



2018 DAKAR RALLY MEDIA GUIDE

01/ FOREWORD.

Sebastian Mackensen, Senior Vice President MINI.

Dear media representatives

January 2018 will see the start of the 40th edition of the Dakar. Each year the Dakar organising team lay out a dramatic racing arena, full of natural challenges, to test the endurance of man and machines. The 2018 Dakar promises to be no less of a challenge than its predecessors; this astounding race takes the competitors across the deserts, mountains and plains of Peru and Bolivia before the final finish line in Argentina.

Dakar is a truly international event that brings admiration and respect from across the globe to all competitors, but especially those that succeed in completing this endurance spectacle.

Having captured four consecutive Dakar titles for MINI from 2012 to 2015, as well as five four-wheel drive class wins and four FIA Cross Country Rally World Cup titles, MINI Motorsport, our motorsport partner X-raid and the MINI Family of racing crews will attack Dakar 2018 with even more determination than before. The success these partnerships have already achieved extends the heritage of MINI's sporting prowess that began over 50 years ago with victories in the Monte Carlo Rally among other illustrious rally competitions.

In addition to the already successful MINI John Cooper Works Rally and the MINI ALL4 Racing, the Dakar 2018 will also be the world stage for the race debut of an all-new motorsport vehicle: the MINI John Cooper Works Buggy. This exciting addition completes the MINI Motorsport line-up and extends the MINI presence into the highly competitive two-wheel drive class for the first time.

To compete within two categories of cross-country rally typifies the sporting nature of MINI performance sub-brand MINI John Cooper Works – and further underlines MINI Motorsport's future commitment to this challenging section of motorsport. Of course, to debut the MINI John Cooper Works Buggy at Dakar – the most demanding cross-country event – will itself be a challenge. However, MINI's long-term strategic partnership with X-raid has already proven the MINI brand is more than up to the challenging task at hand.



MINI Motorsport partner X-raid has, over the years, safely guided the MINI Family of international crews to success with complete mastery thanks to its experienced teams of engineers, managers and support personnel. Then there are the crews themselves; drivers and co-drivers from all-corners of the world who unite to thrill spectators and achieve the ultimate success of completing the Dakar.

On behalf of MINI, I wish all competitors, support teams and spectators a safe and exciting Dakar 2018.

Yours sincerely
Sebastian Mackensen

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02/ MINI: INNOVATIVE LEADERSHIP.

The 2018 Dakar Rally will see MINI John Cooper Works compete for this ultimate endurance rally title once again. However, this edition of Dakar Rally will consist of a two-pronged attack as MINI again defies convention, just as the great British marque did within the motorsport field in the early 1960s.

On 6th January 2018, the all-new MINI John Cooper Works Buggy will make its racing debut at the 2018 Dakar Rally to contest in the 2-wheel drive (4x2) category alongside the MINI John Cooper Works Rally in the 4-wheel drive (4x4) class.

With the MINI John Cooper Works Buggy, MINI Motorsport will compete in an unknown arena – a challenge that MINI relishes. Competing at the Dakar Rally with two categories of racing machine further underlines MINI Motorsport's long-term commitment to international and national cross-country rally motorsport; a discipline that befits MINI's true spirit of adventure.

Given that the MINI John Cooper Works Buggy is a new design it does not mean a departure from the 4-wheel drive category. The new racing car will partner the existing John Cooper Works Rally and also become another platform for which MINI Motorsport and motorsport partner X-raid will continue to develop, refine and hone into another specialist MINI John Cooper Works cross-country rally car.

Performance with utmost reliability is key to long distance off-road endurance success – something that MINI and motorsport partner X-raid knows only too well. Four back-to-back Dakar Rally victories from 2012 to 2015 and four outright titles in the prestigious FIA Cross Country Rally World Cup are results of technical prowess and development and, of course, MINI conquering challenges.

The MINI John Cooper Works Buggy development owes much of its sporting qualities to the many years of rally competition experience and technical development that has resulted in today's MINI John Cooper Works Rally, which itself lends its sporting prowess from the iconic MINI ALL4 Racing.

Key areas of technical crossover from the MINI John Cooper Works Rally to the MINI John Cooper Works Buggy are engine technology, chassis and chassis component design, weight distribution and aerodynamics. Utilising these tested and proven core ingredients, X-raid – under the leadership of Sven Quandt – has resulted in a machine capable of tackling the rigours of Dakar. But of course, the Dakar Rally is a formidable, legendary beast for showing no mercy to man or machine. The start of the 2018 Dakar Rally will also be the start of an exacting development programme live in the field.



It's in the detail...

While the MINI John Cooper Works Rally and MINI John Cooper Works Buggy share the same TwinPower Turbo Six-Cylinder Diesel engine by BMW Group, they will not be 100% the same engine. The 4-wheel drive MINI John Cooper Works Rally runs with two turbos: one air-cooled, one water-cooled. The new 2-wheel drive car features two air-cooled units and allows a wider range of electronic sensors and controllers. In terms of development, the MINI John Cooper Works Buggy engine will be as if dealing with a completely new engine; the same can be said of the gearbox and driveline.

The gearbox and differential for the MINI John Cooper Works Buggy have been developed from scratch by Xtrac and feature six-speed sequential shift with clutch to the rear to allow rapid clutch and gearbox removal, while the MINI John Cooper Works Rally retains the proven Sadev gearbox and drive system.

Both cars' chassis are specialised frames constructed from tubular steel to aerospace standards and in accordance with regulations for their relevant racing classes. Designed for optimum strength in competition and to ensure crew safety, the MINI John Cooper Works Buggy chassis is an all-new creation fabricated by Heggeman. Covering bodywork on both cars is composite carbon fibre and reinforced carbon-Kevlar for structural strength with minimal weight. As with the existing MINI John Cooper Works Rally, aerodynamic efficiency to reduce unwanted drag and assist with handling agility has been a key point for BMW Group Design teams in development of the MINI John Cooper Works Buggy.



MINI John Cooper Works Buggy

Engine

Type: TwinPower Turbo Engine by BMW Group, in-line six-cylinder, dry sump lubrication
Displacement: 2993 cc
Fuel: Diesel
Gearbox: Xtrac six-speed sequential shift
Clutch: AP Racing Clutch
Differential: Xtrac
Drive: rear wheel (4x2)

Performance

HP / torque (Nm): 340 hp @ 3250 rpm / 800 Nm @ 1850 rpm
Restrictor diameter: 38 mm
Topspeed: 190 km/h

Brakes

Front: Brembo disc (355 mm x 32 mm), six-piston calipers
Rear: Brembo disc (355 mm x 32 mm), six-piston calipers

Dimensions

Length: 4332 mm
Width: 2200 mm
Height: 1935 mm
Wheelbase: 3100 mm
Track width: 1855 mm
Weight (empty): 1700 kg
Fuel capacity: (approx) 325 lt
Tyres: BF Goodrich 27x12.5 R17

Body tech

Chassis: Heggemann, tubular steel
Body shell: QD composite panels – carbon fibre, carbon / Kevlar

Details

- Single piece carbon fibre cockpit.
- Recaro motorsport seats with six-point harness system.
- HANS (Head-and-Neck-Support) safety system.
- Two spare tyres within engine compartment.

MINI John Cooper Works Rally

Engine

Type: TwinPower Turbo Engine by BMW Group, in-line six-cylinder, dry sump lubrication
Displacement: 2993 cc
Fuel: Diesel
Gearbox: Sadev six-speed sequential shift
Clutch: AP Racing Clutch
Differential: Xtrac
Drive: ALL4 (4x4)

Performance

HP / torque (Nm): 340 hp @ 3250 rpm / 800 Nm @ 1850 rpm
Restrictor diameter: 38 mm
Topspeed: 184 km/h

Brakes

Front: AP Racing disc (320 mm x 32 mm), six-piston calipers
Rear: AP Racing disc (320 mm x 32 mm), water-cooled six-piston calipers

Dimensions

Length: 4350 mm
Width: 1999 mm
Height: 2000 mm
Wheelbase: 2900 mm
Track width: 1736 mm
Weight (empty): 1850 kg
Fuel capacity: (approx) 385 lt
Tyres: BF Goodrich 245/80 R16

Body tech

Chassis: CP Autosport, tubular steel
Body shell: QD composite panels – carbon fibre, carbon / Kevlar

Details

- Three-piece carbon fibre cockpit.
- Recaro motorsport seats with six-point harness system.
- HANS (Head-and-Neck-Support) safety system.
- Three spare under-cockpit mounted.



The introduction of MINI John Cooper Works Rally in time for the 2017 Dakar Rally sealed MINI Motorsport's long-term commitment and involvement to national and international motorsport. Starting with the Dakar Rally, MINI John Cooper Works Rally then continued its successful finish record in cross-country rally events such as Silk Way Rally 2017 and the 2017 FIA Cross Country Rally World Cup, in which MINI Family member Jakub Przygonski (POL) finished second at the end of this 11-round championship.

From its initial testing before and during the 2017 Dakar Rally, MINI motorsport partner X-raid was recording data and measuring components from driveline, suspension, chassis and other vital areas as part of its ongoing development programme – the same development that started in 2010 with the very first showing of a cross-country rally MINI and swiftly followed with four Dakar Rally wins (2012-2015). Development is key to race success. The result of which is reliability and performance; base ingredients that personify MINI's sporting sub-brand John Cooper Works.

Evolution of machine components is standard in all aspects of motorsport competition – except the Dakar Rally is the toughest motorsport race known to man. When people think of long distance endurance races, engine reliability is often the cause of problems. But with Dakar Rally, the chassis and integral running gear such as brakes, suspension and steering systems are thoroughly pounded by the different terrain make up. One day can see the race in sand, the next on pothole-lined tracks, followed quickly by rain-lashed mud and rocky mountain roads. Polar differences in temperatures can also play havoc, as does the lack of oxygen at 3-4,000 metres height.

As well as developing and testing of new component parts, occasionally new sporting regulations come into play to allow a greater degree of competitiveness between the various classes of cars plus further the safety of the competitors. The latest changes in construction regulations came in July 2017. This meant, said Sven Quandt, CEO of X-raid, that the John Cooper Works Rally had to go back to the drawing board.

Sven Quandt:

“The new regulations came in July so it effectively meant we had to a greater extent, build two cars, the MINI John Cooper Works Rally and the new MINI John Cooper Works Buggy. In the modified light versions, where John Cooper Works Rally competes, 100 kg weight reduction was allowed, plus the addition of 30 mm more suspension for all FIA World Cup competitions and the Dakar Rally.

“The end result meant lots of new components and the chassis to be completely modified. We took about roughly 20 kg out of the steel chassis; the engine mountings about 3 kg; and took more than 20 kg from the complete body, plus other areas. The revised chassis was raced in the Silk Way and Baja Poland rallies.

“Although you will not see any difference from the look of the car, the silhouette, underneath you will find many changes. We added some ballast in the first test because the car still has to go on the race. It has proved okay. We then have to change such things as the suspension arms and suspension units to match the revised suspension travel, so then we have more testing to undertake. There is no greater testing ground than a race itself. If after a race we have to make further adjustments then we go to the next race to see if the adjustments have the desired effect. It is a time consuming process, but one that is necessary to continue MINI's successful racing heritage.”





03/ THE MINI FAMILY.



03/ THE MINI FAMILY.

A man who likes a challenge: Sven Quandt – CEO, X-raid

X-raid of Germany is the cross-country rally motorsport partner to MINI. The partnership has yielded four Dakar Rally titles and FIA Cross Country World Cup championships for MINI. X-raid CEO, Sven Quandt, is himself a former rally driver and Dakar competitor with a host of experience that helps him prepare the team, drivers and navigators for one of the biggest challenges they are likely to ever face...

2017 is X-raid's 15th year as a top flight cross-country rally team. You've achieved phenomenal success as a MINI motorsport partner. Which year/result stands out most?

Obviously Dakar 2012, our first victory after 10 years waiting and the first for MINI. 2014 as well, when Nani (Roma) won.

2018 is the 40th anniversary of Dakar Rally. How would you describe Dakar to someone who has never witnessed it?

The toughest race going; physically and mentally. It's about finding your limits but also creating great memories of countries that you usually do not see as a tourist. A super challenge against yourself, this is Dakar.

What is your funniest story from Dakar that could be told in public?

We had a Portuguese driver in our top team who made good early results. On day three or four, he was really fast and had a good position... but some kilometres before the finish, there was a big hole covered with mud. Four or five cars before him drove around but he put it right in there – in the middle! Two tractors had to come to pull him out! This took away all chances of a good result. From this day he was called Mud King because when he returned from that stage, he and the car looked like big mud balls.

If you could design the perfect Dakar Rally driver, what four key ingredients would you use?

The ability to relax and use their brain more than their foot, to be fast and very consistent, to have patience and superb fitness.

Dakar Rally is a massive logistical exercise. What is the key to a successful Dakar behind the scenes?

Extremely good planning and people. People basically make a nearly perfect team and this includes not only engineers, mechanics or logistics, but also a good physiotherapist, doctor, truckers, chef, legal support and management. Get it all right and your whole team will work like a clock. Last but not least, good communication to the outside world.

The Dakar event is an intense time for all X-raid staff with long hours and tough conditions. Would you have chosen the rally path if you knew then what you know now?

Yes, no question. Perfection and ability to react quickly, an organised team relying on all team members... these give me an enormous return of sleepless nights and big headaches but I like tough conditions. For me, besides climbing a mountain like Kilimanjaro, cross-country rally is still very much a big challenge.



03/ THE MINI FAMILY.

Interview with Mikko Hirvonen

It is said you can't keep a good man down and Mikko Hirvonen is a good example of this. After officially retiring from WRC, Hirvonen joined X-raid to further develop the race-winning MINI cars and compete in select rounds of the FIA World Cup. Results came quickly and led to Hirvonen competing in the 2016 Dakar Rally, which saw the "Flying Finn" finish fourth overall to earn him "Best Rookie" title. The 2018 Dakar Rally will be his third Dakar outing...

What makes Dakar so special, so different?

Dakar is everything that motorsport can offer; it's a real adventure in a way; a real test physically for the cars, for the teams, for the drivers. It's really hard for navigation as well and we can have any kind of conditions so you have to maintain focus for two weeks of competition. It's one of the toughest races there is. You don't really have any other adventure like it. We really go places that we wouldn't go otherwise so it all makes for a fantastic race.

As with all cross-country rallies, the weather can play an important role in the race outcome. Do you have a preference for a certain type of weather to compete in?

The weather can be really tricky. Normally you'd think that when you go to Dakar it's going to be hot, like 40/50 degrees, but it can be other way round as well – it can be really rainy, muddy and foggy and not so warm at all. We can have all kind of conditions and personally it's always easier when it's dry and comfortably warm, not too hot. With rain there might be a lot of water in the rivers and we can't cross them. The same with mud – if it's too slippery we might not get through in some places, so I prefer dry conditions.

A driver ensures his car gets safely but quickly to its destination. How would you as a driver describe the role of your co-driver?

In cross-country rally the co-driver is very important because, unlike WRC, we do not know the route. For Dakar it's so much about navigation; we have no idea where we are going, so sometimes it's really just up to the co-driver to which way we go and what's happening ahead. I can't even imagine the stress the co-drivers have just to get us through the stages.

Would you ever consider role reversal and navigate while someone else drives?

No, I don't think I would be a good co-driver at all. I've done one rally, but I don't have many positive things to say about it – we did finish the race but it's really incredible what they do. I prefer to just control the speed, directions and be in control of the car. I really respect what they do and I know they're definitely a lot better at their job than I would be.

This year you are competing in the all-new MINI John Cooper Works Buggy. At what stage did you become involved with development of this new MINI?

I've been more or less involved in development since the beginning but I didn't do the first kilometres of the car. For the first proper test in Morocco, I was there straight away and did the first five days and found how the car is and how it works. There's still a way to go but the start has been really good.

How have you had to adapted your driving style, if at all, for the MINI John Cooper Works Buggy?

The buggy is quite different to drive: obviously it's only two wheel drive and we have a lot more suspension travel which makes its handling a lot different to the MINI John Cooper Works Rally. Some places when you come into a corner you have to take into account a little bit ahead because the body is rolling a lot more, and you have to see what kind of corner you have ahead to really attack sideways so you can be neat and just go around it. And then of course if you have a long bumpy straight you don't have to worry about any of the bumps like you do with the 4x4 so you can just go flat out. I really enjoy it.



When you first tested the MINI John Cooper Works Buggy, was there one aspect of the car that stood out to make you smile?

I think the first time I drove the car it was just the suspension – it's incredible on the buggy. You can't imagine how fast we can go over the big holes or bumps on the road and you don't really feel anything inside the car.

The Dakar Rally is the toughest test of any competing vehicle and it'd be fair to say the same can be said of the competitors. What do you look forward to the most after each day's race?

In general, Dakar is really tough for the drivers and cars. When you go to the race, you know that you're going to be out of your comfort zone for two weeks. It's going to be painful and

it's going to be hot and in some ways you don't enjoy it all the time. But that's the thing: when you get through the race, you feel so good, like 'actually I did it'. Also it's a big job from the whole team to get through the long nights; for the mechanics when they service the car; and then for us when we do the road section and stages and we have to stay focused. It's tiring and tough but that's something that we really enjoy.

If you hadn't moved across into cross-country rally, what do you think you would be doing instead?

Tricky question...Driving cars has been something I've always done since I was six years old – I was behind a steering wheel driving and racing on frozen lakes – so I don't know what I would do. Football was something I played quite a lot of when I was a kid. Maybe I could have been a football player, you never know...



03/ THE MINI FAMILY.

Interview with Bryce Menzies

Bryce Menzies hails from U.S.A. At the age of 30, Menzies is already an accomplished off-road driver, but it was only in 2016 he thrilled international rally audiences participating in the 2016 FIA Cross Country World Cup with MINI Motorsport partner X-raid. Menzies' first race for MINI was at the Abu Dhabi Desert Challenge 2016, where he completed the marathon five day race in a remarkable fourth place.

A further two races in 2016 made it obvious to X-raid Team that the Arizona-born Menzies and his fellow American co-driver Peter Mortensen should compete at the 2017 Dakar Rally in a new MINI John Cooper Works Rally. Unfortunately, it was not to be due to injury. Both Americans are again 'newcomers' to Dakar but are fired up and ready to fly in the all-new MINI John Cooper Works Buggy at the 2018 Dakar Rally.

MINI: What racing have you been participating in before making the switch to international cross-country rally?

BM: Over the last few years I have raced the Lucas Oil Off Road Series, Best in the desert and SCORE International racing series.

MINI: What were the key deciding factors to participate in international cross-country, the most physical endurance motorsport?

BM: If you ask somebody what the toughest race in the world is they say the Dakar and that's the reason why I decided to take on this challenge – to become the first American to win this race.

MINI: You started competing with MINI and X-raid late in the 2016 FIA World Cup season but appeared to gel quite quickly and easily. There's no getting away from the fact you are an experienced driver but has it really been that easy?

BM: Nothing about cross-country rally is easy. It has definitely taken time to get used to the MINI, the switch to an all-wheel drive car with limited travel, and understanding the navigation. But with MINI and X-raid support the transition has been extremely smooth.

MINI: 2018 will be your first year to compete in the Dakar Rally. There's no doubt the MINI Family has given you plenty of advice, but what one piece of advice sticks out in your mind?

BM: The one piece of advice I have taken away so far from rally racing is to take it day-by-day; you can't get frustrated; you have to be able to fight through and push through the rest of the rally and start fresh each day. These races aren't won in one stage.

MINI: Once again, driving at altitude figures in Dakar. What have you been doing to prepare for this?

BM: We rented an altitude bed-cover machine to prepare myself and Pete for the high altitude stages. And we also do some specific training with an altitude mask.

MINI: What have you been doing in terms of homework/research about the Dakar Rally?

BM: Throughout the entire year we have been racing overseas rally trying to learn how the car will handle and figuring out what some of the terrain will be like in the Dakar. We also have put together some road books for areas around Las Vegas so we can practice navigation at home.

MINI: You'll be driving under the banner of X-raid Team and in the new MINI John Cooper Works Buggy. What are your feelings about the new car so far?

BM: Testing has been a blast. The MINI John Cooper Works Buggy is a change in handling and that will help it deal with a lot more varied terrain. So far I'm very pleased with it. Overall, the drivability of the new MINI has increased but we are still making additional changes. With Dakar being its first race it's a lot to ask for but it's looking good so far.

MINI: Peter Mortensen is your co-driver for how many years? Is it purely a working relationship or do you socialise as well?

BM: Pete has been my co-driver since we first started even racing desert, which was in 2011. Pete is the manager for Menzies Motorsports and also a friend and we have developed a good relationship over the years. He's put in a lot of time and effort learning how to navigate.

MINI: It's not often co-driver and the driver arrive at Dakar as "rookies". Are you both excited and maybe a little nervous?

BM: Both extremely excited. This is going to be the hardest challenge in both of our racing careers.

MINI: What do you do to mentally prepare yourself for each race?

BM: I stick to my routine. Follow it step by step and it works well for me and my body.

MINI: Do you carry a 'lucky charm'? If yes, what is it?

BM: No lucky charm for me.



03/ THE MINI FAMILY.

Interview with Yazeed Al-Rajhi

Yazeed Al-Rajhi is a busy man with a business to run and a love for racing in a variety of rally classes. Under the wings of MINI and X-raid, Al-Rajhi has scored impressive results within the FIA Cross Country Rally World Cup at the controls of today's MINI John Cooper Works Rally and the iconic MINI ALL4 Racing. With his fourth Dakar on the horizon, Al-Rajhi has the experience and natural driving ability to figure highly on the 2018 Dakar leader board driving the all-new MINI John Cooper Works Buggy.

You have raced various rally categories in your career, would you say Dakar is the greatest of all rally challenges?

Every rally category has its own excitement, but the mixture of terrain and long distance of the Dakar as well as its history make it a truly great rally.

Dakar is very physical and tough on the body. How do you prepare for such a physical assault?

To stand the difficulties of a Dakar you need to be in good physical shape. I begin training a long time before the start of the rally and increase the training level each month as Dakar comes closer. I do ergometer training to increase endurance and work on my muscles.

Altitude sickness is arguably the biggest threat for Dakar competitors. What preparations are you taking to combat this problem?

As I realised in past years, the altitude gives me some trouble. I will increase my preparations with a special altitude tent and try to use this as long as possible before we reach high altitude during the rally.

Dakar is unlike any other race. What strengths do you think a driver requires to win?

You need to be patient – a Dakar can't be won like a single day race. So many unpredictable things can happen every day. It's important to find a good speed during the whole race and you need to be focused on every chance to use it. It's also important to avoid problems.

Is there a specific region or area of the Dakar route where you think MINI John Cooper Works Buggy will excel?

I am sure X-Raid made an excellent job and developed a competitive car. We hope the MINI John Cooper Buggy will be fast on all kinds of terrain, but as we know from the past years the time for the buggies will be the dunes and open desert with its off-piste sections and bumpy, rough terrain.

Is there one design point of the MINI John Cooper Works Buggy that stands out?

There are lots of new and clever ideas used to build the car on the performance side and I am sure with the final MINI livery the car design will show its performance from outside also.

Do you get nervous before the start of Dakar?

Not nervous, but excited; it's always a tense time until the start flag lifts up.

What do you look forward to the most when you cross the finish line?

To cross the finish line after such a hard and exhausting rally is always a special moment. Also to pass the final area with the enthusiastic spectators around is a great moment to realise what you achieved.



03/ THE MINI FAMILY.

Interview with Joan "Nani" Roma

Joan “Nani” Roma is a Dakar Rally veteran. He is one of the few that has won Dakar in both two-wheel and four-wheel classes, in 2004 and 2014 respectively, the four-wheel class victory with a MINI ALL4 Racing. You can be certain when Nani Roma talks Dakar his words carry experience and authority.

What makes the Dakar Rally so special for you to keep returning?

Every year it's special, but after 22 Dakar events it's quite amazing to be here and to be competitive. I'm really lucky to have had the opportunity to win in both bike and car categories; it's just amazing. I think sometimes I am too old, but I feel well.

Your total Dakar kilometres covered is huge and surely must have had a physical effect?

Every year we work hard to prepare my body and it is important to work hard indoors and outdoors with endurance training. For me, I like to work outside but we also need to work inside at the gym. Between bike and car; on a bike it's more dynamic and inside the car it's more painful so we need to work different muscles, in the neck and the back. I like cycling in the mountains – I'm really lucky to have this passion for my work and to train – it's a real pleasure.

What would you say is the key ingredient to a successful Dakar?

It's not easy to have one key ingredient. There are too many elements: we need to work hard, have a good team and good people around. Without that you cannot have any success. I would say prepare very well and also believe – I think these maybe are the most important ingredients.

The MINI John Cooper Works Rally was introduced in time for the 2017 Dakar Rally. It has recently been revised to meet new FIA specifications. How will these help?

Without a good car, like we have with the MINI, we cannot win. We have a lot of experience – we've won four times and everybody knows what to do to win. It's nice to be here with a strong car but with only a strong car and good pilots / co-pilots, we won't win. We need good mechanics, good engineers and good logistics and then we have a good package, I hope.

What is your biggest fear of driving several thousand kilometres across unknown terrain?

My biggest fear is to lose the track, lose time and also sometimes it's whether I'm competitive or not competitive. Then there are the accidents. You know, it's Dakar. It's a dangerous race in the middle of the desert. Sometimes I think we need to give it respect where needed.

What would you say is the most vital piece of racing equipment within the car?

The co-pilot? Ha-ha! No, it is the safety items like the helmet and good clothing material that, for me, are the most important especially if you have an accident.

Your cross-country rally experience is respected by many. What one piece of advice could you give to drivers just starting out?

Work and belief; if you believe you can, anything is possible. But you still need to work hard to try and have success in the race.

Do you have a lucky charm you take with you in the car?

I don't have one myself, but I have items that people have given to me. Sometimes I receive gifts to my house or during the race in South America. I will always take these items and end up with too many things in my drawer, but I do it for respect; respect for someone thinking about my success.



03/ THE MINI FAMILY.

Interview with Jakub "Kuba" Przygonski

At the age of 32, Jakub "Kuba" Przygonski is regarded as an experienced Dakar man. His first taste of the Dakar Rally was in 2009, when he raced in the motorcycle class and Kuba contested the two-wheel class a further five times before his first car outing at Dakar in 2016. For the 2018 Dakar Rally, the Polish driver has the added mental boost of finishing second in this year's (2017) FIA Cross Country Rally World Cup, so will it be third time lucky in the Dakar car class?

This is your third Dakar behind a steering wheel. Is there anything you have done differently to that very first Dakar in a car?

The main difference now is experience; the more we race the more our speed increases. We have to work harder to be faster.

What in your view makes the MINI John Cooper Works Rally such a good cross-country rally car?

The MINI John Cooper Works Rally is one of the best cars to win the Dakar – the car is really strong but also fast and easy to drive. Most important is that the MINI is very, very reliable. Reliability is very important and, together with professionalism, it makes a winning team.

The Dakar Rally includes high altitude racing. Has altitude sickness ever bothered you?

I am in a group of drivers who do not feel the problems of high altitude and I am happy to race at high altitude. I am prepared really good physically and this helps a lot.

Do you have a rally hero that you look up to? If yes, who is it and have you ever met?

Anybody who takes part in the Dakar and completes can be considered a hero. Quad, motorcycle, car, lorry... all competitors have to overcome weather, terrain and pain.

As a motorcycle competitor at Dakar you were crossing vast distances on your own; what is like to have a co-driver?

After six Dakar rallies on a bike it was at first... In the beginning, it was not easy to listen to commands in my ears, but now after three years in the car it is easier. Cooperation with my co-driver Tom is really easy; we are like one team in the car.

Would you say motorcycle competition has aided with driving?

After 17 years on the bike I had a lot of experience to help with driving four-wheels, such as the type of desert – I can tell how hard or soft it is. I know the racing side of the competition; the Dakar rules, tactics and all that. The only thing I needed to learn was the actual rally driving.

The experienced Tom Colsoul is again your co-driver. How would you describe the relationship between you?

Tom is my friend and co-driver and our relationship means we communicate very well. This is how it should be between driver and co-driver because the Dakar is a high stress competition and it is all too easy to create a situation which will destroy a poor relationship.

What is your favourite driving accessory?

My favourite driving accessory... it is a photo of my wife and daughter!



03/ THE MINI FAMILY.

Interview with Orlando "Orly" Terranova

Orlando “Orly” Terranova is another MINI Family member who can justifiably be tagged “Mr Experience”. With 11 Dakar Rally starts under his belt – his first two within the motorcycle class – Terranova knows everything about cross-country rally, from driving to navigation to technical ability. At the controls of his favoured MINI, this gentle giant is a force to be reckoned with as demonstrated with a convincing all-stage win at the 2017 Desafío Ruta 40 Norte.

Would it be fair to say that Dakar is more competitive than ever?

Definitely yes. The Dakar transformed from being a rally to being a race of great speed, where the mechanics and crews have taken great steps in innovation and consequently in performance.

Technical rule changes have been made this year allowing longer suspension travel and reduced weight. In what sections of the Dakar route will these changes be favourable?

I think we will see improvements in performance in all types of stages, terrain types and conditions. The car is at least half a second faster, maybe more. The development and engineering department of MINI has done a fabulous job.

Some people say that being from Argentina gives you a home advantage. As the actual navigation route is unknown until the evening before each stage, is this a valid claim?

No, I do not think so. My schedule outside of races is very tight and I do not use time scouting for routes or doing reconnaissance.

Of all the Dakars you have entered, which is the most memorable for you and why?

In 2015 we had a one-of-a-kind race, winning five stages at a very good level. Also the race in 2014 was a good one. I think these two are my best memories. However, 2013 was a key year for me as I proved to myself that I could compete at an international level.

There is a lot of variation in weather and terrain during Dakar. What is your most and least favourite terrain to compete on?

Mud is the least favourite. The medium speed technical sections of dry broken ground of the wet plains are the ones that I like the most. The sand was always a weak area for me, but after driving in the latest Morocco rally I think I have overcome this problem – we saw great pace, conviction and speed in the sand stages in this last race.

The temperature variations from Dakar start to finish can vary immensely. What temperature range are you expecting from what you know of the route so far?

Bolivia will be the coldest because of the altitude. I don't think Peru is too hot because of its proximity to the sea, but as we move away from the coast the temperatures will rise in Peru. Argentina may be hell – it's full summer and we will be in the north.

Is it true to say that everyone who completes the Dakar Rally is a winner? After all it is the toughest of cross-country rallies!

I think it's a big challenge, where 10% of the competitors go against the clock and the rest are in a challenge to reach the finish line. For both groups Dakar Rally is an experience and a personal challenge unlike any other.

MINI John Cooper Works Buggy



Driver:
MIKKO HIRVONEN, 31/07/1980, Kannonkoski/FIN

CAREER HIGHLIGHTS

2017: 13th place Dakar Rally
2nd Hungarian Baja
3rd Baja Aragon

2016: 1st Hungarian Baja
3rd Baja Aragon
3rd Abu Dhabi Desert Challenge
4th Dakar Rally

2015: 5th Rallye du Maroc, Morocco
3rd Baja Aragon, Spain Test MINI ALL4 Racing

2014: 4th WRC

2013: 4th WRC

2012: 2nd WRC

2011: 2nd WRC

2010: 6th WRC

2009: 2nd WRC

2008: 2nd WRC

2007: 3rd WRC

2006: 3rd WRC

2005: 10th WRC

2004: 7th WRC

2001: 2nd Finnish Rally Championship

2000: 7th Finnish Junior Championship



Co-Driver:
ANDREAS SCHULZ, 03/03/1955, Munich/GER

CAREER HIGHLIGHTS

2017: 6th place Dakar Rally
2nd Hungarian Baja
3rd Baja Aragon

2016: 4th Silk Way Rally
4th Abu Dhabi Desert Challenge
10th Dakar Rally

2015: 8th Rallye du Maroc, Morocco
7th Baja Poland
Sealine Cross Country Rally, Qatar
3rd Abu Dhabi Desert Challenge

2014: Sealine Cross Country Rally, Qatar
5th Abu Dhabi Desert Challenge

2013: 1st FIA World Cup for Cross Country Rallies
1st Baja Portalegre 500
2nd Hungarian Baja
4th Baja Aragon - Spain
2nd Sealine Cross Country Rally Qatar
5th Abu Dhabi Desert Challenge
2nd Italian Baja

2012: 4th Dakar Rally

2012/10: 1st FIA World Cup for Cross Country Rallies

2003/01: 1st Dakar Rally

MINI John Cooper Works Buggy



Driver:
YAZEED AL-RAJHI, 30/09/1981, Riad/KSA

CAREER HIGHLIGHTS

- 2017: 27th place Dakar Rally
- 2016: 2nd Silk Way Rally
6th Italian Baja
2nd Qatar Sealine Cross Country Rally
2nd Abu Dhabi Desert Challenge
3rd FIA World Cup for Cross Country Rallies
- 2015: First participation in Dakar Rally (1 stage victory)
1st Jeddah Rallye (Saudi-Arabic Championship)
1st Hail international Rally (Saudi-Arabic Championship)
- 2014: 3rd FIA World Cup for Cross Country Rallies
1st Cypres Rally (ERC)
1st Pharaons Rally
1st Italian Baja
1st Baja Russia Northern Forest
1st Jeddah Rally (Baja)
- 2012: 5th Gesamtwertung WRC2
5th Gesamtwertung Middle East Rally Championship
1st Rally Schweden (WRC2)
- 2010: 1st Jordan Rally (Middle East Rally Championship)
1st Sharqia Rally (Saudi-Arabic Championship/
Middle East Rally Championship)
1st Hail Rally (Baja) (Saudi-Arabic Championship)



Co-Driver:
TIMO GOTTSCHALK, 28/08/1974, Neuruppin/GER

CAREER HIGHLIGHTS

- 2017: 27th place Dakar Rally
- 2016: 2nd Silk Way Rally
6th Italian Baja
2nd Qatar Sealine Cross Country Rally
2nd Abu Dhabi Desert Challenge
3rd FIA World Cup for Cross Country Rallies
11th Dakar Rally
- 2014: 3rd overall FIA World Cup for Cross Country Rallies
(Co-Pilot of Yazeed Al-Rajhi)
- 2011: 1st Dakar Rally
- 2010: 2nd Dakar Rally
2nd Silk Way Rally
- 2009: 6th Dakar Rally
- 2008: 3rd Central Europe Rally car-category
- 2004: 2nd overall Asia Pacific Rally Championship
- 2002: 6th overall (1st in class) German Rally Championship
- 2001: 4th overall (2nd in class) German Rally Championship

MINI John Cooper Works Buggy



Driver:
BRYCE MENZIES, 21/08/1987, Arizona/USA

CAREER HIGHLIGHTS

- 2015: 2nd Lucas Oil Off-road Racing Series- Pro-4 (R1 &2)
- 2014: SCORE Baja 500 Trophy Truck Champion
- 2013: Pro-2 TORC Champion
BITD MINT 400 Trophy Truck Champion
- 2012: TORC Pro-2 Champion
SCORE Baja 500 Trophy Truck Champion
- 2011: SCORE Champion Rookie of the Year
TORC Pro-2 Champion



Co-Driver:
PETE MORTENSEN, 05/01/1984, Los Angeles/USA

CAREER HIGHLIGHTS

- 2016: 2nd Hungarian Baja
- 2014: 1st Baja 500
- 2013: 1st Mint 400
- 2012: 1st Baja 500
- 2011: Score Trophy Truck Champion
1st Baja 500
1st Laughlin Challenge

MINI John Cooper Works Rally



Driver:
ORLANDO "ORLY" TERRANOVA, 11/10/1979, Mendoza/ARG

CAREER HIGHLIGHTS

2017: 6th place Dakar Rally
2016: 4th Rallye du Maroc, Morocco
5th Baja Aragon
2015: 2nd Baja Aragon, Spain
1st Desafío Ruta 40
6th Abu Dhabi Desert Challenge
2014: 2nd OiLibya Rallye du Maroc
3rd Hungarian Baja, Hungary
2nd Baja Aragon, Spain
5th Dakar Rally
2013: 1st OiLibya Rally of Morocco
2nd Baja Aragon - Spain
2nd Desafío Ruta 40, Argentina
5th Dakar Rally
2012: 1st Desafío Litoral (Dakar Series)
1st Ruta 40, Argentinien
2010: 9th Dakar Rally
2009: 1st Rally OiLibya Tunisia
2007: 2nd production car-category, Patagonia Atacama
2006: 4th Pharaons Rally, Egypt



Co-Driver:
BERNARDO "RONNIE" GRAUE, 12/05/1969, Mendoza/ARG

CAREER HIGHLIGHTS

2017:	9th place Rallye du Maroc 1st place Desafío Ruta 40	2002:	1st place in the Rally of Tunisia 1st place in the Baja España Aragón
2016:	12th place Dakar Rally	1997:	1st place in the Rallies Cross Country Spanish Championship 1st place in the Raids Spanish Championship Gold medal in the ISDE
2015:	2nd place Baja Aragon, Spain 1st place Desafío Ruta 40	1996:	1st participation in the Dakar Rally
2014:	1st place Dakar Rally for Mini X-raid 2nd place OiLibya Rallye du Maroc 3rd place Hungarian Baja, Hungary 22nd place Dakar Rally	1994:	1st place in the Rallies Cross Country Senior European Championship Golden medal in the ISDE
2013:	10th place Dakar Rally		
2012:	6th place Dakar Rally		
2011:	Dakar Rally		
2010:	9th place Dakar Rally (Quad)		
2005:	1st place in the Baja España Aragón		
2004:	1st place in the Clermont-Ferrand-Dakar Rally (motorcycle) 1st place Dakar Rally (motorcycle)		
2003:	1st place in the Rally of Egypt 1st place in the Rally of Sardinia		

MINI John Cooper Works Rally



Driver:
BORIS GARAFULIC, 11/07/1963, Santiago/CHL

CAREER HIGHLIGHTS

- 2017: 3rd Baja Portalegre
- 2016: 9th Rallye du Maroc, Morocco
9th Baja Poland
- 2015: 5th Baja Portalegre, Portugal
- 2014: 6th OiLibya Rallye du Maroc
- 2013: 4th OiLibya Rally of Morocco
- 2012: 4th OiLibya Rally of Morocco
3rd Desafio Litoral (Dakar Series)
- 2011: 3rd OiLibya Rally of Morocco
4th OiLibya Rally of Tunisia



Co-Driver:
FILIFE PALMEIRO, 11/07/1977, Portalegre/PRT

CAREER HIGHLIGHTS

- 2017: 3rd Baja Portalegre
- 2016: 9th Rallye du Maroc, Morocco
9th Baja Poland
- 2015: 5th Baja Portalegre, Portugal
- 2014: 6th OiLibya Rallye du Maroc
5th Italian Baja
4th Baja Russia - Northern Forest
9th Dakar Rally
- 2013: 2nd Baja Portalegre 500
8th Abu Dhabi Desert Challenge
- 2012: 1st Baja Poland
- 2011: 2nd Rallye dos Sertoes
- 2010: 10th Dakar Rally
- 2009: 1st Rally Tunisia
2nd Rally Transiberico
2nd World Cup
- 2005: First participation Dakar Rally

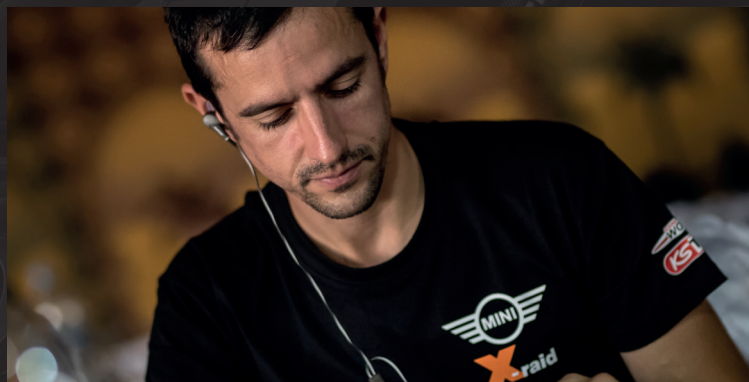
MINI John Cooper Works Rally



Driver:
JOAN "NANI" ROMA, 17/02/1972, Barcelona/SPA

CAREER HIGHLIGHTS

- 2017: 4th place Dakar Rally
3rd Rallye du Maroc
- 2016: 1st place Navarre rally
1st place rally Bellpuig
- 2015: 2nd place Rally Tierras Altas de Lorca
1st place Rally of Navarra
1st place Baja Spain Aragón
1st place Vidreres-Maçanet Rally
- 2014: 1st place Dakar Rally
- 2013: 4th Dakar Rally
- 2012: 2nd Dakar Rally
2nd in the Litoral Challenge Champion of Catalonia Rally
- 2011: 3rd place Rally of Tunisia
- 2010: 3rd place Catalonia Rally Championship
- 2009: 1st place Baja Aragón
- 2008: 2nd place Baja Aragón
- 2007: 2nd place Baja Aragón
- 2006: 1st place Cáceres Rally (Group N)
1st place Ourense Rally (Group N)
- 2005: 1st place Baja España Aragón
- 1996: 1st participation in the Dakar Rally



Co-Driver:
ALEX HARO, 14/03/1980, Barcelona/SPA

CAREER HIGHLIGHTS

- | | |
|---|--|
| <ul style="list-style-type: none"> 2017: 4th place Dakar Rally (Nani Roma)
3rd Rallye du Maroc 2016: 6th place Dakar Rally (Nani Roma) 2015: 1st place Baja Aragón, Spain 2014: World Rally Championship – 2nd in Sweden
with J.Font, 2nd in Mexico with R.Treviño 2013: World Runner-up of the WRC2 (Ricardo Triviño) 2012: 1st place Co-Driver Cup Group N Spanish Gravel
Championship (Co-Driver of A. Llovera)
6th place World Rally Championship (Ricardo Triviño)
4th place Spanish Land Rally Championship
(Albert Llovera)
Champion in the Co-pilots Cup (Group N), Spanish Rally
Earth Championship (Albert Llovera) 2011: 4th place Spanish Rally on Asphalt Championship
(Xevi Pons)
3th place Championship of Spain of Rally on Earth
(Xavi Tanyà) 2010: 1st place FIA S-2000 Rally World Championship 2009: 1st place Rally of Nations Team Spain
3rd in the Spanish Rally on Land Championship
(Xevi Pons) | <ul style="list-style-type: none"> 2007: 1st place Mitsubishi Evo Cup in Spanish Tarmac
Championship (Co-Driver of J. Basols)
4th in the Spanish Rally on Asphalt Championship
(Josep Basols). 2005: 1st place Desafio Peugeot Spanish Tarmac
Championship 2003: 1st place Copa Fiat Punto Catalonia
(Co-Driver of J. Basols) 2002: 1st place Catalanian Tarmac Rally open class
(Co-Driver of J. Basols)
1st place Junior Catalanian Tarmac Rally open
class (Co-Driver of J. Basols) |
|---|--|

MINI John Cooper Works Rally



Driver:
JAKUB "KUBA" PRZYGONSKI, 24/03/1985, Warsaw/POL

CAREER HIGHLIGHTS

- 2017: 7th place Dakar Rally
2nd Baja Poland
3rd Hungarian Baja
1st Italian Baja
2nd Rally Kazakhstan
2nd Qatar Cross Country Rally
- 2016: 5th Rallye du Maroc, Morocco
4th Baja Poland
5th Abu Dhabi Desert Challenge
- 2015: 7th Baja Poland - first rally in the car category
1st King of Europe drifting
- 2014: 6th Dakar Rally
- 2013: Guinness world record for speed in drifting - 217.97 km / h
3rd World Championship for Cross Country Rallies
- 2012: 3rd World Championship for Cross Country Rallies
- 2011: 2nd World Championship for Cross Country Rallies (450 cc)
1st Merzouga Rally
- 2010: 2nd World Championship for Cross Country Rallies (450 cc)
8th Dakar Rally



Co-Driver:
TOM COLSOUL, 20/04/1976, Tinen/BEL

CAREER HIGHLIGHTS

- 2017: 7th place Dakar Rally
2nd Baja Poland
3rd Hungarian Baja
1st Italian Baja
2nd Rally Kazakhstan
2nd Qatar Cross Country Rally
- 2016: 4th Baja Poland
5th Baja Aragon
5th Italian Baja
7th Platz Qatar Sealine Cross Country Rally
5th Abu Dhabi Desert Challenge
- 2015: 9th OiLibya Rally Maroc
3rd Baja Poland
2nd Baja Hungary
7th Dakar Rallye
- 2014: 4th OiLibya Rally Maroc
2nd Dakar Rally (Truck)
- 2013: 1st Baja300 Germany
4th Dakar Rally
- 2012: 1st OiLibya Rally Maroc
1st Dakar Rally
- 2011: 2nd OiLibya Rally Maroc



04/ HERITAGE.



Alec Issigonis created the classic British marque MINI. His ideas and designs for an affordable everyday car were eagerly appreciated by friend and business partner John Cooper. As a car constructor and Motorsport aficionado, John Cooper was first to recognise the soon to be realised MINI also had great potential to be a motorsport weapon.

Through John Cooper and his engineering skills, MINI first tasted racing success in 1959, when Pat Moss (GB) drove a Cooper-prepared MINI 850 to win the Miglia National Rally. From this moment on, the partnership of MINI and John Cooper became synonymous with rally motorsport.

1960 was the advent year of the limited series 1000cc MINI Cooper, a direct result of MINI competing at the 1960 Rally Monte Carlo. The MINI Cooper was also a John Cooper-tuned MINI that featured a new capacity of 997cc and uprated chassis components. Competition results gained with MINI Cooper pushed John Cooper and Issigonis to produce a heavily revised version. The end result was a 1071cc MINI – the revered MINI Cooper S.





John Cooper's efforts in placing MINI Cooper S ahead of international and more powerful competition nearly came good at the 1962 Rally Monte Carlo. It was here the world recognised MINI as a major threat within international rally competition. This was underlined in the 1963 Rally Monte Carlo when a MINI Cooper S finished third overall and first in class. MINI's first Rally Monte Carlo victory came in 1964 with Paddy Hopkirk (IR) the driver. This result was another stage in a remarkable procession of global rally wins for MINI and John Cooper, including Rally Monte Carlo in 1966 and a third official win in 1968.

Yesteryear's MINI Cooper S was a legend in its own right. However, there was another in the making and it arrived in the shape of the MINI ALL4 Racing – derived from the 2012 production car John Cooper Works Countryman.

Supported by MINI motorsport partner X-raid, the MINI ALL4 Racing won the Dakar for four consecutive years (2012–2015) and again topped the Dakar Rally four-wheel drive ranking in 2016. The same level of success came with the FIA Cross Country Rally World Cup 2012–2015 to make the ALL4 Racing an iconic rally raid and long distance endurance competition car.

In 2016, MINI revealed for the 2017 Dakar Rally the MINI John Cooper Works Rally. This debut race and further continuation within the FIA Cross Country Rally World Cup proved invaluable to build upon the success of its predecessor MINI ALL4 Racing. The 2018 Dakar Rally will again be the perfect arena and starting point for the latest generation of MINI sub-brand John Cooper Works rally race cars. Not only the latest MINI John Cooper Works Rally but alongside it will be the all-new MINI John Cooper Works Buggy. Will success breed success once again?

THE BIGGEST RALLY RAID IN THE WORLD



DAKAR 2017

4 million
spectators
on route



501
competitors
at the start



26%
new participants



10TH
edition on
South American
continent

29 countries
3 in Europe
5 in South America
21 in Africa

2nd biggest
motor racing event
in the world 77%*

*Source: Repucom



MEDIA

70 TV
networks
broadcasting in
190 countries



1,460
accredited
journalists
at the rally

DIGITAL



4,200,000
live app visits



441,000
mobile app
downloads
(iOS and Android)



1,717,300
Facebook fans



349,500
Twitter followers



9,007,000
website visits to
Dakar.com



100 tons
of waste collected and recycled
from Dakar bivouacs in 2017



Dakar Rally compensated
100% of its carbon
footprint in 2107





05/ INFORMATION.



PERU

START
LIMA

PISCO

SAN JUAN
DE MARCONA

AREQUIPA

LA PAZ

BOLIVIA

UYUNI

TUPIZA

SALTA

ARGENTINA

BELÉN

CHILECITO

SAN JUAN

FINISH
CÓRDOBA



BIVOUAC: At the end of every stage, this is the camp where all teams and competitors erect their service spots. In addition to the medical centre and the media centre, the bivouac also features a big catering camp, representing the meeting place for all members of the Dakar teams. One bivouac will be of a Marathon-type, where no outside service is authorised; the only authorised service is between competitors still racing.

BRIEFING: During the rally, the organisation will hold a driver briefing on every evening. In this briefing, special incidents of the day will be recounted, and information for the coming stage will be hinted.

CHECKPOINT or PASSAGE CONTROL: At a Checkpoint/Passage Control, competitors must collect a stamp on their time cards to prove that they passed the Checkpoint or Passage Control. Should a competitor miss a Checkpoint or Passage Control (or fail to collect the stamp), he receives a time penalty.

FAST ASSISTANCE: As only competitors are allowed to help one another, in the Dakar, many teams enter a "Fast Assistance". This Fast Assistance is usually a race truck that contests the event in the truck category and provides the competitor extensive support in the case of an accident or a technical problem. The truck has spare parts and tools on board.

FESH FESH: A certain kind of fine-grained Sahara sand, called "Guadal" in Argentina.

GPS: In the Dakar, the GPS is used as control system. In the special stages, the competitors may navigate solely through use of the road book. The GPS only confirms arrival at and passing of the checkpoints or GPS Waypoints.

INTERCOM: Used by the driver and co-driver to communicate road book instructions.

IRITRACK: This satellite-supported system provides position control. With this system, the PC Course can control the position and speed of every competitor. In case of an emergency, the competitors can contact the PC Course using an integrated satellite phone.

LIAISON: The liaison takes the competitors to the start, and from the finish to the bivouac. It must be completed by the drivers in a specified time.

NEUTRALISATION: Time during which the crews are stopped by the Race Direction or Section with allotted time but not timed for classification between two Selective Sections.

PARC FERMÉ: An area in which the vehicles must be parked at certain times during the event. Repairs, refuelling or tyre changes are prohibited there. Cars may only be covered by a transparent protection foil.

PC COURSE: This race control is responsible for sports and safety-relevant aspects and for appeals.

REST DAY: On this day, at rally half-time, no stage is contested, and the competitors and vehicles remain in the bivouac. The teams use this day to perform extensive maintenance work on their cars.

ROAD BOOK: The competitors are provided with the road book when entering the bivouac at the end of a stage. It provides all important navigation information: distances, dangerous passages and special hints for the next stage. The information is displayed using arrows and symbols.

SCRUTINEERING: Racing and service cars are checked to ensure that they meet all technical regulations.

SENTINEL: This acoustic and optical warning system is used to alert competitors that a faster vehicle is approaching from behind, which should make overtaking easier and safer.





SERVICE ROUTE: All service cars – which means all cars apart from the competitors and press cars – will drive from bivouac to bivouac on this route, which is stipulated by the organisation.

SPECIAL STAGE: Competitors must contest this part of the stage as a race against time. Time, from start to the finish of the special stage, is used in evaluating competitors' position in the overall standings.

SPEED ZONE: In a speed zone, competitors must abide by a specified speed limit (30, 50 or 90 kph). These zones were introduced to protect potential spectators and/or specific terrain being driven through.

STAGE: A stage comprises liaisons that take the competitors from the bivouac to the start and/or from the finish to the bivouac and the special stage.

TIME CARD: Start and finish times are recorded on this document. In addition, the co-drivers collect the necessary stamps on this document at the Checkpoints (CPs).

TRIPMASTER: This electronic measuring system is intended to support the co-driver. It measures the total distance and individual stage distances (for instance, between two points in the road book), and can be adjusted by the co-driver.

GPS POINT – Way Point (WPT): A Way Point is a geographical point defined by coordinates of latitude and longitude. There are five types of Way Points: WPV – Visible Way Point, WPM – Hidden Way Point (GPS directs the competitor towards this point only once he has come within an 800 metre-radius of it, validation of passage comes within 200 metres), WPE – Eclipsed Way Point (Starts of Selective Sections will be WPE. To validate their passage at a WPE, competitors must pass within 200 metres of it – if the WPE is a DZ or a FZ the radius of validation is then 90 metres), WPS – Safety way Point (The GPS directs the competitor towards this point only once he has come within a 800mt radius of it. To validate their passage at a WPS, competitors must pass within 90 metres), WPC – Control Way Point. Each Way Point noted on the Road Book is a compulsory passage point.

X-RAID: MINI Motorsport partner based in Trebur, Germany. Winner of the 2012, 2013, 2014 and 2015 Dakar Rally with the MINI ALL4 Racing. Also competing in the FIA World Cup for Cross Country Rallies. World Cup winner 10-times. Team CEO is Sven Quandt.



06/ MEDIA CONTACT.

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