



# MINI JOHN COOPER WORKS BUGGY 2019 DAKAR MEDIA GUIDE



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# 01/ MINI HERITAGE IN MOTORSPORT.



## 1959 MINI 850



Who would have thought that an Alec Issigonis design for a humble, affordable, every-day car would become a legend in the rally world? One man did: John Cooper. As an automotive engineer with a passion for motorsport, his expertise in racing car design and Morris engines proved invaluable to Issigonis when he designed the Mini automobile. But then Cooper went one step further. He visualised this small, nimble car as a rally contender and, with backing from George Harriman, the head of BMC British Motor Corporation (BMC), Cooper set about preparing a Mini 850 for rally duties. In 1959, Cooper's efforts were rewarded when Pat Moss drove a Cooper-prepared Mini 850 to first place at the heavily contested Miglia National Rally.

## 1964 MINI COOPER S



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

## 1965 MINI COOPER S



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

## 1967 MINI COOPER S



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



# 2012-15

## MINI ALL4 Racing



In 2012, MINI returned to long distance rally competition and winning ways. MINI Motorsport and motorsport partner X-raid entered the 2012 Dakar Rally – the ultimate cross-country endurance race – with the MINI ALL4 Racing; a rally car based on the 2012 production car John Cooper Works Countryman.

At the end of Dakar 2012, eight MINI ALL4 Racing had crossed the finish line, five inside the top ten. The race was won by Stéphane Peterhansel (FRA) / Jean-Paul Cottret (FRA) in a MINI All4 Racing! This Dakar success was repeated in 2013, 2014 and 2015 and with the same success in the FIA Cross-Country Rally World Cup.

# 2017

## MINI JCW Rally



The start of the 2017 Dakar saw a new MINI racing car, MINI John Cooper Works Rally. The potential of the MINI JCW Rally was plain to see when Orlando Terranova (ARG) / Andreas Schulz (GER) finished in sixth place overall. Five MINI JCW Rally will start Dakar 2019.

# 2018

## MINI JCW Buggy



The 2018 Dakar saw the arrival of another MINI rally vehicle; the MINI John Cooper Works Buggy. Developed by MINI Motorsport partner X-raid, the Buggy is a two-wheel drive car and competes alongside the four-wheel drive MINI John Cooper Works Rally. Three of the latest specification MINI JCW Buggy will contest Dakar 2019. Don't miss it!



JOHN COOPER  
WORKS







# 02/ INSIDE MINI JOHN COOPER WORKS BUGGY.



Dakar 2018 represented a major change for MINI Motorsport and its motorsport partner X-raid, when a new X-raid conceived and built Dakar competitor was revealed in the form of MINI John Cooper Works Buggy. Apart from the obvious differences in chassis design, the biggest shift was the jump to two-wheel drive from 4x4 – a design that helped MINI Motorsport and X-raid capture four Dakar titles, many rally raid victories and five FIA Cross Country Rally World Cup championships to date.

Dakar 2018 showed how reliable the new MINI JCW Buggy was. Not one major technical issue came to light during 14 days of competition over some of the most difficult terrain known to man and machine. But X-raid and MINI Motorsport keep on working; very quickly the MINI JCW Buggy was returned to the test track as part of its development programme.

Today's MINI JCW Buggy retains the BMW Group supplied six-cylinder diesel engine used for the 2018 Dakar, but the turbocharger system is all-new. The previous MINI JCW Buggy ran with the TwinPower Turbo (two turbochargers), but the 2019 Dakar version has the latest specification BMW diesel turbo system, which consists of a single turbocharger with variable blade technology.

To accommodate the new turbo system, the diesel injection system required revised timing and the exhaust manufacturer, Akrapovič, had to reconfigure the competition exhaust. The intercoolers are of a new layout and now air-cooled instead of liquid-cooled. The air intake system and turbo actuators (electric) are also revised.





Another significant update belongs to the air intake restrictor. For 2019 Dakar the restrictor size has been allowed to be increased by 1mm, from 38mm to 39mm. Coupled with the new turbo system, power output has increased slightly to give a little more top speed.

However, the most notable change belongs to the chassis set-up, especially suspension and steering. These changes came about with the input provided by the three new drivers (Cyril Despres, Stéphane Peterhansel and Carlos Sainz) who make up X-raid MINI JCW Team that will contest Dakar 2019. All three drivers put MINI JCW Buggy through its paces during testing as part of its ongoing development programme.

“One of the things we learned from Dakar 2018,” says Sven Quandt of X-raid, “was the car was not the fastest because of the chassis set-up. Carlos Sainz first drove the Buggy in May this year for two days and within those two days he had completed a suspension set-up to finish one full second quicker over the same course. We now know that if MINI JCW Buggy had competed at Dakar with proper suspension settings and with such an experienced driver as Carlos, the result may well have been very different. Working with Carlos is such a beautiful thing. Over the past eight months he has made many small changes – not expensive changes – to deliver a race-ready vehicle. He would try this suspension spring and then that suspension spring and keep trying. All the while he would give perfect feedback. Now we are in a position where we have a Dakar-ready chassis to go with the reliability. We are really looking forward to Dakar 2019.”







## MINI John Cooper Works Buggy

### ENGINE

Type: Single turbo, in-line six-cylinder engine by BMW Group, dry sump lubrication  
Displacement: 2993 cc  
Fuel: Diesel  
Gearbox: Xtrac six-speed sequential shift with integrated differential  
Clutch: AP Racing Clutch  
Drive: rear wheel (4x2)

### PERFORMANCE

HP / torque (Nm): 350 hp @ 3500 rpm / 770 Nm @ 2150 rpm  
Restrictor diameter: 39 mm  
Top speed: 190 km/h

### BRAKES

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

### DIMENSIONS

Length: 4332 mm  
Width: 2200 mm  
Height: 1935 mm  
Wheelbase: 3100 mm  
Track width: 1855 mm  
Weight (empty): 1675 kg  
Fuel capacity: (approx) 325 lt  
Tyres: BF Goodrich 37x12.5 R17

### BODY TECH

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

### DETAILS

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





# 03/ THE TEAM.





## 03/ THE TEAM.

Interview with X-raid CEO Sven Quandt



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

**This will be the second Dakar for the MINI JCW Buggy. What, if any, lessons did Dakar 2018 teach X-raid?**

We had a super reliable car with only one minor technical problem, which was easy to resolve at the time. We were not fast enough but we have made changes that we needed to do and I think we have an excellent car. What surprised me last year was the car ran like a clock every day unless the driver made a mistake.

**For 2019, you have a dream team of Peterhansel. Sainz and Despres at the controls. What has been their reaction to the MINI JCW Buggy so far?**

Incredible! The guys are very, very happy with their cars. They all stressed after some test kilometres on very difficult tracks they said another car would have probably stopped after about a third of the kilometres we did. Reliability is the key and we push past possibility all the time. I am not saying our chassis won't break but we will go further than other chassis. This gives us more weight than most but it will give us more of a safety margin if a big mistake is made.

**With approx 70% of Dakar 2019 consisting of desert, will the Buggy have any advantage over the 4x4 cars?**

As long as it doesn't get stuck in sand, super, great. What they may lose on the rally stages against someone like Nasser Al-Attiyah in a 4x4, then, yes, I'm sure they will win on the off-road stages.

**Are there any major differences between the three cars to accommodate the different driving styles of the three drivers?**

No! Everybody has a little bit different set up but the rest is identical. There are differences in the suspension set-up but they are really minor according to each driver's choice.

**After designing, building, racing and revising the Buggy all in less than two years, and being contested by rally "legends", is the win achievable?**

That's what we hope. Otherwise, we would not contest with three buggies. I think the guys are more convinced of a victory than me, but this a good way to be. They all say the MINI JCW Buggy is easier to drive than their last vehicle. Ours is a lot different than they thought it would be; our Buggy is heavier but they can drive harder and further because it is less involving when competing for the same result.

**What are the most important developments since Dakar 2018?**

Development has been ongoing in all areas. Carlos Sainz first got to grips with the car early in 2018 and this helped make changes from the start for the better. They will have been small changes involving some component parts and basic set-up, but, for sure, these help make the Buggy even more competitive. Testing has been ongoing since then. Reliability, as said, was never an issue.

**F1 utilises many new technologies in order to win. Is this the same for cross-country or a case of the better the devil you know.**

We feature new technology in all our cars. One example I can tell you about is the frontal area of the Buggy is an aerodynamic package as you would find on a track racing car. The benefit is greater than we thought possible.

**You are the "boss" and all Dakar vehicles must be road legal... be honest, have you driven a MINI JCW Buggy home?**

No! I have driven them off-road if there are no drivers around and one of them needs moving, but I haven't driven one home. Not to say it can't be done. All our vehicles are road legal because there is a special permit in Germany that allows this to happen, but not to go shopping. For testing it is fine.





# 03/ THE TEAM.

Interview with Cyril Despres



**How difficult was the change from two-wheel to four-wheel?**

It is really easy to jump from motorcycle to car if you are cruising for enjoyment but not so easy to drive fast at the start. To go as fast in a car as I did on a motorcycle takes time because, for me, it is a totally different sport involving your hands, legs and feet!

**So why four-wheels when there could be more success on two-wheels?**

The challenge, really. I enjoyed the motorcycle; looking ahead at the vast area of terrain, the panorama is fantastic when you are on your own. But then I thought I have the chance to do this in a car. So I tried it. And here I am driving a MINI John Cooper Works Buggy for Dakar 2019.

**It couldn't have been an easy transition?**

I would say the first 2-3000 km was tough. On the motorcycle, I would look to see the directions then look ahead to see which way I wanted to go. But in the car I had a voice inside my helmet telling me the direction to take. Sometimes I didn't understand what I was being told so I would keep looking at the road book of my co-driver! It was a bit scary for him... and for me. One time we hit a big bump when I was doing this. It was then I decided he must repeat his instructions. It's ok now – I have stopped looking over his shoulder.

**When was your first taste of the MINI JCW Buggy?**

My first experience was in Maroc at a test session. My first race in the Buggy was also in Maroc for last minute Dakar preparations. The first drive gave me a familiar feeling because I went from motorcycle to a buggy and now to a MINI JCW Buggy. That first drive was quite easy actually; nothing surprised me. X-raid has a lot of cross-country knowledge and they put this into the Buggy to make it a good car.

**Now you know the general route for Dakar in Peru, will it favour you and the MINI JCW Buggy?**

The other guys like technical – Stéphane Peterhansel, Carlos Sainz and others – because they are professional drivers for years now. All the technical tracks they have experienced in WRC so it is not so easy for me because I have to make a lot of kilometres to understand this terrain. Luckily, Peru has a lot of sand and is quite open so I have worked hard to deal with this.

**Do you have a lucky charm or similar?**

I do have something but it's not a lucky charm as such. There is a guy called Mike Horn, a famous adventurer / explorer. I met him at a party and got talking. There were nuts on a table where we were talking, so we cracked the shells and started eating them. He gave me some of these nuts as a keepsake of our meeting. They are always in my travel backpack when I go to races. I don't drive with them.

**What for you is the most vital part inside the MINI John Cooper Works Buggy?**

Ha-ha! This would be the will of winning! For sure, you go out in the car in the morning with the will to win. Later in the day you hope the reliability will also stay with you. So, seriously, reliability is really the vital part.

**How are your days spent before leaving for Peru and Dakar?**

Fitness really. But this morning I had to take my children to school in the first snow of the season. It was perfect for driving control so we did some doughnuts. Later, I will go skiing because it is an important part of my fitness exercise.





## 03/ THE TEAM.

Interview with Stéphane Peterhansel



**What are your thoughts so far about the MINI John Cooper Works Buggy?**

I was really impressed after the first test especially with the performance of the revised engine; it has really good power and torque. It has also made a big step with the suspension. It is fast! But one thing is really important we really need to have a car that is easy to drive – if you don't know the track you have to improvise your driving. We have that car.

**What qualities does a winning car need?**

First of all, if you want to win at Dakar you must never stop! The reliability of the car, for me, over such a period of time is a really important point. You need a car that is very strong that will give no technical problem at all. For performance in the desert you need two things: good suspension and a good engine.

**You already achieved Dakar success with MINI Motorsport and its motorsport partner X-raid, what's it like to be back within the MINI Family?**

It is a good feeling to be back. We enjoyed victories together in 2012 and 2013 so I know it is a very positive team and that they will give me all the possibilities to win, starting with the best car.

**Dakar 2019 will be mostly desert conditions and some rally stages. Where do you think the MINI JCW Buggy will excel?**

Normally, on the open desert stages, buggies will always be faster. It will be for the MINI JCW Buggy because it has good top speed and the capability to cross the dunes. Rally stage tracks are not the best place for a buggy. So yes, the desert will hopefully be good for us. But you never know for sure because sand can be unforgiving, too.

**Rally raid competition is very hard on the body. How do you prepare yourself for this abuse?**

To be ready for the difficult conditions I do a lot of sport but especially bicycling. A lot of time is spent riding on the road and also mountain riding. This is main sport for me but I also include running, hiking and cross-country skiing. I enjoy all of these.

**Do you carry injuries from previous Dakar events?**

Some... most of them from motorcycling before I go to cars. Since I stopped riding motorcycles my body is in good condition.

**With 13 Dakar titles to your name you are known as Mr Dakar. What advice would you give to a first time Dakar entrant?**

For the first participation of Dakar it will feel a bit crazy because that is how it is! I would also say that the idea is to finish the race because that is a good result in itself. This would be achieved by focussing on the next day's race and not on your classification for that day. If you keep checking your classification you will keep pushing and pushing to do better and you will crash for sure.

**Previous editions of Dakar do not always go according to plan**

Dakar will be a little bit shorter this year but I think it will be more intense for all involved. It could be the 2019 Dakar will be the most difficult yet because we stay in Peru and there are a lot of dunes. Certainly navigation will be more in depth and difficult in the sand because it all looks the same; one big dune looks just like the next big dune. It is easy to get lost and also to get stuck.





# 03/ THE TEAM.

Interview with Carlos Sainz



**This will be your first Dakar with MINI John Cooper works Buggy. How much testing have you done so far?**

The first contact with the car was May to June and then we followed this up with a few more test days in Africa. The biggest test was competing at Rallye du Maroc.

**How has this testing shaped the Buggy for Dakar?**

Well, I believe it has all been very positive. We have moved forward a lot. Meetings with the team helped us to improve areas with small changes and, compared to the car last year, it is quite different regarding suspension, balance, brakes and weight. It has been a big programme really but we are well prepared. For sure you always have the feeling you can do more but in the time we had we made good progress.

**Not only a new vehicle, but also working with a new team in X-raid.**

New car, new team, new faces... but I felt very comfortable from the first day. It has all been straight forward from the start of testing and everyone is getting along. This includes my team colleagues because we have worked together in previous years. Obviously, it is a new car so reliability is something I will think about when driving and be a little cautious at the start.

**What is the secret to Dakar success: performance, chassis, co-driver, other?**

I think it is a mixture of things; a little piece of this, a little piece of that. You have to be fast during the race but at the same time you need reliability – you can lead the race for one, two hours but one problem can lose you the race. Otherwise you need speed, reliability, a good co-driver and a good team waiting for you after each race. The right attitude also helps. You cannot afford to go crazy if everything is not going exactly the

way you want. Patience is probably one of the biggest secrets; this is not always achievable when it is required.

**Desert sand will feature quite heavily at Dakar 2019. Is this a surface you prefer?**

My background is rally so I am more confident on the road and tracks. Saying that, I won Dakar last year, so I guess I'm now more open to every situation and not too worried about sand, dunes and the openness.

**After many years of WRC, why the jump to cross-country rally?**

After 2004/2005, I decided to retire. Then I thought to myself, why not try this discipline? I didn't know if I would like it or not but I can now say I really do like cross-country rallying. It is a challenge, and life without challenge is boring. One of the great things about Dakar is the challenge; you are up against it physically and the reliability. When you still feel competitive and able to win then the challenge will always be there. So why stop when you are enjoying yourself? I am still motivated to win.

**If you were not competing at world class cross-country rally, what would you do instead?**

As I said before, challenge is part of my life. I'm not the sort of person to wake up and do nothing. I have a business here at home and the Dakar also plays an important part of my life. There is always something to do.

**You have many supporters and fans that are glad you are still competing but does your body agree that you should keep racing?**

Ha! There are a few aches sometimes but that is just the body's memory. It is not a problem.





## 03/ THE TEAM.

Interview with Lucas Cruz –  
Co-driver X-raid MINI JCW Team



**What were your first thoughts when the route was revealed?**

For me this year it is a little bit different with the strategy and also the roads. It is a different Dakar to previous years because it is shorter and 85% is dunes and sand. I'm not sure if the organisers are looking for a fast or slow rally – for me it looks like a slow rally. As for navigation... I do not know if it is complicated or not. In Peru there are a lot of archaeological areas so we could go anywhere in the specified region. It really has been difficult to judge what we might expect.

**Peru's climate can be challenging. Is this a worry?**

Not at the moment. There is good weather in Peru at the moment; it is not so hot. Some of the route will be close to sea so the temperature will be more or less comfortable during the day. The problem will be the humidity in the dunes. If you get stuck in the dunes then there may be problems because if you have to free the car then temperatures can rise 10-20-degrees in these conditions. This could be difficult.

**Drivers say the Dakar is the ultimate challenge. Does Dakar hold the same appeal for co-drivers?**

Yes, I would say so because it is more complicated. For example, when you are driving in the middle of a clear road it is more easy to make the navigation – your eyes are more focused on the instruments and also the road book. The dunes are more difficult. When you go up and down the dunes, the sun in the middle of the day is more vertical and the colour of the terrain changes so it is all the same and it becomes difficult to read and understand what is ahead. You have to look more with your eyes to analyse what is flat and what isn't. It is also a problem to judge distance because you spend a lot of time up, down, up, down. There are many dunes.

**What does a co-driver do during the Marathon Stage when the crew also has to service the vehicle?**

Everything! You need to control the driver because it is a long stage and you need to keep the car safe. Preparing the road book for the next day; sort what you need for the next stage, like what drink is needed; work on the car and so on. It is hard for a co-driver because the driver is talking to journalists, talking on the phone... and so on! There is more than one bag of tools in the car so you can both work on the car at the same time. Sometimes! A Marathon makes it a long day. You are driving then having to check and service the car. If repairs are needed then this can add to the stress. For the co-driver a Marathon is like having two jobs in one day.

**A new car for you and your driver does this affect how you and Carlos work together?**

For sure it is a new team and a new car. The car is not so different to us – the controls are similar for all competitors. Being a new team, I need to understand the philosophy of the team and understand their strategy for the race. We have Sven Quandt in control and he is very experienced. It is not just a matter of racing for the win but to plan for the win, too. With a private team we will have to plan our race from the background a little more, for example we will have three technicians working on the car. With a factory team we can have maybe five people working on and around the car.

**How do you train to keep focussed for the hours of reading road books and navigation equipment?**

The most important part of the crew's bodies is the mind. We have to quickly make decisions together and they have to be the right ones. As you can imagine, there can be a lot of tension in the car. There is a software game you can play that involves quickly touching





coloured lights in the sequence they appear; this is good for the agility of the mind and good training for eye-to-road book-to-controls coordination. It also helps develop your panoramic vision where you have wider angle of view without moving your head. This gives you more visual information while staying focused to the front – you can be in control of two situations in a similar way to a fighter aircraft pilot.

#### **Why are you a co-driver?**

I started out as an occasional co-driver. And I have always played in the right hand seat and never to participate as a driver. My obsession is with my mind – all the time I want to increase my performance as a co-driver. There is not a school for co-drivers where you learn one thing and then the next. In my case, all the time I want to take information and improve my method as a co-pilot. The main thing is to reduce time. With more time there's no win. Reduce time and there's a win. At Dakar especially, time is the key. Less time in the shower means I have time to organise for the next day. In my mind a good co-driver analyses everything he has to do in order to lose time. A good co-driver is just that; he is not a driver; he is not the person to make TV interviews; he is focussed on doing what he is there for.



**X-raid MINI John Cooper Works Team**  
**VEHICLE: MINI John Cooper Works Buggy**

**DRIVER: Carlos Sainz, 12/04/1962, Madrid/ESP**



**CAREER HIGHLIGHTS**

- |   |  |
|---|--|
| 2018: 1st Dakar Rally   | 1998: 2nd WRC  |
| 2011: 3rd Dakar Rally   | 1997: 3rd WRC<br>Race of Champions,<br>Champion of Champions |
| 2010: 1st Dakar Rally<br>1st Silk Way Rally                       | 1996: 3rd WRC  |
| 2009: 1st Silk Way Rally<br>1st Rally dos Sertões                 | 1995: 2nd WRC  |
| 2008: 1st Central European Rally                                  | 1994: 2nd WRC  |
| 2007: 9th Dakar Rally<br>1st FIA Cross Country<br>Rally World Cup | 1992: 1st WRC  |
| 2006: 11th Dakar Rally  | 1991: 2nd WRC  |
| 2003: 3rd WRC   | 1990: 1st WRC<br>Asia-Pacific Rally Champion                 |
| 2002: 3rd WRC   | 1989: 8th WRC  |
| 2000: 3rd WRC   | 1988: 11th WRC<br>Spanish Rally Champion                     |
| 1999: 5th WRC   | 1987: 35th WRC<br>Spanish Rally Champion                     |

**CO-DRIVER: Lucas Cruz, 26/12/1974, Barcelona/ESP**



**CAREER HIGHLIGHTS**

- |   |   |
|---|---|
| 2018: 1st Dakar Rally                       | 2009: 10th Dakar Rally<br>1st Silk Way Rally<br>1st Rally dos Sertões |
| 2014: 3rd Dakar Rally                       | 2007: 13th Dakar Rally  |
| 2011: 3rd Dakar Rally<br>1st Silk Way Rally | 2006: Dakar Rally (Truck)   |
| 2010: 1st Dakar Rally<br>1st Silk Way Rally | 2001: Dakar Rally   |



**X-raid MINI John Cooper Works Team**  
**VEHICLE: MINI John Cooper Works Buggy**

**DRIVER: Stéphane Peterhansel, 06/08/1965, Échenoz-la-Méline/FR**



**CAREER HIGHLIGHTS**

- |   |   |
|---|---|
| 2018: 4th Dakar Rally                                   | 2004: 1st Dakar Rally                                   |
| 2017: 1st Dakar Rally                                   | 2003: 3rd Dakar Rally<br>1st Abu Dhabi Desert Challenge |
| 2016: 1st Dakar Rally                                   | 2002: 1st Abu Dhabi Desert Challenge                    |
| 2015: 11th Dakar Rally<br>1st China Silk Road Rally     | 2001: 12th Dakar Rally                                  |
| 2013: 1st Dakar Rally                                   | 2000: 2nd Dakar Rally                                   |
| 2012: 1st Dakar Rally                                   | 1999: 7th Dakar Rally                                   |
| 2011: 4th Dakar Rally<br>1st Abu Dhabi Desert Challenge | 1998: 1st Dakar Rally (motorcycle)                      |
| 2010: 4th Dakar Rally                                   | 1997: 1st Dakar Rally (motorcycle)                      |
| 2007: 1st Dakar Rally<br>1st Abu Dhabi Desert Challenge | 1995: 1st Dakar Rally (motorcycle)                      |
| 2006: 4th Dakar Rally                                   | 1993: 1st Dakar Rally (motorcycle)                      |
| 2005: 1st Dakar Rally                                   | 1992: 1st Dakar Rally (motorcycle)                      |
|   | 1991: 1st Dakar Rally (motorcycle)                      |

**CO-DRIVER: David Castera, 18/11/1970, Bordeaux/FR**



**CAREER HIGHLIGHTS**

- |   |   |
|---|---|
| 2018: 13th Dakar Rally  | 1999: 2nd Gilles Lalay Classic (motorcycle)                                 |
| 2017: 3rd Dakar Rally<br>1st Silk Way Rally                                       | 1997: 3rd Dakar Rally (motorcycle)<br>2nd Gilles Lalay Classic (motorcycle) |
| 2016: 7th Dakar Rally<br>1st Silk Way Rally                                       | 1996: 11th Dakar Rally (motorcycle)   |
| 2001: 1st Gilles Lalay Classic (motorcycle)<br>9th Enduro du Touquet (motorcycle) | 1994: 8th Dakar Rally (motorcycle)  |
| 2000: 10th Enduro du Touquet (motorcycle)   | 1993: Junior World Champion of Enduro Teams (motorcycle)                    |
|   | 1992: National Enduro Champion, France (motorcycle)                         |



**X-raid MINI John Cooper Works Team**  
**VEHICLE: MINI John Cooper Works Buggy**

**DRIVER: Cyril Despres, 24/01/1974, Nemours/FR**



**CAREER HIGHLIGHTS**

- 2018: 31st Dakar Rally  
3rd Rallye du Maroc
- 2017: 3rd Dakar Rally  
1st Silk Way Rally
- 2016: 7th Dakar Rally  
1st Silk Way Rally
- 2015: 34th Dakar Rally  
2nd China Silk Road Rally
- 2014: 4th Dakar Rally (motorcycle)
- 2013: 1st Dakar Rally (motorcycle)  
2nd Brazil Rally (motorcycle)
- 2012: 1st Dakar Rally (motorcycle)  
1st Rallye du Maroc (motorcycle)
- 2011: 1st Brazil Rally (motorcycle)
- 2010: 1st Dakar Rally (motorcycle)  
1st Rallye du Maroc (motorcycle)
- 2009: 1st Tunisia Rally (motorcycle)  
1st Pharaons Rally (motorcycle)  
2nd Brazil Rally (motorcycle)
- 2007: 1st Dakar Rally (motorcycle)  
2nd Brazil Rally (motorcycle)
- 2006: 1st Brazil Rally (motorcycle)
- 2005: 1st Dakar Rally (motorcycle)  
1st Tunisia Rally (motorcycle)  
1st Orient Rally (motorcycle)
- 2004: 1st Tunisia Rally (motorcycle)
- 2003: 1st Rallye du Maroc (motorcycle)  
2nd Tunisia Rally (motorcycle)
- 2000: 1st Brazil Rally

**CO-DRIVER: Jean-Paul Cottret, 19/06/1963, Gien/FR**



**CAREER HIGHLIGHTS**

- 2018: 4th Dakar Rally
- 2017: 1st Dakar Rally
- 2016: 1st Dakar Rally
- 2015: 11th Dakar Rally
- 2014: 2nd Dakar Rally
- 2013: 1st Dakar Rally
- 2012: 1st Dakar Rally
- 2011: 4th Dakar rally  
1st Abu Dhabi Desert Challenge
- 2010: 4th Dakar Rally
- 2007: 1st Dakar Rally  
1st Abu Dhabi Desert Challenge
- 2006: 4th Dakar Rally
- 2005: 1st Dakar Rally  
1st Abu Dhabi Desert Challenge
- 2004: 1st Dakar Rally
- 2003: 3rd Dakar Rally  
1st Abu Dhabi Desert Challenge
- 2002: 1st Abu Dhabi Desert Challenge
- 2000: 2nd Dakar Rally
- 1999: 7th Dakar Rally
- 1996: 20th Dakar Rally
- 1995: 14th Dakar Rally
- 1994: 3rd Dakar Rally





# 04/ INFORMATION.



## Dakar 2019 Key facts & figures

**534**

Combined total of competing drivers, co-drivers and motorcyclists

**334**

Vehicles that will line up for the start of Dakar 2019

**167**

Motorcycles and quads

**126**

Cars, including SxS category

**61**

Nationalities make up the competing teams

**41**

Racing trucks

**17**

Women participating, including two all-women teams

**16**

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





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

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

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

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

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

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

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

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

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

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

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

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

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

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





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

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

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

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

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

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

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

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

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

**X-RAID:** MINI Motorsport partner based in Trebur, Germany. Winner of the 2012, 2013, 2014 and 2015 Dakar Rally with the MINI ALL4 Racing. Also competing in the FIA World Cup for Cross Country Rallies. World Cup winner 11-times. Team CEO is Sven Quandt.







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