

# VENEZUELA (1991-1995)

Venezuelan delicacy:  
MiniCord Cooper.

Plastic-bodied Minis having previously been made in Chile and Uruguay, the idea was revived in Venezuela in 1990, when Rover signed a deal with Facorca (Fábrica de Motores y Carrocerías Cordillera). The resulting MiniCord was in many ways an utterly unique Mini.

Power packs were imported from the UK; all Venezuelan MiniCords had 998cc engines. Facorca made the body, interior trim, radiator and radio. The body was essentially a replica of the contemporary Mini but with moulded-in wheelarch extensions, moulded body seams and no roof guttering front and rear.

December 1991 saw MiniCord production start at a rate of six units a day. Several models were offered: BX (Basico), BA (with air condi-



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MiniCord SB (Standard Basico).

tioning), SB (Standard Basico with cloth interior trim), SA (with air con) and the luxurious FA (with leather, centre console, chrome bumpers, spotlights, GB alloy wheels and air con).

In 1993, improvements included superior interior trim and a new emblem on the bonnet. A significant new MiniCord in 1994 was the John Cooper De Luxe, which used the Cooper kit to boost the 998cc engine's power to 60bhp, plus 13-inch Revolution wheels, black wheelarches, a triple-gauge dash and leather trim.

A number of one-off prototypes were built in 1994: two different types of Beach Car, a Cabriolet (which seems to have been the Domino Pimlico), a Cooper Cabriolet, an SB Cooper and a Racing Twin Cam 1.4.

Between 1991 and 1995, a mere 1309 MiniCords were produced in Venezuela. Some of these were exported to Colombia (distributed by Mini City) and the Antilles islands.

Plastic MiniCord body featured integral wheelarch extensions and moulded body seams.



This convertible MiniCord was exported to Colombia.



One of two beach car prototypes developed in Venezuela but never productionised.