

# MINI at the Auto China Beijing 2008. Contents.



<b>1. MINI at the Auto China Beijing 2008.</b> (Short Version) .....	2
<b>2. At a Glance.</b> .....	6
<b>3. Unique, Extroverted, Irresistible: The MINI Cooper Clubman.</b> .....	8
<b>4. Ready-to-Go on Race Tracks the World over: The MINI John Cooper Works CHALLENGE.</b> .....	17

Note: The models presented in this media information come with engines, equipment and specifications for the Chinese automobile market. Deviations in other markets are possible.

# 1. MINI at the Auto China Beijing 2008. (Short Version)



Small car, great future!

The Chinese automobile market is making an increasing contribution to MINI's worldwide story of success, with MINI more than doubling sales figures in China Mainland for the second time in a row in 2007: Customer deliveries in the course of 2007 amounted to 2,200 units, an increase over the previous year by no less than 108 per cent.

The 2008 Olympic year has also started in an extremely positive sense for MINI. Both the Chinese automobile market with its huge potential and MINI's model range becoming even more attractive in future offer everything required to continue the very positive development seen so far. For MINI is presenting the next step in enlarging its product portfolio at Auto China 2008 in Beijing, the new MINI Cooper Clubman being presented to the Chinese public for the first time at the New China International Exhibition Center from 22–28 April 2008. This new model combines the driving excitement so typical of MINI with innovative design and new options in using the interior of the car. Through its unmistakable proportions, premium quality, as well as top-of-the-range drivetrain and suspension technology, the MINI Cooper Clubman is indeed the ideal offer for the modern motorist seeking, through the choice of his – or her – car, to prove superior understanding of high-quality finish, individual style, and up-to-date efficiency.

The new MINI Cooper Clubman stands out clearly as a genuine MINI from every angle. At the same time it is also a truly fascinating car through its surprising, unique design. As a re-interpretation of the shooting brake concept the new MINI Cooper Clubman is absolutely unique through its unmistakable proportions, the unique design of its rear-end, and the innovative arrangement of its doors.

The new Splitdoor at the rear is made up of two wings hinged far to the outside, opening to the left and right for superior access. On the right-hand side of the car the Clubdoor hinged at the rear facilitates entry to the rear half of the passenger compartment where the MINI Cooper Clubman offers surprisingly generous legroom. Wheelbase extended over the "regular" MINI by 8 centimetres or more than 3.1" benefits the rear-seat passengers in full.

**Driving excitement typical of MINI plus new options and opportunities: the MINI Cooper Clubman.**

In all, the MINI Cooper Clubman is 24 centimetres or almost 9.5" longer than the MINI Cooper, the Splitdoor opening up to provide access to an extremely generous luggage compartment offering no less than 260 litres or 9.1 cubic feet capacity behind the rear seats.

A further point is that the rear-seat backrest may be tilted down as required either in part or in full, increasing luggage capacity to an amazing 930 litres or almost 32.6 cubic feet whenever necessary.

The MINI Cooper Clubman offers new opportunities together with the qualities so typical of the brand. Above all, this is the car's incomparably agile handling, the MINI Cooper Clubman again guaranteeing driving excitement resulting from suspension technology quite exceptional in the small car segment as well as the powerful, high-torque but uniquely efficient engine: The 1.6 litre four-cylinder develops maximum output of 88 kW/120 hp and accelerates the MINI Cooper Clubman featured as standard in China with six-speed automatic transmission to 100 km/h in just 10.9 seconds.

The combination of dynamic performance and fuel economy is equally impressive, the new model setting a new benchmark through its average fuel consumption of 6.8 litres/100 km (equal to 34.5 mpg US) and a CO<sub>2</sub> emission rating of 163 grams/km, thus ranking right at the top in terms of fuel economy and emission control.

**Thrilling character, convincing qualities: the MINI Cooper.**

The MINI Cooper Clubman boasts the wide range of qualities to which the MINI Cooper owes its global success, both models lauded the world over for their design, flair and driving behaviour. At the same time the technology-oriented MINI fan will find a range of convincing arguments clearly raising these premium brand cars far above the competition. For right from the start the MINI Cooper stands out in China through its top-quality finish, exemplary safety, ultra-modern drivetrain technology, excellent efficiency, extreme reliability, and lasting value.

The MINI Cooper is likewise powered by a 1.6-litre 88 kW/120 hp four-cylinder, with power transmitted to the front wheels through a six-speed automatic transmission. The go-kart feeling so typical of MINI is therefore combined with supremacy on the road quite unique in the small car segment, the newly developed suspension giving the MINI Cooper supreme agility at all times.

The new EPAS Electrical Power Assisted Steering guarantees superior precision in fast bends and also helps to raise the efficiency of the MINI Cooper to an even higher level by consuming electric power only when steering assistance is actually required or desired by the driver.

The MINI is also a premium car in every respect in terms of safety. Scoring the best possible result of five stars in the Euro NCAP crash test, the MINI Cooper impressively confirms the comprehensive concept of occupant safety literally built into the car.

This best mark in the very demanding NCAP New Car Assessment Programme results from the inherent design and construction of this compact car conceived from the start for a supreme standard of passive safety and carried over in full to the MINI Cooper Clubman. On both models the robust structure of the bodyshell with its clearly defined load paths and deformation zones, together with six airbags, three-point seat belts on all four seats and ISOFIX child seat fastenings at the rear as well as central safety electronics for on-demand management of the restraint systems all featured as standard are a clear expression of the great significance the BMW Group gives to occupant safety in the development of all of its cars.

The quality of the new MINI is also confirmed regularly by non-partisan experts, acknowledging that this car is one of the most reliable vehicles in its segment. Indeed, according to an analysis by ADAC, the largest motoring club in Germany and Europe, the MINI is the most reliable of all cars in its class currently in production and available in Germany, with the lowest number of breakdowns.

Product quality and popularity have likewise given the MINI another top position in the market, with "Auto Bild", Europe's largest car journal, only recently acknowledging the MINI Cooper as the "2008 Value Champion". This unique title reflects the very high value of a new MINI registered in 2008 anticipated by experts in the automobile market upon resale of the car in 2011. The MINI Cooper therefore offers the highest level of value stability among all cars currently on sale in Germany, with second place going to the MINI Convertible.

## **Striking out for pole position: the MINI John Cooper Works CHALLENGE.**

The MINI CHALLENGE Clubsport Series is just as unique as MINI itself, with MINI presenting this season's racing model at Auto China 2008.

The new MINI John Cooper Works CHALLENGE offers ideal qualities for new records in all races in this series held in Europe, New Zealand, and Australia. Specially developed power enhancement on the four-cylinder with its twin-scroll turbocharger and direct gasoline injection tailored to the requirements of motorsport increase maximum output to a significant 155 kW/211 hp. This, together with optimised engine characteristics and maximum torque now raised by Overboost from 260 to 280 Newton-metres (192 to 206 lb-ft), gives the engine everything required for an even higher standard of performance. Other factors are the reduction in starter weight by 30 kg or 66 lb on the former racing models in the MINI CHALLENGE to just 1,170 kg or 2,579 lb including the driver, optimisation of the car's aerodynamics all round, as well as numerous modifications on the chassis and suspension.

The MINI John Cooper Works CHALLENGE accelerates to 100 km/h in just 6.1 seconds and, benefiting from special motorsport brakes, comes to a standstill from the same speed in a mere 3.1 seconds. Top speed, finally, is 240 km/h or 149 mph.

Driving the new racing model, participants in the MINI CHALLENGE 2008 will enjoy an even more intense experience of motorsport, the new car offering even more torque, improved acceleration and a higher top speed, higher lateral acceleration as well as traction optimised to an even higher level.

For the spectator this means even more exciting events, even more dramatic action, and even more thrilling duels on the track. A further significant point is that the car raced in the MINI CHALLENGE is also for the first time taking on competition from other makes. The new MINI John Cooper Works CHALLENGE is delivered in race trim, together with all features crucial to performance and safety, to customers wishing to participate in appropriate motorsport events beyond the MINI CHALLENGE.

## 2. At a Glance.



- **Chinese auto show debut: the MINI Cooper Clubman.**

The other MINI – the same driving excitement. Offering 8 centimetres or over 3.1" more legroom at the rear and up to 930 litres or almost 32.6 cubic feet luggage capacity, the MINI Cooper Clubman provides new options and opportunities in many respects. And these benefits come with all the sporting performance and thrilling agility so typical of MINI.

The power unit boasts the specifications and data already well known from the MINI Cooper: four cylinders, 1.6 litres capacity, 88 kW/120 hp. Featuring six-speed automatic transmission as standard in China, the MINI Cooper Clubman powered by this engine reaches a top speed of 195 km/h or 121 mph and accelerates to 100 km/h in 10.9 seconds.

This sporting temperament is further enhanced by a high degree of efficiency most appropriate in today's world: Average fuel consumption of the MINI Cooper Clubman is 6.8 litres/100 kilometres, equal to 34.5 mpg US, while the CO<sub>2</sub> rating is just 163 grams per kilometre.

- **Asian debut: the MINI John Cooper Works CHALLENGE.**

The fastest MINI ever built is making its appearance in the MINI CHALLENGE 2008. And just a few days after the start of the season in Germany, the public at Auto China 2008 will be able to gain their first impression of the new racing car.

The MINI John Cooper Works CHALLENGE is powered by a 1.6-litre four-cylinder with twin-scroll turbocharger and direct gasoline injection developing 155 kW/211 hp thanks to its power pack created specifically for motorsport. Top speed is 240 km/h or 149 mph, acceleration to 100 km/h comes in just 6.1 seconds, and the car comes to a halt again from the same speed in a mere 3.1 seconds.

The enthusiast wishing to experience the motorsport potential offered by MINI will receive fascinating answers in the MINI John Cooper Works CHALLENGE – and for the first time the car being entered in the MINI CHALLENGE is also taking on other models from other manufacturers. The MINI John Cooper Works CHALLENGE is delivered in race trim, together with all features required for superior performance and safety, also to customers wishing to participate in other motorsport events beyond the MINI CHALLENGE.

### **3. Unique, Extroverted, Irresistible: The MINI Cooper Clubman.**



The unique success of the MINI brand is a truly global phenomenon – and on account of exceptional growth in sales, the Chinese car market is consistently gaining significance in this worldwide story of ongoing growth and success.

Now MINI is laying the ideal foundation for continuing this positive development in China both through the expansion of the model range and through a truly innovative and irresistible vehicle concept: The MINI Clubman being presented to the Chinese public for the first time at Auto China 2008 stands out through thrilling and surprising design beyond all conventional standards. While unmistakably a MINI from every angle, this unique new model, through its unprecedented rear end and unparalleled proportions, attracts maximum attention wherever it goes.

At the same time the MINI Clubman offers the unique qualities typical of the brand combined with new options and opportunities. This is the car in which you will experience pure driving excitement at the wheel, just as sporting and thrilling as in every MINI. And behind the rear seats the new model offers a new experience in the MINI world, with enhanced inner values and extroverted flair. Indeed, the combination of that special feeling so typical of MINI with lounge-like seating comfort at the rear, flexible use of the space available and a unique door concept, makes the MINI Clubman truly unmistakable in every respect.

Uniquely MINI – irresistibly innovative. The unique character of the MINI Clubman comes out clearly at very first sight, the roofline extending dynamically along the entire length of the car from the A- to the C-pillars and then merging smoothly into the striking rear section. Here the technically demanding two-piece Splitdoor with its wings hinging at the right and left provides a powerful visual message not only through its frame in contrasting colour.

The generous luggage compartment may be enlarged flexibly as required, with very easy access ensured by the rear doors.



The MINI Clubman is entering the market as a four-seater offering the passengers at the rear an extra 80 millimetres or over 3.1" more legroom than the "regular" MINI. Access to this "lounge" is provided by an additional door, the rear-hinging Clubdoor on the right-hand side of the car.

Through its diversity, the MINI Clubman offers a modern interpretation of traditional shooting brake concepts, the stretched, sleek and flowing roofline as well as the steep rear end emphasising both the sportiness and functionality of the new model. The car therefore qualifies in full as the modern successor to two legendary classics, the Morris Mini Traveller and the Austin Mini Countryman, which back in the 1960s, helped to make the former Mini the ancestor of all compact cars.

### **Debut in China: the MINI Cooper Clubman.**

Entering the Chinese market, the new model is making its debut in the guise of the MINI Cooper Clubman. With its 1.6-litre four-cylinder featuring fully variable valve management and developing maximum output of 88 kW/120 hp at 6,000 rpm, this outstanding model guarantees supreme driving excitement combined with equally superior all-round economy. The MINI Cooper Clubman comes as standard in China with six-speed automatic transmission.

The modern drive unit represents the highest, cutting-edge development competence of the BMW Group in engine construction. Featuring a two-piece bedplate structure on the crankcase, the engine boasts a modern technology carried over directly from motorsport. The cylinder block and bearing housing, in turn, are cast out of an aluminium alloy.

A further important feature on the four-cylinder is fully variable valve management based on the BMW Group's unique VALVETRONIC concept.

Consistent lightweight construction serves to optimise the weight of the car, again enhancing its agility and all-round economy. And last but not least, the four-cylinder featured in the MINI Cooper Clubman is one of the most compact engines in its class.

### **Extroverted design and five doors in brand-new configuration.**

The new generation of the MINI extremely successful also in China is the only small premium car in the world to combine fascinating design with incomparably agile driving characteristics, quality and safety of the highest level, a wide range of personalisation, and truly outstanding efficiency.

Now the MINI Clubman adds further facets to this diversity, with body length up by 24 centimetres or almost 9.5" over the "regular" MINI and an increase in wheelbase by 8 centimetres or more than 3.1". The potential of the car is therefore enhanced even further by the extroverted design of the MINI Clubman.

A particular highlight in this context is of course the innovative door concept on the MINI Clubman, a five-door model of a very special kind: The driver's and front passenger's door are supplemented by an additional door on the right side of the car and two wings forming the Splitdoor at the rear. This two-piece rear door offers a new interpretation of an authentic detail featured on the MINI's classic predecessors.

Introducing the additional door on the right side – the Clubdoor opening against the direction of travel – the MINI Clubman offers the rear-seat passengers comfortable access to the rear. For reasons of safety, the Clubdoor opens up only when the appropriate front door is already open. Hinged at the rear, the Clubdoor does not require a handle at the outside and therefore blends smoothly and almost invisibly into the body of the MINI Clubman.

The rear door wings hinged far at the outside to form the so-called Splitdoor open up to the side for optimum access, allowing the driver and passengers to easily load and unload large and bulky objects of all kinds. To load and unload smaller objects, in turn, all they have to do is open the Splitdoor on the right side.

Although the rear-seat passengers enjoy exceptionally generous legroom, the luggage compartment offers a significant 260 litres/9.1 cubic feet loading capacity with the rear seats fully in place. Then, folding down the rear seats either in part or in full, the MINI Clubman offers additional diversity together with the completely flat loading floor available as an option and through the generous height within the rear section.

A slender elevated line referred to as the Dune Line stretches along both sides of the car down the entire length of the roof from the A- all the way to the C-pillars. This gives the roofline an exciting, sleek look and raises the flank of the car by approximately 2 centimetres.

With the highest point being right above the B-pillars, the new MINI Clubman offers very well balanced and flowing proportions also from the side. The roof itself merges into a discreet air spoiler at the rear combining design and sophisticated aerodynamics in a particularly functional and attractive look.

### **Modern interpretation of a classic concept.**

With its Splitdoor the MINI Clubman arouses vivid memories of its famous predecessors: the Austin Mini Countryman and the Morris Mini Traveller, as well as the subsequent Mini Clubman Estate highly successful in the market between 1960 and 1982. Particularly the two earlier classics provided a powerful source of inspiration for the MINI Clubman, carrying forward specific details and features of these cars into a new concept fully appropriate for the 21st century.

In its design, the MINI Clubman is likewise reminiscent of its predecessors. Where formerly an optional wooden frame and openly disclosed hinges proudly characterised the rear end, the surfaces of the rear door wings now merge smoothly and aerodynamically into the C-pillars to ensure a look of absolute harmony at the rear. Enhanced by the special colour scheme, the C-pillars take up the particular flair of the classic rear-end design, accentuated on the MINI Clubman together with the bumper by contrasting colours to create a particularly striking, graphic look at the rear. The colour of this rear door frame is the same in each case as on the roof which, in the MINI Clubman, comes as standard either in Black Non-Metallic or Pure Silver Metallic to form a distinctive contrast to the actual colour of the body.

As an option the MINI Clubman is also available with the roof completed in body colour, in which case only the C-pillars including the upper edge of the bumper are finished in Silver or Black contrasting colour, again highlighting the striking look of the rear door frame on every MINI Clubman.

### **Unique evolution of design with striking MINI features.**

Up to the B-pillars the MINI Clubman is identical to the MINI Cooper in its looks and design, all the classic design icons on the MINI being carried over skilfully into the MINI Clubman. At the front this includes the large round headlights so characteristic of the car, the round positioning lights, and the hexagon radiator grille. The sides, in turn, are characterised by the diagonal engine lid joint and the directional lights element again so typical of the MINI.

The MINI Clubman is also highlighted – like the “regular model” – by a chrome strip extending all round the shoulder of the car. This emphasises the rising shoulder line and accentuates the special look and design of the rear doors. Coming in the same width as the “regular MINI” and hardly any higher, the MINI Clubman, with its low-slung overall appearance and compact proportions, exudes the same dynamic and agile flair as the MINI Cooper.

The rear lights on the MINI Cooper Clubman are kept as small as possible in accordance with the smallest dimensions appropriate for worldwide homologation. In all, the design of the rear end, through the interaction of design graphics and elements such as the rear lights and door handles, is extremely elegant and clear from every angle.

**More functions, driving characteristics typical of MINI.**

MINI has developed this new model variant for the active and passionate individualist seeking consciously to stand out from the usual mediocrity in road traffic. This sporting and charismatic car excels in particular through its new and flexible options of use within the interior, while despite its longer wheelbase and the extended rear overhang the MINI Clubman retains those proportions so typical of MINI with short and snug overhangs at both ends. At the same time the MINI Clubman is thrillingly agile on the road, offering that legendary go-kart feeling so typical of the MINI brand right from the start.

In special configuration geared to the MINI Clubman, the chassis and suspension developed for the new generation of the MINI guarantees safe and sporting, active handling at all times. On the front axle McPherson struts ensure excellent wheel guidance, the steering remaining almost completely unaffected by drive forces both in fast bends and when accelerating or applying the brakes.

The complete competence of the BMW Group in technical development has naturally also gone into the development of the multi-arm rear axle, a construction quite unique in the MINI segment ensuring optimum road contact at all times through its elaborate kinematics.

The use of aluminium longitudinal arms helps to optimise the weight of the suspension and the vehicle as a whole, with safe handling further enhanced by anti-roll bars.

The extra-sporting suspension set-up clearly reflects the character of the MINI Clubman retaining its high safety reserves even when driven to the limit. And last but certainly not least in this context, 15-inch light-alloy wheels naturally come as standard on the MINI Cooper Clubman.

EPAS Electrical Power Assisted Steering gives the driver exact feedback on road and driving conditions. The steering is sporting and direct, with power assistance provided as a function of road speed.

A further advantage of EPAS power steering is its much lower weight compared with conventional systems as well as on-demand operation serving to save energy. The electrical servo motor is activated only when steering assistance is required or desired by the driver.

Over and above its sports-tuned suspension, the MINI Cooper Clubman also comes with high-performance brakes. An ABS anti-lock brake system, EBD Electronic Brake Force Distribution, CBC Cornering Brake Control, and DSC Dynamic Stability Control including Start-Off Assistance on hills all come as standard. The Brake Assistant on the MINI Cooper Clubman, in turn, recognises emergency braking manoeuvres and immediately builds up maximum brake pressure whenever necessary, keeping stopping distances to a minimum.

**The power unit: thrillingly dynamic, exceptionally efficient.**

From the start the MINI Cooper Clubman stands out not only through its unique concept and extroverted design, but also through an extremely attractive range of engines. The high-tech power unit developed for the new generation of the MINI guarantees unique driving excitement combined with truly remarkable all-round economy.

This impressive balance of muscle and economy is the result of unique competence in engine technology: The MINI Cooper Clubman is powered by a four-cylinder developed specifically for the new generation of the MINI and boasting a wide range of innovations in technology. Bore of 77 millimetres or 3.03" and stroke of 85.5 millimetres or 3.37" add up to provide overall engine displacement of 1,598 cubic centimetres.

The two-piece bedplate structure of the crankcase is a highly innovative technology carried over from straight from motorsport. The cylinder block and bearing housings are made of an aluminium alloy and integration of the chain box into the housing saves weight, improves engine acoustics, and reduces the number and complexity of components.

The camshaft on the engine is a composite structure where, contrary to the conventional casting process, the cam rings made of high-strength stainless steel are shrunk-fit on to the shaft as such. Subsequently the cams are fine-polished down to an accuracy 1/1000th of a millimetre.

The lightweight concept applied in developing the engine also allows efficient reduction of frictional losses, the crankshaft being built for minimum weight and featuring special bearing shells with relatively small bearing journals. The alternator and a/c compressor, in turn, are driven by one and the same poly-V-belt, while the coolant pump is driven by a friction wheel gearing.

Both of these technologies help to make the power unit in the MINI Cooper Clubman particularly compact, keeping it one of the shortest four-cylinders in its class.

The four-cylinder power unit on the MINI Cooper Clubman also comes with fully variable valve management based on the VALVETRONIC technology developed by the BMW Group. Thanks to this highly efficient valve control, valve stroke and the opening period of the intake valves are adjusted within fractions of a second to the level of power and performance required by the driver. To provide this efficiency, the camshaft acts on the valve not directly via a follower, but rather indirectly via an additional interim lever whose pivot point is adjusted by an eccentric shaft operated by an electric motor. The complete changeover from minimum to maximum stroke thus requires only about 300 milliseconds.

In addition to variable management of valve stroke on the intake side, valve timing on the intake and outlet sides is varied as a function of engine speed. This process of variation is likewise infinite and takes place whenever required within just 300 milliseconds. Such enormous speed and incredibly fast reaction is ensured by a high-performance 32-bit processor integrated in the engine management.

Interacting with one another, variable valve stroke and speed-dependent camshaft control serve to optimise the torque curve and development of power, the engine of the MINI Cooper Clubman offering superior torque all the way from low speeds and developing significantly more power at higher engine speeds than a conventional engine: Torque reaches 140 Newton-metres or 103 lb-ft at just 2,000 rpm, peaking at 160 Newton-metres or 118 lb-ft at 4,250 rpm. Maximum output of 88 kW/120 hp, in turn, comes at 6,000 rpm.

With this kind of power and muscle, the MINI Cooper Clubman accelerates to 100 km/h in 10.9 seconds and reaches a top speed of 195 km/h or 121 mph. And returning average fuel consumption of 6.8 litres/100 kilometres (equal to 34.5 mpg US), together with a CO<sub>2</sub> rating of 163 grams per kilometre, the MINI Cooper Clubman sets the benchmark among gasoline models in its class also in this respect.

Drive power is transmitted to the front wheels in typical MINI style. The MINI Cooper Clubman comes as standard in China with a six-speed automatic transmission offering the choice of two operating modes: In the automatic mode the electronic management unit shifts gears virtually without the slightest interruption of power. To do this the automatic transmission uses a converter for setting off and a converter clutch cutting in immediately after the car has picked up speed. This mode obviously combines superior comfort with a sporting and dynamic gearshift.

Should the driver wish to enjoy even more dynamic performance, all he has to do is press the optionally available Sports Button to activate the sports mode, the electronic control unit now shifting gears even more quickly.

Activation of the Sports Button likewise serves – even on the manual gearbox models – to adjust the gas pedal control map for even greater agility and to make the steering even more spontaneous.

In the manual mode the driver is able to choose gears via paddles on the steering wheel, like in a Formula 1 racing car. Being able, as a result, to leave his hands on the steering wheel while shifting gears, the driver remains in full control of the car at all times.

### **More than 40 colour combinations for genuine joy of ownership.**

Driving a MINI is always more than just moving from A to Z – rather, it is a clear and convincing expression of a unique way of life. The focus in all cases is on driving excitement and the joy of expressive design, the MINI Cooper Clubman now offering an even wider range of customisation options with more than 40 combinations of colours on the exterior, the roof and the C-pillars. This outstanding freedom of choice is further enhanced by a wide range of accessories and special equipment available specifically on the MINI Clubman.

The extroverted metallic colour Hot Chocolate is exclusive to the MINI Clubman, while the customer naturally has the choice of no less than 12 body colours in all – the three non-metallic colours Chilli Red, Pepper White, and Mellow Yellow, as well as the metallic colours Astro Black, Sparkling Silver, British Racing Green, Pure Silver, Lightning Blue, Nightfire Red, Dark Silver, and Laser Blue, over and above Hot Chocolate.

### **Everybody is an artist – freedom of interior design.**

The owner of a MINI Clubman is able to create his or her particular interior according to his individual, personal taste, first by combining any of four interior colours and five variants of the MINI Colour Line.

Over and above the standard upholstery, the seats are also available in a combination of cloth and leather as well as in various grades and colours of leather all round.

The wide range of trim options underlines the premium character of the MINI Clubman in particular style, for example in optional English Oak or glistening black piano paint. Two choices of standard trim and Fluid Silver as well as Brushed Alloy available as further options round off the range also in this respect.

The MINI Clubman is unique – which is precisely what makes it a typical MINI. It interprets the traditional shooting brake concept in new and very conscious style, translating this concept into modern design language. This alone establishes a close link to the classic Mini, which was also available in the market in a number of variants with absolutely unique features and qualities.

Like the new generation of the MINI, the MINI Clubman is also the result of a re-interpretation of style highly appropriate in today's world, taking the demands made of a vehicle in the 21st century into account and at the same time providing entirely new options and opportunities. And with its wide range of qualities the MINI Clubman is making its way consistently into a brand-new car segment.

Through this avant-garde model innovation, the MINI premium brand is once again underlining its leading position in the development, technology, design and configuration of small, compact cars.



## 4. **Ready-to-Go on Race Tracks the World over: The MINI John Cooper Works CHALLENGE.**



The new MINI has already proven its sporting talent on the road most impressively indeed. And now the racing version based on the new generation of this small premium car, the new MINI John Cooper Works CHALLENGE, is also making its appearance.

The racing model entered in the MINI CHALLENGE 2008 is the fastest MINI ever built. Proceeding from the new MINI Cooper S, the engineers have created a racing car offering participants in the MINI CHALLENGE 2008 an even more intense driving experience in Europe, New Zealand and Australia. To achieve this supreme standard, the MINI John Cooper Works CHALLENGE sets up a number of records and reaches new benchmarks: maximum torque is higher than ever before, the power-to-weight ratio is unprecedented, acceleration is unique, and the car's top speed exceeds that of all former models.

Maximum output is 155 kW/211 hp, giving the MINI John Cooper Works CHALLENGE a top speed of 240 km/h or 149 mph and accelerating the car to 100 km/h in 6.1 seconds. Lateral acceleration, traction and stopping power are also better than ever before.

The new racing model thus sets new standards not only in terms of agility, but also in the area of safety, offering spectators in races for the MINI CHALLENGE 2008 even greater excitement, even more dramatic action, and even more thrilling duels on the track.

At the Auto China 2008 in Beijing the Chinese public has the opportunity to experience the new racing model for the first time. A further important point is that the car raced in the MINI CHALLENGE is taking on competitors from other makes also for the first time this year. The new MINI John Cooper Works CHALLENGE is delivered in race trim including all features required for performance and safety also to customers who wish to participate in other motorsport events beyond the MINI CHALLENGE as such.

Through its outstanding performance and superior handling, the new MINI offers ideal conditions for successful racing, remaining consistently on the road to success also in competition with other brands.

### **Perfect foundation: four-cylinder power unit with twin-scroll turbocharger.**

The starting point in developing the muscle machine within the engine compartment of the MINI John Cooper Works CHALLENGE was the four-cylinder engine already boasting its sportiness in the regular version of the MINI Cooper S. As the most powerful model in the new MINI generation, this unique car from the start offers pure driving excitement, the muscle of a brand-new engine, and a go-kart feeling already legendary today, making the MINI Cooper S an exceptional performer in the small car segment.

The 1.6-litre four-cylinder features a twin-scroll turbocharger and direct gasoline injection, developing maximum output of 128 kW/175 hp at 5,500 rpm. Specific output, in turn, is 80.1 kW /109.5 hp per litre – a figure which moves the new MINI Cooper S quite clearly into the territory of the truly thoroughbred and outstanding sports cars.

Peak torque of 240 Newton-metres or 177 lb-ft is maintained consistently between 1,600 and 5,000 rpm, with torque raised to an even higher peak of 260 Newton-metres or 192 lb-ft by the Overboost function ensuring a short increase in charge pressure for particularly fast and powerful acceleration. Spontaneous development of power, muscular pulling force and fast-revving response are therefore the primary features characterising this compact performer right from the start.

The qualities of the new turbocharged engine come out clearly in everyday traffic and were indeed confirmed only recently by an international jury of experts presenting the Engine of the Year Award 2007 to the engine of the new MINI Cooper S, making it the winner in its class.

The 16 intake and exhaust valves are masterminded by two overhead camshafts, friction-optimised roller-type drag arms, and hydraulic valve play compensation units. The exhaust valves are filled with sodium to meet the particularly great demand for cooling on a turbocharged engine, while the intake camshaft comes with infinite phase adjustment setting valve timing to current power and performance requirements.

The two-piece bedplate structure of the crankcase is a modern technology carried over directly from motorsport. The cylinder block and bearing housing, in turn, are made of a cast aluminium alloy, and the camshafts are in a composite structure instead of being cast, thus reducing weight accordingly.

Contrary to the conventional casting procedure, the cam rings made of high-strength stainless steel are shrunk on to the shaft as such, while the pistons running in cast-iron sleeves are cooled by splash oil to resist even high thermal loads.

The new MINI Cooper S is the first car in its segment to feature an engine with a twin-scroll turbocharger. This technology guarantees particularly spontaneous output of power whenever required, the exhaust manifold and turbocharger each integrating the ducts leading out of two cylinders, respectively. This serves to reduce exhaust gas counter-pressure at low speeds, making optimum use of the dynamic momentum of the pulsating gas columns in the manifold and benefiting turbocharger response accordingly.

Turbocharger pressure is limited to 0.8 bar by a wastegate. And since the turbocharger develops its power-boosting effect as of engine speed of just 1,400 rpm, there is no turbo “gap” otherwise to be found on conventional turbocharged engines.

Direct gasoline injection applying the common-rail principle ensures highly efficient fuel supply geared at all times to current power requirements. A high-pressure pump fills the stainless-steel common rail serving all cylinders with the appropriate amount of fuel subsequently injected through the injection valves positioned to the side of the cylinder head into the combustion chambers in exactly the right dosage. Four valve pockets and the combustion trough positioned in the middle of each piston serve, finally, to optimise the stratification of layers in the homogeneous gasoline/air mixture.

Made entirely of light alloy, the power unit also serves through its optimised weight to contribute to the car’s sporting qualities both on the road and the race track. The reduction of front axle load ensured in this way allows a perfect balance of weight and, accordingly, offers ideal conditions for supreme agility in tight bends and hairpins.

### **Applying know-how from motorsport for extra power and torque.**

Applying specific, target-oriented technologies to increase engine output, the very sporting production engine in the MINI Cooper S has been transformed into a genuine top performer for motorsport. With its supreme performance figures, the racing version for MINI CHALLENGE 2008 therefore outperforms even last year’s racing model, although maximum output of the power unit, at 155 kW/211 hp, is still exactly the same as in the MINI CHALLENGE 2007 version.

By optimising the engine's characteristics, increasing torque to an even higher level, and incorporating an exhaust system specifically made for motorsport, the engineers at MINI responsible for the construction of racing cars and engines have succeeded in giving the new model an even higher standard of performance all round.

Compared with the production model, maximum torque is up by 20 Newton-metres, now reaching 260 Nm or 192 lb-ft briefly increased by Overboost to an even more significant 280 Nm or 206 lb-ft for powerful bursts of acceleration whenever required.

This enhanced torque and pulling power comes out clearly right from the start, with the engine also offering greater flexibility and an even higher top speed. So despite maximum output of the MINI CHALLENGE 2008 model remaining the same as before, new lap records are to be expected on all race tracks.

Apart from the new engine, this will also be made possible by the reduction in starter weight by 30 kg to 1,170 kilos or 2,536 lb (including the driver), aerodynamics optimised all round, as well as the high-performance suspension of the new MINI John Cooper Works CHALLENGE modified for racing use.

**Faster in sprinting, more dynamic in bends, quicker to a standstill.**

The well-balanced package of performance-enhancing modifications makes the MINI John Cooper Works CHALLENGE a truly exceptional sports machine. The new racing car accelerates faster than ever before, and at the same time reaches a standstill more quickly thanks to its specially developed motorsport brakes and an anti-lock brake system specifically geared to racing requirements. The new model is lighter than its predecessor, but rests much more smoothly on the road, reaches higher speeds in bends, and offers even more superior handling.

The new MINI John Cooper Works CHALLENGE accelerates to 100 km/h in just 6.1 seconds. Coming to a standstill from the same speed, in turn, takes a mere 3.1 seconds, over a distance of just 31 metres or not even 102 feet. Top speed of the new racing model is 240 km/h or 149 mph.

Over and above these impressive figures, the new racing car for the MINI CHALLENGE achieves supreme lateral acceleration, the high speed in bends being further enhanced by even more powerful acceleration into the next straight. And to prevent the drive wheels from spinning at the end of a bend, this is the first MINI CHALLENGE racing car with a limited-slip

differential able to convey a major share of the engine power directly within split seconds to the wheel offering better traction. The limited-slip differential therefore makes it much easier for the driver to remain on the ideal line at the end of a curve, travelling at even higher speed.

The suspension of the new racing model comes with adjustable damper units conceived specifically for motorsport. Ground clearance, damper pressure (inbound and rebound stroke) and response may therefore be adjusted to the requirements of various race tracks.

Power is transmitted to the front wheels through the six-speed manual gearbox generally fitted as standard. And last but not least, the new racing model comes on 17-inch Borbet light-alloy rims in special MINI CHALLENGE design and with newly developed Dunlop racing tyres.

The new MINI John Cooper Works CHALLENGE also owes its exceptionally good handling to consistent and very effective modification of the car's body. Proceeding from the John Cooper Works Aerodynamics Package, the body modification comprises a front spoiler designed specifically for racing, a rear diffuser, and an adjustable rear wing. This combination not only eliminates lift forces on this unique racing car, but even generates downforce at increasing speed. The aerodynamic improvements are likewise conceived to provide a perfect balance of downforce between the front and rear axles.

**MINI CHALLENGE: thrilling combination of motorsport and lifestyle.**

The debut of the MINI John Cooper Works CHALLENGE marks the first step in continuing a unique story of success.

The MINI CHALLENGE held in this form for the first time in 2004 has developed very quickly into one of the most attractive Clubsport series, with races held not only in Germany, but also in the Netherlands, in Belgium and Austria. Some of the races take place immediately before major Formula 1 events, for example the Grand Prix of Europe at Nürburgring and the Grand Prix of Belgium in Spa-Francorchamps.

Benefiting from its great appeal, this Clubsport series has developed into not only a European, but even a global phenomenon: With the MINI CHALLENGE Series being held in New Zealand for the first time in 2006, MINI fans with a penchant for motorsport are now able to enjoy this exceptional highlight for the first time also in Australia: The Australian MINI CHALLENGE 2008 comprises eight racing weekends on the same number of tracks throughout the entire country.

The MINI CHALLENGE owes its exceptional appeal to a truly innovative concept: motorsport meets lifestyle. A combination which certainly makes sense for both drivers and fans alike.

The names of the drivers on the grid also contribute to the special ambience created in this way, with celebrities from show business and the world of sports entering the races in addition to old hands on the track and young, up-and-coming racing talents.

**The sporting commitment of the MINI CHALLENGE: equal chances.**

All drivers enter the races in technically identical MINI cars, all of which are specially prepared for the events and optimised for the track. This ensures equal chances and opportunities as an essential feature of the MINI CHALLENGE shifting the focus to the driver and his personal skill.

To ensure such equal opportunity throughout the entire field of drivers and the complete season, successful drivers are furthermore required to carry extra weight in the subsequent race, the winning car, for example, being “burdened” by additional ballast.

Following the example of the World Touring Car Championship, a further rule in the MINI CHALLENGE is to reverse the grid for the first six drivers after the first race. The superior handling of the MINI and the sophisticated safety features boasted by the racing cars make the MINI CHALLENGE particularly interesting for newcomers to motorsport and the ambitious amateur driver.

Introducing the new racing model for the MINI CHALLENGE 2008, MINI is giving this innovative Clubsport Series even greater sporting appeal. The sporting potential of the new MINI John Cooper Works CHALLENGE furthermore offers drivers every opportunity to set up new lap records and thrill the crowd with even more dynamic duels for leadership. Even the pitstops during practice are now faster and, at the same time, safer than ever before, since each car is fitted with an integrated car jack made up of four extractable pneumatic supports on the floor of the car activated in the pits by compressed air in order to lift up the vehicle. Hence, changing tyres is now truly just a matter of seconds.

A further important point is the higher standard of safety offered by the new racing model. This is ensured not only by the further improvement of handling, but also by a safety cage welded firmly to the body as on the previous model. Over and above this feature standard on the MINI John Cooper Works CHALLENGE, all racing models come as standard

with a RECARO sports bucket seat combined with a six-point seat belt as well as the HANS (Head And Neck Support) system carried over from Formula 1, holding the driver's helmet in position and ensuring effective protection around his neck.

More performance, more action, more excitement: the fans of the MINI CHALLENGE may look forward to a truly fascinating racing season in 2008. Indeed, the sporting challenge facing the drivers is now even greater than ever before, with the MINI John Cooper Works CHALLENGE offering them even more opportunities to prove their driving skills in spectacular manoeuvres for even faster lap times.

While the struggle for the podium in the MINI CHALLENGE 2008 will therefore be more exciting than ever before, one winner is already clear: the MINI John Cooper Works CHALLENGE. And the cards are also being reshuffled in numerous other motorsport events in 2008, the new MINI John Cooper Works CHALLENGE offering the ambitious racing driver an extremely competitive racing machine for supreme success in events of all kinds. The sporting career of the new MINI, therefore, is about to embark on new highlights.