



BLACK MINI





2008 MINI COOPER S

| | |
|---|-----------------|
| BASE MSRP* | \$21,200 |
| DESTINATION & HANDLING | \$650 |
| PAINT | |
| Astro Black Body Color | \$500 |
| White Roof/Mirrors | \$0 |
| PACKAGE | |
| Cold Weather Package | \$500 |
| Heated Powerfold Mirrors & Washer Jets | |
| Heated Front Seats | |
| Convenience Package | \$1,500 |
| Comfort Access System | |
| Leather Sport Wheel w/Multifunction | |
| Comfort Bluetooth with USB/iPod Adapter | |
| Universal Garage Door Opener | |
| Auto Dimming Rear View Mirror | |
| Rain Sensor and Auto Headlamps | |
| Center Arm Rest | |
| Premium Package | \$1,500 |
| 10-Speaker, Hi-Fi Sound System | |
| Automatic AC | |
| Dual Pane Panoramic Sunroof | |
| PERFORMANCE | |
| Dynamic Stability Control | \$500 |
| Front Fog Lamps | STD |
| Xenon Headlamps w/Power Wash | \$500 |
| 6-Speed Auto w/Agitronic Mode | \$1,250 |
| 16" Bridge-Spoke (Perf. Run Flats) | \$0 |
| COCKPIT | |
| Sport Seats | STD |
| Chrome Line Interior | \$250 |
| On-Board Computer | STD |
| Leatherette: Black/Grey | STD |
| Interior Surface Brushed Alloy | \$250 |
| TOTAL MSRP AS CONFIGURED* | \$28,600 |
| JCWACCESSORIES** | |
| No selections in this category | |
| ACCESSORIES** | |
| White Bonnet Stripes (installation not incl.) | \$98 |
| Glove Box Organizer (installation not incl.) | \$53 |
| TOTAL ACCESSORIES ** | \$151 |
| TOTAL MSRP AS CONFIGURED* | \$28,600 |
| TOTAL COMBINED | \$28,751 |



Now that you've built your ideal MINI, you might be interested in all the ways we can help you pay for it. Check out our innovative Financial Service offerings by visiting: www.miniusa.com/link/waystopay/main

The Build Your Own MINI experience is an ongoing development and expansion. Actual prices and available options are subject to change and may vary from the Summary listing. Please contact us with any questions. We welcome your comments.

*Total MSRP excludes all taxes, title/documentary fees, registration, tags, MINI preparation charges, MINI Dealer installed options, insurance, certificate of compliance or non-compliance fees, and finance charges. Prices may vary by MINI Dealership.

**All prices are suggested retail prices and are subject to change. Actual prices may vary and depend upon MINI Dealer. Prices do not include installation or painting, if required. Prices exclude taxes and/or shipping and handling charges. Check with your authorized MINI Dealer for complete accuracy of information and availability.

All the illustrations and specifications contained in this web site are based on the latest product information available at the time of posting. MINI, a division of BMW of North America, LLC. reserves the right to make changes at any time, without notice, in colors, materials, and equipment.

LET'S FORGET ALL OUR ASSUMPTIONS ABOUT CARS.

If you're going to motor, motor in a strange and wonderful alchemy of steel, aluminum, graphite, dreams and sweat. Motor in something built by designers who used paper and pencil instead of computers. By designers who listened to their hearts, not focus groups.

Motor in a machine that's more than a pretty face. Every MINI is small but packed with as many features as some cars costing three times as much. Read on and soon you'll understand that even though there are three different body types, the MINI is still in a class of one.

LET'S BE SMART.

MINI Cooper MINI Cooper S MINI Cooper Convertible MINI Cooper S Convertible MINI Cooper Clubman MINI Cooper S Clubman

| | | | | | | |
|---|-----|-----|-----|-----|-----|-----|
| Six standard airbags w/ side curtains: Smart technology knows which airbags need to inflate when, and at what speed and force* | Yes | Yes | No | No | Yes | Yes |
| Rear Roll Hoops and reinforced A-pillar and frame for added rollover protection | No | No | Yes | Yes | No | No |
| Four standard airbags: Smart technology knows which airbags need to inflate when, and at what speed and force* | No | No | Yes | Yes | No | No |
| Side thorax airbags in the sides of the front seats that protect the bodies and the heads of the driver and front co-pilot* | No | No | Yes | Yes | No | No |
| Advanced crumple zones re-channel forces around the passenger compartment | Yes | Yes | Yes | Yes | Yes | Yes |
| The latest generation 4-channel Anti-lock Braking System (ABS). Vented in front, solid in back. Brake surface area is larger than the entire wheel on a classic Mini. | Yes | Yes | Yes | Yes | Yes | Yes |
| Tire Pressure Monitor | No | No | Yes | Yes | No | No |
| Cornering Brake Control (CBC) with Electronic Brake Force Distribution (EBD) | Yes | Yes | Yes | Yes | Yes | Yes |
| Side-impact door beams with interlocking anchor system are massive and, well, add protection against side impact | Yes | Yes | Yes | Yes | Yes | Yes |
| Engine designed to break away from its mounts in a head-on collision to help protect the legs of the driver and front co-pilot | Yes | Yes | Yes | Yes | Yes | Yes |

*Airbags will deploy varyingly depending on the severity of the impact.

LET'S SWEAT THE DETAILS.

| | | | | | | |
|--|-----|-----|-----|-----|-----|-----|
| MacPherson strut front suspension w/multi-link rear suspension | Yes | Yes | Yes | Yes | Yes | Yes |
| Front and rear anti-roll (stabilizer) bars | Yes | Yes | Yes | Yes | Yes | Yes |
| Electric, engine-speed-sensitive power steering | Yes | Yes | No | No | Yes | Yes |
| Electro-hydraulic, engine-speed-sensitive power steering | No | No | Yes | Yes | No | No |
| Center-mounted speedometer | Yes | Yes | Yes | Yes | Yes | Yes |
| Steering column-mounted tachometer | Yes | Yes | Yes | Yes | Yes | Yes |
| Optional Multifunction steering wheel | Yes | Yes | Yes | Yes | Yes | Yes |
| Split fold-down rear seats for expandable cargo space | Yes | Yes | Yes | Yes | Yes | Yes |
| Engine Immobilizer with coded driveway protection | Yes | Yes | Yes | Yes | Yes | Yes |
| Climate controlled glove box | Yes | Yes | Yes | Yes | Yes | Yes |
| Air conditioning with microfilter and air-recirculation | Yes | Yes | Yes | Yes | Yes | Yes |
| Remote entry, including 2-step unlocking and trunk release | Yes | Yes | Yes | Yes | Yes | Yes |
| Speed-sensitive intermittent windshield wipers | Yes | Yes | Yes | Yes | Yes | Yes |
| Power windows with "one-touch" down operation | Yes | Yes | Yes | Yes | Yes | Yes |
| Service interval indicator with miles-to-service readout | Yes | Yes | Yes | Yes | Yes | Yes |
| Anti-theft CD audio system with AM/FM radio, six speakers, presets, auxiliary input-ready, satellite radio-ready and pre-wired for 6-disc CD changer | Yes | Yes | Yes | Yes | Yes | Yes |
| Optional center armrest | Yes | Yes | Yes | Yes | Yes | Yes |
| Toggle switch goodness | Yes | Yes | Yes | Yes | Yes | Yes |
| Convenient rear cargo position | No | No | Yes | Yes | No | No |
| Rear window wiper(s) | Yes | Yes | No | No | Yes | Yes |

LET'S NOT TAKE SLOW FOR AN ANSWER.

MINI Cooper MINI Cooper S MINI Cooper Convertible MINI Cooper S Convertible MINI Cooper Clubman MINI Cooper S Clubman

| | | | | | | |
|--|---|---|---|---|---|---|
| 1.6-liter dual overhead cam (DOHC), 16-valve inline 4-cylinder engine with Valvetronic and VANOS | ■ | | | | ■ | |
| 1.6-liter overhead cam (OHC), 16-valve inline 4-cylinder engine | | | ■ | | | |
| Turbocharged, intercooled, direct-injection 1.6-liter dual overhead cam (DOHC), 16-valve inline 4-cylinder engine | | ■ | | | | ■ |
| Supercharged, intercooled 1.6-liter overhead cam (OHC), 16-valve inline 4-cylinder engine | | | | ■ | | |
| 118 horsepower @ 6,000 rpm | ■ | | | | ■ | |
| 115 horsepower @ 6,000 rpm | | | ■ | | | |
| 172 horsepower @ 5,500 rpm | | ■ | | | | ■ |
| 168 horsepower @ 6,000 rpm | | | | ■ | | |
| 114 lb-ft of torque @ 4,250 rpm | ■ | | | | ■ | |
| 111 lb-ft of torque @ 4,500 rpm | | | ■ | | | |
| 177 lbs-ft torque @ 1,600-5,000 rpm | | ■ | | | | ■ |
| 162 lb-ft torque @ 4,000 rpm | | | | ■ | | |
| 6-speed manual Getrag transmission or 6-speed Aisin Agitronic (Automatic) transmission | ■ | ■ | | | ■ | ■ |
| 5-speed manual Getrag transmission or Continuously Variable (Automatic) Transmission (CVT) with 6-speed steptronic mode | | | ■ | | | |
| 6-speed manual Getrag transmission or automatic transmission with steering wheel-mounted paddle shifters | | | | ■ | | |
| Weight unladen: 2546 lbs (6-speed) 2634 lbs (Automatic) | ■ | | | | | |
| Weight unladen: 2,700 lbs (6-speed) 2,734 lbs (CVT) | | | ■ | | | |
| Weight unladen: 2,668 lbs (6-speed), 2,723 lbs (Automatic) | | ■ | | | | |
| Weight unladen: 2,844 lbs (6-speed), 2,888 lbs (Automatic) | | | | ■ | | |
| Weight unladen: 2,723 lbs (6-speed), 2,800 lbs (Automatic) | | | | | ■ | |
| Weight unladen: 2,855 lbs (6-speed), 2,900 lbs (Automatic) | | | | | | ■ |
| Drive-by-Wire electronic throttle control. Replaces mechanical linkage. Provides instant power, optimal gas mileage and minimal emissions. | ■ | ■ | ■ | ■ | ■ | ■ |
| Engine oil cooler, piston-cooling jets | | ■ | | ■ | | ■ |

LET'S TURN EVERY WHICH WAY BUT BACK

| | | | | | | |
|--|---|---|---|---|---|---|
| Go-Kart-like handling | ■ | ■ | ■ | ■ | ■ | ■ |
| Torque-steer-squashing equal length drive shafts | ■ | ■ | ■ | ■ | ■ | ■ |
| Sport Suspension with front & rear anti-roll stabilizer bars | ■ | ■ | | | ■ | ■ |
| 15" alloy wheels with all-season or performance tires | ■ | | ■ | | ■ | |
| 16" alloy wheels with run-flat performance tires | ■ | ■ | ■ | ■ | ■ | ■ |
| Optional 17" alloy wheels with run-flat all-season or performance tires | | ■ | | ■ | | ■ |
| Optional Limited Slip Differential (LSD) | | ■ | | ■ | | ■ |
| All-Season Traction Control (ASTC) avail on Cooper Convertible via DSC below | ■ | ■ | | ■ | ■ | ■ |
| JCW Kit available | | | | ■ | | |
| Optional Dynamic Stability Control (DSC) standard on Clubman models | ■ | ■ | ■ | ■ | ■ | ■ |

LET'S ALWAYS BE OPEN.

| | | | | | | |
|--|--|--|---|---|--|--|
| Fully automatic convertible top that folds down in 15 seconds | | | ■ | ■ | | |
| Sunroof feature | | | ■ | ■ | | |
| Heated glass rear window | | | ■ | ■ | | |
| Drop-down tailgate with easy-load feature. The z-shaped folding mechanism of the roof allows for ample cargo space even when the roof is down. | | | ■ | ■ | | |

THE MINI COOPER HARDTOP

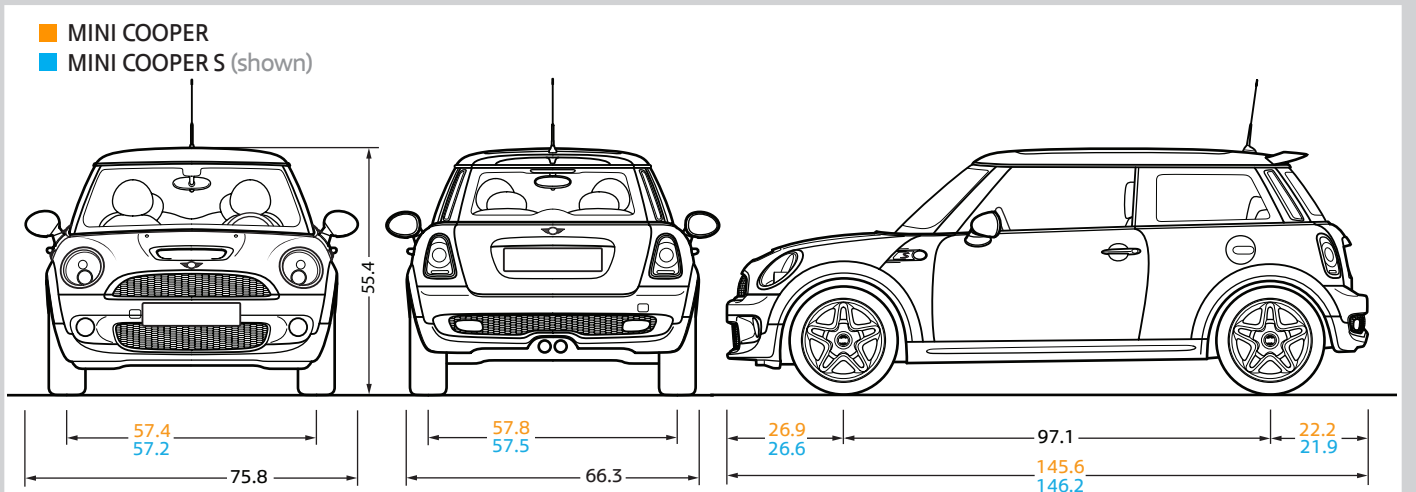
LET'S MOTOR.

The original revolutionary, customizable, ultra-rigid, wide bulldog stance, multi-link rear suspended, 16-valve, ABS rocking, twin-scroll turbocharged*, adrenal gland stimulating, go kart-like handling automotive icon.

*MINI Cooper S

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|---------------|----------------------|-------------|--------------|----------------|--------------------|------------------|
| | | | | | | |
| ASTRO BLACK | BRITISH RACING GREEN | CHILI RED | PEPPER WHITE | LIGHTNING BLUE | PURE SILVER | SPARKLING SILVER |
| | | | | | | |
| MELLOW YELLOW | NIGHTFIRE RED | OXYGEN BLUE | DARK SILVER | LASER BLUE | ROOF/MIRROR COLORS | |

*Some colors not available for all models. Roof and Mirrors are also available in body color.



LET'S HONE OUR MOTORING SKILLS.

HEEL-TOE DOWNSHIFTING

Heel-Toe Downshifting is a complex, but valuable technique for carrying speed through corners and shaving valuable seconds off your time. But just as importantly, it will also impress the heck out of your friends, After all, it is a fairly advanced technique that will have you steering with your left hand, shifting with your right hand, pressing the clutch with your left foot, and working the brake and gas pedals with your right foot. All at the same time. This maneuver is not for amateurs, so be sure to practice outside of race environments until you have this mastered. Preferably on someone else's clutch.

1. As you approach a corner, move your right foot onto the brake pedal and ease onto your brakes.

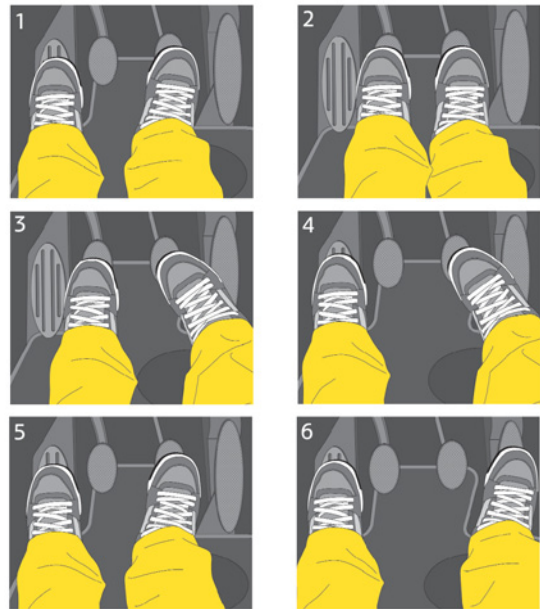
2. Just before braking is complete, press in the clutch with your left foot and start your downshift with your right hand on the stick.

3. With the ball of your right foot still pressing, but easing up on the brakes, lift and rotate your heel so that it sits above the lower corner of the gas pedal. (This part may change depending on the size of your dogs. Feet that is. Maybe you find it more comfortable to use your heel on the brake and toe, or outside of your foot, on the gas, The key point is that you find a position that allows you to brake and "blip" the gas pedal at the same time.

4. As your right hand moves the stick shift through neutral, give the gas a little push (or a "blip") with your heel to bring the engine revs up 1,000 RPMs higher than they were in the higher gear. This is usually somewhere around 3,000 to 4,000 RPM. All the while continuing to press, but ease off the brakes.

5. Complete your downshift and ease off the clutch with your left foot while sliding your right foot back over to the brake pedal. If done right, the RPMs generated from the blip should bring you up to where you need be so that as the clutch is released the engine engages smoothly. There shouldn't be any lurching when the clutch is let go.

6. Finish braking, roll your right foot back to the gas pedal, and sustain your speed through the corner, accelerating as you come out. And remember, all of these steps happen in about half-a-second, so step lively good chap.



MINI-SPEAK REFERENCE GUIDE

UNLESS YOU HAVE one of those fancy translation devices they use for U.N. meetings, you might not immediately understand what MINI Owners are saying. They've formulated their own language. So to get you into the conversation, we offer you this condensed but helpful MINI dictionary.

AEROARMICS: The joint study of wind resistance and wind sensation conducted by holding a flattened hand out of your MINI window.

A.P.B.O. (ALWAYS PARK BONNET OUT): When participating in a MINI Rally or motoring with other MINI Owners, it's proper etiquette to back into your parking spot so that your MINI can be best displayed.

BONNET: No, not one of those puffy, open-prairie hats that tie under the chin and make you look foolish. A bonnet is the part of the car that covers the motor...the part that non-MINI Owners commonly call a "hood."

BONNET STRIPES: Two five-inch-wide stripes that some MINI Owners choose to affix to their bonnets. This racing-styled aesthetic enhancement says, "I like speed. In fact, some of my best friends are speed."

BOOT: The openable hatch at the rear of the MINI in which luggage, groceries or a friend smuggled into a drive-in movie can be kept. More commonly called a "trunk."

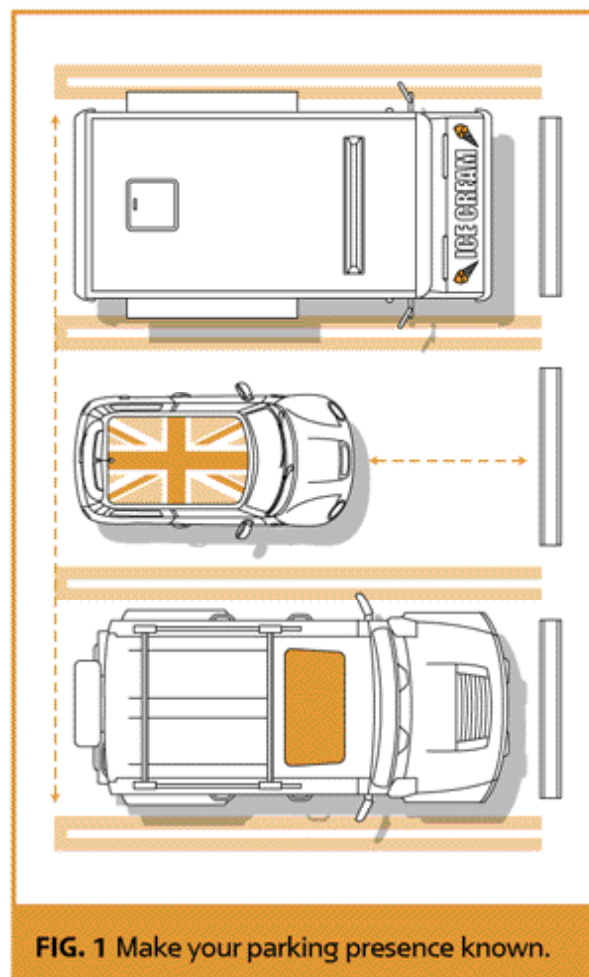
COURTESY RIDE: To give a ride home to a co-worker you don't really like because their wide-eyed interest in your MINI makes you forget that you don't really like them.

MINI-LOHA: The usually understated (yet sometimes grossly enthusiastic) greeting MINI Owners give each other on the road. Also called "MINI PDA," this affection among MINI Owners manifests itself in the form of a honk, headlight flash, nod, wave or thumbs up.

M.T.F. (MINI TRACKING FEVER): A somewhat obsessive condition in which one repeatedly checks the online tracking status of his custom-ordered MINI as it is being custom-built and transported from Oxford.

MOTOR: When sitting behind the wheel of a MINI, you motor. You don't drive. Driving is for everyone else. And trained circus bears.

PHANTOM PARKING: When pulling your MINI into a parking spot, pulling all the way in can create the illusion that the spot is vacant, even with the un-SUV-ian, 155 inch-long Clubman. Parking in the middle of the spot gives other land yacht-sized vehicles the appearance that the spot is filled and avoids a nasty rear-ending. See FIG. 1.



THE QUEEN'S VEHICULAR ENGLISH: A set of words used by MINI Owners when referring to parts of their cars. Examples include "boot" and "bonnet."

YOU-IFICATION: The customization of your MINI to such a degree that it's no one else's but yours.