



FIA Vice President tests MINI John Cooper Works WRC.

Banbury, 1 June, 2011. One of the most influential men in motorsport and FIA Vice President for Sport, Mohammed Ben Sulayem (AE), has test driven the new MINI John Cooper Works WRC and declared the new generation of rally cars to be fun to drive.

The 14-time Middle East Rally champion, who has won more international rallies than any other driver in history, experienced the new generation of World Rally Car for the first time yesterday at Prodrive's test track in Warwickshire. The Dubai resident, who turns 50 in November, is also President of the Automobile and Touring Club of the United Arab Emirates and is the official FIA and FIM representative overseeing all motorsport events in the UAE.

Mohammed Ben Sulayem spent 30 minutes familiarising himself with the MINI John Cooper Works WRC, but with his wealth of rallying experience was soon feeling at home driving around the 1.5 km adverse handling circuit.

"It's the first time I have had a chance to drive a new World Rally Car. Now, without the clever diffs and with the smaller lower boosted engines, you have to work the cars much harder, making them much more fun to drive and more spectacular for the fans," said Mohammed Ben Sulayem.

The MINI John Cooper Works WRC made its competitive debut in May at Rally Italy in Sardinia, where Dani Sordo (ES) brought the leading car home in a very respectable sixth place. Sordo and Kris Meeke (GB) will return to the World Rally Championship from 28 to 30 July, at the MINI WRC Team's next outing in Finland. The team is only competing in six WRC events in 2011 in readiness for a full season in 2012.

The MINI John Cooper Works WRC has been developed by Prodrive based on the MINI Countryman. It is equipped with a 1.6-litre, four-cylinder Di turbo engine, which is also available in the MINI production models. The production engine was further developed by BMW Motorsport for the use in various categories according to FIA Super 2000 regulations. The power transmission takes place via an Xtrac 6-speed, sequential gearbox. For its outings on the rally stages, the MINI Countryman chassis has been fitted with a roll cage developed by Prodrive, which exceeds the strict safety requirements of the International Automobile Federation (FIA).

MINI World Rally Car specification:

Engine	Four-cylinder inline turbo engine with direct fuel injection and air restrictor Capacity: 1599 cc Garrett turbo charger with 33mm FIA restrictor - maximum turbo boost pressure of 2.5 bar (absolute) Bore x stroke: 77 x 85,8 mm Max. output: approx. 310bhp Max. torque: approx. 420Nm Max. engine speed: 8,500 rpm (FIA regulations)
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	Dry sump with oil suction
Transmission	Permanent four wheel drive Gearbox: Xtrac 6-speed sequential Clutch: AP Racing sintered twin plate Front axle: Plated limited slip Rear axle: Plated limited slip
Steering	Hydraulic power assisted
Chassis	MINI Countryman bodyshell with Prodrive roll cage exceeding FIA regulations
Suspension	Front: Prodrive Ohlins Macpherson strut, 3 way adjustable damper Rear: Prodrive Ohlins Macpherson strut, 3 way adjustable damper
Wheels	ATS wheels and Michelin tyres (FIA regulations) Gravel: 15" diameter Tarmac: 18" diameter
Brakes	AP Racing Front: four piston 300 mm (Gravel) 355 mm (Tarmac) Rear: four piston 300 mm (Gravel) 355 mm (Tarmac)
Dimensions	Length: 4110 mm Width: 1820 mm Weight: 1200 kg (FIA minimum weight)

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