



MINI JOHN COOPER WORKS RALLY 2019 DAKAR MEDIA GUIDE

CONTENTS.

01/ MINI HERITAGE IN MOTORSPORT

02/ INSIDE MINI JOHN COOPER WORKS RALLY

TECHNICAL DESIGN UPDATE

TECHNICAL SPECIFICATION

03/ THE TEAM

INTERVIEW WITH SVEN QUANDT – CEO X-RAID

INTERVIEW WITH YAZEED AL-RAJHI

INTERVIEW WITH JAKUB “KUBA” PRZYGONSKI

INTERVIEW WITH JOAN “NANI” ROMA

DRIVERS & CO-DRIVERS

04/ INFORMATION

ROUTE OVERVIEW MAP

GLOSSARY OF TERMS

05/ MEDIA CONTACT





01/ MINI HERITAGE IN MOTORSPORT.

1959 MINI 850



Who would have thought that an Alec Issigonis design for a humble, affordable, every-day car would become a legend in the rally world? One man did: John Cooper.

As an automotive engineer with a passion for motorsport, his expertise in racing car design and Morris engines proved invaluable to Issigonis when he designed the Mini automobile. But then Cooper went one step further. He visualised this small, nimble car as a rally contender and, with backing from George Harriman, the head of BMC British Motor Corporation (BMC), Cooper set about preparing a Mini 850 for rally duties.

In 1959, Cooper's efforts were rewarded when Pat Moss drove a Cooper-prepared Mini 850 to first place at the heavily contested Miglia National Rally.

1964 MINI COOPER S



Following Rauno Aaltonen's (FIN) near victory with a Mini Cooper at the 1962 Rally Monte Carlo, he then went on to finish third overall and first in class at the same event in 1963 with a 1071cc Mini Cooper S. For the 1964 Rally Monte Carlo, John Cooper delivered a more powerful and uprated Mini Cooper S. With Paddy Hopkirk at the controls, this Mini missile won the prestigious Rally Monte Carlo.

1965 MINI COOPER S



1965 saw a repeat win for Mini at the Rally Monte Carlo. This time it was Finland's Timo Mäkinen who took the win, after competing in horrendous winter conditions. From 230-plus entrants at the start, only 35 cars crossed the finish line, of which three were Mini Cooper S!

1967 MINI COOPER S



The 1966 Rally Monte Carlo ended with Mini Cooper S in first, second and third places, but the celebrations didn't last; a technical infringement saw all three cars disqualified. However, with Mini "again" winning the Rally Monte Carlo in 1967, this more than made up for the disappointment of the previous year.

2012-2015 MINI ALL4 Racing



In 2012, MINI returned to long distance rally competition and winning ways. MINI Motorsport and motorsport partner X-raid entered the 2012 Dakar Rally – the ultimate cross-country endurance race – with the MINI ALL4 Racing; a rally car based on the 2012 production car John Cooper Works Countryman. At the end of Dakar 2012, eight MINI ALL4 Racing had crossed the finish line, five inside the top ten. The race was won by Stéphane Peterhansel (FRA) / Jean-Paul Cottret (FRA) in a MINI All4 Racing! This Dakar success was repeated in 2013, 2014 and 2015 and with the same success in the FIA Cross-Country Rally World Cup.

2017-2019 MINI JCW Rally



The start of the 2017 Dakar saw a new MINI racing car, MINI John Cooper Works Rally. The potential of the MINI JCW Rally was plain to see when Orlando Terranova (ARG) / Andreas Schulz (GER) finished in sixth place overall. 2018 saw three MINI JCW Rally complete the Dakar and, by the end of the 2018 rally season, Jakub "Kuba" Przygonski secured the FIA Cross-Country Rally World Cup. The story continues...





02/ INSIDE MINI JOHN COOPER WORKS RALLY.



For Dakar 2019, MINI Motorsport partner X-raid has continued development work to the MINI John Cooper Works Rally by using the 2018 cross-country rally season as a test bed.

The tubular steel chassis has not received any major revisions and any minor points that have changed are the result of changes elsewhere such as suspension settings. The chassis consists of a tried and tested layout that has proven to be successful in all arenas of cross-country rally competition; from frozen forest tracks to dry deserts and road rally sections, the chassis delivers perfect handling and exceptional response to driver input. Of course, not every race through the rally season covers similar terrain, so suspension can, if required, be revised to suit conditions and the driver's needs.

The biggest update to the MINI JCW Rally involves the six-cylinder diesel engine that has been the backbone of the MINI rally cars since X-raid first got to grips with building a MINI cross-country rally car in 2011. The end result was the iconic MINI ALL4 Racing: iconic for being ultra-reliable, which helped in part to winning the Dakar four times (2012-2015) in a row and four FIA World Cup championships.

Today's six-cylinder engine is virtually the same as the BMW Group supplied drive unit used for

the 2018 Dakar, but the turbocharger system is all-new. The previous MINI JCW Rally ran with TwinPower Turbo (two turbochargers), but the 2019 Dakar cars have the latest specification BMW turbo system, which consists of a single turbocharger with variable blade technology.

To accommodate the new turbo system, the diesel injection system required revised timing and the exhaust manufacturer, Akrapovič, had to reconfigure the competition exhaust. The intercoolers are of a new layout and now air-cooled instead of liquid-cooled. The air intake system and turbo actuators (electric) are also revised. The MINI JCW Rally now has electrical motors to drive two cooling fans, which replace the time-served viscous belt-driven fan – the new fans are taken directly from the 2018 MINI John Cooper Works Buggy after the system proved reliable in competition use.

Another significant update belongs to the air intake restrictor. For 2019 Dakar the restrictor size has been allowed to be increased by 1mm, from 38mm to 39mm. Coupled with the new turbo system, power output has increased slightly to give a little more top speed. Or as Sven Quandt of X-raid said: "We were behind on power and top speed last year at Dakar but we should be roughly on par with the petrol engine cars this year."



MINI John Cooper Works Rally

Engine

Type: Single turbo, in-line six-cylinder engine by BMW Group, 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): 350 hp @ 3500 rpm / 770 Nm @ 2150 rpm
Restrictor diameter: 39 mm
Topspeed: 190 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) 365 lt
Tyres: BF Goodrich 245/80 R16

Body tech

Chassis: Heggemann, tubular steel
Body shell: Faster, 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.



03/ THE TEAM.



03/ THE TEAM.

Interview with X-raid CEO Sven Quandt

X-raid is a German company that specialises in cross-country rally motorsport but predominantly design, building and support of championship-winning cars. X-raid is also the motorsport partner to MINI Motorsport. This longstanding relationship has already produced four Dakar Rally titles (2012-2015) and five FIA Cross Country World Cup championships. X-raid CEO, Sven Quandt, is a former world-class rally driver and experienced Dakar competitor – and the man behind one of the leading and most successful long distance, endurance rally-raid teams of our time.

MINI rally cars have delivered great success in recent years and this continues with the MINI John Cooper Works Rally. What makes this car such a brilliant performer and a favourite with drivers?

Basically, it is the reliability of the car – you can do whatever you want with it, as long as you don't roll it, and it is not going to break. If it breaks then you can't be in front. So, reliability, reliability, reliability... and top performance parts.

What goes into making such a high performance rally car so reliable?

Changing parts regularly. We have good component design in the first place and then we have a plan for what lasts how long. Every turning part is changed at a certain distance or time of use. For the Dakar, we change certain components below the scheduled distance just to be on the safe side. This is all based on experience and, of course, continual development from the racing season.

The 2019 Dakar route is reported to be 70% sand / desert conditions. Is MINI JCW Rally with its 4x4 drive likely to have an advantage on such terrain?

The MINI JCW Rally has an advantage in tricky terrain such as rally type stages but in the sand it is still a gamble. Normally, the buggy cars are quicker than 4x4 but when you get stuck in a buggy you are in big trouble. With the 4x4 you are not in so much trouble and you can get out of sand easier. As I say, the buggies are quicker, but it takes a very competent driver to get the best from them on all terrain. The 4x4 cars are a little easier to drive and this can make a difference at the Dakar, which is so much more demanding.

In brief, what spares support is involved with just one MINI JCW Rally car at Dakar?

One truck per car is dedicated to spares plus one semi-trailer with body parts. In the main truck there will be 40 complete wheels with tyres, replacement brakes, suspension and other major components. Then we have spare bonnets, wings and so on.

Dakar is the toughest motorsport event; not just on the cars but the crews as well. What is it about Dakar that drives men and women to return and compete year after year?

It is a kind of a drug for sure only that you do not need a prescription for it! It is a challenge for people who like to be competitive. There really isn't anything else like it in motorsport. No matter how much money you have it doesn't always help; it can make competing easier but luck, good luck, is what really helps.

Is it fair to say that any crew that completes Dakar is a winner?

Yes, for sure. Dakar is like an Olympic event. For those people who are starting first time out or competing, second or third time, I always say: guys, don't forget this event is Olympic and if you finish you already achieved something because a lot didn't.

How will X-raid and the MINI crews celebrate if they win Dakar 2019?

I'm a little superstitious so I really do not want to answer this question before the event! We already have four Dakar trophies placed in holes set in a wall at the office. One of the team made a hole ready for the fifth one and this really disturbed me. Luckily, we had another trophy to fill the space. But in all seriousness I do not count my chickens before they hatch!



03/ THE TEAM.

Interview with Yazeed Al-Rajhi

Dakar 2019 is 100% Peru and probably 70% of it will consist of desert. What are the biggest problems you could encounter in desert conditions?

In pure sand you have always the risk of getting stuck – this could result in a massive time loss. But also the navigation in the open desert can be quite tricky. In the Dunes it is important to find the right speed, not taking too much risk, but being fast.

Where do you think the 4x4 drive of MINI John Cooper Works Rally will have an advantage?

Normally, in technical sections the 4x4 is the better car, but this terrain we will not see so often at this Dakar. But also in the soft sand the 4x4 MINI John Cooper Works Rally can have its advantage with the fact not getting stuck so easy.

How do you maintain focus in the desert when every kilometre of sand looks the same?

I always try to divide a stage into sections in my head, this gives me a better feeling and motivation if the stage is starting to get boring.

The first Marathon event will be before the longest stage on the route. That's a long time and distance away from any support. Will this make a difference to how you would normally drive?

During Marathon stages, we always try to drive in a way that is a little more gentle for the car, but we know our MINI JCW Rally is very strong and the desert sand terrain is not so stressful for the mechanical parts.





What do you most look forward to when competing in Dakar?

I like the challenge of fighting against the best drivers in the world and sometimes also against myself. To stay focused and motivated over such a long distance is not always easy.

You compete at Dakar, the Silk Way Rally and some rounds of the FIA World Cup. Do you contest other motorsport competitions?

I am also competing in some selected WRC events.

Has racing always been your chosen profession, or do you have a second profession/business?

Business is also very important for me – racing is giving me the right balance to share my time and interests.

What exercise do you do to keep fit?

I am doing some cardio fitness on bicycle and cross-trainer.

When you are not racing, what do you do to relax?

Spending time with friends and family; this is for me very important – whenever I have time I will go with them for dinner or holidays.



03/ THE TEAM.

Interview with Jakub "Kuba" Przygonski

Congratulations on winning the 2018 FIA World Cup. How do you feel going to Dakar?

Thank you. We had a perfect season, my co-driver Tom Colsoul and I. We were racing on every kind of terrain, from snow to sand, through to grass and tracks before finishing in the Moroccan Desert. We feel really prepared for Dakar 2019; strong and ready to fight.

Dakar is a serious challenge for man and machine. What makes you keep going back?

It is a challenge for everyone and everything: drivers, mechanics, the whole team and also for our car. I am racing now for 21 years and that's why I am prepared to never give up.

What makes the MINI JCW Rally such a brilliant cross-country rally car?

During the 2018 season we drove 12,000 km of special stage and we didn't have any mechanical problems. The goal in cross-country rally is to have a fast and reliable car – only then can you win.

Has your co-driver, Tom Colsoul, had any influence on you or your driving?

We work well together so it helps us to drive fast. It also helps our team in making decisions based on what we say. Of course, Tom helps me with the speed but also help him sometimes with navigation.

Would you ever consider being a co-driver?

Maybe in the future I would like to try how...it could be a nice experience.

Did you have a hero rally driver or rider before you started racing?

I have come from the motorcycle category and, during this period of two-wheels, my mentor was Marc Coma.

Has competing on two-wheels helped you become the driver you are today?

Two-wheels helps a lot with everything that you come across at Dakar and cross-country rally in general, but for sure racing at Dakar with a bike is much heavier going for the rider.

You once held the Guinness World Record for the fastest drift at 217.973 km/h.

The new record is 304.97 km/h. Any plans to retake the record?

I also attended drift competitions this year and I am the Polish Drift Champion. Record attempts are always a way to relax, but now you need to be going really fast! To try and take it I need to go 400 km/h and drift!

If you were not a cross-country rally driver, what would you be doing?

For sure a different kind of sport but I don't know what.



03/ THE TEAM.

Interview with Joan "Nani" Roma

You first won a Dakar in 2004 on a motorcycle and in 2014 with MINI. What was it that made you switch from two to four-wheels?

I loved motorsport when I was young – I really liked the cars more than the bikes. In the area I grew up there were a lot of rally competitions and I used to hang out around the teams when they were practising and racing. That’s when I decided I wanted to be a rally car driver. At 17, I was into football but really wanted to compete at rally. At that time my situation was I could not afford a car but I could afford a motorcycle and so that’s how I started rally. Cars came later but the motorcycle experience really helped my driving.

Are motorcycles still part of your life?

Yes, I still ride and do motocross. I am more involved, though, with my 10 year-old son who rides motocross. Yes, yes... I am “motocross dad!” But you know this is nice because life now involves motorcycles and my family. We have a lot of good times together.

What makes the MINI John Cooper Works Rally a good cross-country rally vehicle?

It is such a nice car to drive. The team has worked with the design for years and this means we have a strong car with a nice engine. For cross-country rally you have to have a car like this because it will not break, which is what we need for our job. We are fortunate to have reliability with performance and a team that always wants to be the best.

What does it mean to you to be part of the MINI team?

Many things. It is a pleasure to be part of the MINI history. The MINI has a great history of racing wins in the 60s and 70s and now today. At MINI, the name is more than just a brand. MINI is a historical product and loved by many for what it was then and still is today – a great car that can do everything involved with four-wheel motorsport.

Which other MINI JCW Rally drivers do you see as your biggest threat at Dakar?

The most competitive person and the biggest threat I would say is me! Yeah, this is true. Let’s say when you are focussing on the route and you make a mistake, you will find that cursing yourself is quite important to help you make yourself a better driver. This year

we have a very strong team and fast drivers. All the time I am thinking of this. The more hard core the drivers around you the bigger the pressure it is. This makes you even more competitive.

Keeping fit is part of the job, but how do you train the mind for Dakar?

This year I have had good results with wins in the FIA World Cup and this is always good for placing more confidence; confidence in your driving, confidence in your co-driver and, of course, the way you approach Dakar. I feel good.

It has been said that competing at Dakar changes a person. Is this true?

Yeah sure. For many years Dakar has been part of my life – I have raced 24 Dakar’s, more than half my life – but it was Dakar in Africa that changed me. The people of that continent lead a different way of life. But it was Dakar in 1996, my fifth Dakar there, which really choked me. You know you have much to value in your life but in Africa this isn’t the case. Only when you see this for yourself do you realise how lucky you are. It’s not just Africa that can change your perspective of life. We see many countries when racing and the lifestyle of the many people living in these countries is the same as Africa. The result is the same; you change by valuing more what you have in life.

How would you describe Dakar?

It is a huge adventure for me – always has been and always will be – but there is much more competition involved today. The best way to describe it is this: a long motorsport competition across some of the most beautiful but toughest terrain you can find. It is very hard for the cars and very physical to the competitors. It’s an endurance race; not just for the vehicles but also the soul, mind and body of every competitor.

If your co-driver Alex Haro could change one thing about you, what would it be?

[Ha-ha-ha...] Maybe we should ask him?

ORLEN X-raid Team

VEHICLE: MINI John Cooper Works Rally

DRIVER: Jakub "Kuba" Przygonski, 24/03/1985, Warsaw/POL



CAREER HIGHLIGHTS

2018: 5th Dakar Rally
1st FIA Cross Country
Rally World Cup

2017: 7th Dakar Rally
2nd FIA Cross Country
Rally World Cup

2016: 15th Dakar Rally
5th Rallye du Maroc
4th Baja Poland
5th Abu Dhabi Desert
Challenge

2015: 18th Dakar Rally (motorcycle)
7th Baja Poland
1st King of Europe Drifting

2014: 6th Dakar Rally (motorcycle)

2013: 11th Dakar Rally (motorcycle)
Guinness World Record –
drifting top speed
(217.97 kmh)

2012: 3rd FIM World Championship
for Cross Country Rallies
(motorcycle 450cc)

2011: 2nd FIM World
Championship for Cross
Country Rallies
(motorcycle 450cc)

2010: 8th Dakar Rally (motorcycle)
2nd FIM World Championship
for Cross Country Rallies
(motorcycle 450cc)
Polish Drift Champion

2009: 11th Dakar Rally
(motorcycle – best rookie)
2nd FIM World Championship
for Cross Country Rallies
(motorcycle 450cc)

2008: 2nd FIM World
Championship for Cross
Country Rallies
(motorcycle 450cc)

CO-DRIVER: Tom Colsoul, 20/04/1976, Tienen/BEL



CAREER HIGHLIGHTS

2018: 5th Dakar Rally
1st FIA Cross Country
Rally World Cup

2017: 7th Dakar Rally
2nd FIA Cross Country
Rally World Cup

2016: 4th Baja Poland
5th Baja Aragon
5th Italian Baja
7th Qatar Sealine Cross
Country Rally
5th Abu Dhabi Desert
Challenge
5th Rallye du Maroc

2015: 7th Dakar Rally
9th OiLibya Rally Maroc
3rd Baja Poland
2nd Hungarian Baja

2014: 2nd Dakar Rally (truck)

2013: 4th Dakar Rally (truck)
1st Baja 300 Germany (truck)
2012: 1st Dakar Rally (truck)
1st OiLibya Rally Maroc
(truck)

2011: 2nd OiLibya Rally Maroc
(truck)

2009: 3rd Dakar Rally (truck)
2nd Silk Way Rally (truck)

2005: 5th Dakar Rally (truck)

2004: 3rd Dakar Rally (truck)

X-raid MINI JCW Rally Team
VEHICLE: MINI John Cooper Works Rally

DRIVER: Orlando "Orly" Terranova, 11/10/1979, Mendoza/ARG



CAREER HIGHLIGHTS

- | | |
|--|---|
| 2018: 20th Dakar Rally
1st Desafío Inca | 2013: 5th Dakar Rally
1st OiLibya Rally of Morocco
2nd Baja Aragon
2nd Desafío Ruta 40 |
| 2017: 6th Dakar Rally
9th OiLibya Rally du Maroc
1st Desafío Ruta – Norte
2nd Baja Aragon | 2012: 1st Desafío Litoral (Dakar Series)
1st Ruta 40, Argentina |
| 2016: 12th Dakar Rally
4th Rallye du Maroc
5th Baja Aragon | 2010: 9th Dakar Rally |
| 2015: 18th Dakar Rally
2nd Baja Aragon
1st Desafío Ruta 40
6th Abu Dhabi Desert Challenge | 2009: 1st Rally OiLibya Tunisia |
| 2014: 5th Dakar Rally
2nd OiLibya Rallye du Maroc
3rd Hungarian Baja
2nd Baja Aragon | 2007: 2nd Patagonia Atacama (production car-category) |
| | 2006: 4th Pharaons Rally |
| | 2003: 2nd International Six Days of Enduro (motorcycle) |
| | 2001: 2nd International Six Days of Enduro (motorcycle)
3rd Enduro Championship Mendoza (motorcycle) |
| | 1999: 1st Enduro Championship Mendoza (motorcycle) |

CO-DRIVER: Bernardo "Ronnie" Graue, 12/05/1969, Mendoza/ARG



CAREER HIGHLIGHTS

- | | |
|--|---|
| 2018: 20th Dakar Rally
1st Desafío Inca | 2013: 10th Dakar Rally |
| 2017: 9th Rallye du Maroc
1st Desafío Ruta 40 | 2012: 6th Dakar Rally |
| 2016: 12th Dakar Rally | 2010: 9th Dakar Rally (Quad) |
| 2015: 18th Dakar Rally
2nd Baja Aragon
1st Desafío Ruta 40
6th Abu Dhabi Desert Challenge | 2005: 1st Baja España Aragón |
| 2014: 22nd Dakar Rally
2nd OiLibya Rallye du Maroc
3rd Hungarian Baja | 2004: 1st Clermont-Ferrand-Dakar Rally |
| | 2003: 1st Rally of Egypt
1st Rally of Sardinia |

X-raid MINI JCW Rally Team

VEHICLE: MINI John Cooper Works Rally

DRIVER: Joan "Nani" Roma, 17/02/1972, Folgueroles/ESP



CAREER HIGHLIGHTS

2018: 1st Baja Portalegre 500
1st Turkmen Desert Race
1st Hungarian Baja
19th Silk Way Rally (Russia edition)

2017: 4th Dakar Rally
3rd Rallye du Maroc

2016: 6th Dakar Rally
1st Navarre Rally
1st Rally Bellpuig

2015: 2nd Rally Tierras Altas de Lorca
1st Rally of Navarra
1st Baja Spain Aragón
1st Vidreres-Maçanet Rally

2014: 1st Dakar Rally

2013: 4th Dakar Rally

2012: 2nd Dakar Rally
2nd Litoral Challenge
Champion of Catalonia Rally

2011: 3rd Rally of Tunisia

2010: 3rd Catalonia Rally Championship

2009: 10th Dakar Rally
1st Baja Aragón

2008: 2nd Baja Aragón

2007: 13th Dakar Rally
2nd Baja Aragón

2006: 3rd Dakar Rally
1st Cáceres Rally (Group N)
1st Ourense Rally (Group N)

2005: 6th Dakar Rally
1st Baja Espana Aragón

2004: 1st Dakar Rally (motorcycle)

2001: 2nd Baja Aragón

2000: 17th Dakar Rally (motorcycle)

CO-DRIVER: Alex Haro, 14/03/1980, Barcelona/ESP



CAREER HIGHLIGHTS

2018: 1st Baja Portalegre 500
1st Turkmen Desert Race
1st Hungarian Baja
19th Silk Way Rally (Russia edition)

2017: 4th Dakar Rally
3rd Rallye du Maroc

2016: 6th Dakar Rally

2015: 41st Dakar Rally
1st Baja Aragon, Spain

2013: 2nd WRC2

2012: 1st Co-Driver Cup Group N
Spanish Gravel Championship
6th World Rally Championship
4th Spanish Land Rally Championship

2011: 4th Spanish Rally on Asphalt Championship

2010: 1st FIA S-2000 Rally World Championship

2009: 1st Rally of Nations Team Spain
3rd Spanish Rally on Land Championship



X-raid MINI JCW Rally Team

VEHICLE: MINI John Cooper Works Rally

DRIVER: Yazeed Al-Rajhi, 30/09/1981, Riad/KSA



CAREER HIGHLIGHTS

2018: 1st Silk Way Rally
(Russia edition)
1st Rally Kazakhstan

2017: 27th Dakar Rally
10th Silk Way Rally
11th Rally Kazakhstan

2016: 2nd Silk Way Rally
6th Italian Baja
2nd Qatar Sealine Cross
Country Rally
2nd Abu Dhabi Desert
Challenge
3rd FIA Cross Country
Rally World Cup

2015: Dakar Rally (first
participation)
1st Jeddah Rallye
(Saudi-Arabic Championship)
1st Hail International Rally
(Saudi-Arabic Championship)

2014: 3rd FIA Cross Country
Rally World Cup
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

2018: 1st Silk Way Rally
(Russia edition)
1st Rally Kazakhstan

2017: 27th Dakar Rally
11th Kazakhstan Rally

2016: 11th Dakar Rally
2nd Silk Way Rally
6th Italian Baja
2nd Qatar Sealine Cross
Country Rally
2nd Abu Dhabi Desert
Challenge
3rd FIA Cross Country
Rally World Cup

2014: 3rd FIA Cross Country
Rally World Cup

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 Asia Pacific Rally
Championship

2002: 6th German Rally
Championship (1st in class)

2001: 4th German Rally
Championship (2nd in class)

X-raid MINI JCW Rally Team

VEHICLE: MINI John Cooper Works Rally

DRIVER: Boris Garafulic, 11/07/1963, Santiago/CHL



CAREER HIGHLIGHTS

2018: 13th Dakar Rally

2017: 3rd Baja Portalegre 500
11th Rallye du Maroc

2016: 23rd Dakar Rally
9th Rallye du Maroc
9th Baja Poland

2015: 12th Dakar Rally
5th Baja Portalegre 500

2014: 11th Dakar Rally
6th Rallye du Maroc

2013: 12th Dakar Rally
4th OiLibya Rally of Morocco

2012: 11th Dakar Rally
4th OiLibya Rally of Morocco
3rd Desafío Litoral
(Dakar Series)

2011: 3rd OiLibya Rally of Morocco
4th OiLibya Rally of Tunisia

CO-DRIVER: Filipe Palmeiro, 11/07/1977, Portalegre/POR



CAREER HIGHLIGHTS

2018: 13th Dakar Rally
1st Desafío Inca

2017: 9th Rallye du Maroc
1st Desafío Ruta 40
6th Hungarian Baja

2016: 23rd Dakar Rally
9th Rallye du Maroc
9th Baja Poland

2015: 12th Dakar Rally
5th Baja Portalegre 500

2014: 9th Dakar Rally
6th Rallye du Maroc
5th Italian Baja
5th Baja Russia –
Northern Forest

2013: 2nd Baja Portalegre 500
8th Abu Dhabi Desert
Challenge

2012: 1st Baja Poland
25th OiLibya Rally of Morocco

2011: 2nd Rally dos Sertões

2010: 10th Dakar Rally

2009: 17th Dakar Rally
2nd FIA Cross Country
Rally World Cup
1st Rally Tunisia
2nd Rally Transiberico

2008: 7th Baja Aragon



04/ INFORMATION.

Dakar 2019 Key facts & figures

534

Combined total of competing drivers, co-drivers and motorcyclists

334

Vehicles that will line up for the start of Dakar 2019

167

Motorcycles and quads

126

Cars, including SxS category

61

Nationalities make up the competing teams

41

Racing trucks

17

Women participating, including two all-women teams

16

The age of the youngest ever competitor (racing truck technician) in the history of Dakar



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 to drive from bivouac to bivouac on this route, which is stipulated by the organisation. Press cars may also use this route. Competitors are not allowed to use the service route.

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 11-times. Team CEO is Sven Quandt.





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