tight bends by precisely controlled braking of a drive wheel that is starting to spin. This improves traction without negatively affecting the understeer/oversteer characteristics of the car. The result is smoother, faster cornering.



5. A unique personality – typically MINI. Concept and body design.

Both in handling and body design, the MINI Coupé embodies the trademark values of the brand in a new, very intense yet at the same time highly characteristic and unmistakable form. Its appearance radiates concentrated energy, and its performance delivers concentrated driving pleasure the moment it takes to the road. The MINI Coupé's contemporary, modern-day vehicle concept is based on a systematic, minimalist and authentic reworking of the classic hallmarks of the traditional ultra-compact sports car segment.

The MINI Coupé is the first two-seater volume-production model from MINI since the brand was relaunched. The absence of a rear seat bench creates new scope for offering spontaneous driving enjoyment for two people while at the same time catering for the requirements of an active and varied lifestyle. The spacious, adaptable boot is extremely flexible. With a large, high-opening tailgate and a wide through-loading system that can also be opened from the driver's or passenger's seat, the MINI Coupé offers cargo-carrying possibilities that will suit a wide range of needs, whether for daily routine, leisure or touring for two.

Unique body concept and expressive proportions.

The body design is based on an authentic interpretation of typical MINI design, with a clear emphasis on the brand's sporty DNA. At the same time the MINI Coupé adds its own bold and distinctive styling signature which, though extending beyond individual details, does not compromise the instantly recognisable brand identity. The design language, with its combination of athletically sculpted surfaces, harmonious curves and parallel lines, follows all the salient MINI styling principles. At the same time, however, the Coupé also breaks the mould – as the first MINI to adopt a three-box body structure. Unlike the MINI, the MINI Clubman and the MINI Convertible, the MINI Coupé is divided into three distinct segments – engine compartment, passenger compartment and boot. This structure helps to create a classic and very distinctive Gran Turismo-style rear end, particularly when the MINI Coupé is seen in silhouette.

The exterior dimensions give the MINI Coupé very sporty proportions and a low, forward-thrusting profile. The new two-seater measures 3,714 mm in length (MINI Cooper S Coupé, MINI John Cooper Works Coupé: 3,734 mm) and 1,683 mm in width, with a height of 1,378 mm (MINI Cooper S Coupé, MINI John Cooper Works Coupé: 1,384 mm). In other words, while the overall length, overall width and wheelbase (2,467 mm) are almost identical to the measurements of the MINI, the overall height has been reduced by 29 millimetres. Oval recesses in the roof liner provide extra headroom inside the car.

The clear horizontal structuring into three distinct tiers – the body, the wrap-around glass areas and the strikingly superimposed roof – is a typical MINI hallmark. However, the innovative “helmet roof” in particular gives the MINI Coupé a distinctive appearance from every angle.

Also distinctive are the A-pillars and windscreen, which are more sharply raked than on the MINI. The resulting smaller frontal area gives the MINI Coupé excellent aerodynamic properties.

Stiff body, ideal weight balance.

The MINI Coupé is equipped with extra bodysheath stiffening at the rear, which means that the overall torsional rigidity of the body is even higher than on the MINI. In conjunction with the extra-sturdy side sills, this optimises the occupant protection provided by the strong passenger cell. At the same time the high level of body stiffness on the MINI Coupé also enhances agility and precise handling control.

At the front of the vehicle, too, there are special body stiffening measures, along with innovative features to improve pedestrian protection. The resulting weight distribution has major benefits for vehicle dynamics. The slight increase in front axle load rating compared with the MINI increases traction at the front wheels and helps to ensure that the engine power is effortlessly translated into sporty acceleration.

Active rear spoiler for optimised aerodynamics.

To improve airflow at higher speeds, the MINI Coupé is the first ever MINI to feature an active rear spoiler. Integrated in the bootlid, the spoiler pops up

automatically when the MINI Coupé reaches a speed of 80 km/h (50 mph). When the speed drops below 60 km/h (37 mph) again, a four-part control mechanism returns the spoiler to its rest position. It is also possible to operate the active rear spoiler manually, for example for cleaning purposes, using a button in the overhead control panel.

At higher speeds, the active rear spoiler reduces lift at the rear axle to improve aerodynamic balance and road grip. The active rear spoiler forms part of a precisely configured aerodynamic concept that also includes an innovatively designed roof spoiler. This roof spoiler is fully integrated into the styling of the helmet roof. It has an opening in the centre which allows the airflow over the roof to be directed down to the rear window or, depending on speed, to the rear spoiler. This reduces rear lift and improves the driving dynamics of the MINI Coupé.