

Andreas 'Andi' Schulz – Rally Co-Pilot

Biography – a sort of



With Mitsubishi & Jutta Kleinschmidt – Winning DAKAR 2001
With Mitsubishi & Jutta Kleinschmidt



With Mitsubishi & Hiroshi Masuoka – Winning DAKAR 2003



With Mitsubishi & Jutta Kleinschmidt – 2nd place DAKAR 2002



The Early Years Part One

As long as I can remember I was fascinated by fast moving motorized objects – like bikes and cars. The place where I grew up was a typical Bavarian farming area. Although, the city of Munich was not too far away, my small home town south east of Munich was a very rural place.

It was no wonder, that literally every young chap tried to get hold of one of those slow and under-powered bikes and we tuned those lame things and made it hot stuff.

Almost every guy was able to handle bikes, tractors at young age and even had first experiences with cars way before the official driving school lessons had been done. And because of our early driving experiences, we also got our first experiences with speed traps and traffic police pretty early in our life.

It was quite clear for me that after leaving school, cars must be part of my future life.

I have learned the profession of car mechanic and following that 3 years of theoretical and practical education I took an additional year of a master class 'Car Mechanics'.

The Early Years

Part Two

From 1976 until 1979 I gave it a first try in rally sports and collected my first experiences as a co-pilot. My dream - I rather liked to be a rally pilot, but in the end I could not raise enough money to make that dream come true.

In 1982 I had the chance to work as a mechanic for Walter Röhrl – one of my real, real early heroes. A great, humble sportsman and even today his incredible and unbelievable driving skills are unmatched.

Then I turned to France and for some years I was part of the team of Guy Fréquelin (nicknamed *Le Grizzly*). It was the time when I first met Jean Todt. At that time co-pilot of Guy. Today President of FIA.

Between 1986 and 1988 I had my first entries in DAKAR – twice as member of a service truck team.

The little steps I did at that time got a big push in 1989 when I had a chance to work as a mechanic for Carlos Sainz in the World Championship Rally competition. While being contracted till the end of Acropolis Rally in 1991 I had never lost sight of my true love – which was and is still today – marathon rally sport sitting inside a car. Those years had been extremely demanding and took much efforts, to help Carlos winning his first Rally. It was in 1991. After that win I turned to rally sports again as a co-pilot.

In 1990 I had a temporary dropout of Carlos team, because Erwin Weber, another great German rally pilot, picked me for the co-pilot seat in his car for DAKAR 1990. In a sense the year of 1990 marked the beginning of my career as a professional co-pilot because I took that chance for very serious and did not take that DAKAR as an one time event.

Since 1990 the DAKAR is my way of saying Hello to a New Year.

With Christian Geisdörfer, Walter Röhrl's co-pilot, I did run for quite a while driver's training camps. Also, during that time, I was part of many training camps for rally teams in consulting, hands-on-working, even brewing coffee – we call this in German "Mädchen für Alles". It was that time, where my understanding of this kind of rally sport got a complete final brush up - what it takes to be on top and what it takes to stay there – as a team and as well as a single person.

DAKAR 1994 was another giant leap for me. Mitsubishi and Hiroshi Masuoka invited me to be Hiroshi's co-pilot. At that point in time, no one was able to foresee the long and very successful partnership with Mitsubishi Motorsport. **My Mitsubishi Time - History speaks for itself.**

The Art of Co-Piloting

The technical aspects of rally cars and the rally events itself have changed over time dramatically, but still, co-pilots are faced with many duties – co-pilots must show great versatility.

More than 30 years of sitting next to the pilot learned me this:

Co-pilots are perhaps the most underrated sports people in rally sports –

we can 'read' and 'sense' nature,

we can transform flat way maps in our brain into 3-D landscape images,

we can turn rudimentary road books into a winning fairy tale,

we can switch forth and back between brain hemispheres instantaneous,

we can do complex and difficult repairs in our cars pretty fast and en-route ,

we can dig out cars,

we can adjust quickly when weather and/or surface conditions change unexpectedly,

we can be sometimes psychologists because we know when to slow down or push our teammate sitting next to us.

Co-pilots are the Swiss Knife of Rally Sport

I am not retiring, but still...

I am very grateful for

*the fair sportsmen I have met over the years,
the people who gave me at various stages in my career important chances,
the people who handled my success as well as my mishaps in decent fashion with me,
the people who accepted me as-is - a down-to-earth person,
the teams who allowed me to be a part of them,
the teams who allowed me learning new things and sharing my experiences too,
the teams who treated me fair and respectful,
the great rally pilots I teamed up with.*

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This document contains photos by Mitsubishi Motorsport,
Andreas Schulz and Jutta Kleinschmidt.

For more information please check out

Walter Röhrl's Homepage
Mitsubishi's Motorsport Homepage - Archive – Hiroshi Masuoka
Jutta Kleinschmidt's Homepage
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