

PRESS KIT

team
DESSOUDÉ



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CHINESE TIME FOR TEAM DESSOUDÉ...



For all those who love rally raids, the end of the year is synonymous with the start of the most legendary of races, the Dakar. For Team Dessoude, who will be entering three cars, this new adventure started with a great surprise, the sort of surprise that cannot be anticipated and which does a lot of good.

So close to Christmas, thoughts inevitably turn to presents, either wanted or wished for. André Dessoude was not expecting anything special, but the 2014 season will remain bright in his memory... The season had started with the team's participation in the Dakar, followed by a rather successful entry in September's China Grand Rally (4th and 5th overall), before taking part, a few weeks later, in the final round of the World Cup for Cross-Country Rallies, the Rally of Morocco. For this event, the Juke Buggy was in the hands of Thierry Magnaldi. Having claimed victory in the two-wheel drive (2WD) category, the team had headed back to Normandy with the intention of preparing for its 34th participation in the Dakar.

However, in mid-December, the news broke that Team Dessoude had won the 2WD category of the World Cup for Cross-Country Rallies. Surprised and flattered, André Dessoude still can't quite believe it.

«Reading the classification of the World Cup for Cross-Country Rallies, I really could not hide

my surprise... Having only entered one round of the World Cup this season, we claimed the title ! It turns out that the Rally of Morocco has a high coefficient and scores double points. As we won the 2WD category, we claimed the Team World Cup, and Thierry (Magnaldi) took the Drivers title. It was rather unexpected, but it was also very pleasant...

« For the Dakar, we will be entering three cars. The Juke Buggy with Thierry Magnaldi and Guy Leneveu and two Dessoude Proto 05 for the Chinese drivers Zhong Lei and Liu Kun.

« There will be some fierce competition in the Diesel 2WD category, with most notably the Peugeot cars and Stéphane Henrard's buggies. As far as the Peugeot vehicles are concerned, it is difficult to get a true idea as they have not yet taken part in any rallies, but it should be very interesting. Our aim will be to win the category and if possible to finish in the Top 15 of the overall classification.

« Thierry has plenty of experience of this car which has great potential. To get a good result, rigorous race management will be needed, as well as not losing any time through all the usual Dakar potential problems.



« As far as the Chinese crews are concerned, I am really very happy to see them on this event, after their entry in the China Grand Rally. They will be the only 100% Chinese crews taking part in the Dakar this year.

« We are working more and more with China, and we have some fine joint projects together. They want to build other No5 cars, and we are working with them, to guide them and to share our experience with them.

« They are willing to listen, and are very motivated to make progress. It is a real pleasure to work with them and to see their true passion for motorsport in general and this area of the sport in particular. Some of the mechanics came to the workshop in Saint-Lô. Even if we do not speak the same language, it was very rewarding. And it is this enthusiasm which is pushing me to carry on, even if rally raids and the Dakar have changed a lot. I feel as if I have travelled back in time to rediscover the spirit that reigned in this category around twenty years ago.

« I think that the atmosphere will be great on the rally. Working with this Chinese team, the sport is still the most important thing, and has not been overtaken by business.

« The crews have changed a lot since their first time out. They are willing and have clearly shown that they want to do well. We are working together in an intelligent manner, and have built up real trust. On this front, it is a real success. I hope

they will have a great race and that they will have results to match.

« Team Dessoude needed to adapt to face up to this new challenge.

« This year, we are entering two T5 Service trucks and 2 Patrol cars for three race vehicles. It is a good balance, neither too much nor not enough. There are fewer and fewer French teams on the Dakar, and this year we will only make up 22% of the entrants. There are also fewer entrants overall; there is no doubt that the economic crisis is hitting this category as well.

« The Chinese entry strengthens our participation and allows us to set up a good little team while working for the future. A development programme for new cars is underway in China, with entries in local events being planned. There is still a lot to do, and we have not finished our frequent journeys to China... »

Everything is therefore in place for the most eagerly awaited rally-raïd event of the season. The first stage for the entrants will take place on January 4th between Buenos Aires and Villa Carlos Paz !

THE CREWS...



#328 Thierry MAGNALDI (FRA) - Guy LENEVEU (FRA)
Buggy Juke

363 ZHONG LEI (CHN) - MA MIAO (CHN)
Proto Dessoude 05

393 LIU KUN (CHN) - LIAO MIN (CHN)
Proto Dessoude 05



Just like André Dessoude, Thierry Magnaldi will long remember the end of the 2014 season, when he won the World Cup for Cross Country Rallies in the 2WD category. For the Dakar, his navigator will be an old friend, well known to Team Dessoude, the everlasting Guy Leneveu.

« Just like for André, it came as a real surprise for me... I am of course very happy, and this sort of reward cannot be turned down, especially when you are following a driver like Jean-Louis Schlesser in the record books!

« Concerning the Dakar, I am extremely happy to be taking part with André's team, and to discover once again the specific atmosphere you find on this event. It will be an opportunity to return to Argentina, Chile and the fesh-fesh... But, despite all the problems that potentially await us, I am just delighted to be going back to this universe.

« Ideally, we would like to win the 2WD category, but there will be plenty of other competitors who will have the hopes, and the level is very high, so to end up close to the podium will be the main goal, and to finish in the top 15 overall would already be a fine performance.

« But to get this result, we will need to have a perfect race, that means to maintain a good pace and to lose as little time as possible on the stages.

« It is never easy to get a clear idea of the route, but it looks as if the event gets seriously underway on the second day. We'll have to get up to speed right away and do what we can from day to day.

« It will be a long rally. It's a case of not panicking, but being there every day and holding on to the potential. The car is reliable and the ideal recipe will be to take care of it to keep a useful level of performance in order to reach the end in a good position. In the meantime, I can't wait to be in Buenos Aires ! »

For this seventh edition of the Dakar South-American style, the two Chinese drivers Zhong Lei and Liu Kun should have plenty to see between Buenos Aires and Buenos Aires.

For their first time on the Dakar, they will be the only ones to use Chinese navigators. But the two friends are not rookies, having already experienced the difficulties of a long-distance event when they took part in the China Grand Rally in September. Even if that race took place, for them, on home ground, the many dunes and technically challenging tracks were equal to anything seen on the South American event. Their first objective will be to reach the finish, while learning more about the subtleties of this form of the sport.

SPECIFICATIONS BUGGY JUKE



DIMENSIONS

Weight	:	1.180 kg
Wheelbase	:	2.900 mm
Width	:	2.050 mm

ENGINE

Type	:	Diesel Bi turbo 2l
Cylinder size	:	1995 cm ³
Cylinder	:	4 cyl.
Bore/Stroke	:	84 x 90
Maximum power	:	285 ch
Maximum torque	:	56 mkg

GEARBOX

Sequential six-speed Sadev gearbox SL90/23

TRANSMISSION

2 wheel-drive
Auto-blocking differential

BRAKES

4-piston callipers

SUSPENSIONS

2 Reiger shock absorbers / wheel on rear
1 Reiger shock absorber/wheel at the front

Front wheel stroke : 420 mm
Rear wheel stroke : 380 mm

WHEELS

Front wheels : 16 inch.
Rear wheels : 15 inch.

FUEL TANK

250 litres

SPECIFICATIONS PROTO DESSOUE 05



<u>DIMENSIONS</u>	Length : 4.30 m Width : 2.00 m Wheelbase : 2.84 m Weight : 1.850 kg (FIA settings)
<u>ENGINE</u>	Type : VQ 40 V6 24 s Cylinder size : 3960 cm ³ Maximum power : 305 cv at 5000 rpm Maximum torque : 47.5 mkg at 3800 rpm Max. speed : 189 km/h
<u>GEARBOX</u>	SADEV BV SC 90-24170 6 sequential six-speed
<u>TRANSMISSION</u>	4 wheel-drive Front and rear SADEV differential
<u>BRAKES</u>	AP ventilated discs 320 mm + AP 4-piston callipers
<u>SUSPENSIONS</u>	Double wishbone (250 mm) Double combined REIGER shock absorber
<u>WHEELS</u>	16 inches aluminium or magnesium BF GOODRICH Tyres (G1 or G3)
<u>FUEL TANK</u>	500 litres



2015 DAKAR ROUTE



**1st -2nd and 3rd of January
(morning) 2015**

Scrutineering in Buenos Aires -
Tecnopolis (Argentina).

3rd of January (afternoon) 2015

Departure podium in Casa Rosada

4th of January 2015

First leg between Buenos Aires and
Villa Carlos Paz.

12th of January 2015

Rest day in Iquique (Chile)

17th of January 2015

Finish in Buenos Aires (Argentina)

JOUR DATE		VILLE DÉPART	VILLE ARRIVÉE	KM COURSE MOTO / QUAD				KM COURSE AUTO				KM COURSE CAMION			
				Étape	Liaison	SS	Total	Étape	Liaison	SS	Total	Étape	Liaison	SS	Total
S	3/1	BUENOS AIRES		PODIUM DÉPART											
D	4/1	Buenos Aires	Villa Carlos Paz	1	663	175	838	1	663	170	833	1	663	175	838
L	5/1	Villa Carlos Paz	San Juan	2	107	518	625	2	107	518	625	2	315	331	646
M	6/1	San Juan	Chilecito	3	437	220	657	3	258	284	542	3	258	284	542
M	7/1	Chilecito	Copiapo	4	594	315	909	4	594	315	909	4	594	174	768
J	8/1	Copiapo	Antofagasta	5	239	458	697	5	239	458	697	5	239	458	697
V	9/1	Antofagasta	Iquique	6	369	319	688	6	392	255	647	6	370	255	625
S	10/1	Iquique	Uyuni (Auto) Marathon (Camion)	JOURNÉE DE REPOS IQUIQUE				7	396	321	717	7	101	335	436
D	11/1	Uyuni (Auto) Marathon (Camion) Iquique (Moto)	Iquique (Auto/Camion) Uyuni (Moto)	7	396	321	717	8	24	781	805	8	0	271	271
L	12/1	Uyuni	Iquique	8	24	781	805	JOURNÉE DE REPOS IQUIQUE							
M	13/1	Iquique	Calama	9	88	451	539	9	88	451	539	9	88	451	539
M	14/1	Calama	Marathon (Moto) Salta (Auto/Camion)	10	520	371	891	10	501	359	860	10	501	359	860
J	15/1	Marathon (Moto) Salta (Auto/Camion)	Termas Rio Hondo	11	161	351	512	11	326	194	520	11	326	194	520
V	16/1	Termas Rio Hondo	Rosario	12	726	298	1 024	12	726	298	1 024	12	726	298	1 024
S	17/1	Rosario	Buenos Aires	13	219	174	393	13	219	174	393	13	219	174	393
S	17/1	BUENOS AIRES		PODIUM ARRIVÉE											
TOTAL					4 543	4 752	9 295		4 533	4 578	9 111		4 400	3 759	8 159

ENTRY LIST – CARS

300	ROMA NANI (ESP) PERIN MICHEL (FRA)	MINI
301	AL-ATTIYAH NASSER (QAT) BAUMEL MATTHIEU (FRA)	MINI
302	PETERHANSEL STEPHANE (FRA) COTTRET JEAN PAUL (FRA)	PEUGEOT
303	DE VILLIERS GINIEL (ZAF) VON ZITZEWITZ DIRK (DEU)	TOYOTA
304	SAINZ CARLOS (ESP) CRUZ LUCAS (ESP)	PEUGEOT
305	TERRANOVA ORLANDO (ARG) GRAUE BERNARDO (ARG)	MINI
306	SOUSA CARLOS (PRT) FIUZA PAULO (PRT)	MITSUBISHI
307	HOLOWCZYK KRZYSZTOF (POL) PANSERI XAVIER (FRA)	MINI
308	GORDON ROBBY (USA)	HUMMER
309	LAVIEILLE CHRISTIAN (FRA) MAIMON PASCAL (FRA)	TOYOTA
310	VASILYEV VLADIMIR (RUS) ZHILTSOV KONSTANTIN (RUS)	MINI
311	DABROWSKI MAREK (POL) CZACHOR JACEK (POL)	TOYOTA
312	GACHE PHILIPPE (FRA) GARCIN JEAN-PIERRE (FRA)	SMG
313	ALVAREZ LUCIO (ARG) PATTI ROBERTO (ARG)	TOYOTA
314	VAN LOON ERIK (NLD) ROSEGAAR WOUTER (NLD)	MINI
315	TEN BRINKE BERNHARD (NLD) COLSOUL TOM (BEL)	TOYOTA
316	SPATARO EMILIANO (ARG) LOZADA BENJAMIN (ARG)	RENAULT
317	VILLAGRA FEDERICO (ARG) MEMI ANDRES (ARG)	FORD
318	MALYSZ ADAM (POL) MARTON RAFAL (POL)	SMG
319	GARAFULIC BORIS (CHL) PALMEIRO FILIPE (PRT)	MINI
320	CHABOT RONAN (FRA) PILLOT GILLES (FRA)	SMG
321	THOMASSE PASCAL (FRA) LARROQUE PASCAL (FRA)	BUGGY MD RALLYE
322	DESPRES CYRIL (FRA) PICARD GILLES (FRA)	PEUGEOT
323	CHICHERIT GUERLAIN (FRA) WINOCQ ALEXANDRE (FRA)	X-RAID
324	SPINELLI GUILHERME (BRA) HADDAD YOUSSEF (BRA)	MITSUBISHI
325	ALRAJHI YAZEED (SAU)	TOYOTA
...		
328	MAGNALDI THIERRY (FRA) LENEVEU GUY (FRA)	BUGGY DESSOUDE
...		
363	ZHONG LEI (CHN) MA MIAO (CHN)	PROTO DESSOUDE
...		
393	LIU KUN (CHN) LIAO MIN (CHN)	PROTO DESSOUDE
...		

TEAM DESSOUE AND CROSS COUNTRY RALLIES...

- 1982** 1st participation for André Dessoude to the Dakar race
- 1984/85** 1st Diesel cat. Paris-Dakar – **André Dessoude**
- 1988** 2nd Marathon Cat. Paris-Dakar
2nd & 3rd Pharaohs rally – **André Dessoude**
- 1989** 1st **Marathon cat. - Paris-Dakar,**
2nd T2 Cat. - Baja Spain
1st T2 Pharaohs Rally,
1st T1 Cat. & 2nd & 4th T2 Cat. Atlas Rally
1st T2 Cat. Baja Portugal: **André Dessoude**
- 1990** 2nd T1 Cat. Tunisia Rally
1st & 2nd T1 Cat. and 3rd T2 Cat. Atlas Rally,
1st T2 Cat. Australian Safari
- 1991** 1st T2 Cat. - Paris Tripoli Dakar,
Victory on T1, T2 and Diesel categories Pharaohs Rally
- 1992** 1st T2 Cat. & 2nd Marathon Cat. Paris-Le Cap,
1st & 2nd T1 Cat. and 2nd T2 Cat. - Paris-Moscou-Pékin,
1st T2 Cat. - Pharaohs Rally
1st T1 & 2nd, 3rd and 4th T2 Cat. Atlas Rally,
1st 2nd & 4th T3 Cat. - Australian Safari
- 1993** 1st & 2nd T1 Cat. - Baja Portugal,
2nd, 3rd and 4th T2 Cat. - Baja Portugal,
1st T1 Cat. and 2nd T2 Cat. - Baja Spain,
1st and 3rd T1 Cat. & 2nd and 4th T2 Tunisia Rally
1st Diesel & 3rd T2 Pharaohs Rally,
1st & 2nd T1 Cat., 2nd, 3rd and 4th T2 Cat. Atlas Rally,
1st T3 Cat. - Australian Safari.
World Champion Marathon Category





1994

1st & 2nd T1, 1st T2, 1st Diesel cat. - Tunisia Rally
1st T2 Atlas Rally
1st T2 - Baja Spain,
1st T2 - Baja Italia,
1st T2 Australian Safari

1995

1st T1, 2nd, 3rd & 4th T2 - Grenada Dakar Rally
World Champion T1 & T2 - Manufacturers

1997

1st Stage Victory - Paris-Dakar and 6th overall,

1998

6th, 7th and 8th overall & 1st T3 - Paris-Dakar
3rd, 5th, 6th overall and 1st T3 - Tunisia Rally
5th, 6th & 7th overall Atlas Rally
1st overall victory - Egypt Rally

1999

7th & 8th - Paris-Dakar,
5th & 6th Tunisia Rally
3rd, 4th & 5th overall and 1st T1, 1st T2 - Master Rally,
4th overall UAE Desert Challenge

2000

8th overall Dakar-Cairo,
3rd Tunisia Rally,
3rd Master Rally
1st overall Egypt Rally

2001

Marathon : victory (S. Peterhansel), 7th, 8th, 10th, 12th overall - Paris Dakar,
2nd overall and 1st T1 Tunisia Rally (De Lavergne),
3rd overall & 1st T1 Morocco Rally (De Mevius),
3rd overall - Master Rally

2002

Arras-Madrid-Dakar (De Lavergne) 11th overall
Tunisia Rally (De Lavergne) 2nd overall

2003

Dakar - 11th overall (De Lavergne),
Morocco Rally - 4th overall (Y. Loubet),
Baja Aragon - 7th overall (Y. Loubet)
1st Pharaohs Rally (Y. Loubet).

2004

Winner World Cup for Cross Country Rallies T1-Production cat. (Isabelle Patissier)

Victories T1 cat. (I. Patissier) : Tunisia, Morocco and Turkey
1st Oman Desert Express (I. Patissier/ B. Irissou)
1st Orient Rally (G. de Mevius/J. Dubois),
2nd UAE Desert Challenge (G. de Mevius/J. Dubois)
1st Shamrock Rally (J. Mitsuhashi)





2005

9 Nissan-Dessoude entries - Dakar
2nd and 3rd T2 « Production » World Cup with Benoît Rousselot & Serguey Sukhovenko.
1st Morocco Rally
1st Orient Rally (Turkey)

2006

7th overall (Carlos Sousa) - Dakar
Winner of the World Cup for Cross Country Rallies T2 cat.
(Christian Lavieille/Arnaud Debron).
1st T2 - Transiberico Rally
1st T2 - Morocco Rally
1st T2 - Egypt Rally
Victories on National Portuguese Championship - Miguel Barbosa - Proto Dessoude No5

2007

Champion TT Portugal - Miguel Barbosa - Dessoude No5
Baja Italia – 1st overall – Nissan Pickup 03
Tunisia Rally – 2nd overall - Proto Dessoude No5 – C. Lavieille
1st & 2nd T2 (L. Rosso/J.P. Strugo)
1st Pharaohs Rally – Proto Dessoude No5 – C. Lavieille

2008

3rd overall – Tunisia Rally - Proto Dessoude No5 – C. Lavieille
1st Pharaohs Rally – Proto Dessoude No5 – C. Lavieille
2nd Portuguese Championship - M. Barbosa - Dessoude No5

2009

Dakar – 1st T2 Petrol Cat. – Pathfinder - F. Chavigny
2nd overall Tunisia Rally – Proto Dessoude No5 – C. Lavieille
Silkway Rally – 1st T2 Petrol cat. – F. Chavigny

2010

Dakar – 1st T2 Petrol cat – Pathfinder - F. Chavigny
2nd overall Tunisia Rally – Proto Dessoude No5 – C. Lavieille
and 1st T2 cat. – Laurent Rosso
Silk Way Rally – 1st T2 Petrol cat. – F. Chavigny

2011

Dakar – 8th overall (1st Petrol cat.) – Dessoude No5 – C. Lavieille
and 2nd T2 (1st Petrol cat.) – Proto Atacama – F. Chavigny
Silk Way Rally – 1st T2 (8th overall) – Atacama – F. Chavigny
Pharaohs Rally – 1st T2 – Pathfinder – M. Cinotto

2012

Dakar – 15th overall (2nd 2WD Diesel) – Buggy Juke – T. Magnaldi
19th overall (1st Chinese driver) – Proto Dessoude No5 - Zhou Jihong
Silk Way Rally – 5th overall – Proto XI – C. Lavieille
Baja Carmin (Portugal) – 1st overall – Proto XI - C. Lavieille
Ervideira Rali TT (Portugal) – 5th overall - Atacama – F. Chavigny

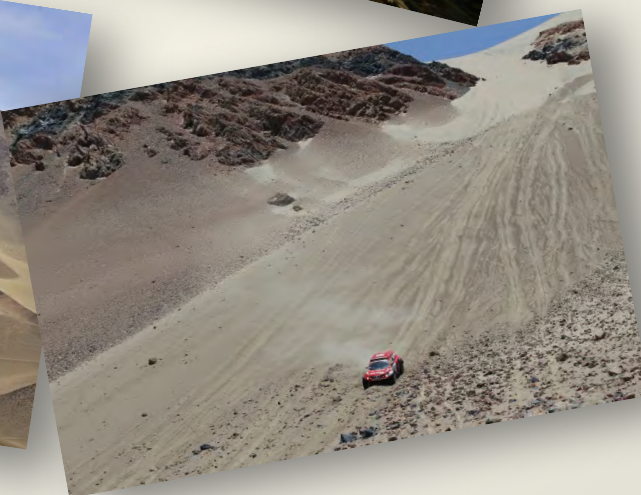
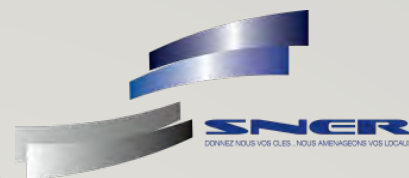
2013

Dakar – 17th overall – Buggy Juke – C. Lavieille
Silk Way Rally – 5th overall – Buggy Juke – C. Lavieille
China Grand Rally - Proto Dessoude 05

2014

Dakar - Proto Atacama - F. Chavigny
China Grand Rally - Proto Dessoude 05 - 5th and 6th overall)
Morocco Rally- 1st 2WD - Buggy Juke - T. Magnaldi
Winner of the World Cup for Cross Country Rallies 2WD category





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PHOTOS

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