

OPTIONS AND ACCESSORIES

OPTIONS

- Interior upholstery (Alcantara and genuine leather)
- Ergonomic sport seats
- Steering wheel (wood, suede or leather)
- Dashboard in car paint
- High-quality limited slip differential
- Stabilisers on the front and rear axles

ACCESSORIES

- Roof rack with a classic chrome finish
- Illustrated workshop manual for vehicle maintenance and repair



MEANIE



CONTACT US

Have we piqued your interest?

We would be happy to answer your questions also for the homologation process and draw up a personalised quote. Take the opportunity to ask for a no-commitment test drive in one of our prototypes!



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A BRITISH LEGEND REBORN AS
AN UNCOMPROMISING SPORTS CAR



A WOLF IN SHEEP'S CLOTHING

A mild-mannered British gentleman? Wrong. This car may look like it is ready to attend afternoon tea, but its sedate exterior conceals a powerful sports car.

The mid-mounted engine allows for optimum weight distribution, giving it the best possible traction during acceleration to drive the rear wheels. The high-torque two-litre turbo engine does the rest and catapults the 850 kg lightweight from 0 to 100 in under four seconds.

The cheeky hiss of the turbocharger will bring a smile to the lips of any driver – and you would be wrong to think that the short wheelbase might make the vehicle skittish and difficult to drive. Despite the turbocharging, the engine always deploys its torque evenly. Finally, the car is also easy to control when exiting corners, offering a go-kart driving sensation in complete comfort.

PRODUCTION OF A LIMITED EDITION APPROVED FOR USE THROUGHOUT EUROPE

This vehicle is not a one-off item, but production will be limited to just five vehicles.

In order to enjoy the car to the fullest, you only need one more thing: approval for use on the road. Impossible? Not for us! We have secured approval for use of the car on roads throughout Europe – including in Switzerland.

The car meets the actual exhaust, noise and safety regulations.

FACTS AND FIGURES

| | |
|--------------------|---|
| ENGINE | Directly injected straight four-cylinder engine with turbocharger and two-litre displacement |
| Torque | 340 Nm at 3,700 rpm |
| Performance | 167 kW (220 hp) at 5,800 rpm |
| Fuel | Unleaded petrol |
| Usage | Urban: 8.03 Rural: 5.26 Total: 6.29 |
| Emissions | Euro 6b |
| Transmission | Manual 6-speed with an H shift pattern |
| CHASSIS | Front: double wishbone configuration with a directly controlled and configurable coil over shock absorber; adjustable camber, caster and toe Rear: trailing arms with a directly controlled and configurable coil over shock absorber; adjustable camber and toe |
| BRAKES | Front: four-piston, aluminium brake calipers; perforated and ventilated 260 mm brake discs Rear: Floating single-piston brake calipers with 260 mm brake discs |
| WEIGHT | Empty weight 847 kg (without the driver) Distribution Front axle: 40% / Rear axle: 60% |
| BODY WORK | British Motor Heritage Mini body work, reinforced with a specially developed space frame made of chrome molybdenum steel |
| Seating capacity | 2 |
| PERFORMANCE | Acceleration 0–100 km/h in under four seconds Vmax 200 km/h (electronically restricted) |

WELL-ENGINEERED DOWN TO THE LAST DETAIL

Maintenance and repairs are often costly for cars with a mid-mounted engine, not least due the difficulty of gaining sufficient access to the unit – but not with this car! The entire drivetrain – including attached parts and the chassis – is mounted on a subframe, which can be quickly and easily unbolted from underneath the car. Thanks to the service hatches, you can also work on the engine in situ.

