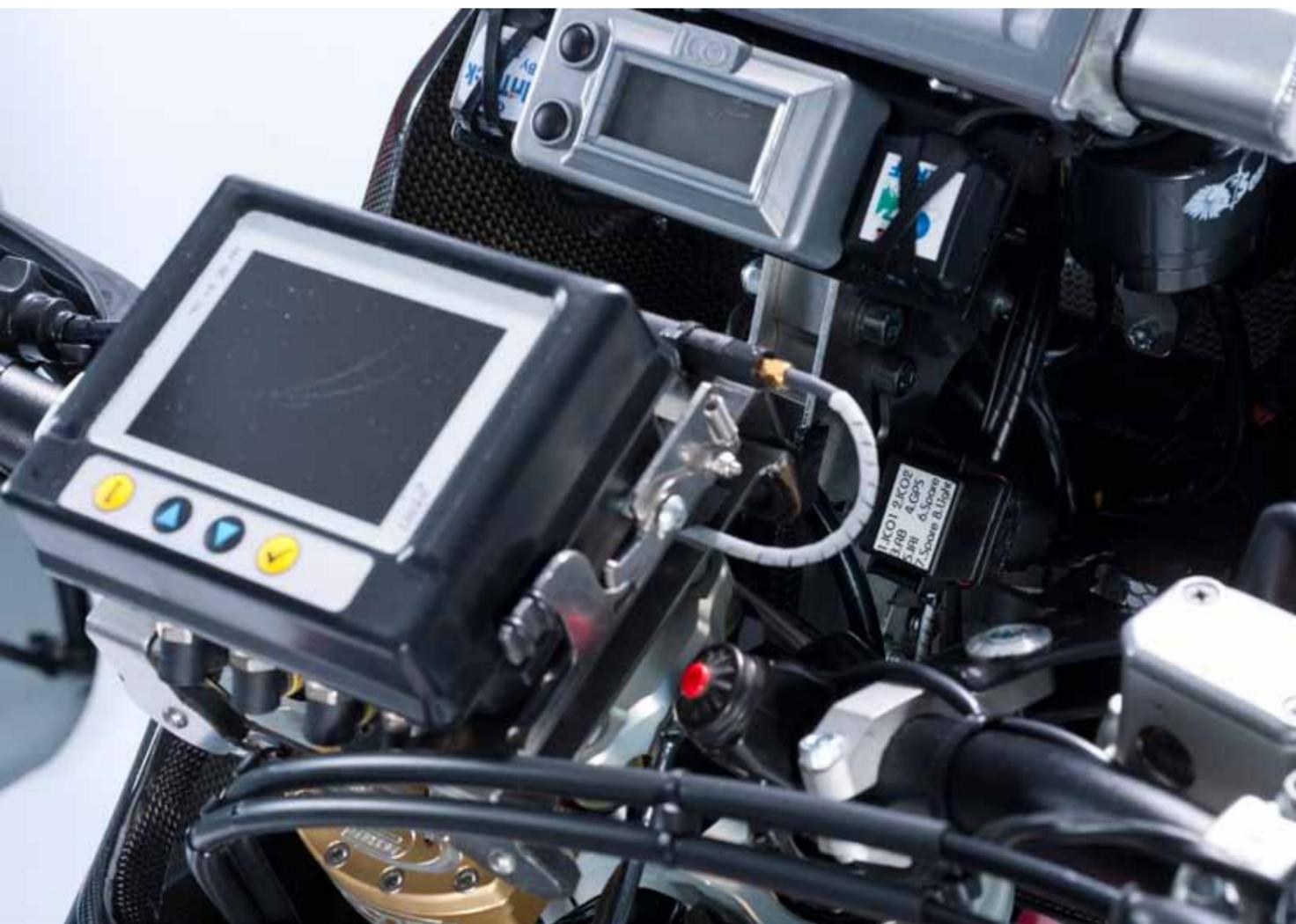




Husqvarna Rallye Team by Speedbrain

Dakar Rally 2012. Media Guide.



Targeting the podium.	7
Offroad in the DNA.	9
Challenge Dakar.	11
New bike and strong riders.	13
Who is who?	15
Wolfgang Fischer – Interview.	17
The riders – Factsheets and interviews.	21
The Husqvarna TE 449 RR by Speedbrain.	37
The route: From Argentina to Peru.	41
The regulations for bikes.	45
14 times the ultimate test.	53
Over 100 years of success.	61
Strong partners.	65
Press Contacts.	71

TARGETING THE PODIUM.



The desert calls: On 1st January the Husqvarna Rallye Team by Speedbrain will start the infamous Dakar Rally. A marathon awaits the team - stretching from Mar del Plata on the Argentine Atlantic Coast, across the Andes, and to the Peruvian capital Lima on the Pacific Ocean Coast. The team will tackle the event's 14 stages totalling 8,363 kilometres with a clear target: The Husqvarna Rallye Team by Speedbrain aims to be on the podium in Lima.

"We are proud to be a partner of BMW Group and Husqvarna", explains Fischer. "A big 'thank you' to all my team members who believed in the project, then put in endless days, long nights and extended weekends to make this dream a reality. I am convinced we will be able to prove the full potential of our team and the bikes on the 2012 Dakar. Our target is naturally to stand on the podium in Lima, hopefully on the top step..."

This year Speedbrain is fully backed by Husqvarna Motorcycles, a wholly-owned subsidiary of BMW Motorrad. A total of four Husqvarna TE 449 RR models, all newly developed by Speedbrain, will roll off the starting ramp in Mar del Plata. Four riders with varying levels of experience, ranging from Dakar veterans to first timers, will represent Husqvarna Rallye Team by Speedbrain in the ultimate motorcycling test: the Portuguese rider Paulo Goncalves, Spain's Joan Barreda, and Jose Helio Goncalves Rodrigues Filho - the latter also known as 'Zé Hélio' - and his Brazilian compatriot Ike Klaumann.

In South America the bikes will be supported by an 11-man crew with experience of Dakar conditions, with overall management being in the hands of Team Principal, Wolfgang Fischer, Technical Director, Stefan Krause, and Berthold Hauser as Project Leader for Husqvarna/ BMW Motorrad.

OFFROAD IN THE DNA.



In 2006, Speedbrain race management was founded exclusively for BMW's new involvement in offroad racing. The key positions were filled with top professionals who had been successful in this area for many years. Wolfgang Fischer was put at the helm as the Managing Director.

The team started virtually from scratch. At first a racing bike with a flat boxer twin engine was used. Rewards were not long in coming. Finland's Simo Kirssi secured sensational success on the BMW HP2 at the notorious Erzberg, including victories in the King's class and the prologue. The open class at the famous Pikes Peak in Colorado (USA) also brought a double victory in 2006. Not a bad start ...

By 2007, prototypes of the BMW G 450 X were already being used and caused a stir at the first race of the World Enduro Championship (WEC). In 2008, BMW returned to professional Enduro racing with the G 450 X. Once again it was Simo Kirssi who set the pace, winning the German and European championships in Cross Country racing in the very first year. In the WEC, Kirssi secured BMW Motorrad's first podium position - a major sensation in BMW Motorrad's first full season in the series.

The sheer speed of this success is also due to the development work of long-standing offroad specialists such as Joel Smets and Anders Eriksson. Soon afterwards BMW Motorrad had been able to obtain the services of the best Enduro riders in the world. David Knight, Juha Salminen, Marko Tarkkala, Simo Kirssi and

Andreas Lettenbichler were now chasing victories in the WEC classes E2 and E3, also taking part in Cross Country races and Extreme Enduros.

For the 2009 season the team moved into the Motorsport Competence Center in Stephanskirchen near Rosenheim (Bavaria), in which the entire BMW Motorrad racing team, including the World Superbike outfit, have been working together ever since. The Competence Center houses the offroad workshop, the development division and offices. Plus everything else needed to operate a race team. In 2009, Speedbrain finished second overall in the E2 class of the World Enduro Championship with rider Juha Salminen.

In 2010, BMW Motorrad Motorsport lined up in the E2 class in the WEC under the name "BMW Husqvarna Motorsport". The offroad racing know-how of the two brands, BMW Motorrad and Husqvarna Motorcycles, were systematically bundled together in this project. Husqvarna Motorcycles has been part of the BMW Group since September 2007. The team initially used the BMW G 450 X before moving to the Husqvarna TE449. This bike was developed by Husqvarna Motorcycles in co-operation with specialists from BMW Motorrad. It is based on the Husqvarna chassis concept and combines the innovative, tried and tested 450cc four-stroke.



CHALLENGE DAKAR.



Fast forward to 2011: Team Speedbrain entered the Dakar as a powerful newcomer. Riders for the German-based squad were Dutchman Frans Verhoeven, Portugal's Paulo Goncalves and Pedro Bianchi Prata as well as Brasil's Zé Hélio, making a strong BMW Monster Energy quartet using Speedbrain technology.

The new setup showed amazing speed. Goncalves and Verhoeven won stages. Goncalves gave BMW its first Dakar stage victory in ten years. The team earned podium finishes on three stages. A team rider led on five day stages. Verhoeven arrived at the finish in Buenos Aires in 15th overall despite having hit a stone, damaging his engine case and losing five hours in one single day. Pedro Bianchi Prata finished 30th. Goncalves and Zé Helio both retired hurt after serious crashes.

While the overall results of the riders didn't reflect the true potential, the quality of the bike and the professionalism of the team was clearly visible. Everyone who takes a closer look at the rally's statistics will notice the team's competitiveness. It's just that Lady Luck wasn't kind to the Bavarian newcomers.

Team principal, Wolfgang Fischer, analysed back then: „A Speedbrain rider headed the day's provisional standings on five different stages, to finally win two stages. Altogether the team recorded 17 finishes inside the top ten. That's a solid foundati-

on. The 14-man crew, coming from seven different nations - riders, mechanics, helpers - worked very well together. Everyone was fully concentrated on their job, there was a positive never-give-up attitude and a strong team spirit.“

Now, for the 2012 event, Husqvarna Rallye Team by Speedbrain enjoys official factory support from Husqvarna, somehow continuing a Dakar tradition that goes all the way back to the memorable BMW wins of the 1980s by Hubert Auriol and the unforgettable Gaston Rahier. Later in 1999 and 2000, Richard Sainct went on to take two further victories. All three riders won the legendary rally twice.

In Stephanskirchen everyone has been working overtime since the summer to build race bikes capable of stunning the competition – with the Husqvarna TE449 as the new challenger. The 11-strong crew, plus riders, is an experienced combination of individuals, most of who have already been on board during the past event. New in the team is Vincenzo Tota, who will be doing his magic as physiotherapist and race medic.



NEW BIKE AND STRONG RIDERS.



The new rally bike developed by Speedbrain is a very specialised bike, with many tricky solutions developed and designed in countless hours of testing and engineering. It takes advantage of various elements out of the Husqvarna TE 449 and also the BMW G 450 X, and, apart from the strong TE 449, it's especially lightweight and easy to handle both in fast and technical conditions.

Wolfgang Fischer: „We are very happy that we could convince Husqvarna to partner with us for our rally bike developments and we are proud to continue to be a partner of the BMW Group and Husqvarna. I want to especially thank my staff, who believed strongly in the project, working very hard on countless days, long evenings and weekends, to make our vision happen. I also want to thank our sponsors and technical partners for their great and fast support in many ways. I am sure we can prove in the 2012 Dakar the huge potential of the team, the bike and the riders we'll have at the start in Mar del Plata on 1st January.”

Paulo Goncalves is the most experienced rider of the quartet. At the Dakar 2011, the Portuguese soon emerged as the spearhead of the team. For the Dakar 2012, he is clearly aiming for more stage wins and the overall podium. Joan Barreda has displayed tremendous speed at the recent Morocco Rally, where he won two stages upon his official Husqvarna debut ride. The Spaniard and Goncalves led the race at several stages, celebrating one-two results on the opening day as well as on day three. Barreda suffered a crash towards the end of the week. Goncalves ran into technical

problems, but both riders showed they have the tools to run with the world's very best rally raid riders.

Although the Dakar doesn't touch home soil for Ike Klaumann and Zé Hélio, the Brazilian pair are certainly enjoying some sort of home advantage. Both have solid experience coming from the Rally dos Sertões, the toughest race of its kind in South America. Zé Hélio is a five-time Sertões champion and has shown flashes of brilliance before at the Dakar. Klaumann is a bit of an unproven entity, yet the team youngster will benefit from his broad skill set. Whether it's the Six Days Enduro, Cross Country racing or rallies, Klaumann's versatility makes him a strong addition to the team.

Initially, the quartet was a quintet. The French veteran David Frétygné was with the team but had to withdraw his start only a few days before Christmas. The multi-time stage winner already missed the last Dakar due to injury. Later this year, he suffered another injury – another setback for the 41-year-old family man. End of November, he was given green light and was eager to return to the legendary rally. But only two weeks before the start of the Dakar 2012, his doctors advised him to withdraw, as he has not fully recovered from his injury yet.



WHO IS WHO?



Team Manager:	Wolfgang Fischer
Technical Director/ CAD engineer:	Stefan Krause
Mechanics:	Felipe Barbosa Juho Kirssi Allison Anton
Mechanic suspension:	Boy Olieslagers
Engines:	Timo Virtanen
Team Co-ordinator:	Rodolphe Schwartz
Physiotherapist:	Vincenzo Tota
Truck/parts logistics:	Arne Pfizenmaier
Project Leader: BMW/Husqvarna	Berthold Hauser



WOLFGANG FISCHER – INTERVIEW.

Wolfgang Fischer is the man who puts all the pieces of the Dakar 2012 project into place. Being the Team Principal and Managing Director of the Husqvarna Rallye Team by Speedbrain, the Bavarian has a lot of different issues to deal with. He oversees the bike's development, the logistics and financial aspects, works with his staff and takes care of many of the riders' needs. Some call him a Swiss army knife, but above all he's a man with a lot of passion for his job.

Fischer, who brings six years of experience to the table, has done it all. In World Enduro, in German and European Cross Country racing, even sending riders to the biggest Extreme Enduro events in the world. In the past two years though, the rally team has become his dominant occupation.

“Mr. Fischer, how did you become Team Manager in the first place?”

Wolfgang Fischer: “I founded my own company with two partners to apply for the new BMW offroad team at the end of 2005, with the focus to manage its factory team. After a few years in the offroad racing industry and various inside views of race teams, I felt this was the right time to make another step and take a chance.”

“This is a 24/7 job, isn't it?”

Fischer: “It is more than that, it is a lifestyle with many rewards, many sacrifices and never standing still. If I would not love doing it, it would be impossible to do it over a longer time.”

“What is the most stressful part, and the most rewarding?”

Fischer: “The most stressful part is to get everything done (R&D, testing, production, logistics,...) in a limited amount of time and with the available budget, and keep focused on the priorities. The most rewarding is to have a rider coming back from testing new developed material with a big smile, and having a good race after that. The most rewarding part in the day-to-day work is to have a professional, efficient staff within a relaxed, familiar and fun atmosphere. With nine different nationalities in the team, it is important to have a good base of communication, and after English, our second team language is Portuguese and Spanish, which is quite useful for the Dakar and the rising motorcycle markets in South America.”

“What is the ultimate goal for the Husqvarna Rallye Team by Speedbrain?”

Fischer: “Our target is naturally to stand on the podium in Lima, hopefully on the top step...”

WOLFGANG FISCHER – INTERVIEW.



“It seems you have a very well rounded team. And the only one with two capable South Americans. What are your thoughts on the five riders?”

Fischer: “First of all, they are all very good riders and great personalities and get along with each other very well. They do not have all the big records like riders from other teams might have, but we are all super-motivated to create a future together and make them true Dakar heroes. It simply is more motivating to hopefully build up a future champion from inside the team rather than ‘purchasing’ him. All of them have been showing their potential, now it is up to them to bring everything together to do a consistent rally (good navigation, no errors, no crashes, looking after the material). For example, Barreda and Goncalves are taking the chance to train navigation together in Europe, as do Zé Hélio and Klaumann in Brasil. To have a good result in Dakar is a team mission, and maybe our strength could be that we are all working together for it.”

“For clarification, can you explain the term ‘factory-supported’?”

Fischer: “After presenting our new rally bike and project after our first Dakar 2011, Speedbrain got financial support from BMW and Husqvarna to go ahead and prepare the Dakar 2012. While we also receive technological support to further develop the engines, we conducted all development of the chassis and the rally-specific components as a team together with the riders and their feedback. The main focus was to integrate a full linkage rear suspen-

sion, and to create a rally bike especially lightweight and easy to handle both in fast and technical conditions. A rider wants to have confidence in his bike, and that’s what we achieved.”

“How do you as a team manager get from start to finish each day?”

Fischer: “In the past it was common to fly, but for me it is more convenient to be on the assistance route with a 4x4, so I can be closer to the rally action and share the day with my staff. We do 5,700 instead of the 8,400 race kilometers.”

“And what about your strategy to fight the lack of sleep, dehydration and nutrition?”

Fischer: “For the team members the Dakar in South America is much easier to handle than the old times in Africa. Most of the assistance route is asphalt, and nutrition and dehydration is no issue, as we get ‘full board’ in the bivouac. To get enough sleep is always an issue. You just have to force yourself to use every possible opportunity to sleep.”

“Your family must be very understanding and supportive?”

Fischer: “This is the most important part for my personal backing, without the support, interest and understanding of my wife and also our 13-year-old daughter, it would not be possible to do this exhausting job over a long period of time.”





PAULO GONCALVES (#7) – FACT SHEET.

Nationality:	Portuguese
Date of birth:	05/ 02/1979
Place of birth:	Esposende – Braga
Residence:	Esposende – Braga
Family status:	Married
Profession:	Motorcycle racer
Hobbies:	Jet ski
Passion:	Rally Raid
Favourite drink:	Water
Favourite dish:	Pasta
Favourite country:	All countries
Favourite actor:	Nicolas Cage
Favourite actress:	Angelina Jolie
Personal car:	BMW 320
Personal bike:	BMW G 450X
Dream car:	BMW X6
Dream bike:	BMW SS1000
Most respected rider:	Stefan Everts
Favourite track:	Motocross and Rally tracks
First bike:	Casal
First race:	Avenal's track (1991)
Most memorable result:	First victory in the Motocross National Championship at Marinhas

PAULO GONCALVES – INTERVIEW.



“This is your sixth Dakar. What is your goal beyond making it to Lima?”

Paulo Goncalves: “My goal is to finish inside the top three, but always fighting for the victory.”

“It’s a long rally with 14 stages and an average of 600 kilometers a day? How do you rate the 2012 route?”

Goncalves: “The Dakar is always a hard rally and certainly this year won’t be easier! Twenty twelve will differ from the last two years because we have a new country in the route, Peru, and that will bring some surprises. We will discover new territory and that’s an additional challenge.”

“Fitness is crucial. How did you physically and mentally prepare for the challenge?”

Goncalves: “Physically I do my normal training all year, cycling, gym and riding the motorcycle. Mentally I know that it’s a hard rally and that I have to be prepared for all those things that can happen. For me the important part is to keep in mind that the rally lasts 14 days. I need to be steady and avoid mistakes.”

“Competing in the Dakar means early wake-ups and not much rest. How do you cope with four to five hours sleep despite being exhausted?”

Goncalves: “That’s one of the reasons why the Dakar is so difficult, because it’s a long day on the bike and most of the time we don’t sleep more than four to five hours. But mentally I’m already prepared for that, because it’s my sixth Dakar and I know the routine. It is complicated doing 400, 600 or 800 km after a bad night. The exhaustion is huge.”

“How much weight will you have lost in the end? How do you handle eating and drinking throughout the day and especially in the evening?”

Goncalves: “It may sound incredible, but I never seem to lose weight. During the day I have to keep myself hydrated. I try to eat and drink every time I stop at the control points. The body needs a lot of calories so eating/drinking is crucial to fight the exhaustion.”

“There are a dozen potential winners. Who do you expect to be your toughest competitors?”

Goncalves: “There are a lot of potential winners and I believe all of them will be tough. All obvious favourites have the Dakar experience and are going to fight for the victory.”

“Not long ago 450cc bikes were considered to be too small for the Dakar. But now everyone seems to like the reduced capacity?”

Goncalves: “True. Before the capacity reduction the 450cc bikes were considered small. It was difficult for a rider on a 450 to win the Dakar, basically not possible. You could win stages. Now everyone runs with the same capacity and that brings more equality, challenge and more possible winners. All this enriches the rally.”

“Anything you’d like to add?”

Goncalves: “Dakar is a hard and tough rally, but I will do my best to give some victories to my team, Speedbrain and Husqvarna!”





ZÉ HÉLIO (#26) – FACT SHEET.

Nationality:	Brazilian
Full name:	Jose Helio Gonçalves Rodrigues Filho
Date of birth:	16/03/1979
Place of birth:	Sao Paulo
Residence:	Sao Paulo
Family status:	Single
Profession:	Motorcycle racer
Hobbies:	Wakeboard and Light Sport Aircraft
Passion:	Offroad racing
Favourite drink:	Coconut water
Favourite dish:	Barbecue
Favourite country:	USA
Favourite actor:	Wagner Moura (Brazilian)
Favourite actress:	Jennifer Aniston
Personal car:	Toyota
Personal bike:	Suzuki
Dream car:	BMW X6 M
Dream bike:	BMW GS 1200 Adventure
Most respected riders:	Marc Coma, Stefan Everts
Favourite track:	Seminoles Tribe MX Park (USA)
First bike:	Mini Enduro
First race:	Bracao Enduro
Most memorable results:	5-time Rally dos Sertoes champion Top American Rider in the Dakar – 12th overall and 3rd in 450cc (2009)
Own website:	www.zehelio.com

ZÉ HÉLIO – INTERVIEW.



“This is your third Dakar. What is your goal beyond making it to Lima?”

Zé Hélio: “My main goal is making it to Lima inside the top ten.”

“It’s a long rally with 14 stages and an average of 600 kilometers a day? How do you rate the 2012 route?”

Zé Hélio: “I think this is the hardest Dakar ever since the rally came to South America. I imagine a tough time with giant dunes, giant rocks and all sorts of different weather.”

“Fitness is crucial. How did you physically and mentally prepare for the challenge?”

Zé Hélio: “This is just my third Dakar, but I have 15 years of experience in Cross Country rallies. In the last six months I’ve trained harder than ever. Knowing that I’ll be in a good team and on a great bike gives me a lot of confidence.”

“Competing in the Dakar means early wake-ups and not much rest. How do you cope with four to five hours sleep despite being exhausted?”

Zé Hélio: “With a good physical preparation, you can do it for the limited time of the rally. The Dakar is so special because it takes so many things into consideration. Dealing with what it is like in the bivouac is one of them.”

“How much weight will you have lost in the end? How do you handle eating and drinking throughout the day and especially in the evening?”

Zé Hélio: “During the day I use special nu-

tritional supplements. In the evening the Dakar organisers provide rich in carbohydrates. You just don’t have to over-eat.”

“There are a dozen potential winners. Who do you expect to be your toughest competitors?”

Zé Hélio: “Paulo Goncalves, Marc Coma, Helder Rodrigues, Cyril Despres are the obvious names.”

“Not long ago 450cc bikes were considered to be too small for the Dakar. But now everyone seems to like the reduced capacity?”

Zé Hélio: “The 450cc bikes have had plenty of evolution in recent years. They now seem to be as fast as the former bikes with the bigger engines, and much more agile.”

JOAN BARREDA (#23) – FACT SHEET.



Nationality:	Spanish
Date of birth:	11/08/1983
Place of birth:	Castellón de la Plana
Residence:	Castellón de la Plana
Family status:	Single
Profession:	Motorcycle racer
Hobbies:	Jet ski, Kite surfing, Wakeboard, Snowboard, Mountainbike
Passion:	Rally Raid
Favourite drink:	Water, Coke
Favourite dish:	Paella
Favourite country:	Spain
Favourite actor:	Al Pacino
Favourite actress:	Cameron Diaz
Personal car:	Mercedes Vito
Personal bike:	Husqvarna TE 310
Dream car:	BMW M6
Dream bike:	BMW S 1000 RR
Most respected riders:	Ricky Carmichael, Damon Bradshaw
Favourite track:	Rally tracks in untouched deserts
First bike:	Malagutti
First race:	Alicante (1991)
Most memorable results:	Spanish Champion Motocross Top 10 World Championship Motocross

JOAN BARREDA – INTERVIEW.



“This is your second Dakar. What is your goal beyond making it to Lima?”

Joan Barreda: “Trying to avoid problems during every day. If I obtain that, a good result will follow.”

“It’s a long rally with 14 stages and an average of 600 kilometers a day? How do you rate the 2012 route?”

Barreda: “Ahead of us is something long, gruelling and unforgiving. After the first week the conditions become harder. It will be of the utmost importance to remain concentrated all the time.”

“Fitness is crucial. How did you physically and mentally prepare for the challenge?”

Barreda: “I follow a plan of training fixed by my trainer. It is critical to be in a good condition for the last week of the rally and to generally be in tip top shape.”

“Competing in the Dakar means early wake-ups and not much rest. How do you cope with four to five hours sleep despite being exhausted?”

Barreda: “It is important to take advantage of all possible rests. Two weeks of Dakar means a huge effort for the body. You are testing your limits every day and you need to start the day as fresh as possible.”

“How much weight will you have lost in the end? How do you handle eating and drinking throughout the day and especially in the evening?”

Barreda: “It is necessary to eat a lot for the body to recover every day. Also during the

refuelling stops it is very important to eat something. About the kilos I will have lost, let’s see on 15th January.”

“Not long ago 450cc bikes were considered to be too small for the Dakar. But now everyone seems to like the reduced capacity?”

Barreda: “I believe that it is a perfect capacity for the rider, though mechanically the bike suffers a lot. I like the diversity with more brands in the rally.”

“Anything you’d like to add?”

Barreda: “Watch out for #23.”



IKE KLAUMANN (#37) – FACT SHEET.



Nationality:	Brazilian
Date of birth:	20/03/1987
Place of birth:	Rio Negrinho - Santa Catarina
Residence:	Rio Negrinho - Santa Catarina
Family status:	Single
Profession:	Administrator, Motorcycle Racer
Hobbies:	Bikes, Tennis
Passion:	Rally Raid
Favourite drink:	Water, Juice
Favourite dish:	Meet and Pasta
Favourite country:	All countries
Favourite actor:	George Clooney
Favourite actress:	Jennifer Aniston
Personal car:	L-200 TRITON
Personal bike:	BMW G 450X
Dream car:	BMW X6
Dream bike:	BMW ADVENTURE 1200
Most respected rider:	Marc Coma
Favourite tracks:	Enduro and Rally Tracks
First bike:	Brandy
First race:	Cross Country in Gaspar (2001)
Most memorable results:	Gold medal in Chile/Six Days (2007) Stage win Sertoos Rally (2010)

IKE KLAUMANN – INTERVIEW.



“This is your first Dakar. What is your goal beyond making it to Lima?”

Ike Klaumann: “As it is my first Dakar, the goal must be to arrive in Lima. I will take it very cautiously, as I shall experience many new situations. I will try to find a good rhythm and take advantage of the experience of my team mates.”

“It’s a long race with 14 stages and an average of 600 kilometers a day? How do you rate the 2012 route?”

Klaumann: “It is a very long rally, and I need to stay cool, as any error can get you into trouble for a good result. It will be 14 difficult and exhausting days, every day with its own character, getting more intense towards the final one. It will be really important to still have reserves in the body and take care of it near the end. The accumulated stress and pain of the long days make it tougher with each kilometre we get closer to Lima.”

“Fitness is crucial. How did you physically and mentally prepare for the challenge?”

Klaumann: “This is a crucial part indeed, to be fit for a long time on the bike every day. It is very important to prepare well, with the physical fitness comes along the ability to stay concentrated and remain mentally strong. I work with aerobics, various training on the bike, gym, tennis, bicycle and running. The climatic changes are also an issue to take care of, especially not to get dehydrated in the desert.”

“Competing in the Dakar means early wake-ups and not much rest. How do you cope with four to five hours sleep

despite being exhausted?”

Klaumann: “Sleeping is a luxury during the rally, and it is good to train your body to get used to little sleep and the rally routine. Just try to get sleep wherever you can and have a good daily routine after arriving at the bivouac should help.”

“How much weight will you have lost in the end? How do you handle eating and drinking throughout the day and especially in the evening?”

Klaumann: “I need to take care not to lose too much, maybe three to five kilos. During the day I take energy bars, carbs and water as much as possible. To fight fatigue and be ready for the next day, it is also good to have a massage in the evening - and a good meal with chicken or beef.”

“There are a dozen potential winners. Who do you expect to be your toughest competitors?”

Klaumann: “There are a lot of good riders with great experience from many Dakar rallies. For me as a rookie, it will be important to find out the level and gauge my personal limit and rhythm, I expect to do a good job together with my team.”

“Not long ago 450cc bikes were considered to be too small for the Dakar. But now everyone seems to like the reduced capacity?”

Klaumann: “With the limitation to 450cc, the Dakar turned much more competitive, now many brands and teams are preparing good material for the 450cc bikes. It turned into a really exciting and nice event, thanks to all: competitors, manufacturers, fans and public.”





HUSQVARNA TE 449 RR BY SPEEDBRAIN.

For the 2011 Dakar, Speedbrain started with a rally kit tailored for the chassis of the standard BMW G 450 X and achieved encouraging success with two stage wins. As there was no more homologation rule for the 2012 Dakar, and production based chassis, frame, swingarm and suspension could be modified, Speedbrain engineers started immediately in the spring of 2011 to develop and build a new-era rally race bike, integrating all the input gathered in past events. The rider feedback also understandably played an important part throughout the development process.

The basic BMW G 450 X frame concept still showed to be an intelligent base to ideally integrate the tank and air box, have quick access to all important parts and allow fast engine maintenance. The biggest step in the chassis advancement was the integration of a full linkage system, in combination with a longer swingarm and an extra-long rear WP Traxx shock. The integration of the two-piece central/rear tank inside the bike allows the rider a maximum of moving space, Enduro-like ergonomics and a perfect balance.

After presenting the new rally bike and the Dakar 2012 project, Speedbrain received official "factory support" plus the necessary financial support from BMW and Husqvarna to go ahead and prepare the Dakar 2012. While Husqvarna brought in the

knowledge to further develop the engine and long-distance mappings to increase reliability, Speedbrain completed the development of the chassis and the rally-specific components within the team's R&D division.

The main focus was to create a state-of-the-art rally bike, especially lightweight and easy to handle, maximum stability in both fast and technical conditions, giving the rider maximum confidence. A slim new carbon Kevlar fairing with maximal airflow and a new rear part shaved of some additional weight. The carbon Kevlar engine protection with integrated three-litre water tank gives the engine and the low rally header pipe full protection. With the many navigation and safety devices in the rally cockpit, a special focus also went into developing a bullet-proof electrical system.

All in all, the new TE 449 RR by Speedbrain Rallye is a very specialised bike, with many tricky solutions developed and designed in countless hours of testing and engineering. It takes advantage of various elements out of the Husqvarna TE 449 and also the BMW G 450 X, with a strong heart, the basic 450cc engine out of the TE 449.

TECHNICAL DATA: HUSQVARNA TE 449 RR BY SPEEDBRAIN.



Water-cooled, 4-stroke single-cylinder engine, two overhead camshafts, four valves, dry sump lubrication with oil cooler, electronic intake pipe injection / digital engine management

Bore x stroke:	98 mm x 59.6 mm
Transmission:	6 gears
Capacity:	449.5 cc
Maximum speed:	Approx. 175 km/h
Front wheel suspension:	WP Upside-down big bore cone valve fork Ø 52mm
Rear wheel suspension:	Aluminium dual swing arm with WP Traxx monoshock and linkage
Suspension travel front:	300 mm
Suspension travel rear:	320 mm
Brake, front:	Single disc brake, diameter 298 mm, double-piston floating caliper
Brake, rear:	Single disc brake, diameter 220 mm, single-piston floating caliper
Dry weight:	Approx. 137 kg
Frame:	Chromium molybdenum steel
Sub Frame:	Self supporting plastic tank
Tank volume:	Approx. 29 l
Tyres:	Michelin Desert Race



From January 1st to January 15th, 2012

The ultimate adventure

Mar del Plata - Copiapó - Lima



www.dakar.com

2012 DAKAR RALLY – THE ROUTE.

The fourth edition of the South American Dakar Rally takes on a totally new face. In contrast to last year, the event will no longer consist of a 9 000 kilometre loop with Argentina's capital Buenos Aires at its epicentre, but will pass through three South American countries - Argentina, Chile and Peru - for the first time.

The start venue, too, has been changed, with the event starting on New Year's Day in the tourist resort of Mar del Plata on the Atlantic Coast. Thereafter the route takes a wide arc past Buenos Aires and onwards over the Andes to the Pacific via the Chilean commune of Copiapo (8th January 2012) and the Atacama Desert in northern Chile. The second week of January sees the event continue northwards to Peru, where the rally ends in the country's capital Lima on 15th January 2012.

The 14-day rally schedule is packed with 14 stages totalling 4 161 kilometres in an overall route of 8 377 kilometres, with the Atacama Desert section at the end of the opening week and start of the second likely to prove decisive. The longest stage, on 9th January, consists of a 556 km run through the Chilean Atacama from Antofagasta to Iquique, with the shortest being a final day 29-kilometre Peruvian section between Pisco and Lima.

A total of 468 teams have entered the event's four disciplines - Motorcycles, Quads, Cars and Trucks - with 188 riders making up the Motorcycle section.

2012 DAKAR RALLY – FROM ARGENTINA TO PERU.



Organisers A.S.O. praise themselves for making things extra-unpredictable this year. In their own words „frequent surprises will occur and difficult moments may happen at the most unexpected places“. Observers rate the Dakar 2012 as the toughest in recent years, given the diversity and constant change of pace.

Argentina.

Five stages following the starting ceremony at Mar del Plata. Dunes and canyons will mostly be the order of the day(s).

Chile.

Five stages plus rest day. After having travelled over the Andes, the Atacama desert is the beast awaiting the riders. Every mistake can be crucial, dream-shattering even, and navigation skills will be the key. Stage nine from Antofagasta to Iquique offers the longest special test of the rally. On 10th January, the riders face over 550 kilometers of timed section on just one day. Two days later another special of 538 km through Peru might be an early decider for the podium.

Peru.

In the history of the rally, Peru will be the 27th country to greet the field. As the capital of Lima slowly creeps into sight and everyone feels drained and exhausted, plenty can still happen. The route will re-

mind those who have raced on African soil (until 2007) of the stages in Mauretania. Those were classics of the „old“ Dakar. Keeping the concentration is as vital as having the riding technique to master the final challenges.

To put things into perspective, the average daily distance is similar to the driving distance from Frankfurt to Geneva. On five days alone the participants have to cover more than 700 km combined (liaison and special stage). The direct air route between Mar del Plata and Lima is approximately 5,000 km.

THE REGULATIONS – THE MOST IMPORTANT RULES AT A GLANCE.



The Dakar Rally is divided into Special stage Speed tests in real time, run over a route exclusively reserved for the competitors in the Event, and Road Sections, covered within a target time.

It is open to different machines adapted to offroad use and complying to the norms imposed by the French Highway Code and the FIM technical regulations for cross country rallies. All machines must be registered and possess a registration document.

Groups and class names.

Group 1 Elite A.S.O. riders are either professional riders (paid by a manufacturer) or amateur riders, who appear on the A.S.O. list thanks to their results. These machines are based on type approved, production machines, (authorised for use on public roads) which can be modified and/or equipped for all-terrain rally competition. The major parts: frame, engine (cylinder, cylinder head, engine cases) and the swinging arm used must be standard parts, and must be freely available to the public. These major parts may be modified, with the exception of the engine cases, but must respect the FIM Technical Regulations for All Terrain Rallies – 450 World Champion category. Cubic capacity up to 450cc, single or twin cylinder.

Group 2 are Riders not on the elite list, a) Class 1 SUPER PRODUCTION from 0 to 450cc Riders, Cubic Capacity under or equal to 450cc.

b) Class 2 MARATHON with Cubic Capacity up to 450cc, no changing of major parts authorised during the event.

Engine restrictions.

The preparation of Group 1 Elite engines is free, with the exception of the main engine cases which must be strictly standard. Repairs to the engine's 'top-end' (for example cylinders, pistons) are free during the event. All interventions to the 'bottom-end' (inside the main engine cases) will be considered as a change of engine. The first change of engine will incur a 15' penalty, the second a penalty of 45', and all following changes a two-hour penalty for each change.



THE REGULATIONS – THE MOST IMPORTANT RULES AT A GLANCE.



Road Book and Navigation.

Each competitor receives a daily road book, size A5, containing characteristic notes and/or the compulsory waypoints, which they must observe on pain of penalties which may go as far as disqualification. The route of the rally is described in the road book given to the competitors. The competitors are obliged to be equipped with one GPS downloaded with the waypoints given by the Organiser.

The Road Book will indicate compulsory points of passage. There are several types of waypoints (examples see below) which must be respected on pain of incurring penalties up to and including disqualification from the race. A GPS waypoint is a geographical point defined by coordinates of latitude and longitude. Each waypoint noted on the road book is a compulsory passage point.

A WPE (Eclipse waypoint) is a compulsory passage point memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. A point towards which the GPS, with all its capacities displayed on its screen, directs the competitor once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE. It works in the same way between several successive WPEs. The starts and finishes of special stages will be WPEs. To validate their passage at a WPE, competitors must pass within at least 200 meters of it. If the WPE is at the beginning or the end of a speed limit (f.e. in

villages) they are called DZ (beginning) and FZ (end) and the radius of validation is then 90 meters.

A WPM (hidden waypoint) is a compulsory passage point memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. The GPS directs the competitor towards this point only once he has come within a 800 meter-radius of it. To validate their passage at a WPM, competitors must pass within at least 200 meters of it.

A WPS (Way point safety) is a compulsory passage point, for safety reasons, memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. It can be linked to a danger 3 (!!!), crossings of roads, gas pipelines, railways etc. The GPS directs the competitor towards this point only once he has come within a 3km radius of it. To validate their passage at a WPS, competitors must pass within at least 90 meters of it.



THE REGULATIONS – THE MOST IMPORTANT RULES AT A GLANCE.



Assistance.

During special stages, any assistance except that expressly allowed in the supplementary regulations is forbidden (except between competitors still in the rally). Except in special stages, during the entire duration of the rally, assistance carried out by assistance personnel is allowed only on the sections common to the competition and to the service vehicles. Assistance crews must keep exactly to the itinerary of road sections and service areas such as detailed in the road books which are available from the Organiser. If the vehicle is unable to move, pushing by a competitor in the rally is allowed, as well as by a vehicle/crew registered in the assistance category when they have the same route. On special stages, all transport of a vehicle will result in disqualification. On road sections transport may be allowed, and in this case will be the subject of a bulletin. Only vehicles/people officially entered in the rally or as assistance vehicles/people are authorised to transport assistance materials.

Fuelling.

Each competitor is responsible for calculating their fuel range. In no case may competitors make any claims against the organisers if their vehicle fails to cover the minimum distance of 250 km, regardless of the nature of the terrain. For safety reasons a 10% margin is indispensable, i.e. a range of 275 km. A 15-minute neutralisation will be put in place each time refuelling is carried out during a special stage. Only competitors are allowed to help other competitors.

Penalty.

A fixed penalty has been created to replace certain sanctions leading to disqualification for failing to respect certain clauses of the Regulations. It allows the penalised competitor to continue the event in normal competition conditions, although being severely sanctioned. The fixed penalty is expressed in a time which is added to the penalties already incurred by the competitor. A sporting penalty means a penalty imposed for speeding, missing a PC, or Waypoint, or unsporting conduct, or other violation committed on a special stage.

THE REGULATIONS FOR BIKES – WHAT'S NEW FOR 2012?



Absolute limit: 450cc.

The operation to reduction engine power, introduced during the 2010 edition is now coming into full force. The rule which was initially applied to the elite riders has now been extended to all motorcyclists: the cubic capacity of their engines must not exceed 450cc. The measure has already encouraged several manufacturers to become involved in the sport. It also responds to the need for moderation in terms of both safety and of the environmental impact.

Modifications to engines:

New penalties.

In long-distance rallies, physical and technical performance must be coupled with endurance, which includes paying the greatest attention to equipment. This year, motorcyclists who modify their engines (including the first time they do so) will be penalized (see page 45 for details). The penalty scale will be as follows:

1st modification: 15 minutes

2nd modification: 45 minutes

3rd and subsequent modifications: 2 hours

A “semi-marathon” stage.

On the evening of the 11th stage, motorcycle and quad riders will be accommodated in a specific bivouac. This should enable them to avoid a lengthy liaison section the following morning. An additional constraint has been introduced, as assistance vehicles will not have access to this bivouac. Vehicles will be parked in a maintenance area, to which only competitors who are involved in the race will have access.



THE STAGES – 14 TIMES THE ULTIMATE TEST.



(1) 01/01 Mar Del Plata – Santa Rosa de la Pampa.
856 km in total, 60 km special test.

Small dunes.
The seaside resort of Mar del Plata kicks off the Dakar 2012. The final day of 2011 sees the public presentation ceremony, the first day of the New Year means getting to work. It's a short warm-up special stage where small dunes represent the first hurdle. The fastest time will establish a first winner and determine each competitor's early position in the rankings. Afterwards there will be a long liaison section to Santa Rosa de la Pampa.

(2) 02/01 Santa Rosa de la Pampa – San Rafael.
781 km in total, 295 km special test.

The grey dunes of Nihuil.
The competitors will have an early start and a long way to get to the beginning of the special stage. The first part is on firm ground and riders need to be focused. Then the soil changes for a backdrop of dunes. In Nihuil, the grey-coloured sand bears witness to the intense volcanic activity which occurred in the region several thousand years ago. Here the potential front-runners might fire the very first warning.

(3) 03/01 San Rafael – San Juan.
563 km in total, 270 km special test.

Looking towards the Andes.
The Andes Mountains, ever-present throughout the 2012 Dakar, are getting nearer. But the real test is still a few days away. On their way to San Juan the field is confronted with river crossings and many holes and stones. The terrain is best described as gruelling. Probably the first real test for the 450cc engines. The magnificent landscape, with every shade of red possible, makes up for the steep climbs the bikes have to master. Some sections are only doable in first gear.

(4) 04/01 San Juan – Chilecito.
714 km in total, 326 km special test.

Do not be over-confident.
The elite athletes enjoy the dried-up rivers that have to be crossed. Eventually they will also find a little time to admire the spectacular canyons of the Province of Rioja. For sure, nobody will maintain a steady pace during the special stage. Whether it's the navigational demands at the end of the day or the small hurdles to overcome in between, there will be many occasions to lose time. Once the rally has reached Chilecito, expect one or two of the top guys to be eliminated from the title chase.

THE STAGES – 14 TIMES THE ULTIMATE TEST.



(5) 05/01 Chilecito – Fiambala.
416 km in total, 265 km special test.

Fiambala split in two. The Argentinian town is a fixture of the “new” Dakar. The dunes are treacherous and difficult to read. This year the route has been split in two to offer suitable conditions for all categories. For the motorcyclists the risks lie in bad navigation. Further thrills and spills threaten the riders as they move along a narrow track on the mountain side before entering the dunes. The route reserved for cars and trucks is completely different and will take the drivers further into the sand.

(6) 06/01 Fiambala – Copiapo.
641 km in total, 247 km special test.

The Roof of the Dakar. The southern summer has several surprises in store, maybe even minus temperatures for the riders who face a long climb to Paso San Francisco in the middle of the night. The roof of the rally is reached when they cross the border at an altitude of more than 4,700 metres. Once the rally has arrived in Chile, the special stage will be decided on hard terrain, in the harsh aridity of the Atacama Desert. The competitors have to be smart and tactical once arriving at the dunes of Copiapo, which are repeatedly tricky. The sand is bottomless and unforgiving. One stupid mistake and the rally can be over.

(7) 07/01 Copiapo – Copiapo.
598 km in total, 444 km special test.

The Loop. Saturday will be the biggest challenge of the week, although the beginning of the special stage might appear to be easy. But afterwards the strain of the distance travelled since Mar del Plata begins to take its toll, exactly at a time when a great number of dunes follow one after another. The last set of dunes is the final challenge before the rest day.

08/01 Rest day Copiapo.

A much-needed break to work on the bike for the mechanics. The worn-out riders are going to try and charge their personal batteries. A hard day’s work for the team physio, who has to give the battered and bruised athletes some extra attention.



THE STAGES – 14 TIMES THE ULTIMATE TEST.



(8) 09/01 Copiapo – Antofagasta. 686 km in total, 477 km special test.

New week, new luck?
At this stage of the competition, the number of contenders will be reduced to a small handful in each category. On the stone-covered tracks leading to Antofagasta, the pace will be rather intense.

the essentials for several kilometres. Sand riders will surf on the dunes that stretch out for around a hundred kilometres. But the difficult fesh-fesh area at the end of the day is a strong reminder of the diverse race character. Never enjoy yourself for too long or you're going to pay the price.

(11) 12/01 Arica – Arequipa. 709 km in total, 538 km special test.

Additional hurdle for the bikes.
For the Dakar's first day in Peru, there's an additional obstacle prepared for the riders. After a day spent switching between off-piste sections and areas with rivers, a specific bivouac will be set up for the riders only. The assistance vehicles will not be allowed in the maintenance area, only the motorcyclists and quad riders are there to help each other. Time for some camaraderie after another long day?

(9) 10/01 Antofagasta – Iquique. 566 km in total, 557 km special test.

The longest special.
A two-part stage will keep the competitors busy as they race further to the north, between the ocean and mountains. Two sections separated by a neutralisation part are on the agenda with varied features and landscapes. At the beginning the competitors will pass through canyons and hopefully won't sink in the fesh-fesh, a powdery soil that can ruin anyone's day. The second part calls again for navigation masters. Limited landmarks add to the difficulty of the longest special test of the rally.

(10) 11/01 Iquique – Arica. 694 km in total, 377 km special test.

Surfer's Paradise
A spectacular beginning to the stage. Incredible views, combining sand and waves, are



THE STAGES – 14 TIMES THE ULTIMATE TEST.



**(12) 13/01 Arequipa – Nasca.
505 km in total, 246 km special test.**

The Dragon of Nazca.

The Nazca Lines, mysterious motifs created in the ground more than 2,000 years ago, undoubtedly will be televised in the day's stage summary. The dunes follow one after another continuously for almost 20 kilometres, keeping the field on its toes. As the sand remains firm, it will help the drivers to cross them without too much difficulty. Those who remember how to perform the "Mauritanian swerve" can save some precious minutes.

**(13) 14/01 Nasca – Pisco.
352 km in total, 276 km special test.**

Pacific atmosphere.

The dunes are majestic in this part of Peru. And poised to keep up the suspense. Avoiding confusion will be important, as many valleys look similar and it's easy to make a mistake. Also, fatigue is more and more overwhelming, the riders have already lost a lot of weight and mental strength. The penultimate day is another one for those who did their homework in the gym and throughout the year.

**(14) 15/01 Pisco – Lima.
283 km in total, 29 km special test.**

Feels like heaven.

A short special stage to make final adjustments to the classification. Again some dunes and some nice tracks as Lima is oh-so-close. The pleasure of finishing is gaining the upper hand. Lima welcomes the Dakar 2012 heroes. And true heroes celebrate in moto style. Not yet the time to reflect, but a moment of joy and a deep sigh of relief.

16/01 Finish.



HUSQVARNA MOTORCYCLES – OVER 100 YEARS OF SUCCESS.

Husqvarna, since October 2007 a subsidiary of BMW Motorrad, can look back on a history spanning over 100 years, making it one of the longest established motorcycle manufacturers around. It all began back in 1903 when a Husqvarna bike was equipped with a 1.5 hp single-cylinder engine. This first „motorcycle“ could hit a top speed of 50 km/h.

Husqvarna was closely associated with motorsport from the word go, and has since picked up 82 World Championship titles. The first victory at ‚Novemberkåsan‘, one of the best-known and most important Enduro races of the time, came in 1916. Nineteen twenty one saw a motorcycle with a 550 cc two-cylinder engine built in Sweden for the first time. This was the launch pad for production in large quantities. Success in its home country of Sweden was not enough for Husqvarna, however: the company competed in an increasing number of international competitions towards the end of the 1920s.

In the 1930s, Husqvarna’s marketing figures took off, and the brand was able to establish itself on a more international stage. Over 60,000 bikes were sold between 1938 and 1954. From the 1950s motorsport also began to play an increasingly important role for the Swedish manufacturer, who did not have long to wait for the first really big success. Husqvarna was crow-

ned World Champion in the 250 and 500 classes in 1959 and 1961. At the same time, production figures continued to grow and the USA was opened up as a new market. Countless racing successes were to follow in the 1960s and 1970s, securing Husqvarna’s place in motorcycle history.

In 1982 and 1983, Husqvarna became the first manufacturer ever to work with a four-stroke cylinder. Restructuring in the company also made it possible to increase the technologically innovative development from the mid-1980s. Having dominated the field of two-stroke engines for 20 years, the company was now celebrating success with the four-stroke engines, including winning the title in the 1993 Motocross World Championship.

However, the employees at Husqvarna did not rest on their laurels. As true motorbike enthusiasts they plunged with heart and soul into new developments and launched models with 250 cc to 450 cc engines, whose technical features caused a stir around the world. Success continued to follow success in the world of racing too. Husqvarna celebrated its 100th birthday in 2003 – and continued to look ahead to the future. The manufacturer once again brought out a new generation of four-stroke models.



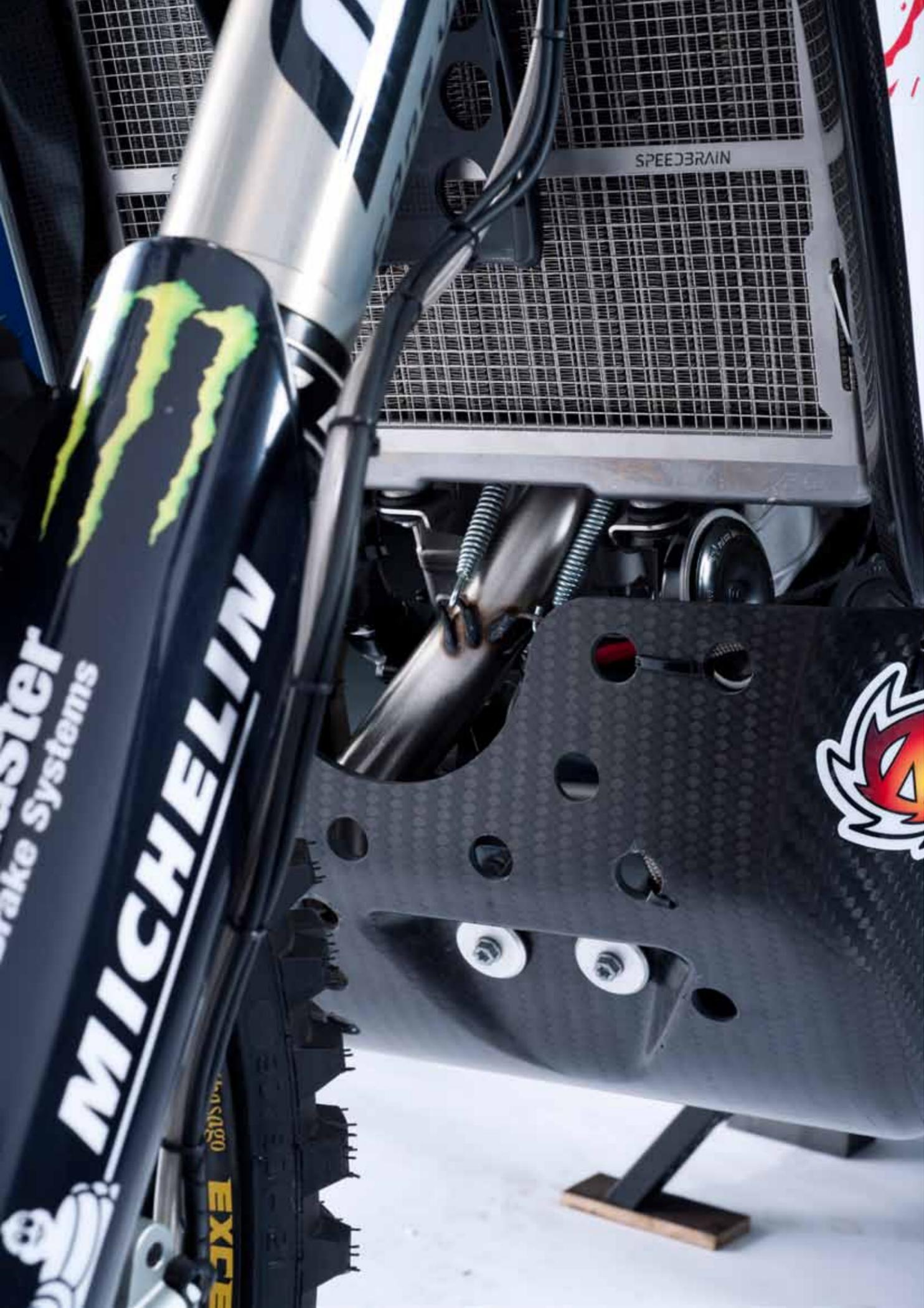
BMW AND HUSQVARNA – SUCCESSFUL TOGETHER.

The takeover by BMW Motorrad in October 2007 was another big step in the history of Husqvarna. At the same time, a completely new generation of vehicle was launched in the form of the 2008 models. The motorbikes were completely newly developed. And the racing success continued: among other triumphs, Husqvarna won several World Championship titles in the Enduro and Supermoto World Championships.

For the 2011 season, BMW Motorrad handed over the purely off-road racing activities to Husqvarna. The brand won the titles in the E1 and E2 classes of the Enduro World Championship with Juho Salminen (FIN) and Antoine Méo (FRA), and lined up in several other series, including the Motocross World Championship MX2 and the Supermoto World Championship.

An important partner, and not just at the Rally Dakar, is „Speedbrain Race Management“, which is the off-road department of BMW Motorrad and was founded in 2006. The Bavarian manufacturer returned to the Rally Dakar with „Team Speedbrain“ in 2011, winning stages with Paulo Goncalves and Frans Verhoeven. In 2012, the Husqvarna-supported Husqvarna Rallye Team by Speedbrain will line up for the Rally Dakar.





STRONG PARTNERS.

“Without trustful, reliable and fast suppliers, this project would not have been possible in this short time. Many thanks to all of them, even if many of them are not listed as “sponsors”. Special thanks to X-raid and Sven Quandt, who supported us right from the beginning with all his great experience and logistics. And last but not least, a big personal thanks to BMW Motorrad’s CEO, Hendrik von Kuenheim, and Project Leader Berti Hauser, for their personal support, trust, and big enthusiasm about our project,” comments Wolfgang Fischer.

Monster Energy.

Monster is much more than an Energy drink, it is a lifestyle. The people from Monster are real race enthusiasts and join the complete Dakar. Very important and long term oriented, their support for Team Speedbrain since the beginning in 2010.



Michelin.

Simply the best tire and mousse in the Desert.



Blackbird Racing.

Our Italian friends for seats and stickers, with a great museum of historic offroad race bikes.



Castrol.

The engine in rally is the heart, only the best “blood” is good enough for it.





STRONG PARTNERS.

Haan Wheels.

Perfect service and top quality wheels for the most suffering part of the bike, the rims.



HGS Exhaust Systems.

Desert Racing is exhaust-consuming, HGS supports us with all we need in quantity and quality.



KS Tools.

Keep your mechanic happy with tools from a company boss racing Dakar himself.



MAC - Moto Plastic Parts.

Superlight and perfectly made carbon parts, handmade from our friends at MAC Moto in Zagreb.



Moto Master Brake Systems.

Our riders trust their Moto Master oversized front brake system.



STRONG PARTNERS.



Regina Chains.

Never any problem with a chain – the proof for top quality and a must.



Shoei.

Safety first – the best helmet for the best riders.



Super B.

Strongest and lightest batteries on the market – a big plus in rally competition.



Supersprox.

Sprockets for a whole Dakar – you never take them off again.



Twin Air Dual-Stage Filters.

Desert dust – the biggest enemy for the engine, Twin Air keeps it safe and clean.



WP Suspension.

Great support and great suspension – a “go go” for rally experts.



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Important notice:
Please be advised that due to the slow internet connection along the route, during the event we can only upload low-res images to this website. High-res images will only be available online after the rally. If you require high-res images during the event, please contact us.

Please also visit BMW Group's media website www.press.bmwgroup.com and the team's website www.speedbrain-rally.com.

