



Press release
12 April 2010

Green power through the Green Hell.

Emission-free MINI E Race becomes the first electric vehicle to tame the Nürburgring-Nordschleife at race speed.

Munich/Nürburg. Taking on the infamous Nürburgring-Nordschleife circuit at race speed with an electrically powered car is an ambitious project, but the BMW Group has just become the first car manufacturer to make it happen. Today the MINI E Race, a modified race-spec version of the standard MINI E, completed a lap of the legendary 20.8 km "Green Hell" in a time of 09:51.45 minutes. The MINI E Race hit a top speed of 187 km/h.

"The length and profile of the Nordschleife place extreme demands on the technology of our electric car. But the MINI E Race met this considerable challenge with great authority," said the BMW Group's Peter Krams, who headed up the project. "The aim of this unique undertaking was to provide an impressive showcase of the great potential of the MINI E and its environment-friendly drive concept."

At the wheel of the electric racer for the hot lap was former DTM racing driver Thomas Jäger from Munich. "I've driven this circuit many times, but never in such an extraordinary car," said Jäger, the MINI Challenge champion in 2006. "The power of the electric motor has an incredible effect, as you can access its full reserves of torque at all times. Another element of this fascinating experience is the lack of noise from the drivetrain. All in all, that was certainly the cleanest and quietest race lap I've ever driven."

Extensive preparations had to be completed before the car could roll out onto the Nürburgring-Nordschleife. The MINI E Race was fitted with a special lightweight body and a roll cage in order to ensure optimum performance and safety on the track. And various other components, such as the suspension, brakes and tyres, are also race specification. Other than that, however, the car relies almost exclusively on the standard technical make-up of the MINI E. For example, it shares the same 150 kW/204 hp electric motor, supplied with energy from 5,088 lithium-ion battery cells. The control electronics and the software were reprogrammed to achieve an optimal driving performance for the Nordschleife. The power from the emission-free motor is channelled to the front wheels via a single-stage helical gearbox with a lengthened gear ratio.

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To see the video on the MINI E Race's lap of the Nordschleife, please go to www.youtube.com/watch?v=5z3BKaGqurQ

Technical data

	MINI E	MINI E Race
Weight	1,465 kg	1,240 kg
Axle load front/rear	750 kg / 715 kg	632 kg / 626 kg
Axle load distribution	52% front axle / 48% rear axle	51% front axle / 49% rear axle
Height of centre of gravity	540 mm	430 mm ¹
Transmission ratio	8.94	7.82
Performance	0-100 km/h in 8.5 s	0-100 km/h in 8.5 s ²
Max. engine output	150 kW / 204 hp	150 kW / 204 hp
Max. revs	12,500 rpm	13,000 rpm ³
Torque	225 Nm	225 Nm
Top speed	152 km/h, electronically limited	187 km/h
Battery capacity	35 kWh	35 kWh at 100%
Battery design	53 cells connected in parallel constitute a unit, two units connected in series constitute a module, 48 modules connected in series constitute the battery; 5,088 individual cells in total	

Model-specific conversions

Interior	Recaro Pro Racer (HANS) CFRP seat, 6-way safety harness (3-inch), suede leather steering wheel 320 mm diameter
Roll cage	Bolt construction (lightweight) CrMo4, approx. 35 kg incl. mounting materials
Transmission	Mechanical multi-plate limited-slip differential with 40°/50° ramp breakover angle, 55 Nm preload
Engine	Adjusted engine management settings
Suspension	KW Variant 3 coilover suspension, tuned to the higher axle loads of the MINI E Race with modified damping characteristics and adjusted springs
Exterior	Diffusers, rear wing, CFRP body parts
Safety	Integration of special race ABS Differentiated main switch concept

¹ as a result of the lower ride height and weight reduction; allows smoother and more stable handling

² as a result of the longer gear ratio

³ as a result of changes to the control electronics

If you have any questions, please contact:

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