

The Mini Coupe

THE Coupe is the sixth version of the Mini, a model that is expected to account for three percent of Mini sales and one that is going to be very much sought after.

I had the opportunity to get behind the wheel of this stylish new addition to the range and those who are lucky enough to get their name on one will certainly not be disappointed.

Several months ago I visited the factory near Oxford where the Coupe is built for a preview, then I was not permitted to drive the car, it simply served as a taster and when I took the wheel the quality of this latest addition to the seemingly ever expanding Mini family shone. Next year the story continues when the Roadster is launched.

It seems that the Mini range can do no wrong and there are now 51 models to choose from. Worth noting that the Hatch still remains the top seller accounting for 50 percent of total sales.

The Coupe is clearly the halo model for the Mini range; it is aimed firmly for drivers who want something that little bit different. This car has real road presence, it is

longer and lower than the Hatch and depending on which engine you choose it packs quite a punch.

The make up of the range is minus a One or D version, entry level comes with the Cooper and diesel fans will not be disappointed as there is the SD and right at the top of the line is the John Cooper Works.

One of the major surprises for me was the available storage, this is very much a case of very clever packaging, and for example the boot space is 280 litres that is more than what is offered with the Clubman.

Of course the Coupe is a two seater and again with its clever design, it feels quite roomy inside and the cabin is extremely

well laid out. Yes it transmits the feel of being in a small sports car and it is one car that almost screams at you to be driven.

Handling is one of its key virtues, sharp and agile it just loves twisty roads which display its undoubted handling and roadholding qualities.

Power is provided by the latest generation of BMW Group four-cylinder petrol and diesel engines and outputs range from 122bhp in the Cooper to 211bhp in the highly desirable flagship John Cooper Works Coupe.

The diesel engine (Cooper SD) does not disappoint with 143bhp and the range is completed with the Cooper S which offers 184bhp.



Another plus comes with fuel economy and on the combined cycle it stretches from 39.8mpg in the John Cooper Works Coupe to a frugal 65.7mpg in the Cooper SD model while CO2 emissions are as low as just 114g/km on the Cooper SD. Even the range topping John Cooper Works Coupe emits only 165g/km.

Who said diesels were unexciting, not so with this new Mini, the SD can reach 62mph from rest in a whisker under eight seconds and on to a top speed of 134mph where legal.

A new car is an investment and when residuals are high then it is music to the ear; more good news, the Mini Coupe has class leading figures, the SD retaining 47 percent of its original value over three years or 60,000 miles.

Peace of mind in addition to the warranty is Mini TLC, costing just £249; the benefit is a service package for five years or 50,000 miles. This can be extended up to eight years.

With its go faster stripes and a very eye catching palette of available body colours and trims and of course a host of options your Mini Coupe can be a very personal form of transport.

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