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## **MINI 2015 Dakar Rally Press Kit.**

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## **01 – Introduction: Senior Vice President MINI Jochen Goller.**

From 04 to 17 January 2015 it is time for the dust, dunes and deserts once again as the 37<sup>th</sup> edition of the world-famous Dakar Rally will be held in Argentina, Chile and Bolivia. MINI and the MINI ALL4 Racing, winners of the world's most adventurous long-distance rally from 2012 to 2014, enter the competition as the reigning champions. Joan "Nani" Roma (ES) and his co-driver Michel Périn (FR) claimed the 2014 Dakar victory behind the wheel of the MINI ALL4 Racing. For 2015, the Spanish-French duo is keenly focused on achieving one goal: to remain Dakar Rally champions.

"The Dakar Rally is the ultimate challenge for all drivers and teams, making it one of the most enthralling events in the world of motorsport. MINI has taken on this unique challenge with great success in recent years and has played a major role in the history of the rally," said Jochen Goller, Senior Vice President MINI. "With its international exposure and its extremely demanding characteristics, the Dakar Rally is perfectly suited to the MINI brand. All of the drivers and co-drivers that will embark on the 9,000-kilometre trek through the heart of South America love doing things a little bit differently. In this sense, they share an exciting parallel with our MINI customers on the roads. The Dakar Rally gives the MINI brand a unique opportunity to connect with its fans, Dakar enthusiasts and people who look beyond statistics and results to enjoy sports in such fascinating and exotic places as South America. These strategic reasons, combined with our success at the Dakar over the past three years and our constant desire to improve, are what made us reach the key decision to extend our Dakar engagement far beyond the 2015 Dakar Rally into 2016 and 2017."

Goller went on to say: "You cannot afford to rest on your laurels if you want to be successful on this marathon venture. You have to work as one strong unit with a professional team. In our long-term strategic partnership with X-raid, the MINI brand has already proved that we are more than up to the challenging tasks at hand. The MINI



ALL4 Racing has claimed successive Dakar Rally victories in the past three events from 2012 to 2014. For the 2015 edition of the Dakar Rally we are well-prepared once again. Our goal is to achieve a great team result just like we did in 2014. The prerequisites for another promising Dakar start could hardly be better. We have a proven winner in the MINI ALL4 Racing, which has been further refined to meet the requirements of the Dakar Rally perfectly over the course of the season, with the MINI ALL4 Racing driving to its third consecutive win in the 2014 FIA World Cup for Cross-Country Rallies under some of the toughest racing conditions possible. In this development progress, technology has been transferred extensively to further optimise the MINI ALL4 Racing. The result is the 2015 MINI ALL4 Racing, which we will see at the upcoming Dakar. We also have an international team of ten very experienced driver pairings from twelve different countries, led by the reigning Dakar winner Joan “Nani” Roma. While the 2015 Dakar Rally is widely regarded as the toughest Dakar since the rally moved from Africa to South America, it will also be an unbelievably fascinating experience for everybody involved – teams and fans alike. The Dakar Rally is an adventure of a lifetime. X-raid is ready to continue its run of success. However, it goes without saying that success cannot be taken for granted. There is a long way to go between now and the finish in Buenos Aires on 17 January. However, I am confident that MINI will once again thrill motorsport fans from all over the world en route.”

## **02 – 2015 Dakar Rally: The Ultimate Adventure.**

An extensive loop of 9,111 kilometres across the South American continent through Chile and Bolivia back to Argentina is just one of the figures of the 2015 Dakar Rally. But there is much more to the upcoming Dakar. From the merciless gravel sections to the breathtaking heights of the Andes, from the sweltering heat of the Atacama Desert to the tricky soft dunes, the competitors are often make their way into the unknown, facing unforeseeable obstacles. This is what makes the Dakar Rally the ultimate motorsport challenge. This is what makes the Dakar Rally so appealing to international spectators and fans. The Dakar Rally is an adventure – fascinating for competitors and spectators alike.

Drivers and teams start the competition days way before sunrise, and finish them long after dusk. In between lie competitive stages covering more than 4,500 kilometres in total – some of them up to 518 kilometres in length. An additional 4,500+ kilometres are covered transporting hundreds of tons of equipment from the finish line of one stage to the start of the next. Rest is unknown; sleep is precious and a rare commodity. Although the drivers and co-drivers meticulously prepare for and study the routes, they will once again have to overcome many unforeseen challenges during the Dakar. They will encounter all sorts of new and reintroduced stages on which they will need to demonstrate all their driving skills in order to ultimately win. Additionally, on selected stages in 2015 the driver teams cannot rely on the support of their teams. On these marathon stages they have to master the upcoming challenges all by themselves.

The Dakar Rally is a compelling story of challenge, competition, effort, emotion and adventure. All of these are core values of the



MINI brand. Great adventures and successfully mastering challenges are ingrained in the DNA of the MINI brand. Without a doubt, the 2015 Dakar will be the biggest test of these core values. This is why MINI and X-raid will come well-prepared. The winning car of the past three Dakar editions, the MINI ALL4 Racing, has been further refined to meet the demanding tasks of the upcoming Dakar once again. Performance, strength and reliability have been the trademarks of the MINI ALL4 Racing, which has been the key to making three consecutive Dakar victories possible; and a team of passionate engineers has put in countless hours of work to make sure that the 2015 MINI ALL4 Racing will excel once again.

Pair this with an experienced driver line-up that includes two-time Dakar winner Joan “Nani” Roma, the winner of the 2013 and 2014 FIA World Cups for Cross-Country Rallies in Krzysztof Holowczyc (PL) and Vladimir Vasilyev (RU), and Nasser Al-Attiyah (QT), winner of the 2011 Dakar Rally, and there are many reasons for fans of the MINI brand, the Dakar Rally and X-raid to look forward to another fascinating adventure when the next Dakar Rally gets underway on 04 January 2015.

## **03 – MINI in Rallying: The Road to the Top.**

From three compelling victories in the prestigious Rally Monte Carlo in the 1960s to three consecutive victories in the demanding FIA World Cup for Cross Country Rallies and the ultimate motorsport adventure, the Dakar Rally, from 2012 to 2014: success has been ingrained in the genes of the MINI brand ever since British engineer Alec Issigonis invented the original Austin Mini in the 1950s.

It was Issigonis' business partner and friend John Cooper (GB) who saw the potential for the Mini to be not only a great car for everyday use, but also a highly promising sports car. Cooper, a passionate sports car constructor, developed the Austin Mini to excel in international motorsport competition. In 1963, the Mini Cooper S first caused a stir in the Monte Carlo Rally when Rauno Aaltonen (FI) scored a category win and also finished third overall. A year later, Paddy Hopkirk (GB) drove the Mini Cooper S to overall victory in the 1964 Monte Carlo Rally, this time equipped with a more powerful engine.

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In 1965, it was Finland's Timo Mäkinen's turn to prove that Hopkirk's "Monte" victory in the Mini Cooper S was no one-off. When Rauno Aaltonen secured another "Monte" victory in 1967, the three Mini drivers had firmly established themselves as big names in international motorsport and went down in history as the "Three Musketeers" of rallying. Ever since then, the MINI brand has been inextricably linked with motorsport success and the name John Cooper is intertwined with MINI's legendary sporting feats. Since the roaring 1960s, the MINI has celebrated countless successes in motorsport events around the globe and enjoyed a widely-acclaimed comeback at the peak of international rallying in 2011, when it returned to the FIA World Rally Championship. Based on the



MINI John Cooper Works Countryman production car, the MINI John Cooper Works WRC proved that it was made for rallying by being competitive right from the start. 2011 was also the year when Germany-based X-raid entered the prestigious Dakar Rally with the MINI ALL4 Racing, based on the MINI John Cooper Works Countryman.

The MINI ALL4 Racing instantly made a splash during its roll-out and shakedown in December 2010. Fans were excited to see a MINI compete in the 2011 Dakar Rally and the goal for the MINI ALL4 Racing was obvious right from the start: to win the Dakar Rally – something that Dakar and MINI fans did not have to wait long for. In 2012, the MINI ALL4 Racing got its maiden Dakar victory with Stéphane Peterhansel (FR) at the wheel.

While the Frenchman got another Dakar victory in the MINI ALL4 Racing in 2013, it was the 2014 Dakar that saw the largest MINI line-up in Dakar history, with no fewer than eleven MINI ALL4 Racing on the entry list – and a compelling result. Not only did Joan “Nani” Roma drive the MINI to victory, completing the Dakar hat-trick for the MINI brand, but overall it was also a MINI 1-2-3 in the 2014 Dakar Rally, with a total of seven MINI ALL4 Racing finishing in the top 10. With three consecutive title wins in the FIA World Cup for Cross-Country Rallies from 2012 to 2014 on top of that, the MINI ALL4 Racing clearly established itself as today’s ultimate powerhouse in international long-distance rallying.

## **04 – MINI ALL4 Racing: The Epitome of Success.**

With victories at the 2012, 2013 and 2014 editions of the Dakar Rally, the history of the MINI ALL4 Racing is a unique success story. Ever since its roll-out in 2010, the MINI ALL4 Racing has been the epitome of pure power, absolute reliability, technical precision and – last but not least – success. With three consecutive Dakar victories and the same number of overall wins in the FIA World Cup for Cross-Country Rallies to its name, the MINI ALL4 Racing is certainly the car to beat in the 2015 Dakar Rally.

To reach this level of international success, the MINI ALL4 Racing has been optimised in order to meet the specific demands of international long-distance rallying and to ensure the highest level of performance. While the performance of the MINI ALL4 Racing in the FIA World Cup for Cross-Country Rallies has been nothing but a constant success, each round of the World Cup has also been a testing ground for the development of the car in between the Dakar Rallies. Thousands of competitive kilometres have been used to gather valuable insights into the performance of the MINI ALL4 Racing in different racing environments. From the soft sandy dunes of the Abu Dhabi Desert Challenge or the Sealine Cross-Country Rally in Qatar to the rough terrains of the Baja races in Hungary, Poland or Portugal, the FIA World Cup for Cross-Country Rallies even had the MINI ALL4 Racing perform on ice and snow in Russia. During the rallies technicians and engineers are able to collect data from a car that is performing in highly demanding conditions such as heat, sand, rough roads, altitude etc. This is a great opportunity to test technical features and elements. The technology transfer is possible thanks to close cooperation between X-raid and MINI.





Overall the chassis of the MINI ALL4 Racing is about nine per cent larger than the production version of the MINI John Cooper Works Countryman. While the majority of the body is made of carbon fibre, one prominent feature of the MINI ALL4 Racing's interior is the roll cage consisting of integrated steel pipes that meet aircraft industry standards (as do all steel parts used). Parts of the roll cage are bonded to the monocoque. With the roll cage as its core component, the MINI ALL4 Racing meets the highest safety standards in international long-distance rallying.

The MINI ALL4 Racing is equipped with a Sadev six-speed, sequential gearbox with six forward gears and one reverse gear. The gearbox has also been further improved with regard to weight and reliability in racing conditions. The gears are shifted using the AP Racing clutch. Once the car is in motion, it is possible to change gears without using the clutch. As in the production car, the gear lever is located between the driver and the co-driver. The gears are not arranged in the conventional H pattern, however. The gear lever is simply moved backwards to move up a gear and forwards to move down a gear. The clutch is a multi-plate, sintered metal clutch, in order to be able to transmit the large amount of torque from the engine. The MINI ALL4 Racing is also equipped with lockable oil-cooled Xtrac front, middle and rear axle differentials.

The diesel engine that powers the MINI ALL4 Racing was designed by BMW Motoren GmbH in Steyr, Austria, to be used in endurance races with the toughest conditions. The TwinPower turbo engine with a capacity of 2993 cubic centimetres generates over 320hp at 3250 revs per minute. This allows the MINI ALL4 Racing to hit a top speed of 178 km/h. The diameter of the air restrictor is 38 mm. The engine is also equipped with a dry sump lubrication in order to limit the overall height and guarantee optimal lubrication in extreme

conditions. The wiring was reduced to the bare minimum in order to further reduce the weight of the car.

The MINI ALL4 Racing is also equipped with Michelin All-Terrain tyres in size 245/80R 16. In addition to the four tyres mounted on the vehicle, up to three spare tyres are also on board – two in the bottom and one in the rear. The inner-vented, steel disc brakes (320 millimetres by 32 millimetres) are air-cooled on the front axle and water and air-cooled on the rear axle (six pistons each). The shock absorbers (four on each axle) are fully adjustable. An adjustable roll valve can be used to change the car's roll. The damper oil is cooled via an external reservoir, which allows a more continuous dampening and a longer damper life cycle.

In the cockpit, the driver and co-driver sit in specially formed Recaro Motorsport seats and are secured by six-point harnesses. The HANS (Head and Neck Support) safety system is also used. The dashboard in the cockpit is made of carbon fibre and consists of three parts: a driver dashboard, a centre dashboard, and a co-driver dashboard. The information displayed there is reduced to the bare minimum. The driver sees a gear display and a switch symbol, indicating that he needs to change gear. Central information, such as speed, oil pressure, temperatures and electronics information are displayed centrally, making this visible to both the driver and co-driver. This element can be removed and replaced within three minutes, thus optimizing servicing times should it stop working for any reason. The co-driver dashboard contains the navigational elements.

The airflow on the MINI ALL4 Racing is just as important at the Dakar as it is in any other forms of motorsport. Therefore, aerodynamics is something constantly being worked on in order to fully optimise it. The ventilation in the MINI ALL4 Racing is via the roof. This can be



seen from above in the form of three holes in the rear area of the roof. A rounded spoiler is located behind these, which guides warm air from the rear area of the car over the roof, producing extra downforce. Because the MINI John Cooper Works Countryman, on which the MINI ALL4 Racing is based, already has a wing on the trailing edge of the roof, it was not necessary to reintegrate a rear wing for the MINI ALL4 Racing, instead the airflow simply needed to be modified to suit the demands of the Dakar Rally.

## **05 – MINI ALL4 Racing: Technical Specifications.**

<b>Engine</b>	TwinPower turbo diesel
<b>Output</b>	320 bhp / 3250 rpm
<b>Torque</b>	approx. 800 Nm / 2100 rpm
<b>Capacity</b>	2993 ccm
<b>Air restrictor</b>	38 mm diameter
<b>Top speed</b>	approx. 178 km/h
<b>Transmission</b>	six-speed sequential gearbox (Sadev)
<b>Clutch</b>	AP Racing clutch
<b>Differential</b>	Xtrac
<b>Brakes</b>	AP disc brakes (320 x 32 mm), air-cooled at front, air/water-cooled at rear
<b>Length/ width/ height</b>	4333/1998/1966 mm
<b>Wheel base</b>	2900 mm
<b>Track</b>	1736 mm
<b>Kerb weight</b>	1952.5 kg
<b>Tank capacity</b>	approx. 385 litres
<b>Chassis frame</b>	CP Autosport
<b>Tyres</b>	Michelin All-Terrain (size: 245/80R 16)

## **06 – 2015 Dakar MINI Drivers and Co-Drivers.**

### **#300 MINI ALL4 Racing – Monster Energy Rally Raid Team.**

#### **Joan “Nani” Roma.**

Joan “Nani” Roma, who was born in Folgueroles, Spain, on 17 February 1972, is a veritable rallying all-rounder. He claimed his maiden Dakar Rally victory on a motorbike in 2004. Ten years later he won the prestigious Dakar Rally again – this time on four wheels in the MINI ALL4 Racing. This makes the Spaniard only the third entrant to have ever achieved this in the history of the Dakar.

As the defending Dakar champion, Roma will once again have the experienced Michel Périn at his side, who is a four-time Dakar winner himself. “In my opinion, Michel is currently the best co-driver in the field,” is what Roma had to say about Périn. Even away from the Dakar, Nani Roma and the MINI form an inseparable duo. In his spare time, Roma competes in national rally events in Spain in a customised MINI John Cooper Works Countryman. Roma also has ambitious goals aside from his rallying career; supporting and initiating various international sports projects through his own foundation, the Fundación Nani Roma.

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#### **Career highlights:**

- 1st place in the 2004 (motorbike) and 2014 (MINI ALL4 Racing) editions of the Dakar Rally
- 2nd place in the 2012 Dakar Rally (MINI ALL4 Racing)
- 1st place in the 2013 and 2014 editions of Baja Aragon (MINI ALL4 Racing)
- 1st place in the 2013 and 2014 editions of Desafío Ruta (MINI ALL4 Racing)

- 1st place in the 2014 Abu Dhabi Desert Challenge (MINI ALL4 Racing)

**Co-driver:** Michel Périn (FR).

## **#305 MINI ALL4 Racing – Monster Energy Rally Raid Team.**

### **Orlando Terranova.**

Orlando Terranova, who was born in Mendoza, Argentina, on 10 November 1979, has many years of experience in off-road sport on both two and four wheels. In his early years, he won numerous national motorbike titles in his home country of Argentina, including three consecutive wins in the Enduro Championship of Mendoza on an enduro bike. He followed this with a win on the international stage at the 2003 Rally of Desert in Chile.

In the years that followed, Terranova entered an increasing number of rallies in cars, and has focused exclusively on rallying on four wheels since 2009. He entered the Dakar with X-raid and in the MINI ALL4 Racing for the first time in 2014, when he won a special stage and finished in fifth place.

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### **Career highlights:**

- 1st place in the 2009 Rally Tunisia
- 1st place in the 2009 Ruta 40
- 1st place in the 2013 Rally Morocco
- 2nd place in the 2014 Rally Morocco
- 5th place in the 2014 Dakar Rally (MINI ALL4 Racing)

**Co-driver:** Bernardo “Ronnie” Graue (AR).

## #306 MINI ALL4 Racing – Monster Energy Rally Raid Team.

### **Krzysztof Holowczyc.**

Krzysztof Holowczyc was born in Olsztyn, Poland, on 4 June 1962. In the 1990s, he was active in rallying primarily in his home country of Poland and won the Polish Rally Championship in 1995, 1996 and 1999. He also won the European Rally Championship in 1997 and competed in the World Rally Championship in 1998.

“Holek”, as his fans call him, first entered the Dakar Rally in 2005. He has been a member of X-raid since 2011. He finished the world’s toughest rally in fifth place in 2013, making this his best result to date. In addition to his motorsport career, Holowczyc is active in the field of politics, and has represented Poland’s Civic Platform party in the European Parliament since 2007. He also founded the Safe Driver Foundation, which aims to increase road traffic safety, for which he was awarded the Gold Cross of Merit of the Republic of Poland.

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### **Career highlights:**

- 1st place in the 2013 FIA World Cup for Cross-Country Rallies
- 1st place in the 2010 FIA International Cup for Cross-Country Bajas
- 1st place in the 2011, 2012 and 2014 editions of Baja Poland
- 2nd place in the 2008 FIA World Cup for Cross-Country Rallies
- 1997 European Rally Champion
- Polish Rally Champion in 1995, 1996 and 1999

**Co-driver:** Xavier Panseri (FR).

## #310 MINI ALL4 Racing – X-raid Team.

**Vladimir Vasilyev.**

**Born:** 11 August 1969 in Tver, Russia

**Nationality:** Russian

**Hobbies:** Family, rallying, hunting

**Career highlights:**

- 1st place in the 2013 Russian Rally Raid Championship
- 1st place in the 2014 Abu Dhabi Desert Challenge
- 1st place in the 2014 FIA World Cup for Cross-Country Rallies

**Co-driver:** Konstantin Zhiltsov (RU).

## #314 MINI ALL4 Racing – X-raid Team.

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**Erik van Loon.**

**Born:** 29 August 1968 in Reusel, Netherlands

**Nationality:** Dutch

**Hobbies:** Rallying, cycling, fitness, golf

**Career highlights:**

- 1st place in the 2010 Rally Clinic Dutch Open
- 1st place in the 2011 ELE Rally
- 1st place in the 2011 Amsterdam Short Rally
- 3rd place in the 2014 Pharaons Rally Egypt
- 3rd place in the 2014 Rally Morocco

**Co-driver:** Wouter Rosegaar (NL).



## **#319 MINI ALL4 Racing – X-raid Team.**

**Boris Garafulic.**

**Born:** 11 July 1963 in Santiago de Chile, Chile

**Nationality:** Chilean

### **Career highlights:**

- 3rd place in the 2011 Rally Morocco
- 11th place in the 2012 Dakar Rally
- 4th place in the 2013 Rally Morocco
- 11th place in the 2014 Dakar Rally

**Co-driver:** Filipe Palmeiro (PT).

## **#329 MINI ALL4 Racing – X-raid Team.**

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**Aidyn Rakhimbayev.**

**Born:** 20 August 1972 in Astana, Kazakhstan

**Nationality:** Kazakh

**Hobbies:** Off-road racing

### **Career highlights:**

- 4th place in the 2013 Rally Morocco
- 5th place in the 2014 Hungarian Baja

**Co-driver:** Anton Nikolaev (RU).

## #332 MINI ALL4 Racing – X-raid Team.

**Zhou Yong.**

**Born:** 09 February 1969 in Beijing, China

**Nationality:** Chinese

**Hobbies:** Travelling

**Co-driver:** tba.

## #334 MINI ALL4 Racing – X-raid Team.

**Stephan Schott.**

**Born:** 15 October 1952 in Frankfurt (Main), Germany

**Nationality:** German

**Hobbies:** Greyhounds, rallying

### **Career highlights:**

- 10th place in the 2012 Abu Dhabi Desert Challenge
- 8th place in the 2013 Abu Dhabi Desert Challenge
- 5th place in the 2014 Abu Dhabi Desert Challenge

**Co-driver:** Holm Schmidt (DE).



## #301 MINI ALL4 Racing – Qatar Rally Team.

**Nasser Al-Attiyah.**

**Born:** 21 December 1970 in Doha, Qatar

**Nationality:** Qatari

**Hobbies:** Skeet shooting

### **Career highlights:**

- 1st place in the 2011 Dakar Rally
- 1st place in the 2008 FIA World Cup for Cross-Country Rallies
- Olympic bronze medal for skeet shooting in 2012

**Co-driver:** Mathieu Baumel (FR).

## **07 – Interview with X-raid Team Principal Sven Quandt.**

With a four-year strategic partnership with MINI and three consecutive Dakar Rally victories, X-raid team principal Sven Quandt (DE) knows the strength of his team and the MINI ALL4 Racing by heart. In an interview, the 58-year-old, who has taken part in seven editions of the Dakar himself, speaks about the challenges of the 2015 Dakar Rally, how his team has further optimised the MINI ALL4 Racing to be fully prepared for another Dakar adventure and the chances of becoming only the third team in the history of the Dakar Rally to get four consecutive victories.

**Question: The MINI brand and X-raid have enjoyed a highly successful, strategic partnership for years. What are the goals for the 2015 season?**

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**Sven Quandt:** The 2015 season gets underway with the most important and challenging event on our racing calendar, the Dakar Rally. After three victories in a row, our goal has to be to successfully defend the title. At the same time, the international focus on the Dakar Rally is constantly rising. This gives us the opportunity to extend the visibility of the MINI brand with the MINI ALL4 Racing. Plus, the fact that the 2015 Dakar line-up consists of driver crews from eleven different countries around the world further increases the interest from international media and fans alike.

**Question: Regarding the technical specifications of the MINI ALL4 Racing, which areas have you improved?**

**Quandt:** The development of the MINI ALL4 racing is an ongoing process that lasts all year. We are constantly working with MINI in order to provide the driver pairings with the best MINI ALL4 Racing

for every event. In this respect, we have been incredibly successful for the past three years. In between the Dakar Rallies we also use the FIA World Cup for Cross-Country Rallies to further develop the MINI ALL4 Racing. This amounts to thousands of kilometres under racing conditions where we are able to gather technical data, which is valuable to continuously improve the MINI ALL4 Racing. To clarify: the MINI ALL4 Racing is already extremely reliable, strong and quick. Otherwise it would not have won the Dakar Rally or the World Cup three times in a row. But in motorsports there is always room for improvement. This year we have focused on the aerodynamics and transmission.

**Question: What do you expect from the 2015 Dakar Rally?**

**Quandt:** The 2015 Dakar Rally will definitely be the most challenging Dakar edition since the event moved from Africa to South America. There are a number of competitive stages with which we are already quite familiar. But there are also several new or reinstated stages where the preparation basically has to start from scratch. We have experienced teams that know how to prepare for the new route sections as well as possible. Still, the Dakar Rally will always be unpredictable to a certain extent. It is a true motorsport adventure where teams often face the unknown and have to master unforeseeable challenges. But this is what makes the Dakar Rally so appealing to fans and participants alike. So we are looking forward to competing in the Dakar Rally again.

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**Question: Joan “Nani” Roma is the reigning Dakar champion. How do you rate your chances for another Dakar victory?**

**Quandt:** In spite of the unpredictable nature of the Dakar Rally, we are confident that we are going to do well again in 2015. The MINI ALL4 Racing has always shown its reliability, power and agility. We



don't expect to see anything else in 2015. It is the core base for the success of our team, which is lead by a proven Dakar veteran in "Nani" Roma. He is a two-time Dakar winner and has a highly successful co-driver in four-time Dakar winner Michel Périn at his side. Two more driver pairings consisting of Orlando Terranova and his co-driver Bernardo Graue, as well as Krzysztof Holowczyc and Xavier Panseri, complete the Monster Energy Rally Raid Team. Additionally, the 2011 Dakar winner Nasser Al-Attiyah is driving a MINI ALL4 Racing. So there is a lot of Dakar experience at the wheels of the MINI ALL4 Racing.

## **08 – Interview with Dakar Winner Joan “Nani” Roma.**

He has already won the desert classic twice and can rightfully call himself a true all-rounder: Joan “Nani” Roma won the Dakar Rally in 2004 on a motorbike; he repeated his success in 2014, this time on four wheels. He won the world’s toughest rally in a MINI ALL4 Racing and alongside the experienced co-driver Michel Périn, who Roma believes is currently the best co-driver in the field. Roma aims to defend his title in South America in 2015. In an interview, the Spaniard talks about his preparation for the Dakar and the challenges of the 14-day marathon event.

**Question: Every Dakar Rally needs a lot of preparation. Could you describe your preparation for the biggest challenge in motorsports?**

**Joan “Nani” Roma:** The preparation takes a lot of time. You have to start very early, months before the event. The team has to prepare the car, while my co-driver Michel and I have to prepare both mentally and physically. The Dakar is a tough challenge, your body has to be prepared for the heat. The days are very long and tough. You have to be fit for that. I competed in some rallies in the World Cup for Cross-Country Rallies this year, which was also really good preparation for the Dakar. The World Cup is also held on many different surfaces such as gravel, sand and on very large dunes, for example in Dubai. So it’s really good practice.

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**Question: The Dakar Rally is not only a technical and physical challenge, it is also mentally challenging. How do you prepare for that challenge? Do you have a mental coach?**

**Roma:** Yes, I have been working with a mental coach for two years now. It’s part of our preparation for the Dakar Rally. The event is not

only about driving – you are under a lot of mental pressure. It's good to know some techniques for relaxing and staying focused. It's all part of our preparation programme: physical, psychological and also technical preparation.

**Question: A lot of spectators will be following the Dakar Rally again in 2015. Will your family or your friends also be in South America? How often will you be able to see them?**

**Roma:** No, I never have family or friends around me during a rally. Some people like that, but I prefer to stay focused during such an important event.

**Question: Will the list of new, strong competitors make the rally more challenging and interesting?**

**Roma:** Peugeot has a good team and good drivers; Stéphane Peterhansel and Carlos Sainz are two experienced drivers. Of course they are going to be fierce competition; Stéphane has won the Dakar eleven times. But MINI and X-raid are also really experienced and we have a very fast and reliable car. There's no doubt that we are capable of winning, no matter who our opponents are.

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**Question: What do you think of the route for the 2015 Dakar Rally?**

**Roma:** It's more or less what I expected. But you never know, when you are actually there, everything can be different. The route is really challenging. That's something Michel and I prefer: The harder and tougher the rally, the more we enjoy it. The MINI ALL4 Racing is a very competitive and reliable car, so we don't really have to worry about factors like reliability. That's always good. The weather can always be a decisive factor. You can't really prepare for that, it's not written down in the roadbook. So that will also be an unpredictable challenge. When the weather changes, the stages can be totally



different, they can suddenly have a completely different character. You always have to keep that in mind.

**Question: Do you think there will be a “key day” this year? A day that will be very decisive for the outcome of the Dakar?**

**Roma:** To be honest, every day at the Dakar is a key day. But I think this year the marathon day will be very important for the outcome of the rally. If you manage to reach Iquique without any problems or damage to your car, then you will be in a good position to fight for the victory.

**Question: During the marathon stages, drivers can’t call upon their support teams for two days. Do you like this new rule?**

**Roma:** It’s completely new to us. I am familiar with this rule from my time in the motorbikes category when the Dakar Rally was still held in North Africa. But of course with a car it will be a completely different situation. We will probably have to think more about that fact during the stage on that day, because it’s important not to get a puncture. You only have three spare tyres for two days, so you have to be more careful. It’s a new challenge in the Dakar, and I’m really looking forward to that. It makes the event even more challenging.

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**Question: What do you expect from the MINI ALL4 Racing’s performance on the new terrain?**

**Roma:** The MINI has always been reliable, strong and fast. We have never experienced any substantial technical issues. So I expect this to be the same in 2015. Plus, MINI and X-raid are constantly updating each other on what they know about the car. So it has been refined and optimised completely from one Dakar Rally to the next. I have also been able to drive the MINI ALL4 Racing during the season and it felt great. And the 2014 results say exactly the same.



So whatever challenges the new terrain or new route brings, I am absolutely convinced that the MINI ALL4 Racing will master it.

**Question: Rally drivers often say that they spend more time with their co-drivers than with their wives. How's your relationship with your co-driver Michel Périn?**

**Roma:** It really is like that sometimes, it's true. Michel plays an important role, his work is so important, it's a big part of the success. The work of the whole team is important, no question. All the mechanics and engineers work so hard for success, their work is really important. Inside the car, it's 50:50. My relationship with Michel is really good. I think that he's currently the best co-driver in the rally event. He is incredibly passionate about his work, he's crazy about rallying. It's good to have him as a co-driver. He's really experienced and always does a great job.

## **09 – Interview with Co-Driver Michel Périn.**

Joan “Nani” Roma and his co-driver Michel Périn are a successful duo; they won the 2014 Dakar Rally in the MINI ALL4 Racing and are eager to repeat this feat in 2015. Superior navigation is crucial during the Dakar, which is full of surprises and unforeseeable obstacles – without good navigation, entrants can easily get lost. And a navigation error can cost precious time. In an interview, Roma’s co-driver, who has won the Dakar four times himself, talks about surprises during the special stages, the values of good navigation and why he would not want to switch into the driver’s seat.

**Question: When does your preparation for the Dakar start? Can you prepare anything before you have the roadbook with all the details?**

**Michel Périn:** You can actually do some preparation before receiving the roadbook. You can check things on the internet. I work quite hard on that. You can often find information about the route there, published by local people. But the real preparation starts when the roadbook is published.

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**Question: But even with the roadbook it must be quite difficult to find the right way ...**

**Périn:** We use the latest technology and online systems available. But sometimes the roads are very different from what we expected. They were built in different years and the road conditions change constantly. My job during the evenings is to check the stages on the web. That’s the best preparation for the following day.

**Question: Do you like these kinds of surprises during a stage?**

**Périn:** That's what I prefer – the unexpected. It's the same situation for everybody, so it's not really a disadvantage, but a nice challenge. During these two weeks, we have to be as accurate as possible. Accuracy is the key to success in the Dakar.

**Question: A few years ago, the Dakar moved from Africa to South America. Which venue is tougher?**

**Périn:** South America. For one reason: When you made a mistake in Africa, it was easier to find the right way because the terrain was really flat. In South America, it's more difficult because there are more valleys. Once you've entered the wrong valley, it's pretty difficult to find the right way. You lose a lot of time.

**Question: Have you ever felt like switching seats in the MINI ALL4 Racing to become the driver instead of being the co-driver?**

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**Périn:** No, not really. Because I love what I do. It's not just a job, it's a passion. It's fantastic. I love it.

**Question: Can you tell us something about Nani Roma that nobody else knows?**

**Périn:** Well, Nani probably thinks that he is a good co-driver. But as long as we keep the roadbook out of his hands, he can't really prove it. (laughs)

## **10 – The Route of the 2015 Dakar Rally.**

9,111 kilometres in just 14 days, 4,578 competitive kilometres against the clock with one goal; being the quickest to reach the finish line in Buenos Aires – the route of the 2015 Dakar is what characterises the great adventure of the world's most famous long-distance rally. Compared with the 2014 edition, the competitive stages of the 2015 Dakar Rally are just over 17 per cent shorter. But all participants agree that the 2015 Dakar Rally will be the most demanding edition since it moved from Africa to South America in 2009.

Someone who needs to know the Dakar route by heart is Michel Périn, Joan “Nani” Roma’s co-driver, both reigning Dakar champions in the MINI ALL4 Racing. While Périn already started to prepare the route months ahead of the actual start of the Dakar when the rough route outline was announced, the four-time Dakar winner only started his fine-tuning after the exact route details were presented to all participants on 19 November. “The 2015 Dakar Rally will be a big challenge as it seems the organisers have tried to do something new on terrain that we otherwise know quite well,” said Périn.

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In Périn’s opinion, one of the crucial points during the 2015 Dakar Rally will be the end of the first week. “Days seven and eight are 3,600+ metres above sea level. So this will be a strain on both cars and drivers. Also, the first part of the Dakar will be longer than the second. So you will be more tired heading into the rest day on day nine.” Périn thinks that the “marathon” stages will be equally important for the outcome of the Dakar. “Drivers and co-drivers have to do the service themselves. There are no mechanics, so it’s not possible to do a major service on the cars. So this is critical, as you have to take good care of the car. Also, no extra spare tyres will

be available. Only those that you have in the car. Normally you change tyres every day. Now they have to last until two days later. So tyre management will also be a factor,” said the Frenchman. As per the official Dakar regulations, spare tyres can only be shared within a team. “So team spirit will be important. Everybody has to help out so that we have a MINI ALL4 Racing in the best possible position at the end of the Dakar,” Périn says.

The route of the 2015 Dakar Rally in detail:

## **Day 1 (4 January 2015).**

Start/finish: Buenos Aires/Villa Carlos Paz (Leg 1)

Total distance: 833 km, Special stage: 170 km, Liaison: 663 km

## **Day 2 (5 January 2015).**

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Start/finish: Villa Carlos Paz/San Juan (Leg 2)

Total distance: 625 km, Special stage: 518 km, Liaison: 107 km

## **Day 3 (6 January 2015).**

Start/finish: San Juan/Chilecito (Leg 3)

Total distance: 542 km, Special stage: 284 km, Liaison: 258 km

## **Day 4 (7 January 2015).**

Start/finish: Chilecito/Copiapo (Leg 4)

Total distance: 909 km, Special stage: 315 km, Liaison: 594 km



## **Day 5 (8 January 2015).**

Start/finish: Copiapo/Antofagasta (Leg 5)

Total distance: 697 km, Special stage: 458 km, Liaison: 239 km

## **Day 6 (9 January 2015).**

Start/finish: Antofagasta/Iquique (Leg 6)

Total distance: 649 km, Special stage: 255 km, Liaison: 392 km

## **Day 7 (10 January 2015).**

Start/finish: Iquique/Uyuni (Leg 7)

Total distance: 717 km, Special stage: 321 km, Liaison: 396 km

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## **Day 8 (11 January 2015).**

Start/finish: Uyuni/Iquique (Leg 8)

Total distance: 805 km, Special stage: 781 km, Liaison: 24 km

## **Day 9 (12 January 2015).**

Rest day Iquique

**Day 10 (13 January 2015).**

Start/finish: Iquique/Calama (Leg 9)

Total distance: 539 km, Special stage: 451 km, Liaison: 88 km

**Day 11 (14 January 2015).**

Start/finish: Calama/Salta (Leg 10)

Total distance: 860 km, Special stage: 359 km, Liaison: 501 km

**Day 12 (15 January 2015).**

Start/finish: Salta/Termas de Rio Hondo (Leg 11)

Total distance: 524 km, Special stage: 194 km, Liaison: 326 km

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**Day 13 (16 January 2015).**

Start/finish: Termas de Rio Hondo/Rosario (Leg 12)

Total distance: 1024 km, Special stage: 298 km, Liaison: 726 km

**Day 14 (17 January 2015).**

Start/finish: Rosario/Buenos Aires (Leg 13)

Total distance: 393 km, Special stage: 174 km, Liaison: 219 km



## 11 – Dakar Rally Winners 1979-2014 (Cars).

Year	Driver/Co-Driver (Country)	Brand
1979	Joseph Terbiaut/Jean Lemordant/ Alain Genestier (FR/FR/FR)	Range Rover
1980	Freddy Kottulinsky/Gerd Löffelmann (SE/DE)	Volkswagen
1981	René Metge/Bernard Giroux (FR/FR)	Range Rover
1982	Claude Marreau/Bernard Marreau (FR/FR)	Renault
1983	Jacky Ickx/Claude Brasseur (BE/FR)	Mercedes
1984	René Metge/Dominique Lemoyne (FR/FR)	Porsche
1985	Patrick Zaniroli/Jean da Silva (FR/FR)	Mitsubishi
1986	René Metge/Dominique Lemoyne (FR/FR)	Porsche
1987	Ari Vatanen/Bernard Giroux (FI/FR)	Peugeot
1988	Juha Kankkunen/Juha Piironen (FI/FI)	Peugeot
1989	Ari Vatanen/Bruno Berglund (FI/SE)	Peugeot
1990	Ari Vatanen/Bruno Berglund (FI/SE)	Peugeot
1991	Ari Vatanen/Bruno Berglund (FI/SE)	Citroën
1992	Hubert Auriol/Philippe Monnet (FR/FR)	Mitsubishi
1993	Bruno Saby/Dominique Serieys (FR/FR)	Mitsubishi
1994	Pierre Lartigue/Michel Périn (FR/FR)	Citroën
1995	Pierre Lartigue/Michel Périn (FR/FR)	Citroën



<b>1996</b>	Pierre Lartigue/Michel Périn (FR/FR)	Citroën
<b>1997</b>	Kenjiro Shinozuka/Henri Magne (JP/FR)	Mitsubishi
<b>1998</b>	Jean-Pierre Fontenay/Gilles Picard (FR/FR)	Mitsubishi
<b>1999</b>	Jean-Louis Schlesser/Philippe Monnet (FR/FR)	Renault
<b>2000</b>	Jean-Louis Schlesser/Henri Magne (FR/FR)	Renault
<b>2001</b>	Jutta Kleinschmidt/Andreas Schulz (DE/DE)	Mitsubishi
<b>2002</b>	Hiroshi Masuoka/Pascal Maimon (JP/FR)	Mitsubishi
<b>2003</b>	Hiroshi Masuoka/Andreas Schulz (JP/DE)	Mitsubishi
<b>2004</b>	Stéphane Peterhansel/Jean-Paul Cottret (FR/FR)	Mitsubishi
<b>2005</b>	Stéphane Peterhansel/Jean-Paul Cottret (FR/FR)	Mitsubishi
<b>2006</b>	Luc Alphand/Gilles Picard (FR/FR)	Mitsubishi
<b>2007</b>	Stéphane Peterhansel/Jean-Paul Cottret (FR/FR)	Mitsubishi
<b>2008</b>	cancelled	
<b>2009</b>	Giniel de Villiers/Dirk von Zitzewitz (ZA/DE)	Volkswagen
<b>2010</b>	Carlos Sainz/Lucas Cruz (ES/ES)	Volkswagen
<b>2011</b>	Nasser Al Attiyah/Timo Gottschalk (QA/DE)	Volkswagen
<b>2012</b>	Stéphane Peterhansel/Jean-Paul Cottret (FR/FR)	MINI
<b>2013</b>	Stéphane Peterhansel/Jean-Paul Cottret (FR/FR)	MINI
<b>2014</b>	Joan "Nani" Roma/Michel Périn (ES/FR)	MINI

## 12 – Dakar Glossary.

**Bivouac:** At the end of every stage, this is the camp where all the 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 the members of the Dakar teams.

**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 hints for the coming stage will be provided.

**Checkpoint-CP:** At a checkpoint, competitors must collect a stamp on their time cards to prove that they passed the checkpoint. Should a competitor miss a checkpoint (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.

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**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.

**Intercom:** Used by the driver and co-driver to communicate roadbook 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-Road Section:** 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.

**MINI ALL4 Racing:** The X-raid-entered Dakar MINI is based on the MINI John Cooper Works Countryman. Its TwinPower turbo engine with a capacity of 2993 cubic centimetres is based on a BMW production engine and generates 320 bhp at 3250 revs per minute. This allows the MINI ALL4 Racing to hit a top speed of 178 km/h. The tank capacity is approximately 375 litres of diesel fuel. Ten MINI will compete in the 2015 Dakar. With its 2012 to 2014 victories the MINI ALL4 Racing is the reigning three-time defending Dakar champion.

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**Neutralisation:** A neutralisation phase can be embedded in a special stage. In this area, no time is added to the competitors' tally.

**Parc Fermé:** An area in which the vehicles must be parked at certain times during the event. Repairs, refueling 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 stay in the bivouac. The teams use this day to perform extensive maintenance work on their cars.

**Roadbook:** 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. The information is displayed using arrows and symbols.

**Roma, Joan “Nani”:** Born in Folgueroles, Spain, on 17 February 1972. Roma became only the third driver in the history of the Dakar Rally to win the event on a motorbike as well as in a car. In 2005, he won the toughest challenge in motorsports on a motorbike, in 2014 he crossed the finish line as a winner in the MINI ALL4 Racing.

**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.

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**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 the 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.

**Way Point-WP:** These points along the route are determined by the organisation and must be passed by competitors. There are four different types of waypoints: WPV, WPM (hidden way point), WPE (eclipse way point), and WPS (safety way point).

**X-raid:** Privately-run motorsport team based in Trebur, Germany. Winner of the 2012, 2013 and 2014 Dakar Rally with the MINI ALL4 Racing. Also competing in the FIA World Cup for Cross-Country Rallies. World Cup winner since 2008. Team principal is Sven Quandt.



## **13 – Media Contact.**

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