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MINI 2014 Rally Dakar Press Kit.

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01 – Introduction: Senior Vice President MINI Jochen Goller.

From 5th to 18th January 2014, MINI will line up with the MINI ALL4 Racing at the Rally Dakar. In 2012 and 2013 MINI was the car to beat at the toughest marathon rally in the world. Frenchman Stéphane Peterhansel won the last two editions of the Dakar at the wheel of a MINI ALL4 Racing run by the Trebur-based X-raid Team (DE).

“The 2012 Dakar victory of the MINI ALL4 Racing certainly came as a surprise to many, “ says Jochen Goller, Senior Vice President MINI. “But its title defense in 2013 proved that the initial victory was no coincidence. The 2014 Dakar will be another great challenge which the MINI brand gladly accepts.” In 2014, Peterhansel is out to complete a hat-trick of titles for MINI and the X-raid Team.

“Ever since its invention has the MINI been intrinsically associated with motorsport and rallying thanks to several victories in the prestigious Montecarlo Rally,” Goller says. Excitement and energy have always been core values of the MINI brand. These values fit with those involved in motorsports and are consistent with the image of the Dakar.”

The 36th Rally Dakar is already seen as the toughest since the event moved from Africa to the South American continent in 2009. This time around, the competitors must master a route of over 9,000 kilometres. “The X-raid Team has prepared meticulously for what is undoubtedly a major challenge for both man and machine”, says Goller. “With the MINI ALL4 Racing the team employs a vehicle that has successfully shown its character in international long-distance events. Reliability, endurance and agility are the character traits of the MINI ALL4 Racing. Character traits that are required to be successful when competing in the Rally Dakar.”

02 – 2014 Rally Dakar – The Next Challenge for MINI.

“A challenge for those who go. A dream for those who stay behind.” Frenchman Thierry Sabine’s quote is a well-established classic in motorsport circles. It is difficult to find a better way to sum up the fascination of what is probably the most famous rally on the international motorsport calendar than the words of the founder of the iconic Rally Dakar himself.

Ever since 1979, courageous competitors have been returning year after year in cars and trucks, as well as on bikes and quads, to pit themselves against the enormous challenges of the Rally Dakar. Predominantly held in Africa until 2008, the Dakar moved to South America in 2009 as a result of the unstable political situation on the African continent. A new continent, and a new challenge. However, the Dakar has lost none of its original appeal.

MINI first took on the immense challenges for man and machine at the toughest marathon rally in the world in 2011. “For the MINI Brand, competing in the Rally Dakar has already become a classic because overcoming major challenges lies in the genes of the MINI,” says Jochen Goller, Senior Vice President MINI. Back in the late 1950s, British engineer John Cooper (GB) was the first who dreamt of converting a small, economic car into a multiple winner of the renowned Rally Monte Carlo (MC). He threw himself into the challenge and, shortly after, his Mini won the classic rally three times, immediately establishing itself as an icon for fans all over the world. Says Goller: “Small against large, David versus Goliath, achieving the seemingly impossible: this is the challenge the people at MINI just love to take on, time and time again. And the success achieved has been nothing short of impressive throughout the years.”

In 2011, the MINI ALL4 Racing made its debut at the legendary Rally Dakar. “Entering a compact off-road vehicle in an endurance race held under the toughest possible conditions, that was the challenge we wanted to master,” says Goller. Based on the MINI John Cooper Works Countryman, the MINI ALL4 Racing immediately proved it was competitive at the Dakar. Just one year later, five MINI ALL4 Racing lined up at the Dakar. With a combination of power, reliability, efficiency and technical precision, as well as the most successful Dakar competitor of all time behind the wheel, the MINI brand made the big breakthrough on only its second appearance: the MINI ALL4 Racing and Stéphane Peterhansel (FR) won the 2012 Rally Dakar. “Challenge accepted, challenge overcome. A classic MINI story,” Goller says.

Even before it headed to the next Dakar, the MINI ALL4 Racing had already proven that the 2012 success was no fluke. En route to the desert classic, the MINI ALL4 Racing faced the ever-changing challenges of an entire season in the FIA World Cup for Cross-Country Rallies, and at the end of 2012 was rewarded with the overall title. The trials and tribulations of up to seven endurance rallies in different countries and on varied terrain also proved ideal preparation for the 2013 Rally Dakar.

MINI made its third appearance on the Dakar stage in January 2013 – once again with five MINI ALL4 Racing – and successfully defended its title at the first attempt. “The second Dakar victory was another proof of the sustainability of the values embodied in the MINI ALL4 Racing: power, reliability and efficiency,” says Goller. Once again it was Stéphane Peterhansel who lived up to his nickname of “Mister Dakar” with his eleventh Dakar victory in total, and his second in the MINI ALL4 Racing. Even before he lined up at the Dakar in a MINI for the first time, the car had already won Peterhansel over: “MINI is



ready to win the Dakar.” And he was spot on with his prediction, as proven emphatically by back-to-back Dakar titles.

“The toughest Dakar is always the next one,” is the mentality in the bivouac. As if to confirm this belief, the 36th Rally Dakar – from 5th to 18th January 2014 – is a mean test for all involved. The cars must complete a 9,374-kilometre loop through the South American continent. The 2014 route also features a whole 1,367 kilometres more against the clock than in 2013. “The route is not only longer, but also more difficult and tougher,” says Peterhansel. The Frenchman believes this is an attempt on the part of the organisers to rediscover some of the character of the Dakar from its time in Africa. Peterhansel still has high hopes of adding another victory to his collection, but warns: “It will not be easy.”

“The Rally Dakar is and always will be a challenge,” says Goller. “A challenge that MINI, in keeping with its long tradition in motorsport, is only too happy to face again.” In 2014 with a record eleven MINI ALL4 Racings in the field.

03 – MINI ALL4 Racing – Technology.

With victories at the 2012 and 2013 Rally Dakar the history of the MINI ALL4 Racing is a unique success story. Ever since its roll-out, the MINI ALL4 Racing has been the epitome of pure power, absolute reliability and technical precision.

The technology behind the MINI ALL4 Racing in detail:

Body.

The chassis of the MINI ALL4 Racing is perfectly designed for rallying in extreme conditions. In total, the MINI ALL4 Racing is about five per cent larger than the production version of the MINI John Cooper Works Countryman. The overwhelming majority of the body is made of carbon fibre. The roll cage's integrated steel pipes meet aircraft industry standards (as do all the steel parts). Parts of the roll cage are bonded to the monocoque. The enclosed passenger cell is the only component of the car that cannot be taken apart, while all the remaining parts on the MINI ALL4 Racing can be dismantled separately into other individual parts.

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Undercarriage/Transmission.

The MINI ALL4 Racing is equipped with a Sadev six-speed, sequential gearbox with six forward gears and one reverse gear. When starting the car moving, the gears are shifted using the AP Racing clutch. Once the car is in motion, it is possible to change gear without using the clutch. As on 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.

Engine.

The diesel engine that powers the MINI ALL4 Racing was designed by BMW Motoren GmbH in Steyr, Austria, to be used in endurance races under the toughest conditions. The TwinPower turbo engine with a capacity of 2993 cubic centimetres generates over 300hp at 3250 revs per minute. This allows the MINI ALL4 Racing to hit a top speed of 185 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 under extreme conditions. The wiring was reduced to the bare minimum in order to further reduce the weight of the car.

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Tyres/Brakes.

The MINI ALL4 Racing is equipped with Michelin All-Terrain tires in size 245/80R 16. In addition to the four tires mounted on the vehicle, up to three spare tires are also located in the rear of the MINI ALL4Racing. 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.

Cockpit.

The cockpit of the MINI ALL4 Racing provides the drivers with a lot of space. Both 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, thus making them 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.

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Aerodynamics.

An optimized airflow on the MINI ALL4 Racing is just as important at the Dakar as it is in any other forms of motorsport. The ventilation on the MINI ALL4 Racing takes place via the roof. This can be seen from above in the form of three holes in the rear area of the roof. Behind these is located a rounded spoiler, which guides warm air from the rear area of the car over the roof, thus producing extra downforce. Because the MINI John Cooper Works Countryman, on which the MINI ALL4 Racing is based, already has a spoiler on the trailing edge

of the roof, it was not necessary to reintegrate a rear spoiler for the MINI ALL4 Racing, but simply to modify the airflow to suit the demands of the Rally Dakar.

04 – MINI ALL4 Racing – Technical Specifications.

Engine	TwinPower turbo diesel
Output	307 hp / 3250 rpm
Torque	approx. 700 Nm / 2100 rpm
Capacity	2993 ccm
Air restrictor	38 mm diameter
Top speed	approx. 185 km/h
Transmission	six-speed sequential gearbox (Sadev)
Clutch	AP Racing clutch
Differential	Xtrac
Brakes	AP disc brakes (320 x 32 mm), air-cooled at front, air/water-cooled at rear
Length/ Width/ Height	4333/ 1998/ 1966 mm
Wheel base	2906 mm
Track	1736 mm



Kerb weight	1900 kg
Tank capacity	approx. 375 litres
Chassis Frame	Heggemann Autosport
Tyres	Michelin All-Terrain (size: 245/80R 16)

05 – 2014 Dakar MINI Drivers and Co-Drivers.

The 2014 Rally Dakar is another milestone in the history of MINI at the toughest endurance rally in the world. Never before have more MINI ALL4 Racings lined up at the Dakar than at its 36th edition. Four driving pairs in the MINI ALL4 Racing will form a so-called core team in 2014. They will be joined at the start by a further seven customer racing teams – also in MINI ALL4 Racings, with standard designs and performance.

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The field is led by record Dakar winner Stéphane Peterhansel (FR). The 48-year-old Frenchman has won the Rally Dakar eleven times since his first appearance in 1988: six times on a bike, five times in the car category. And the last two victories at the Dakar also went the way of Peterhansel. He won in the MINI ALL4 Racing in 2012 and 2013. In 2014, now making his 25th appearance, Peterhansel can complete a hat-trick of titles – a feat he has already achieved on two wheels (1991-1993).

An overview of the facts on the MINI core team at the 2014 Rally Dakar:

#300 MINI ALL4 Racing – Monster Energy X-raid Team.

Stéphane Peterhansel.

Born: 6th August 1965 in [Échenoz-la-Méline](#), France

Nationality: French

Hobbies: Travelling, skiing, jet skis, squash, walking, off-road biking

Career highlights:

- First place at the Rally Dakar 1991, 1992, 1993, 1995, 1997, 1998 (all on a motorcycle), 2004, 2005, 2007, 2012, 2013 (all in a car)
- First place at the Abu Dhabi Desert Challenge (first victory for a MINI ALL4 Racing)

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Co-driver: Jean-Paul Cottret

Jean-Paul Cottret.

Born: 19th June 1963 in [Gien](#), France

Nationality: French

Hobbies: Sport, cinema, spending time with the family

Career highlights:

- First place at the Rally Dakar 2004, 2005, 2007, 2012, 2013
- First place at the Abu Dhabi Desert Challenge (first victory for a MINI ALL4 Racing)

Co-driver for: Stéphane Peterhansel

#304 MINI ALL4 Racing – Monster Energy X-raid Team.

Joan “Nani” Roma.

Born: 17th February 1972 in [Folgueroles](#), Spain

Nationality: Spanish

Hobbies: Motorcycling, skiing, climbing

Career highlights:

- First place at the Rally Dakar 2004 (motorcycle)
- Second place at the Rally Dakar 2012 (car)
- Third place in the FIA World Cup for Cross Country Rallies 2013

Co-driver: Michel Périn

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Michel Périn.

Born: 19th January 1959 in Saint-Mihiel, France

Nationality: French

Hobbies: Running, swimming, Nordic walking, cinema, reading

Career highlights:

- First place at the Rally Dakar 1994, 1995, 1996
- First place in the FIA World Cup for Cross Country Rallies 1993, 1994, 1995, 1996, 2005, 2007

Co-driver for: Joan “Nani” Roma

#307 MINI ALL4 Racing – Monster Energy X-raid Team.

Orlando Terranova.

Born: 10th November 1979 in Mendoza, Argentina

Nationality: Argentinean

Hobbies: -

Career highlights:

- Fifth place at the Rally Dakar 2013
- First place in the Argentinean Enduro Championship 1998

Co-driver: Paulo Fiúza

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Paulo Fiúza.

Born: 19th April 1975 in Mafra, Portugal

Nationality: Portuguese

Hobbies: Sport, cycling, surfing

Career highlights:

- Fifth place at the Rally Dakar 2013
- First place at the Rally Dakar, T1.1 (Amateur Diesel Group) 2007
- First place in the Portuguese Off-Road Championship 2003 (T1)

Co-driver for: Orlando Terranova

#309 MINI ALL4 Racing – Monster Energy X-raid Team.

Krzysztof Holowczyc.

Born: 4th June 1962 in Olsztyn, Poland

Nationality: Polish

Hobbies: Water sports, motorcycles, rock music

Career highlights:

- First place in the FIA World Cup for Cross Country Rallies 2013
- First place in the FIA International Cup for Cross Country Bajas 2010
- Fifth place at the Rally Dakar 2009, 2011
- European Rally Champion 1997

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Co-driver: Konstantin Zhiltsov

Konstantin Zhiltsov.

Born: 5th April 1965 in Moscow, Russia

Nationality: Russian

Hobbies: Rallies, wakeboarding, snowboarding

Career highlights:

- Third place at the Rally Dakar 2013

Co-driver for: Krzysztof Holowczyc

An overview of the facts on the MINI customer racing teams:

#301 MINI ALL4 Racing – X-raid Team.

Nasser Al-Attiyah.

Born: 21st December 1970 in Doha, Qatar

Nationality: Qatari

Hobbies: Skeet-shooting

Career highlights:

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

Co-driver: Lucas Cruz

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Lucas Cruz.

Born: 26th December 1974 in Barcelona, Spain

Nationality: Spain

Hobbies: -

Co-driver for: Nasser Al-Attiyah

#314 MINI ALL4 Racing – X-raid Team.

Vladimir Vasilyev.

Born: 11th August 1969 in St. Petersburg, Russia

Nationality: Russian

Hobbies: Rallying, hunting, my family, wine

Co-driver: Vitaliy Yevtyekhov

Vitaliy Yevtyekhov.

Born: 19th May 1977 in Dnepropetrovsk, Russia

Nationality: Russian

Hobbies: Cross country rallies, skiing, parachuting, wakeboarding

Co-driver for: Vladimir Vasilyev

#317 MINI ALL4 Racing – X-raid Team.

Boris Garafulic.

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Born: 11th July 1963 in Santiago, Chile

Nationality: Chilean

Hobbies: -

Co-driver: Gilles Picard

Gilles Picard.

Born: 19th March 1955 in Nancy, France

Nationality: French

Hobbies: Motorcycling, mountain biking

Co-driver for: Boris Garafulic

#319 MINI ALL4 Racing – X-raid Team.

Zhou Yong.

Born: 9th February 1969 in Beijing, China

Nationality: Chinese

Hobbies: Travelling

Co-driver: tba.

#330 MINI ALL4 Racing – X-raid Team.

Federico Villagra.

Born: 2nd May 1969 in Cordoba, Argentina

Nationality: Argentinean

Hobbies: Motocross

Co-driver: Jorge Perez Companc

Jorge Perez Companc.

Born: 18th July 1966 in Buenos Aires, Argentina

Nationality: Argentina

Hobbies: Cars

Co-driver for: Federico Villagra

#332 MINI ALL4 Racing – X-raid Team.

Martin Kaczmarski.

Born: 30th July 1990 in Essen, Germany

Nationality: Polish

Hobbies: Golf, rallying

Co-driver: Filipe Palmeiro

Filipe Palmeiro.

Born: 11th July 1977 in Portalegre, Portugal

Nationality: Portuguese

Hobbies: Skiing, fishing

Co-driver for: Martin Kaczmarski

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#337 MINI ALL4 Racing – X-raid Team.

Stephan Schott.

Born: 15th October 1952 in Frankfurt/Main, Germany

Nationality: German

Hobbies: Rallying, dogs

Co-driver: Holm Schmidt

Holm Schmidt.

Born: 10th August 1965 in Markranstädt, Germany

Nationality: German

Hobbies: Sport

Co-driver for: Stephan Schott

06 – MINI at the Rally Dakar.

For four years now, the story of MINI at the Rally Dakar has been one of outstanding success at the toughest endurance rally in the world. Together with the independent X-raid Team from Germany, MINI brilliantly claimed the Dakar titles in 2012 and 2013. The MINI ALL4 Racing, assembled by the X-raid Team on the basis of the MINI John Cooper Works Countryman for use at the Rally Dakar and in the FIA World Cup for Cross-Country Rallies, proved a big hit from the word go, thanks to its pure power, absolute reliability and technical precision.

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Built in just 90 days in Trebur (DE) – in time for the roll-out in December 2010 – and later superbly refined for the challenging demands in international competition, the MINI ALL4 Racing made its first competitive appearance at the Shakedown in Le Creusot (FR) on 13th December 2010. The goal was clear from the outset: success at the Rally Dakar.

The MINI ALL4 Racing then entered the international Dakar stage for the first time in 2011. With Guerlain Chicherit (FR) at the wheel, the MINI ALL4 Racing won the hearts of the fans from the word go.

Although it did not complete the 2011 Dakar, it was clear to the X-raid Team and MINI that the MINI ALL4 Racing would return to the Rally Dakar the following year.

However, before the MINI ALL4 Racing set off again on the exhausting, 8,000-kilometre plus Dakar adventure through the South American continent, the MINI ALL4 Racing would claim its first international success in April 2011 with victory at the Abu Dhabi Desert Challenge, which forms part of the FIA World Cup for Cross-Country Rallies. At the wheel of the victorious MINI ALL4 Racing: Stéphane Peterhansel (FR), currently eleven-time winner of the Rally Dakar.

Peterhansel was also in the cockpit of the MINI ALL4 Racing when the car lined up at the Dakar for the second time in January 2012. Right from the word go, Peterhansel's vast wealth of Dakar experience and the reliability of the MINI ALL4 Racing formed an unbeatable combination. After 15 thrilling days of Dakar action, Peterhansel reached the finish in the Peruvian capital of Lima on 15th January 2012 as the fastest man in the field. This was Peterhansel's tenth victory at the Dakar, but the first for the X-raid Team and the MINI ALL4 Racing. Even before the 2012 Dakar got underway, Peterhansel had said: "The MINI ALL4 Racing is ready to win the Dakar." And he proved himself right. In 2012, all five X-raid MINI ALL4 Racings made it to the finish. Peterhansel was followed in second place overall by Spain's Joan "Nani" Roma to complete a remarkable one-two for the MINI ALL4 Racing. Just one year later, the team was to prove that this Dakar success was no flash in the pan.



MINI ALL4 Racing cars to the Dakar on 5th January 2013. And again it was Peterhansel who came out on top, whilst MINI enjoyed even greater success with three cars in the top five.

And the MINI ALL4 Racing looks set to be a dominant force again at the 2014 Dakar. No less than eleven cars will line up at the start in Rosario, Argentina, on 5th January. Peterhansel stands on the brink of a second hat-trick of titles. However, his team-mates Nani Roma, Krzysztof Holowczyc (PL) and 2011 Dakar winner Nasser Al-Attiyah (QA), racing for the X-raid Team this time around, are also determined to have a say in the battle for overall victory in 2014.

Whatever happens at the 2014 Dakar, one thing is already certain: the story of MINI at the Rally Dakar is set to receive another promising chapter.

07 – MINI in Rallying.

Ever since the British engineer Alec Issigonis invented the Austin Mini in the 1950s, the MINI brand has been intrinsically associated with motorsport. It was Issigonis' business partner and friend John Cooper (GB) who, as a sports car designer, saw the basis for a promising sports car as well as the Mini's everyday qualities. Even before its launch, John Cooper had already started to tune the Mini, which was originally designed as a small, economic car. This was just the start of MINI's unprecedented success story on the international motorsport scene.

Nowadays, the name John Cooper is still associated with the sporting legend of MINI. The numerous victories at the infamous Rally Monte

Carlo in the 1960s are as much a part of the brand's history as the successful production vehicles, which still bear the Cooper name today.

The Mini Cooper S first caught the eye in Monte Carlo in 1962. With Rauno Aaltonen (FI) at the wheel, it left its considerably more powerful opponents in its wake. However, Aaltonen misjudged a corner whilst leading, just three kilometres from the finish, and rolled out of the rally. The Finn returned to settle the score the following year though: Aaltonen won his class in the Mini Cooper S, and finished third overall.

In 1964, armed with a more powerful engine, the Mini Cooper S went one better. Paddy Hopkirk (GB) claimed the manufacturer's first overall victory at the Rally Monte Carlo. Finland's Timo Mäkinen repeated the "Monte" triumph one year later. Only 35 of the 237 cars that started in 1965 actually reached the finish, including three Mini Cooper S.

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The goal for the following year was to complete the hat-trick, and drivers Timo Mäkinen, Rauno Aaltonen and Paddy Hopkirk did indeed pull off quite a coup, finishing first, second and third. However, the successful trio were subsequently disqualified after the rally commissioners decided that the dimming device on the Mini's main headlights did not comply with the homologation.

The disappointment at missing out on a historic success did nothing to dampen the public's enthusiasm for Mini and its drivers, however. By the time Aaltonen claimed another overall victory in the Mini Cooper S at the 1967 Rally Monte Carlo, the three Mini drivers had long since secured their places in the pages of international motorsport history. Thanks to their magnificent wins, Hopkirk,

Mäkinen and Aaltonen went down in rally history as “The Three Musketeers”.

In 1965, Aaltonen also triumphed in the European Rally Championship. Tony Ambrose (GB) and Timo Mäkinen finished second and third, rounding off an excellent overall result for the Mini Cooper S. Countless Mini drivers also enjoyed individual successes at renowned rallies throughout Europe.

However, the Mini was also making waves away from the rally circuit. It also won a host of races on street circuits in the 1960s. Such was the Mini’s all-round success that it became one of the most successful racing cars of the entire decade.

In 2011, MINI followed on from the international rallying success of yesteryear when it entered the FIA World Rally Championship (WRC). The MINI John Cooper Works WRC was awarded a long-term homologation for the highest international rally class by the sport’s governing body. Today, countless customer racing teams are successfully entering international rallies in the MINI John Cooper Works WRC.

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As if that were not enough, the MINI ALL4 Racing is also representing the MINI brand extremely successfully at international endurance rallies. In both 2012 and 2013 the winner of the FIA World Cup for Cross-Country Rallies was the MINI ALL4 Racing.

08 – Interview with X-raid Team Principal Sven Quandt.

The X-raid Team lines up at the 2014 Rally Dakar full of confidence and as well prepared as possible. After back-to-back wins in 2012 and 2013, team principal Sven Quandt knows all about the strengths of his team. An important factor in the project to defend the title is the MINI ALL4 Racing, the car par excellence for Quandt's outfit. In an interview, the 57-year-old, himself a Dakar participant on seven occasions, reveals the strengths of the MINI ALL4 Racing, analyses the challenging route of the 2014 Dakar, and assesses his team's chances of a third Dakar title.

Question: X-raid Team is the strategic partner of the MINI brand, what are the shared goals?

Sven Quandt: The shared goals are obvious. We want the MINI ALL4 Racing to be not only internationally competitive but to be a true winner. Thanks to the performances and the victories the number of MINI ALL4 Racing cars entered in international competition is constantly growing: Eleven MINI ALL4 Racing will line up on the starting grid of the 2014 Dakar with international drivers from several countries. On the one hand, it increases the interest from media and visibility. On the other hand, is increasingly appealing to customer racing teams.

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Question: Please explain your team's cooperation with MINI?

Quandt: In a very competitive scenario the cooperation with MINI is a fundamental pillar to raise the standard of the MINI ALL4 Racing's performance and to continuously increase the reliability of our car.

The X-raid Team provides the best technical solution for the car to be fast in the races and, on the other hand, provides MINI with a severe field to test new solutions which could be implemented in the future. We are proud to say the cooperation with MINI is a big success and the results are excellent: two victories at the Rally Dakar and in the FIA World Cup for Cross-Country Rallies in a row.

Question: Eleven MINI ALL4 Racings will start the 2014 Dakar. Does that show how popular the ALL4 Racing has become among your customers?

Quandt: The performance of the MINI is definitely special. However, its greatest quality is the incredible reliability. We have proven that on several occasions in recent years. It is also a reason why so many people are now coming to us to enquire about a car. They know that they only have to worry about themselves, as they can rely on the car to hold up. That was the case for the last two years. It could of course be a completely different story at this year's Dakar. But whatever happens, reliability is definitely a reason for so many people showing interest in the MINI. In the end, it is the person with the most reliable car who wins the Dakar.

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Question: Besides its reliability, what are the other strengths of the MINI ALL4 Racing?

Quandt: The MINI is very strong on routes with a solid surface, as well as in the dunes. As far as the top speed is concerned, it is not as quick as the opposition. Its top speed is just over 180 km/h. The large jounce travels mean that our Dakar rivals, such as the buggies, have an advantage in open country. However, as soon as we get to any rally-style stages, the advantage is clearly with the MINI. They are just better suited to the MINI.

Question: How has the MINI developed since the 2013 Dakar?

Quandt: We have optimised the weight distribution. The weight is now more under the driver. Last year, it was further back in the car. This has, in turn, allowed us to improve the entire set-up of the suspension. The car can now really be driven like a go-kart – and in the countryside too. That is really something special. We have made up a lot of ground in this area. We can say that we have taken a bigger step forward from 2013 to 2014 than we did between 2012 and 2013. However, it has obviously taken far more effort and the test drives have been much more extensive. We have completed almost 10,000 kilometres. We are confident we will do well again.

Question: How do you rate your chances of defending the title?

Quandt: In adding Nasser Al-Attiyah, we have a number of top drivers in our team, so you would think it must be possible. But you just never know. We are up against five strong buggies, two of which are driven by two drivers who already have an awful lot of Dakar experience between them. One of these is Carlos Sainz, who has already won the Dakar. It all comes down to reliability. I'm sure we'll have a challenging and very interesting race and, probably, unpredictable till the end.

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Question: What do you think of the route of the 2014 Dakar?

Quandt: The route is very interesting. There are a number of stages that will really suit our MINI ALL4 Racings. However, it will come down to the wire. That is what makes the Dakar so attractive and exciting. Up until the last stages, the special stages are more for the buggies. They have the advantage there. The rally will not be won

until the last two or three days and that is good for the excitement. Generally speaking, however, we are in good spirits.

Question: In what way is the 2014 route different to that of 2013?

Quandt: In 2013, the challenging stages were towards the beginning of the rally, while the ones that suited us more came towards the end. This time, the Dakar opens with the rally stages in Argentina and ends in Chile with the off-road sections, so the situation is turned completely on its head. As I said: it will be exciting right to the end.

Question: MINI is the X-raid Team's strategic partner. Please describe the cooperation, what are the shared goals?

Quandt: Ever since the development of the MINI ALL4 Racing for long-distance rallying have we been working closely with MINI. There is a constant transfer of technical knowledge in the car's development process. The result is excellent. Two Dakar Rally wins and a constantly growing number of MINI ALL4 Racing cars entered in international competition show the global success of the X-raid Team and the MINI brand. The shared goals are obvious. We want the MINI ALL4 Racing to be not only internationally competitive but to be a true winner. It has also been important to maintain the character of the MINI brand in our cars: a unique design, top-class reliability and certainly pure driving pleasure too. The result is the MINI ALL4 Racing at its best.

09 – Interview with Stéphane Peterhansel.

He goes by the nickname “Mister Dakar”. With eleven victories to his name at the most demanding endurance rally in the world, Stéphane Peterhansel (FR) is the undisputed record winner of the Rally Dakar. After making his debut at what is probably the best-known marathon rally in the world in 1988, the Frenchman celebrated six Dakar wins on a motorcycle in the 1990s before switching to four wheels for the first time in 1999. Now 48 years old, Peterhansel was back on the top step of the podium in 2004, 2005 and 2007. Peterhansel’s latest victories came at the wheel of the MINI ALL4 Racing for the X-raid Team from Trebur (DE). In an interview, the defending champion reveals what makes his next Dakar so alluring, the challenging route, and the qualities of the MINI ALL4 Racing.

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Question: You have already won the Rally Dakar eleven times. How do you keep yourself motivated?

Stéphane Peterhansel: I don’t tend to worry so much about motivation. I just really enjoy driving the MINI ALL4 Racing. I am a very passionate driver, who loves to drive quickly and discover new areas and landscapes. That is enough motivation.

Question: You will certainly have the opportunity to discover new areas and landscapes at the 2014 Dakar. The route is longer than in 2013 and includes some new sections. What do you make of the route of the 2014 Dakar?

Peterhansel: The route is indeed longer. In particular, the distance against the clock has increased. In 2014, we have 1,367 kilometres

more special stage than in 2013. This is an increase of almost 33 per cent. However, the route is not just longer, but also more difficult and tougher. The organisers are trying to introduce a bit of Africa, where the Dakar was far more challenging. Since the move to South America in 2009, the routes have always been very nice and varied, but also much easier than in North Africa. I think the organisers want to resurrect the true spirit of the Dakar. This is why they have made the route more demanding. I am looking forward to the challenge.

Question: You said that you enjoy driving the MINI ALL4 Racing. What are the car's strengths?

Peterhansel: The main quality of the MINI ALL4 Racing is undoubtedly its reliability. We had absolutely no problems during the last two Dakars. The car did not have a single fault. However, that is obviously not the only quality the MINI possesses. We also have a very powerful engine, which generates an awful lot of torque. The car is also very easy to drive, and it is easy to predict how it will handle. Basically, the entire package is good. That always gives me a lot of confidence whenever I am behind the wheel.

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Question: How would you assess your chances of winning this year?

Peterhansel: Anything is possible. We know we have a good team and a good car, which has already proven what it is capable of. However, we are up against a lot of opposition – both within and outside the team. We definitely have a good chance of winning, but it will not be easy.

Question: You are already by far the record winner of the Dakar.

Would another victory on your 25th appearance at the Dakar be extra special?

Peterhansel: Every win is special – that goes without saying. And to win the Dakar for the twelfth time would also be great. The fact that it would be on my 25th start at the Dakar makes no difference. I have enjoyed every Dakar so far.

Question: When you won the Dakar in 2012 and 2013, you carried with you the same blue neckerchief as you had with you when you were winning the Dakar on your bike. Will you be taking this lucky charm with you again in 2014?

Peterhansel: That is true, I had the neckerchief in my bag the whole time during my victory in 2012. I didn't tell anyone until I crossed the finish line. And I had it with me again in 2013. However, I'm not going to reveal yet whether it will travel with me in 2014. It is first and foremost a reminder of my days as a motorcyclist at the Dakar, and not necessarily a lucky charm – although it certainly didn't do any harm on my last two appearances at the Dakar.

10 – The 2014 Rally Dakar Route.

The route of the Rally Dakar once again poses a genuine challenge for all involved. The 36th Dakar will run between 5th and 18th January 2014 and will take the competitors on a 9,374-kilometre, 14-day journey (including one rest day on 11th January 2014) from Rosario in Argentina to the finish in Valparaíso, Chile. No fewer than 5,522 kilometres will be run against the clock – that is 58.9 per cent of the total distance, which is a good 9.3 per cent longer than last year's route.

And the 2014 special stages are also longer than those encountered in 2013. This year's competitors will face a whole 1,367 kilometres more against the clock than in 2013. That is an increase of 32.9 per cent. Unlike in 2013, when the Dakar started in Lima, Peru, before heading north to south via Argentina to Santiago de Chile, the 2014 rally will complete a south-north-south loop from the start to the finish. This time around, the cars will cross only two South American countries, in Argentina and Chile, while the motorcyclists will also make a detour into Bolivia.

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The route of the 2014 Rally Dakar in detail:

Day 1 (5th January 2014).

Start/finish: Rosario/San Luis (Leg 1)

Total distance: 809 km, Special stage: 180 km, Liaison: 629 km

Start of the 2014 Rally Dakar. Caution is the order of the day, right from the word go: the route starts with some particularly narrow streets in the region around Córdoba. They are followed by stony passages with numerous hidden jumps. After 809 kilometres, the

drivers finally reach the finish. Although the time differences may not yet be particularly big, the top drivers will already be striving to lay down a marker on the opening leg.

Day 2 (6th January 2014).

Start/finish: San Luis/San Rafael (Leg 2)

Total distance: 798 km, Special stage: 433 km, Liaison: 365 km

The fastest special stage on the 2014 Rally Dakar. The first section of this leg takes the competitors into the dunes for the first time, where they spend the entire day struggling to master the sand. The grey dunes of Nihuil pose a real challenge for the drivers over the final 100 kilometres. Although the sand is firmer there, this leg is a true test for driver and car alike. The 2014 Dakar also reaches its most southerly point in San Rafael.

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Day 3 (7th January 2014).

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

Total distance: 596 km, Special stage: 301 km, Liaison: 295 km

The route heads into the mountains on day three. Experience at high altitude is a must in the foothills of the Andes. The drivers will be happy to have the 600-kilometre leg behind them by the time they reach the bivouac at the foot of the 6,962-metre Aconcagua.

Day 4 (8th January 2014).

Start/finish: San Juan/Chilecito (Leg 4)

Total distance: 868 km, Special stage: 657 km, Liaison: 211 km

This is the longest special stage at the Rally Dakar since the historic route from Zouerat to Tichit in 2005. The drivers must cross rivers, negotiate ravines, and be wary of the opposition. The route on day four features expansive spaces, making overtaking relatively easy on the fourth leg. At the same time, the special stage to Chilecito is also the longest on the 2014 Dakar for the cars.

Day 5 (9th January 2014).

Start/finish: Chilecito/Tucumán (Leg 5)

Total distance: 911 km, Special stage: 527 km, Liaison: 384 km

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At an imposing 911 kilometres, day five is the longest leg of the 2014 Rally Dakar. The engines are pushed to their limit on the sandy special stages and in scorching heat. The podium dreams of some drivers will fall prey to overheating engines on this leg.

Day 6 (10th January 2014).

Start/finish: Tucumán/Salta (Leg 6)

Total distance: 694 km, Special stage: 424 km, Liaison: 270 km

From Tucumán, the cars head north on their final leg before the rest day. The drivers cross some of the most attractive scenery in Argentina on the iconic Ruta 40.

Day 7 (11th January 2014).

Location: Salta (Rest Day)

Even reaching the rest day in Salta is something of a triumph for inexperienced Dakar competitors. Thousands of Dakar fans are once again expected to flock to the bivouac on the rest day in 2014. For the drivers, the rest day is a welcome opportunity to take a breather after the trials and tribulations of the first half of the Dakar.

Day 8 (12th January 2014).

Start/finish: Salta/Salta (Leg 7)

Total distance: 763 km, Special stage: 533 km, Liaison: 230 km

The second half of the Dakar kicks off with another genuine test: 533 kilometres of special stage face the drivers, and at an average altitude of 3,500 metres above sea level. The routes are still very rocky early on, but the cars reach their top speeds on the second part of the leg. The final 20 kilometres of the leg sees the competitors crossing a seemingly endless salt desert.

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Day 9 (13th January 2014).

Start/finish: Salta/Calama (Leg 8)

Total distance: 812 km, Special stage: 302 km, Liaison: 510 km

On the eighth leg, the drivers cross the Chilean part of the Andes. As a result of the dangerous hillsides, the cars are not permitted to overtake bikes or quads. On the special stage, the advantage will lie with those drivers able to keep their nerve on fast, narrow sections

of route. The drivers must watch their position from the word go, and find the best possible route. The race management will be keeping a very close eye on the GPS data.

Day 10 (14th January 2014).

Start/finish: Calama/Iquique (Leg 9)

Total distance: 451 km, Special stage: 422 km, Liaison: 29 km

The drivers arrive at the most northerly point of the Rally Dakar in Iquique, from where they are able to reach the Pacific Ocean for the first time. The teams then head into the exhausting dunes of the Atacama Desert – the driest place on the planet – for just short of 150 kilometres. The final three kilometres are particularly testing: the drivers must cope with a gradient of 30 per cent as they descend into Iquique.

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Day 11 (15th January 2014).

Start/finish: Iquique/Antofagasta (Leg 10)

Total distance: 689 km, Special stage: 631 km, Liaison: 58 km

The drivers are primarily on sand for the first 200 kilometres towards the coast. In the second part of the special stage, they must overcome the perilous “Fesh Fesh”, which resembles quicksand. Anyone who gets stuck in this fine sand can consider himself lucky to escape with nothing more than some lost time. For those less fortunate, this can mean the end of the rally. The leg finishes with the winding slopes in the mining region around La Portuda.

Day 12 (16th January 2014).

Start/finish: Antofagasta/El Salvador (Leg 11)

Total distance: 749 km, Special stage: 605 km, Liaison: 144 km

This leg demands top-class off-road experience. The Atacama Desert once again puts the drivers through the mill for 605 kilometres of special stage. The Copiapo dunes throw up plenty of opportunities to re-join the battle for overall victory. The eleventh leg is definitely a key day on the 2014 Dakar.

Day 13 (17th January 2014).

Start/finish: El Salvador/La Serena (Leg 12)

Total distance: 699 km, Special stage: 350 km, Liaison: 349 km

The field sets in the high altitude of El Salvador. There is no Camanchaca here – the notorious early morning fog that has often prevented the rally getting underway in the past. Sand is once again the dominant feature on this special stage, which ends with the drivers having to cross a belt of dunes. The leading drivers must take heed: many a lead has been thrown away in the perilous dunes.

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Day 14 (18th January 2014).

Start/finish: La Serena/Valparaíso (Leg 13)

Total distance: 535 km, Special stage: 157 km, Liaison: 378 km

The final special stage before they reach the finish sees the drivers plough their way through mountainous routes between cactus plantations. The finish line in Valparaíso draws ever closer, but

beware: drivers regularly come unstuck on the final leg. The podium in Valparaíso ultimately makes all the efforts over the 9,374 kilometres worthwhile. After 14 days of racing, the 2014 Rally Dakar finally has its winner.

11 – Rally Dakar Winners 1979-2013 (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
1996	Pierre Lartigue/Michel Périn (FR/FR)	Citroën
1997	Kenjiro Shinozuka/Henri Magne (JP/FR)	Mitsubishi
1998	Jean-Pierre Fontenay/Gilles Picard (FR/FR)	Mitsubishi
1999	Jean-Louis Schlesser/Philippe Monnet (FR/FR)	Renault
2000	Jean-Louis Schlesser/Henri Magne (FR/FR)	Renault
2001	Jutta Kleinschmidt/Andreas Schulz (DE/DE)	Mitsubishi
2002	Hiroshi Masuoka/Pascal Maimon (JP/FR)	Mitsubishi
2003	Hiroshi Masuoka/Andreas Schulz (JP/DE)	Mitsubishi
2004	Stéphane Peterhansel/Jean-Paul Cottret (FR/FR)	Mitsubishi
2005	Stéphane Peterhansel/Jean-Paul Cottret (FR/FR)	Mitsubishi
2006	Luc Alphand/Gilles Picard (FR/FR)	Mitsubishi
2007	Stéphane Peterhansel/Jean-Paul Cottret (FR/FR)	Mitsubishi
2008	cancelled	
2009	Giniel de Villiers/Dirk von Zitzewitz (ZA/DE)	Volkswagen
2010	Carlos Sainz/Lucas Cruz (ES/ES)	Volkswagen
2011	Nasser Al Attiyah/Timo Gottschalk (QA/DE)	Volkswagen

2012 Stéphane Peterhansel/Jean-Paul Cottret (FR/FR) MINI

2013 Stéphane Peterhansel/Jean-Paul Cottret (FR/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.

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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.

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.

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.

Intercom: Used by the driver and co-driver to communicate roadbook instructions.

MINI ALL4 Racing: The X-raid Team-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 307hp at 3250 revs per minute. This allows the MINI ALL4 Racing to hit a top speed of 185 km/h. The tank capacity is approximately 375 litres of diesel fuel. Eleven MINI will compete in the 2014 Dakar, more than ever before. The MINI ALL4 Racing was the Dakar winning car of the Frenchman Stéphane Peterhansel in 2012 and 2013.

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Peterhansel, Stéphane: Born in Échenoz-la-Méline, France, on 6 August 1965. Has won a record total of eleven Dakar titles, six times on a motorbike, five times in a car. Winner of the 2012 and 2013 Dakar Rally in the X-raid Team's MINI ALL4 Racing.

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.

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.

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.

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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.

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.

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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.

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.

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.

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.

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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 Team: Privately-run motorsport team based in Trebur, Germany. Winner of the 2012 and 2013 Rally Dakar 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 – Abbreviated 2014 Dakar Regulations and Procedures.

Allowed Vehicles: The class T1 comprises the prototypes and, so, the MINI ALL4 Racings run by the X-raid Team, too. The buggies also race in class T1.

The close-to-production cars start in class T2. Here, only certain components of the vehicles may be enhanced or changed and adapted to the forces with which they have to cope.

Group OP “Open” comprises – inter alia – vehicles that have been designed and built according to the U.S.-American score regulations.

Trucks race in the class T4.

Finally, the field features competitors who contest the Dakar in the “Alternative Energies” category.

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Help in Case of Technical Problems: The mechanics of a team may work on the cars only in the bivouac and on the liaison when it is identical for race vehicles and service vehicles. Lending a hand during the stage is strictly prohibited for mechanics. Only competitors may help one another.

More often than not, driver and navigator are able to solve minor problems without help. In the case of major damages, they signal back to the race trucks that are entered by many teams for so-called “fast assistance.” In the 2014 Dakar, the X-raid Team entered two of these race trucks. A racing car may be towed to the finish by another competitor, but should be towed right to the bivouac.

The competitors may have satellite phones on board for use in an emergency, but using these phones while driving is prohibited. A

radio connection and/or data transfer between the competitors and their teams is prohibited.

Starting order: Only on day one will the competitors start into the stage according to their numbers. Beginning on day two, the results of the previous stage will determine the starting order. This means that the winner of the previous stage will be the first to go out on the following day. Should a competitor who holds a top-15 position in the car category encounter a problem (and therefore fall further back in the starting order), he or she is allowed three times to demand to be moved to a better starting position. Doing so permits him or her to avoid having to overtake numerous slower competitors.

Navigation: The ASO regulations for the navigation are strict. The competitors may only use the limited functions available on the GPS provided by the organisers, the road book, the trip master and the compass. Apart from these functions, all other GPS use is prohibited, except in case of emergency (and for which use a crew must expect a multi-hour time penalty). Should a crew use the GPS four times, the crew will be disqualified.

During a special stage, the competitors have to pass several waypoints determined by the organisers. Should they miss a waypoint, they will face time penalties or even disqualification. The waypoints ensure that competitors follow the intended route instead of using shortcuts.

The way points at a glance.

WPV: This is an information point that indicates the time control at the start and finish at the bivouac.

WPS-Safety Waypoint: This waypoint alerts the driver to a potential danger along the route. As soon as the competitors enter the three-kilometre radius around this point, they are guided by the GPS to the point. They must pass within a 90-metre radius of the point to achieve validation.

WPM-Hidden Waypoint: When competitors enter the 800-metre radius around the WPM, the GPS starts to work and guides the competitors to the checkpoint. The competitors have to pass the waypoint within a 200-metre radius to achieve validation.

WPE-Eclipse Waypoint: The GPS, with all its capabilities displayed on screen, directs the competitor toward this waypoint once the previous waypoint has been validated. Competitors must pass within a 200-metre radius to achieve validation.

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Competitors are supposed to find their way solely through use of the road book. Nonetheless, there are areas where the organisers mark the right path with warning tape. These areas are sensitive zones, such as agricultural areas and highly populated or dangerous sectors. These are indicated in the road book with a special mark. Where these sensitive zones are concerned, the ASO punishes every offense with particularly draconian penalties, which can even lead to disqualification in cases of recidivism.

Speed Controls Even in the Dakar: Usually, in the special stages, drivers of racing cars can freely choose their speeds. However, the organisers have introduced "speed zones" where competitors must not drive faster than 30, 50 or 90 kph. These zones apply in particular to those areas where the organisers expect big crowd to gather, or where the race course crosses villages. If not in a special stage, competitors have to abide by local speed limits. Meanwhile, service cars must always comply with speed limits. For cars, the speed limit amounts to 110 kph, and for trucks, to 90 kph. Whenever these vehicles enter a bivouac, their compliance with these limits will be checked through use of the "Tripy" (an electronic road book). If several violations of the limit are recorded, even the fastest racing car of the respective team can receive time penalties.

14 – Media Contact.

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