

MINI at the 42nd Tokyo Motor Show 2011. Contents.



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Note: Unless otherwise stated, the content of this press kit is based on engine variants and equipment intended for the Japanese market. Specifications in other markets may vary.

1. MINI at the 42nd Tokyo Motor Show 2011. (Short version)



Premium quality, expressive design and a peerless balance between driving fun and efficiency underpin the status of MINI as a one-off in the premium small car segment. A principal contributory factor in the dynamic worldwide growth of the British brand – alongside the opening up of additional markets – is increased variety within the model line-up, a development that has been fuelling the appetite of discerning new target groups for the unmistakable MINI style. MINI is using the 2011 Tokyo Motor Show to present the latest additions to its product range and, at the same time, open a window into the longer-term future of the brand. Taking centre stage is the Asian premiere of the MINI Coupé, which showcases the brand's hallmark driving fun in a particularly concentrated form. Added to which, visitors to the Tokyo Motor Show from 3 –11 December 2011 will be able to explore a fascinating concept study which embodies alternative facets of the MINI character and offers an insight into the potential for fresh expansion within the model range.

As the first two-seater in the brand's current model family, the MINI Coupé wastes no time in revealing its sporting character. Powerful engines join forces with a bespoke chassis set-up, harmonious weight distribution, stiff body structure and optimised aerodynamic properties to deliver the ultimate expression of the traditional MINI go-kart feeling.

An intriguing concept study provides an alluring preview of how a further addition to the model line-up might shape up. The MINI Paceman Concept fills a niche as the first Sports Activity Coupé in the MINI segment.

MINI is also presenting a selection of other highlights from its current model range at the 2011 Tokyo Motor Show. The MINI Countryman, for example, is the brand's first model to feature four doors and a large tailgate, not to mention ALL4 all-wheel drive (optional). And then there is the MINI John Cooper Works, which is powered by a 155 kW/211 hp twin-scroll turbo engine with direct injection and brings an undiluted feel of the race track to the road.



2. MINI at the 42nd Tokyo Motor Show 2011. (Long version)

2.1 A recipe for unbridled driving fun: The MINI Coupé.

The MINI Coupé is the first two-seater in the contemporary MINI ranks. The fifth model of the new MINI generation to wear the British brand's famous badge represents a reinterpretation of the super-compact sports car category. The MINI Coupé is the first premium car of its genre, faithfully transplanting the MINI brand's sporting genes into a cutting-edge vehicle concept

The MINI Coupé is set to thrill customers with levels of agility and performance beyond the reach of even its MINI stablemates. Its two-seater concept is clearly emphasised by both the exterior and the interior design. Its extremely high-opening tailgate and large luggage area (capacity: 280 litres / 9.9 cu. ft.) with through-loading to the passenger compartment allow the MINI Coupé to display outstanding versatility.

Design: a unique character cut from the brand's unmistakable mould.

The MINI Coupé is the brand's first model to adopt a three-box body structure with a strikingly stepped rear end. Its distinctive characteristics are also reflected in a low-slung silhouette and expressively styled "helmet" roof. The two-seater measures 3,734 millimetres (MINI Cooper Coupé: 3,728 millimetres) in length, 1,683 millimetres in width and 1,384 millimetres (MINI Cooper Coupé: 1,378 millimetres) in height. Its exterior length, width and wheelbase (2,467 millimetres) therefore match the measurements of the MINI virtually to the millimetre, but the MINI Coupé has a significantly lower body height.

Once inside, the two-seater's distinctive character is underlined by oval recesses in the roof liner; these also serve to optimise headroom for the driver and front passenger. A conspicuously three-dimensional, two-piece luggage compartment cover is another feature of the MINI Coupé interior.

Engines: maximum power, typical MINI efficiency.

A range of extremely powerful engines are primed for action in the MINI Coupé. This drive system technology is underpinned by the development expertise of the BMW Group and offers the hallmark MINI combination of instantaneous power delivery and exceptional efficiency. Outputs range from the 90 kW/122 hp of the MINI Cooper Coupé, through the MINI Cooper S Coupé (135 kW/184 hp) all the way to the range-topping

sports performance of the 155 kW/211 hp MINI John Cooper Works Coupé. The MINI Cooper Coupé and MINI Cooper S Coupé can also be specified with an optional six-speed automatic gearbox as an alternative to the six-speed manual item fitted as standard across the Coupé range.

Chassis: the go-kart driving experience at its most intense.

The bespoke suspension set-up of the MINI Coupé gives the brand's traditional go-kart driving experience an unmatched intensity. The customary MINI front-wheel drive, MacPherson struts at the front axle, a multi-link rear axle, powerful brakes and Electric Power Steering ensure seductively agile handling properties.

The MINI Coupé is fitted as standard with Dynamic Stability Control (DSC), while Dynamic Traction Control (DTC) with Electronic Differential Lock Control (EDLC) – standard on the MINI John Cooper Works Coupé, optional on all other models – adds even greater assurance and sports performance.

Body and safety: ideal weight balance, optimised aerodynamics, complete protection.

Like its engine and chassis technology, the body structure and weight balance of the MINI Coupé are also geared to providing maximum driving fun. Innovative pedestrian protection measures and technology developed to improve body rigidity shift slightly more of the car's weight to the front, which has a positive effect on the traction of the front-drive Coupé. In addition, increasing torsional rigidity with carefully targeted, model-specific strengthening measures further enhances the car's agility and safety rating. The range of standard safety equipment on board the MINI Coupé includes front airbags and head-thorax airbags, which are integrated into the sides of the seat backrests, three-point inertia-reel seat belts including belt force limiters and belt tensioners, and a Tyre Defect Indicator.

An active rear spoiler teams up with the heavily sloping windscreen (raked by an extra 13 degrees over the standard MINI), low-slung silhouette and integrated roof spoiler to optimise airflow at higher speeds. Making its MINI debut, the active rear spoiler is integrated into the boot lid and pops up automatically when the MINI Coupé reaches a speed of 80 km/h (50 mph). When travelling at maximum speed, the active rear spoiler provides 40 kilograms (88 lb) of extra downforce. When the car's speed drops back to 60 km/h (37 mph) or below, the active rear spoiler retracts again automatically.

The premium character of the MINI Coupé is underlined by an expansive range of standard equipment. The customary MINI variety in the range of available exterior paint finishes, interior colours, upholstery variants and equipment features, together with a selection of other options specific to the Coupé, gives owners unprecedented scope when it comes to customising their MINI Coupé.

2.2 A Sports Activity Coupé for the premium segment – and a MINI through and through: The MINI Paceman Concept.

The continuing expansion of the MINI family is creating ever greater scope for individuality and enjoyment of the brand's hallmark driving fun. The latest pointer towards future additions to the model range was unveiled at the 2011 Tokyo Motor Show in the shape of the MINI Paceman Concept. The study car would be the first Sports Activity Coupé in the small car segment and combines lifestyle attributes with premium quality. The MINI Paceman Concept fuses the classic MINI concept with features from the MINI Countryman and distinctive coupé styling into one harmonious package.

The masculine design language of the MINI Paceman Concept spotlights both the stand-alone identity of the concept and its membership of the MINI family. With its compact dimensions, hallmark MINI proportions, increased ground clearance and raised seating position, the concept takes its cues from the MINI Countryman. Two large doors, distinctive roof lines, a powerfully shaped rear end and the wide-opening tailgate are the keynote features of the innovative new vehicle concept behind the compact Sports Activity Coupé.

The four-seater car measures 4,110 millimetres in length, 1,789 millimetres in width and 1,541 millimetres in height. In telltale family style, the MINI Paceman Concept has extremely short overhangs, which lend particular emphasis to the car's athletic stature.

Exterior: Sports Activity Coupé – urban and masculine.

The MINI Paceman Concept retains the familiar MINI front end, but adds its own distinctive flavour. The large headlights with chrome surrounds extend far into the front wings and, together with the strikingly contoured bonnet and the MINI Countryman-inspired radiator grille treatment, draw further attention to the imposing front end. Additional brake ventilation intakes in the lower section of the front bumper combine with deep-set foglamps to sharpen the car's sporting edge.

Its 19-inch wheels, dark wheel arch borders and side skirts team up with the familiar MINI shoulder line rising up slightly towards the rear to accentuate the car's powerful appearance. The flat roofline runs horizontally from front to rear, where it flows into a wide, transparent-looking C-pillar. And the windows appear to wrap around the car like a band of glass, with the "helmet roof" suspended on top. The windows taper in typical coupé style as they extend to

the rear to create an undeniably dynamic wedge shape. At the rear, the car's athletic proportions are emphasised by prominently flared wheel arches. The newly interpreted rear lights – positioned at the outer edges of the rear – and horizontal lines running parallel to one another also emphasise the wide track of the rear axle.

Interior: a blend of modern functionality and luxurious character.

Inside the MINI Paceman Concept, the hallmark MINI design language incorporates innovative touches to enhance the sense of elegant sportiness. The slim centre console maximises legroom, while behind the sports seats for the driver and front passenger are two comfortable individual seats, whose backrests merge boldly into side sections to create fully contoured supports. The new interpretation of the brand's familiar elliptical door and side trim extends along the length of the cabin, taking in the B-pillar and emphasising the length of the interior.

Engine and suspension: power, efficiency and inspiring handling.

The MINI Paceman Concept has all the ingredients to deliver a sporty and assured driving experience, and is designed to be powered by high-performance engines. For example, the 155 kW/211 hp four-cylinder engine from the MINI John Cooper Works would make a good match for the MINI Paceman Concept.

MINI chassis technology has been further developed for the MINI Paceman Concept to turn the potential of the extremely powerful engines – safely and with impressive poise – into inspiring agility. Precise handling and excellent ride comfort combine to offer a new take on the brand's hallmark go-kart feeling.

The MINI Paceman Concept embodies the idea of an inspiring driving experience in a way that meets the needs of a modern, lifestyle-oriented target group but also stays true to the character of the brand. Here is clear evidence of how totally new vehicle concepts can be developed through unconventional creativity.

2.3 Fun has no limits: The MINI Countryman.

The MINI Countryman takes the hallmark driving fun of the brand into a new dimension. This is the first MINI to come with four doors and a large tailgate as well as a versatile interior offering space for up to five people. The MINI Countryman is the first member of the MINI family with a body measuring more than four metres (157") in length and which can be ordered as an option with all-wheel drive. With these features, in addition to the Countryman's raised seating position and optimised ride comfort, the world's only premium vehicle of its kind crosses the boundaries of urban mobility to take the trademark MINI feeling into new dimensions and win over additional target groups.

The latest generation of petrol engines.

Three petrol engines will be available for the MINI Countryman. The selection ranges from the MINI One Countryman developing 72 kW/98 hp and MINI Cooper Countryman (90 kW/122 hp) to the 135 kW/184 hp MINI Cooper S Countryman ALL4, whose 1.6-litre four-cylinder engine is the most efficient unit in its displacement class. An optional six-speed automatic gearbox is available for all models as an alternative to the six-speed manual version fitted as standard.

MINI ALL4: Breaking new ground in driving fun.

Optional MINI ALL4 all-wheel drive allows the driving fun you expect from the brand to be experienced off the beaten track as well. The permanent all-wheel-drive system's quick and precise responses to changing conditions provide a new, traction-led expression of the handling talents for which MINI is famed. An electromagnetic centre differential positioned directly on the final drive varies the distribution of power seamlessly between the front and rear axles. The all-wheel-drive system is a standard feature of the MINI Cooper S Countryman ALL4.

Newly developed suspension combines quintessential MINI agility with outstanding ride comfort.

With its precise handling and captivating agility, the MINI Countryman transplants the driving characteristics associated with the brand into a new vehicle concept. These attributes are complemented by outstanding ride comfort, equipping the Countryman perfectly for a wider range of usage. Underpinning this is sophisticated new chassis technology, which includes a front axle with MacPherson spring struts and forged track control arms, multi-

link rear suspension and Electric Power Steering. The MINI Countryman comes as standard with the Dynamic Stability Control (DSC) system.

Design: undeniably an individualist, unmistakably a MINI.

The MINI Countryman exudes an air of originality, robustness and versatility. Four doors and a large tailgate, a striking roof shape and an upright front end reinforce its status as an individualist within the MINI ranks. Other distinctive features are its MINI proportions and design cues. Short overhangs, a high window line, the wrap-around look of the windows and the car's powerful over-the-wheel stance create a familiar appearance transplanted onto larger exterior dimensions. Elsewhere, the Countryman provides a fresh interpretation of characteristic MINI features, such as the hexagonal radiator grille, large headlights set into the bonnet, side indicator surrounds, voluminous wheel arches and vertical rear light clusters.

Versatility and innovative details deliver cutting-edge functionality.

The rear of the MINI Countryman can be specified with two individual seats or – as a no-cost option – a seat bench for three passengers. The rear seats slide fore-and-aft individually or in a 60:40 split (three-seat bench), the angle of the backrests can be adjusted, and the backrests can be folded down either individually or in a 40:20:40 split (three-seat bench) – all of which allows luggage capacity to be increased from 350 to a maximum 1,170 litres (12.4 to 41.3 cu. ft.). The MINI Countryman is also fitted as standard with the innovative Centre Rail storage and fastening system.

Top-class standard equipment, maximum individualisation.

The list of standard equipment for the MINI Countryman includes air conditioning and a CD audio system. A wide range of customisation options are also available, such as exterior paint finishes and interior colours designed exclusively for the Countryman, a host of upholstery variants, trim elements and model-specific equipment items, and high-quality audio and navigation systems.

2.4 Excitement breeds passion: The MINI John Cooper Works.

The John Cooper Works badge represents a guarantee of outstanding performance – not only on the race track, but also on the road. The MINI sub-brand has become a byword for inspiring driving properties, authentic design and an uncompromising passion for motor sport. And its performance-focused character is embodied in particularly concentrated form in the MINI John Cooper Works. The sportiest member of the model line-up is powered by a 1.6-litre four-cylinder engine with twin-scroll turbocharger and petrol direct injection. The result is maximum output of 155 kW/211 hp. Like the engine, the exclusive and extremely lightweight light-alloy wheels, exceptionally powerful brakes, exhaust system and modified six-speed manual gearbox draw close parallels with the racing machines lining up in the MINI CHALLENGE Clubsport series. Rarely has motor sport expertise taken such a direct route to the road.

Motor sport technology for everyday challenges.

Like the engines for the rest of the MINI range, the powerplant under the bonnet of the MINI John Cooper Works is built at the BMW Group's Hams Hall engine plant in Great Britain. With a specific output of 132 hp per litre of displacement, the engine is entering pure-bred sports car territory. Maximum output is achieved at 6,000 rpm. Peak torque of 260 Newton metres (192 lb-ft), meanwhile, is available from as low down as 1,850 rpm. When the driver puts his foot down, this pulling power rises to 280 Nm (207 lb-ft) thanks to a brief increase in charge pressure between 2,000 and 5,100 rpm. This Overboost function gives the extreme sports model even greater performance capability.

The MINI John Cooper Works requires just 6.8 seconds for the sprint from 0 to 100 km/h (62 mph) on the way to a top speed of 234 km/h (145 mph). Fuel consumption is remarkably restrained given the performance on tap.

Taking the go-kart feeling into a new dimension.

The MINI John Cooper Works is fitted as standard with a sporty chassis delivering infectious handling thrills. Alternatively, customers can specify sports suspension with stiffer damper settings and sturdier anti-roll bars front and rear. And for a "hard-core" racing experience, the accessories range offers John Cooper Works suspension, which lowers the car's ride height by 10 millimetres, firms up the damper responses another notch and includes anti-roll bars whose diameter is larger again than those included in the sports suspension package.

The standard sports braking system ensures short stopping distances and stands out with its precise responses and impressive feel. The fixed-calliper disc brakes featuring red painted aluminium callipers – with inner venting at the front wheels and identified by their John Cooper Works logo – are generously sized, while their construction and action take their cues from the braking system on the MINI CHALLENGE race cars. The same goes for the exclusive, standard-fitted and exceptionally lightweight 17-inch light-alloy wheels in John Cooper Works Cross Spoke CHALLENGE design.

Standard specification also includes the Dynamic Stability Control (DSC) system, which includes Hill Start Assist and Dynamic Traction Control (DTC). With DSC in “off” mode, the Electronic Differential Lock Control technology on the driven axle ensures optimum power transfer to the road and unimpeachable traction under ultra-dynamic cornering.

Sports car ambience for the interior.

Inside the MINI John Cooper Works, the standard fixtures and fittings impress with their simple sporting elegance. A leather-covered three-spoke sports steering wheel provides the interface between the driver and his racing machine, while the anthracite roof liner and interior surfaces in lustrous Piano Black are part of a calm on-board ambience that tunnels the driver’s focus onto the road ahead. Another distinguishing feature of the ultimate sports model is a 260 km/h (162 mph) speedometer dial.