

A rider on a Husqvarna motorcycle is shown in silhouette, navigating a sand dune. The background is a vast, golden desert landscape with rolling sand dunes under a clear sky. The rider is positioned on the right side of the frame, moving towards the left. The text 'HUSQVARNA RALLYE TEAM BY SPEEDBRAIN' is overlaid on the left side of the image in a bold, white, sans-serif font.

***HUSQVARNA  
RALLYE TEAM  
BY SPEEDBRAIN***

A graphic consisting of four red chevrons pointing to the right, arranged in a row. The chevrons are set against a white background that transitions from the bottom of the desert scene.

**2013 DAKAR RALLY  
MEDIA GUIDE**

The Husqvarna logo, which is a blue shield-shaped emblem containing a white letter 'H'. Below the emblem is the word 'Husqvarna' in a blue, sans-serif font.

**Husqvarna®**

**Contents.**



- Ready for the legendary desert rally .....05**
- Talent, speed and experience .....07**
- Succesful preparation.....09**
- Cumulative off-road experience ..... 11**
- The big 'Dakar' adventure..... 13**
- Who's who? ..... 17**
- Wolfgang Fischer - Interview..... 19**
- The riders - Profiles and interviews .....27**
- The Husqvarna TE449RR by Speedbrain .....53**
- 2013 Dakar Rally - The route .....61**
- 14 times the ultimate test .....65**
- Regulations for motorcycles.....73**
- Approaching 110 years of success .....83**
- Strong partners .....87**
- Media service.....93**



## ***Ready for the legendary desert rally.***

Raw gravel routes, high sand dunes and deep riverbeds: this is the habitat of the Husqvarna rally bike. As such, it stands to reason that it should take on the ultimate challenge in off-road marathon racing – the Dakar Rally. The Husqvarna Rallye Team by Speedbrain will again have its sights set on the podium when it lines up at the 35th edition of the desert classic in January 2013. The team from Stephanskirchen (GER) will receive factory support from Husqvarna Motorcycles and the BMW Group. The bike charged with achieving success in South America in January is the Husqvarna TE449RR by Speedbrain, which made its debut at the 2012 Dakar Rally and has since been further developed in all areas. This time, a total of five of the off-road bikes, which were developed and assembled in Stephanskirchen, will line up at the start at the start. The four bikes of the team will be ridden by Joan Barreda (ESP), Paulo Gonçalves (POR), Alessandro Botturi (ITA) and Matt Fish (AUS). In addition, there is an agreement between Speedbrain and Jordi Viladoms (ESP), who will use a TE449RR as a privateer at the 2013 Dakar Rally.

For a long time the Dakar Rally has enjoyed legendary status. The first race took place back in December 1978. It took the teams from Paris, through southern Europe and the deserts of North Africa, to Dakar in Senegal. Since then, the 'Dakar' has developed into the most famous marathon rally in the world. The name is synonymous with adventure and freedom, but the desert classic is also the ultimate test of endurance for man and machine, and often requires them to push their boundaries. In 2013 the Dakar Rally will be held in South

America for the fifth time and gets underway on 5 January in the Peruvian capital of Lima. From there, the 8,000-kilometre plus route takes the competitors on 14 stages through northern Chile and the Andes to Argentina, before returning to Chile and its capital Santiago. The teams and riders are scheduled to arrive there on 19 January.

In the Husqvarna Rallye Team by Speedbrain, the bikes will be looked after on-site by an eleven-man crew. All eleven team members can call on a wealth of 'Dakar' experience and know exactly what this ultimate endurance test is all about. The man pulling the strings is Speedbrain Managing Director and Team Manager Wolfgang Fischer, while Technical Director Stefan Krause is responsible for technical issues. Berthold Hauser is project leader at Husqvarna/BMW Motorrad. In preparation for the Dakar Rally, the Husqvarna Team by Speedbrain successfully entered the FIM Cross Country Rallies World Championship and took part in other marathon rallies over the course of the 2012 season.

"The Dakar Rally not only thrills die-hard motorsport fans, but is also followed by millions of people around the globe as the most infamous endurance rally in the world," explained Klaus Allisat, Head of Husqvarna Motorcycles. "The name 'Dakar' is well known around the world. This makes it the perfect stage for us to demonstrate our expertise in the off-road area. In doing so, we can count on a proven partner in Speedbrain. The team has an immense wealth of experience and huge ability. The success it has enjoyed in recent years is emphatic proof



## ***Talent, speed and experience.***

of this. We are looking forward to supporting Wolfgang Fischer's team again at the 2013 'Dakar' and wish them every success as they face the challenge in South America."

"We cannot wait for the Dakar Rally to get started and are well equipped for this endurance test," said Team Manager Wolfgang Fischer. "The summer preparations ran superbly. We have further developed and optimised the Husqvarna TE449RR by Speedbrain, and our riders have shown regularly during the season that they are capable of competing with the best in the world. They have a say in who wins and who ends up on the podium. And that is also what we have set our sights on for the 'Dakar'. I would like to thank all the team members, riders, mechanics and engineers who have been so committed and worked so hard on this project. A huge thank you goes to the BMW Group and Husqvarna Motorcycles in Varese. Their support has played a major role in allowing us to be so well equipped going into the 'Dakar' adventure. We are proud to enjoy their full confidence and trust. I would also like to thank Monster Energy, a partner who has reliably been on our side since we started out."

"The 'Dakar' is one of the biggest challenges you can face in motorsport. We are looking forward to taking this on together with Wolfgang Fischer's team," added Berthold Hauser, Project Leader at BMW Motorrad and Husqvarna. "We have worked intensively together to prepare for this challenge over the past few months. We have run through everything meticulously and tried to be prepared for all eventualities and hurdles with solutions and

measures. Now we travel to South America well prepared. The Husqvarna Rallye Team by Speedbrain is a well-oiled and close-knit team. We have an outstanding rally bike and excellent riders. I am confident that we can convert this into corresponding results at the 'Dakar'."

When it comes to the riders, the Husqvarna Rallye Team by Speedbrain can count on a combination of talent, speed and cumulative marathon rally experience. One of the strengths of the squad is the close-knit team. The motto here is one for all, all for one. The riders are not lone warriors, but partners and team members who complement and support each other in cooperation with engineers and mechanics.

Experts saw Joan Barreda as the discovery of the 2012 Dakar Rally. Now 29, the Spaniard was contesting the desert classic for the second time in January, and was making his Dakar debut as a Husqvarna rider. The historic stage victory for the Husqvarna TE449RR by Speedbrain and several top-three finishes underlined the fact that Barreda is a potential future 'Dakar' winner. He has an experienced partner at his side, in the form of Paulo Gonçalves. The 33-year-old father from Portugal will line up at the Dakar Rally for the seventh time in 2013 and has enjoyed success with Speedbrain at marathon events for many years.

New to the team are 37-year-old Italian Alessandro Botturi, who replaces injured Quinn Cody, and 32-year-old Australian Matthew 'Matt' Fish. Among Botturi's achievements are nine wins of the Italian enduro champion-



## ***Successful preparation.***

ship and two wins at the International Six Days Enduro. Fish is a proven desert specialist and has enjoyed great success, particularly in his native Australia. He is making his first appearance at the 'Dakar' in 2013 and will take on the so-called 'Waterboy' role, whose job is to help the other three riders should they come into difficulties.

"Paulo and Joan have contested the entire World Championship season together. They both work wonderfully together – Joan as something of a young hothead and Paulo as an experienced rider who has already lined up at the Dakar Rally on seven occasions," said Wolfgang Fischer. "Matt is a great team player, thinks very well on the go and adapts extremely quickly to new situations. Alessandro is new to the team for the 'Dakar'. His CV shows that he is a very quick rider who has shown his potential when he finished eighth on his 'Dakar' debut in 2012."

Preparations for the season highlight in South America took place under competitive conditions. For example, the Husqvarna Rallye Team by Speedbrain has contested the entire season in the FIM Cross Country Rallies World Championship for the first time. The team got off to a successful start: Barreda and Gonçalves came home second and third to claim podium finishes at the Abu Dhabi Desert Challenge at the start of April. Another historic triumph came at the iconic Pharaohs Rally in Egypt at the start of October. Barreda won this classic and, in doing so, presented Husqvarna with its first victory at a desert rally. In the Manufacturers' standings of the FIM

Cross Country Rallies World Championship, Husqvarna finished in an impressive second place overall.

As well as the World Championship rallies, the team also competed successfully at the Baja España Aragón in Spain – Joan Barreda was victorious – and the Oil Libya Rallye du Maroc in Morocco. Barreda finished second overall in this rally, which is widely regarded as a dress rehearsal for the 'Dakar'. Gonçalves and Fish completed the strong team result by finishing fifth and eighth. Barreda and Gonçalves both won one stage each. The most important conclusion after all the preparations is that the Husqvarna TE449RR by Speedbrain and the riders are ready for the endurance test in South America. The bike works like clockwork, while the technology has not once encountered any major problems. The riders have also shown that they are among the very best in the world – the prerequisites for the 2013 Dakar Rally could hardly be better.



## ***Cumulative off-road experience.***

Two true off-road experts are taking on the desert marathon, in the form of Husqvarna and Speedbrain. Ever since Husqvarna started building motorcycles back in 1903 it has enjoyed close links with motorsport. Over 80 world championship titles speak for themselves. Nowadays, Husqvarna is a wholly-owned subsidiary of BMW Motorrad and is responsible within the company for purely off-road racing activities. Speedbrain is an important and competent partner in this field.

Speedbrain was formed in 2006 exclusively for BMW's involvement in off-road racing. As Managing Director, Wolfgang Fischer bears overall responsibility. The remaining key positions were also filled with top professionals who had enjoyed success in this area for years. In its first year, Speedbrain ran a racing bike with a flat boxer twin engine. Rewards were not long in coming. Finland's Simo Kirssi caused quite a stir 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.

However, these successes were just the beginning. In 2007 Speedbrain lined up at selected races, including in the WEC World Enduro Championship, with prototypes of the BMW G 450 X. In 2008, BMW Motorrad returned to professional Enduro racing with the BMW G 450 X and once again caused quite a stir. Simo Kirssi won the German and European championships in cross country racing in the very first year. In the WEC World Enduro Championship, the Finn secured BMW Motorrad's first

podium – a major sensation in BMW Motorrad's first full season in the world championship. The project continued to grow, and for the 2009 season the team moved into BMW Motorrad's Motorsport Competence Center in Stephanskirchen, which houses the workshop, development division, offices and everything else needed to run a racing team.

At the same time, BMW Motorrad was also able to secure the services of the best Enduro riders in the world. In 2009, David Knight, Juha Salminen, Marko Tarkkala and Simo Kirssi lined up in the E2 and E3 classes of the WEC World Enduro Championship. The Speedbrain team finished second overall in the E2 class with Salminen and also took part in cross country races and extreme Enduros.

The following year saw the off-road racing know-how of the two brands, BMW Motorrad and Husqvarna Motorcycles (part of the BMW Group since 2007), systematically bundled together. In 2010 the team lined up in the E2 class of the World Enduro Championship under the name 'BMW Husqvarna Motorsport'. The team initially used the BMW G 450 X before moving to the Husqvarna TE449. This innovative bike was developed by Husqvarna Motorcycles in cooperation with specialists from BMW Motorrad and Speedbrain. It also forms the basis for today's 'Dakar' bike.



## ***The big 'Dakar' adventure.***

Since 2011, Husqvarna Motorcycles has been responsible for outings in the World Enduro Championship, the MotoCross World Championship (MX2), the Supermoto World Championship and other off-road series. Since then, the Speedbrain team has concentrated on rallying. The most important project in this field is the Dakar Rally, at which the team took charge for BMW's comeback in 2011 and caused another stir in 2012 with the Husqvarna TE449RR by Speedbrain, which at the time was newly developed.

In 2011, Team Speedbrain entered the 'Dakar' as a powerful newcomer. This also marked the return of BMW to this desert classic, at which it celebrated unforgettable overall victories in the 1980s, 1999 and 2000. The bike was the BMW G 450 X and the quartet of riders consisted of Dutchman Frans Verhoeven, Gonçalves, his Portuguese compatriot Pedro Bianchi Prata, and Brazil's Zé Hélio.

The new set-up showed amazing speed, with both Gonçalves and Verhoeven winning stages. Gonçalves gave BMW its first Dakar stage victory in ten years. The team earned podium finishes on three stages. A Team Speedbrain 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. Gonçalves and Zé Hélio both retired hurt after serious crashes. The conclusion after the race was that the newcomers proved to be competitive but did not always have luck on their side.

Following the promising stage victories at the 2011 Dakar Rally, Speedbrain, supported by BMW Motorrad and Husqvarna Motorcycles, began planning for the 2012 'Dakar' project. The team put in extra shifts in Stephanskirchen and developed a new bike: the Husqvarna TE449RR by Speedbrain, which combines the tried-and-trusted strengths of the Husqvarna TE 449 and the BMW G 450 X. On 1st January 2012, five riders rolled down the Dakar start ramp in Mar del Plata, Argentina: Gonçalves, Zé Hélio and newcomers to the team Barreda, Ike Klaumann (BRA) and José Manuel Pellicer (ESP).

The team ended six of the 14 stages on the podium, and Barreda secured the historic maiden stage win for the Husqvarna TE 449 by Speedbrain on day ten. He and Gonçalves had rapidly developed into the spearheads in the team and picked up their first top-three finishes on the second stage. However, Barreda lost too much time on days three and four to be in contention at the top of the overall standings. He came home in eleventh. Gonçalves worked his way up into fourth place but dropped back in the second week of the rally due to a controversial six-hour penalty. As a result, the team had to shelve any hopes of achieving its desired place on the overall podium. Gonçalves ended the rally in 26th, Zé Hélio in 19th and Pellicer in 21st. Klaumann crashed on the third stage and had to retire.



## ***Private costumers aboard the Husqvarna TE449RR by Speedbrain.***

Despite this, the result was another positive one for the team: the new bike had proven itself on its maiden outing at the Dakar and the team did not suffer a single technical malfunction. The team was consistently quick and Barreda and Gonçalves were regularly among the front-runners. The stage results showed that the desired place on the podium is an entirely realistic goal. This formed the basis for the 2013 Dakar Rally preparations in Stephanskirchen. Barreda and Gonçalves continue to provide the pillars of the team from a rider point of view, while all areas of the bike have been modified and further developed.

At the same time, the establishing of a customer programme is in process in order to allow private riders to benefit from the experience and development of the team. The successes of the bike have raised interest from numerous riders. At the 2013 Dakar Rally, for the first time a prominent privateer will start aboard the Husqvarna TE449RR by Speedbrain. The 32-year-old Spaniard made his 'Dakar' debut back in 2006 and celebrated his first stage victory at the desert classic in 2007. For years, Viladoms regularly achieves top results in cross country rallying and is regarded as one of the stars in the sport. For the 2013 Dakar Rally, he and Speedbrain concluded an agreement. Viladoms rents a ready-to-race Husqvarna TE449RR by Speedbrain and enters the rally as customer supported by Speedbrain.

"We are delighted that we can start our customer programme with a top rider like Jordi Viladoms," said Wolfgang Fischer. "The interest in our motorcycle shows that we developed a

competitive bike about which the racing scene is speaking. We are proud that a well-known rider like Jordi trusts in our material. I want to thank my team who in addition to preparing our four bikes is working hard on building a ready-to-race TE449RR for Jordi. A big 'Thank you' also goes to Husqvarna Motorcycles, who in the course of our cooperation provide the engine for this customer bike, too. We are convinced that Jordi will have a say in fighting for top results at the 'Dakar' on our motorcycle."

## Who's who?



<b>Riders</b>	Joan Barreda Paulo Gonçalves Alessandro Botturi Matt Fish
<b>Speedbrain CEO/ Team Manager</b>	Wolfgang Fischer
<b>Project Leader BMW Motorrad/ data recording</b>	Berthold Hauser
<b>Technical Director</b>	Stefan Krause
<b>Engine technician</b>	Timo Virtanen
<b>Mechanics</b>	Juho Kirssi Boy Olieslagers Filipe Barbosa Mauro Sant
<b>Physiotherapist</b>	Jordi Zaragoza
<b>Truck driver</b>	Simo Kirssi
<b>Bivouac organisation</b>	Jean Luc Daneels



## **Wolfgang Fischer – Team Manager.**

Wolfgang Fischer is at home in the world of off-road racing. He lives and breathes it – and is an esteemed expert in the field. He didn't start out on this career path, however: Fischer was once a professional yachtsman. However, his career on the water was brought to a premature end by a serious car crash. He then decided to pursue a career in his other great passion: off-road motorcycles. Fischer worked for various teams, manufacturers and producers of accessories for several years. He soon made a name for himself on the Enduro scene, gained insights into the top teams and got to know the best riders in the world. He then decided the time had come to take the next step. The opportunity to do this came when BMW Motorrad was planning to set up its own off-road project and was looking for the right partner team. Together with two other experts, Fischer formed his own team, Speedbrain, at the end of 2005. Speedbrain became the BMW Motorrad off-road works team in 2006 and is now responsible for Husqvarna Motorcycles' rally outings.

As Team Manager and Managing Director, Wolfgang Fischer is the man in overall charge of the operation. He is responsible for overseeing numerous subject areas, whether the development of the bike, logistics or financial aspects.

He works very closely with his personnel and is always willing to listen to the many different requirements of the riders. One thing is typical of Fischer: the passion he has always shown for his job, whether earlier in his career in the World Enduro Championship, Ger-

man and European cross-country racing, and extreme Enduro events, or nowadays in marathon rallying.

**“The Husqvarna Rallye Team by Speedbrain is starting its third Dakar Rally – do you still feel the same excitement and nerves as you did on the team's debut?”**

Wolfgang Fischer: “First and foremost, we have a lot of work ahead of us again. In the run-up to the rally, you hardly have time to think about the race itself. When you have completed all the preparations over the course of the season, and when these have gone well, you obviously look forward to the race all the more. In actual fact, however, the preparations for the next race more or less begin on the day you travel home from the previous 'Dakar'. You have to spend almost a year working towards an event of this size, and this year flies by.”

**“What are the team's goals for the 2013 Dakar Rally?”**

Fischer: “We have learned a lot since last year and have improved all areas, where the technology and riders are concerned. Contesting the complete season in the marathon World Championship for the first time has helped enormously. We want to convert the knowledge we've acquired and improvements we've made into very good results at the 'Dakar'. As we have been able to improve all areas, we believe we will have a really good chance of competing for the top positions. It would be overconfident to speak of a victory, but your ultimate goal in racing is always to win.”



## Wolfgang Fischer – Interview.

### “How important is the works support provided by Husqvarna Motorcycles and the BMW Group?”

Fischer: “It is very important to the entire project. The BMW Group is now supporting us financially for the third year in a row. Among other things, it is helping to finance the logistics, which is very expensive and laborious at the ‘Dakar’. Since this year we have received the full support of Husqvarna Motorcycles in the further development of the engine. This was an enormously important step for us. It allows us to put together an excellent overall package and take our own developments regarding the chassis to a new level. Thanks to the support, we had the financial resources to contest the full World Championship season. That was very important for the preparations for the ‘Dakar’, particularly in terms of reducing the deficit in experience we have compared to other teams. Not only have the team and the car benefitted, but also the riders. The riders we are up against have been on the scene for many years and have a lot of experience, which our guys must still gain. You cannot buy that and quite literally have to ‘experience’ it by competing in a lot of races.”

### “What are the most important aspects of your role as Team Manager?”

Fischer: “Everything is important, as rallying is the most complex form of motorsport there is. There are so many aspects that must all be right. Every detail has to be perfect. A loose screw can ruin all your work and cost you success. That is why it is important to keep an eye on all areas. However, it is also particularly important to have people around you, to whom

you can delegate and who approach things with the same sense of responsibility, precision and passion. That is only possible if you do not see it as a job, but live rallying as an affair of the heart.”

### “What has the team learned from its first two outings at the ‘Dakar’?”

Fischer: “We learned things in a lot of areas, such as the technical preparation, race tactics and race processes. The first thing you learn is how the race works and what you need to ensure you finish. The second step is then to learn what you need to do to finish quickly. You can’t learn all that in one year. We are now lining up for the third time and can try to implement what we have learned and think about going on the attack.”

### “The team will line up with four riders: Joan Barreda, Paulo Goncalves, Alessandro Borturi and Matt Fish. What are the strengths of each individual rider and how strong are they as a team?”

Fischer: “Paulo and Joan, who have contested the entire World Championship season together, form a very strong team within the team. They both work wonderfully together: Joan as something of a hothead and Paulo as the experienced rider making his seventh appearance at the Dakar Rally. Despite these differences, they complement each other very well. They work closely together and exchange ideas and information, such as going through the road book together for the next day of a race. It is just nice to see what a good understanding they both have, as you are often faced with very competitive situations within teams. Your



## **Wolfgang Fischer – Interview.**

team-mate is always the first person you want to beat. Out on the road, they both obviously ride their own race and try to be as fast as possible. At the same time, there is often little to choose between their results. They have both scored good results and you could see that they are very similar when it comes to both speed and consistency. Furthermore, they both get on very well from a personal point of view.”

“Matt joined us for the first time in Morocco. You could see straight away that he is a man who wants to show what he is capable of on the rallying scene, and that he is a great team player. He is very good at thinking on his feet, adapted to new situations extremely quickly, and is a very quick learner. It is great fun working with him and we are delighted to have him in the team. Alessandro is on-board with us for the first time at the ‘Dakar’. His CV shows that he is a very fast rider who has won everything on the off-road and desert scene in the USA. He is a true champion, who rode his way into the top ten at his very first ‘Dakar’ as a rookie on a private bike. He is definitely a future candidate for a place on the ‘Dakar’ podium.”

**“Team spirit is very important within your team. Would you refer to it as a tight-knit community?”**

Fischer: “The majority of our team has been with us from the start. These people have been very passionate along the path we have taken with this project so far. There have been highs and lows, and it was certainly not easy to take it one step at a time in the beginning. However, you cannot be on top right from the outset. Then you have the injuries to riders and

technical obstacles that we have overcome. We, ourselves, have also developed consistently, and now here we are. The team is very compact and everyone knows each other very well. There is a mutual trust. That is much better than just throwing people together. There is also the fact that the staff have to spend long days together. They have to work, eat and sleep together. That is a huge test for every single person and also for the team spirit. It is all coming together very well with us.”

**“All areas of the Husqvarna TE449RR by Speedbrain have been further developed since the 2012 Dakar. What were the most important modifications?”**

Fischer: “We fine-tuned and optimised the chassis and weight distribution. We also made the electronics safer and simpler, and tried to make the whole package even more compact and lighter. The engine is another major component, with which we have taken a big step forward in terms of reliability and performance.”

“This happened in very close cooperation with Husqvarna Motorcycles. The development work takes place together, with Husqvarna providing us with very good resources, including test facilities and lab development. In Akrapovic, we have a new exhaust supplier, which is the number one in its business. We also always incorporated direct feedback from the riders in the whole development, thus consistently making the bike more competitive.”



## Wolfgang Fischer – Interview.

**“What are your thoughts on the excellent summer preparations? Is the team well equipped for all the demands of the 2013 Dakar Rally?”**

Fischer: “Yes, you could say that. There are no major weaknesses. It goes without saying that you never know what might happen. You can never rule out a technical problem. Generally speaking, however, we are in a very good and reliable condition. We can be confident that the ‘Dakar’ will also run as smoothly as recent races, which featured tough stages and were very difficult.”

**“This year’s route runs from Lima, across the Andes and south to Santiago de Chile. What do you make of the route, and what will be the biggest challenge?”**

Fischer: “There will be fewer road sections and more timed stages. Crossing the Andes twice, in particular, could be a real challenge. On one stage, the timed section takes place at an altitude of between 2,000 and 3,000 metres. That is new, as in recent years the higher altitudes were only driven as road sections. This is bound to be another test for the material and the rider’s physical condition. Apart from that, I think one of the defining characteristics of this rally could be that it will be fiercely competitive right from the start. All the riders will be very focussed on getting results and will do their best not to lose any time. Furthermore, the competitors will be faced with the Peruvian dunes right from the start of the race. They have no time to find their feet, but head straight into the desert. That will sort the men from the boys early on in proceedings.”

**“The ‘Dakar’ is known as the ultimate endurance test for rider and bike – is it also the ultimate test for Team Manager and mechanics?”**

Fischer: “Certainly. Firstly you have a very long preparation period, then you are constantly faced with new situations to cope with on-site. You need to be able to improvise and make the right decisions at the right time. There are 14 complete race days – that is the equivalent of an entire season in many other forms of motorsport. Here, everything a team would otherwise have to do over the course of a whole season is packed into just two weeks – such as servicing the cars. That is a logistical and mechanical challenge, during which you obviously have to try to avoid making any mistakes. Mistakes can ruin your entire race.”



## Joan Barreda (#5) – Fact sheet.

<b>Nationality</b>	Spanish
<b>Date of birth</b>	11 August 1983
<b>Place of birth</b>	Castellón de la Plana (ESP)
<b>Place of residence</b>	Torreblanca (ESP)
<b>Family status</b>	Single
<b>Height</b>	1.79 m
<b>Weight</b>	74 kg
<b>Hobbies</b>	Snowboarding, wakeboarding, jet ski, karting, mountain biking
<b>Passion</b>	Rally, motocross
<b>Favourite rally</b>	Dakar Rally
<b>Favourite track</b>	A private track at Torreblanca beach
<b>Private car/bike</b>	Vito and Nissan Navara/Husqvarna TE 310
<b>Dream car/bike</b>	BMW X6 M/BMW S 1000 RR
<b>First bike</b>	Malagutti 50
<b>First race</b>	Alicante (1992)
<b>Most memorable results</b>	Overall victory in world championship Pharaons Rally 2012
<b>Website</b>	Follow Joan Barreda on Twitter and Facebook.



## Joan Barreda – Interview.

Joan Barreda will spearhead the team at the 2013 Dakar Rally. The popular Spaniard actually started out in motocross, but his career never really took off. This was not due to a lack of speed or talent, as Barreda has an excess of both these properties. It was more a combination of misfortune and injuries. Wolfgang Fischer became aware of Barreda and decided to bring him into the world of rallying. The Spaniard's new base is with Speedbrain, where he feels right at home – and has kick-started his career.

In 2012 he entered the Dakar Rally for the second time, his first 'Dakar' for the Husqvarna team. It did not take long for him to be spoken of as the big discovery of the rally. He matched the pace of the leading 'Dakar' riders and finished on the podium at four of the stages. The highlight was his triumph on stage ten, when Barreda claimed the historic first stage win for the new Husqvarna TE449RR by Speedbrain. In the overall standings, Barreda could clearly have set his sights on the podium at the 2012 Dakar Rally, had he not lost too much time due to a crash and rear-axle damage on days three and four of the rally.

In the months after the Dakar Rally, Barreda set about proving that his success in South America was no flash in the pan, converting a high basic speed into top results. At the start of April he finished runner-up at the Abu Dhabi Rally Challenge, the opening event of the FIM Cross Country Rallies World Championship. Another demonstration of his riding ability was the outstanding victory at the Baja España Aragón in July of this year. He also achieved

another milestone at the iconic and infamous Pharaons Rally in Egypt at the start of October: the first victory for Husqvarna at a desert rally. At the Oil Lybia Rallye du Maroc in October he won one stage and finished second overall.

**“Joan, you have enjoyed a successful preparation for the Dakar Rally, including your historic win at the Pharaons Rally. How much are you looking forward to the start of the ‘Dakar’ and what are your goals?”**

Joan Barreda: “Our goal is to fight for the victory at the Dakar Rally. However, we are a young team and so are still in the middle of our development stage. As such, we know that we still need to make a bit of progress. It would be a bit premature to say that I can win the Dakar Rally this year. However, if we continue to improve then I believe we can do it in the next two years.”

**“For many people you were the discovery of the year at last year’s ‘Dakar’ in January 2012. How does it feel to receive those kinds of compliments?”**

Barreda: “It obviously motivates you from one day to the next. When it comes down to it, however, I am doing it for myself. The ‘Dakar’ is a personal challenge for me, and one I am keen to master.”

**“You actually come from a motocross background. How did you manage to make such a successful transition into endurance racing?”**

Barreda: “It has been a long road, even though it may not look that way. I have been taking part in a specific training programme for over two



## Joan Barreda – Interview.

years. Last year I had access to all the necessary means and resources to accelerate this process, courtesy of Speedbrain.”

**“What makes the ‘Dakar’ so different to other rallies?”**

Barreda: “It is the longest and toughest rally there is, and also the most prestigious. It is very big. To win the Dakar Rally you have to ride a perfect rally and allow yourself absolutely no mistakes over two weeks and almost 10,000 kilometres.”

**“What did you learn from your first two appearances?”**

Barreda: “The first outing was very short, but I did learn that if you make a mistake you are out. The second start helped me to learn and assess my strengths. It also showed me that the rally is possible.”

**“What is the biggest challenge at the Dakar Rally?”**

Barreda: “To conquer the rally.”

**“How did you personally prepare for the challenges ahead: the many long stages, the rough terrain, the long days and short nights?”**

Barreda: “We have a tiring programme, which we coordinate with my fitness trainer and Nani Roma. Their job is to get 100 per cent out of me. My programme of preparations over the course of the season has focussed on navigation. This is complemented by the big rallies in the World Championship. I also practice on motocross and Enduro bikes, in order to improve my technique. Physically, we train many

aspects in order to perform to the best of my abilities at the ‘Dakar’.”

**“Which parts of the route are you most looking forward to?”**

Barreda: “I try to be competitive on all the sections. This year there will be some stages at extreme altitudes, which will be new for everyone. As a rule, I really like the sand stages, although they can sometimes seem to be never-ending. To be honest, all the stages are unbelievable in their own way.”

**“What are the strengths of your bike, the Husqvarna TE449RR by Speedbrain?”**

Barreda: “Definitely the handling of the bike and the powerful engine. I think we have the best rally bike around.”

**“Has the team become like a second family to you?”**

Barreda: “Yes, we are all one big family. That is something we have created and are trying to maintain.”

**“What headlines would you like to read in the newspapers on the day after the finish?”**

Barreda: “To win the Dakar Rally for the first time – that wouldn’t be bad, would it?”



## ***Paulo Gonçalves (#20) – Fact sheet.***

<b>Nationality</b>	Portuguese
<b>Date of birth</b>	5 February 1979
<b>Place of birth</b>	Esposende (POR)
<b>Place of residence</b>	Esposende (POR)
<b>Family status</b>	Married
<b>Height</b>	1.68 m
<b>Weight</b>	78 kg
<b>Hobbies</b>	Cycling, nautical sports
<b>Passion</b>	Racing
<b>Favourite rally</b>	Dakar Rally
<b>Favourite track</b>	None
<b>Private car</b>	BMW 5 Series
<b>Dream car/bike</b>	BMW M6 M/BMW SS 1000
<b>First bike</b>	KTM 80 cc
<b>First race</b>	MX Avenal
<b>Most memorable results</b>	Stage win at the 2011 Dakar Rally



## **Paulo Gonçalves – Interview.**

Portuguese family man Paulo Gonçalves enjoys a long relationship with Speedbrain. He has been a permanent fixture in the team and is a 'Dakar old hand'. In 2013 he will line up at the desert classic for the seventh time. Gonçalves is a real team player, has a very good relationship with everyone, and creates a good atmosphere in the team thanks to his positive and cheerful manner. On the bike, he boasts impressive speed, ability and experience.

When the Speedbrain team made its Dakar debut in 2011, Gonçalves soon established himself as the team's leading rider, securing a place on the podium on just the third stage on the BMW G 450 X. Two days later came a real milestone: Gonçalves produced an outstanding ride to claim the fledgling team's first stage win. This was also the first Dakar stage victory for a BMW for ten years. One year later, at the 2012 Dakar Rally, Gonçalves found himself on the podium after another two stages. He also had his sights set on the top three in the overall standings, and worked his way into fourth place thanks to consistently quick times. However, a controversial six-hour penalty in the second week saw him drop well back through the field, dashing any hopes of a top finish.

At the Abu Dhabi Rally Challenge in April, Gonçalves finished third to join his Speedbrain team-mate Barreda on the podium. Gonçalves narrowly missed out on finishing in the top three overall in the 2012 FIM Cross Country Rallies World Championship, ending the season in fourth place. Like team-mate Barreda, he won one stage at the Oil Lybia Rallye du Maroc in October.

**“Paulo, you will start in your seventh ‘Dakar’ – what does this famous rally mean to you and what are your targets?”**

Paulo Gonçalves: “For me, the ‘Dakar’ is the most important race of the year. We work hard all year long to prepare for the ‘Dakar’. My goal is to fight for a podium place.”

**“You are the most experienced rider in the team. In which areas can you use your experience to help the team?”**

Gonçalves: “I have already competed in six ‘Dakars’, and of course I have made a few mistakes. But each year is a learning process for the next one, and I think that’s what I can give to my colleagues and to my team: helping them not to make the mistakes I made.”

**“How much advantage is it for you personally as a rider to have already tackled six ‘Dakars’? What else have you learned, and are there situations, in which your experience means you would act differently now to how you did when you were a ‘Dakar’ rookie?”**

Gonçalves: “The more races and rallies you compete at, the more experience you gain – either in the knowledge of the track, the dangers or even in terms of the navigation. In the first years, I tackled the rally stage by stage. Now, however, I see the ‘Dakar’ as a whole. Putting in a great stage one day does not matter if you do something unnecessary and stupid the next day. We need to know when it’s necessary to take our foot off the gas, so we don’t compromise the final race result.”



## **Paulo Gonçalves – Interview.**

**“You have been part of the Speedbrain team for a long time. How has the team evolved and matured in recent years?”**

Gonçalves: “It’s incredible how Speedbrain grew and evolved. It’s a very professional team and today it is one of the most important and respected teams in the competition. It’s a pleasure to be part of this great team.”

**“The Husqvarna TE449RR by Speedbrain has been further developed and modified since the last ‘Dakar’. What are the main improvements to the bike?”**

Gonçalves: “Speedbrain works hard every day to further improve the bike and is always finding solutions to get the best performance out of it. We made changes to the chassis and the engine, and all these changes bring even more reliability to the bike and also more power. That is what we need if we want to fight for the victory. We contested the Cross Country Rallies World Championship with big performances, but always focused on the improvement and development of the bike and we ended the championship without having experienced any technical problems. This obviously gives us confidence to get a good result at the 2013 ‘Dakar’.”

**“There are many superlatives when people speak about the unique characteristics of the ‘Dakar’. But what, for you personally, is the biggest challenge of the race?”**

Gonçalves: “The ‘Dakar’ is the ‘Dakar’! It is the race of the year and the hardest rally in the world. For me, the biggest challenges are to overcome the unknown adversities and the navigation.”

**“And how have you prepared for these challenges?”**

Gonçalves: “Riding at as many rallies we can before the ‘Dakar’. This year we competed in the Cross Country Rallies World Championship with its four races, as well as the Oil Lybia Rallye du Maroc. We will also have some days of testing in Morocco. This is very important, because it helps us to get more experience and to improve in all areas.”

**“The ‘Dakar’ is being held in South America for the fifth time, and the route has changed every year. How do you rate this year’s route from Lima to Santiago and what is your favourite part?”**

Gonçalves: “It’s really like you say – every year the ‘Dakar’ is different. Even if we sometimes pass the same places as in previous years, the route is always different because the terrain changes a lot. This year we have the rally route in reverse, so we don’t know exactly what to expect. We have the descriptions of the stages, but being there is always different. My favourite parts are the Atacama desert and the dunes of Copiapó.”

**“How difficult is it for a rider to adapt to all these different kinds of terrain? You have to tackle enormous sand dunes, rocky gravel roads, you ride at sea level and at high altitudes when crossing the Andes. This must be a challenge for your skill and your physical condition?”**

Gonçalves: “We have to be in extremely good physical and mental shape to overcome all these difficulties. That’s one of the million reasons to rate the ‘Dakar’ as the most difficult



## ***Paulo Gonçalves – Interview.***

rally in the world. If you want to compete in the 'Dakar', you need to know that it pushes you to your limit. 'Dakar' is synonymous of 'hardness' and every year I prepare myself to overcome the new challenges that it throws up."

**"You are a family man. How important is the support of your wife and kids to being successful on the rally raid circuit?"**

Gonçalves: "When I am competing I'm focussed on the race and I don't think about anything else. I think that's the worst for them, but I know that they are there for me. They are always supporting me and they are glued to the computer following the race until I finish the stage. I race for me and for them!"

**"What headline would you like to read in the newspapers on the day after the finish?"**

Gonçalves: "I would like to read: 'Paulo Gonçalves, the Portuguese rider in the Husqvarna Rallye Team by Speedbrain, wins the 2013 'Dakar'!'"





## **Alessandro Botturi (#17) – Fact sheet.**

<b>Nationality</b>	Italian
<b>Date of birth</b>	12 July 1975
<b>Place of birth</b>	Brescia (ITA)
<b>Place of residence</b>	Lumezzane (ITA)
<b>Family status</b>	Married
<b>Height</b>	1.80 m
<b>Weight</b>	90 kg
<b>Hobbies</b>	Motorcycles, any sport with friends
<b>Passion</b>	Rugby, soccer
<b>Favourite rally</b>	Dakar Rally
<b>Favourite track</b>	Anything on gravel
<b>Private car</b>	Van
<b>Dream car/bike</b>	None/BMW R1200 RT
<b>First bike</b>	Yamaha 125
<b>First race</b>	Enduro Regional Championship
<b>Most memorable results</b>	9-time Italian Enduro Champion 2 wins International Six Days Enduro
<b>Website</b>	<a href="http://www.botturialessandro.it">www.botturialessandro.it</a>



## **Alessandro Botturi – Interview.**

Alessandro Botturi will celebrate his debut in the Husqvarna Rally Team by Speedbrain in the 2013 Dakar Rally. The 37-year-old Italian is very much looking forward to taking to his Husqvarna TE449RR by Speedbrain to tackle the world's toughest endurance rally, which starts on 5 January 2013, having already made his Dakar Rally debut last year as a private rider. He steadily improved in the course of last year's event and finished the rally in eighth place, hinting at a promising future.

In 1998, Botturi gave up an impressive career in rugby in order to focus on motorbike rallying. Having played for Italy's junior national rugby team, he even secured a contract as a professional rugby player. But his career on motorbikes is just as impressive, having been crowned Italian enduro champion no less than nine times. He also ranked among the top three riders in the World Enduro Championship three times and scored two victories in the International Six Days Enduro.

**“Alessandro, what are your thoughts on your new team and on your team colleagues?”**

Alessandro Botturi: “The Husqvarna Rally Team by Speedbrain is a good team – in terms of both the riders and the bike. I'd say it's the most respected team around at the moment and it has a lot of potential. I'm honoured to be part of the team.”

**“What do you think of the Husqvarna TE449RR by Speedbrain?”**

Botturi: “I think it really showed what it's capable of when it won the Pharaons Rally, and it's

made it onto the winners' rostrum countless other times too. There has been a huge leap in its development within a very short space of time and it's now up there competing against the big boys.”

**“What does taking part in the Dakar Rally mean to you?”**

Botturi: “Entering the Dakar Rally is like a dream come true for me. And competing as part of a factory team this time is simply fantastic.”

**“What goals are you setting yourself for the Dakar Rally?”**

Botturi: “I hope to improve on last year's performance and play a part in the team enjoying success.”

**“Motorbike sport has always been an important part of your life – first as an enduro competitor and now as a rally rider. Is it absolutely everything to you?”**

Botturi: “Yes, it's my career, my hobby and my life.”

**“Which successes do you look back on most fondly?”**

Botturi: “The 2012 'Dakar', where I put in a really good performance in spite of it being my debut. And also my first victory in the Six Days in Slovakia. And my 'double' at my home event, the 2003 World Enduro Championship in Rodelengo Saiano.”

**“How have you prepared for the 'Dakar'?”**

Botturi: “I've done a lot of work on my navigation skills and also a great deal of endurance



## ***Alessandro Botturi – Interview.***

training. Whenever I can, I spend as long as possible on my bike and I'm always on the lookout for new things."

### **"What do you make of the route of the 2013 'Dakar'?"**

Botturi: "It's a really tough route that takes us right into the tricky dunes of Peru. But as far as I'm concerned, the worst stages are across the rocky terrain of Argentina."



## **Matt Fish (#39) – Fact sheet.**

<b>Nationality</b>	Australian
<b>Date of birth</b>	9 October 1980
<b>Place of birth</b>	Hobarth (AUS)
<b>Place of residence</b>	Kyneton (AUS)
<b>Family status</b>	Single
<b>Height</b>	1.87 m
<b>Weight</b>	85 kg
<b>Hobbies</b>	Mountain biking, Australian rules football
<b>Passion</b>	Desert racing
<b>Favourite rally</b>	Oil Lybia Rallye du Maroc
<b>Favourite track</b>	Frankston Motocross Track
<b>Private car/bike</b>	Vito/Husqvarna TE 449
<b>Dream car/bike</b>	BMW M5/Husqvarna Nuda 900
<b>First bike</b>	Honda Z 50
<b>First race</b>	Oatlands Mini Enduro 1989
<b>Most memorable results</b>	2012 Indee 500 Desert Race Champion Top-10 finishes at the 2012 Abu Dhabi Desert Challenge and Qatar Rally



## **Matt Fish – Interview.**

Australian Matt Fish is also new to the Husqvarna Rallye Team by Speedbrain. He made his first appearance for the team in October at the Oil Libya Rallye du Maroc in Morocco. He used the rally to familiarise himself with the team structure and immediately impressed with his pace. This event, which featured a field including all the elite of the motorcycle rallying world, was Fish's first outing in Africa and also his maiden race on the Husqvarna TE449RR by Speedbrain. At the end of the 2000 kilometres, he came home in eighth place overall to complete his baptism of fire in style. The Australian can already call on 25 years of off-road experience and is regarded as a real desert specialist. This season he won the famous Indee 500 Desert Race in his native Australia. At the second race of the FIM Cross Country Rallies World Championship, in Qatar, he finished in the top eight. However, the 'Dakar' is new territory for the experienced desert racer, who will be making his debut at the marathon classic in 2013.

### **“Matt, you are preparing for your first ever ‘Dakar’. How excited are you?”**

Matt Fish: “I am obviously extremely excited about riding my first ‘Dakar’. That has been my goal for a long time now and it is like a dream coming true. I got to meet the Husqvarna team and Wolfgang Fischer at the first two rounds of the world championship. I was fortunate enough that Wolfgang decided to take me on as an assistant rider.”

### **“What are your targets?”**

Fish: “My goal is to finish the ‘Dakar’ and help the boys if they need it.”

### **“How do you like the Husqvarna TE449RR by Speedbrain? What are the strengths of the bike?”**

Fish: “I really enjoyed riding the Husqvarna TE449RR by Speedbrain at the Oil Libya Rallye du Maroc. Our top speed has definitely been really good, along with the handling of the bike. Overall, the whole package just makes it a fantastic bike. So it is exciting to ride this very good bike.”

### **“You are regarded as a desert specialist – so how much are you looking forward to the South American dunes?”**

Fish: “I am really looking forward to going to South America. I have never contested the ‘Dakar’ before, but I rode in Brazil and it was nice and sandy there. So I have some experience in South America but not particularly of the region where the ‘Dakar’ is taking place. I am looking forward to going there and let’s see what we can do.”

### **“What are – apart from your skills in the sand – your strengths as a rider?”**

Fish: “I think it is just my determination to keep going. You can’t win a race on your good day, but you can lose it on your bad day. So when things aren’t going my way I just put my head down, focus, get through the day and reload for the next day.”

### **“The ‘Dakar’ is famous and unique – what will be the biggest challenge for you personally?”**

Fish: “I think the biggest challenge for me this year is the whole unknown. I have watched it since I was a little boy and now I finally get to be

## **Matt Fish – Interview.**



there, but I don't know exactly what to expect. I am preparing as well as possible because I know that the team has a great bike and I just need to be as physically fit as possible and ready to go."

**"What headline would you like to read in the newspapers on the day after the finish?"**

Fish: "Husqvarna Rallye Team by Speedbrain go one-two-three-four at the 'Dakar' 2013."

**"How are you preparing for the challenges of the 'Dakar'?"**

Fish: "For me the preparations for the 'Dakar' are a little bit of guess work, as I have never been there before. I take the experience I gained at the rally in Morocco and train back home to get as fit as possible."

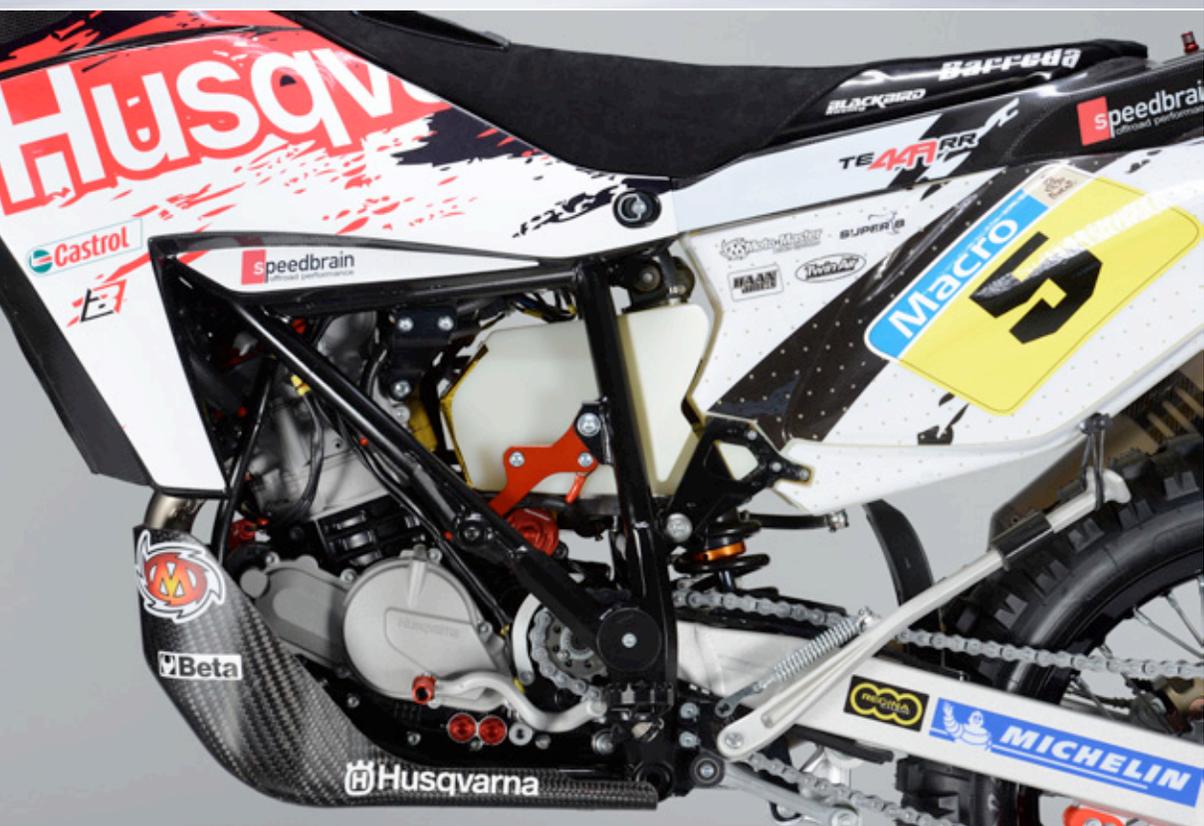
**"Car drivers have a co-pilot next to them, on the bike you are alone. However, you are not alone at the 'Dakar'. You have a dedicated team behind you, following on the assist road and waiting in the bivouac. How important is the support of the team?"**

Fish: "Without the support of the team the chances of finishing the 'Dakar' are very remote. You might be able to finish it, but not towards the front where you want to be. A good support team is everything and the Husqvarna Rallye Team by Speedbrain is one of the best teams out there, if not the best."

**"How do you get on with your team-mates and in which areas can you benefit from their 'Dakar' experience?"**

Fish: "For me, I will try to get as much information out of them as I possible. Not having done it before, all I know about the 'Dakar' is what I have learned from my team-mates. They are fantastic and give me as much information as they can."

## Husqvarna TE449RR by Speedbrain.



Back at the start of 2010, Speedbrain began developing a version of the BMW G 450 X, which was specifically designed to meet the demands of marathon rallies. BMW made its return to the Dakar Rally with this bike at the start of 2011. By spring 2011, the engineers at Speedbrain had already started to develop and assemble a new rally bike: the Husqvarna TE449RR by Speedbrain.

It is an ultra-modern and innovative racing motorbike, which is particularly light and possesses good handling and stability on a wide range of terrains, giving the rider maximum confidence. Husqvarna is feeding its know-how into the further development of the engine and endurance mapping to improve stability. Speedbrain and its research and development department are responsible for developing the chassis and rally-specific components. The bike is continuously being developed and optimised in cooperation with the riders. For example, Speedbrain reworked and further developed the entire frame concept after the 2012 Dakar Rally. Overall, the bike that lines up at the 2013 Dakar Rally will be an evolution of the bike used in 2012, which has been improved in many areas.

The Husqvarna TE 449 production motorcycle forms the basis for the bike. Specially developed for Enduro racing, this bike has been modified to meet the extreme demands of marathon rallies, whilst at the same time complying with the respective regulations. As such, the rally version – the Husqvarna TE449RR by Speedbrain – has a modified frame and a larger fuel tank with a capacity of up to 30 litres for

long desert stages. The header pipe no longer runs past the engine to the back of the bike, but under the footrests. The special chassis is designed to cope with the excess weight of the bike and additional strains. Another aspect in which the bike differs to the production bike is the addition of an aerodynamically optimised fairing, which serves both to protect the riders from the wind, as the bike reaches top speeds of up to 170km/h. Other features unique to the rally bike include the complex electronics and sophisticated cockpit with its many instruments, all of which the rider must be able to keep his eye on at the same time.

The heart of the bike is the engine, which has been specially modified to cope with the demands of rallying: the Husqvarna TE 449 Motor is a four-stroke, single-cylinder engine with a capacity of almost 450 cc. Husqvarna is responsible for the development, assembly and general performance diagnostics of the 450 cc engine, and delivers the power train to the Speedbrain Team ready for racing. The Husqvarna TE 449 engine is one of the bike's main strengths and was optimised again ahead of the 2013 Dakar Rally.

The Husqvarna TE 449 power train is ideally suited to rallying. The concept allows an engine position that, in combination with the chassis and tank, results in a very compact overall package. The engine position means that the tank can be located underneath the seat, while tanks on most other rally bikes have to be located on the outside at the front of the bike. The central positioning of the tank is hugely advantageous in terms of the centre of gravity



## ***Innovative concepts.***

and the weight distribution of the bike. It also makes the front of the bike extremely slim. "As a result, it also boasts very good ergonomics on technical routes and offers the rider maximum freedom of movement. That is a conceptual advantage that is unique to our bike," explained Wolfgang Fischer.

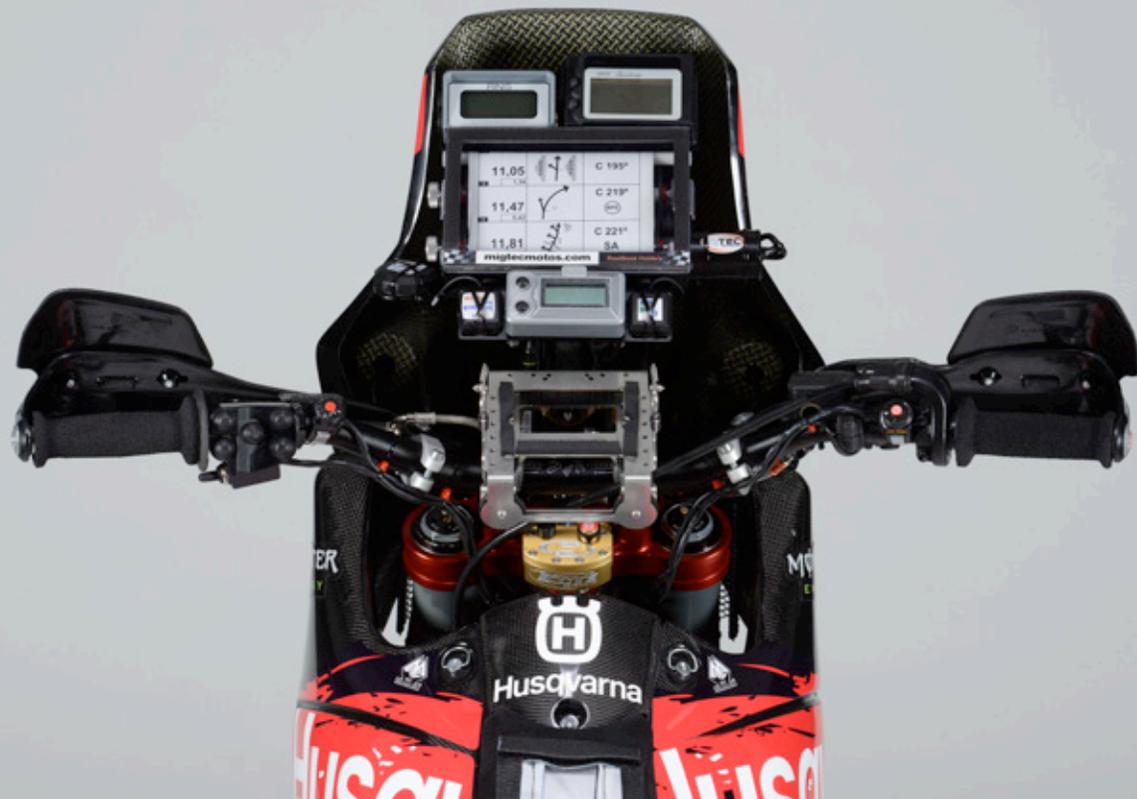
The Husqvarna TE449RR by Speedbrain has a polyethylene, two-part tank. It comprises the central tank, which is embedded under the seat, and a self-supporting rear tank that also forms the rear frame. As no additional attachments are required to fasten the tanks in place, weight is saved. The central position of the tank also avoids too much weight being located outside of the centre of gravity. This weight would sway to and fro with every braking manoeuvre and acceleration and in every corner. This, in turn, would make the bike twitchy. As such, it is advantageous to locate as much weight as possible close to the centre of gravity.

Weight is also saved by the special, aerodynamically optimised carbon Kevlar engine cover. It is very light, whilst at the same time being very robust and easy to repair. The carbon Kevlar engine protection with integrated three-litre water tank gives the engine and the low rally header pipe full protection.

The transmission on the Husqvarna TE449RR by Speedbrain is the same six-gear Enduro transmission as used on the production bike. In Akrapovic, the team has a new exhaust supplier that has proven itself as a strong partner in high-performance racing, including as a partner of BMW Motorrad. Akrapovic developed a

special and very durable rally exhaust system specifically for Speedbrain and the TE449 RR, which they also tested on test rigs.

The bike also has its own unique design when it comes to the chassis. "As far as turning is concerned, we are using various components from Husqvarna vehicles. The spring-damper elements have been developed specially for us by our partner WP Suspension," explained Fischer. The calibration is performed internally by one of the team's own chassis specialists, in cooperation with the riders. The chassis is individually configured to the weight and riding style of the rider. It goes without saying that you have to make very big compromises with an off-road and, particularly, rally chassis. The differing quantity of fuel on board means the overall weight can vary by up to 25 kilograms, depending on whether the tank is full or empty. Then you also have to take into consideration the ever changing terrain. Whether on a very fast sand route or streambeds similar to those you would encounter on a trial bike: the chassis must be good in all areas and must give the rider full confidence in the bike.



## ***Cockpit and electronics.***

Among the features that differentiate a specific rally bike from a sports Enduro is the cockpit, which is also known as the navigation tower. This is where the GPS, road book and compass heading display are located. Between the road book's reference points, a kilometre counter runs with an accuracy of ten metres. This allows the riders to reach the designated reference points. The rider also uses the GPS to find eclipse and masked waypoints, which must be passed but whose exact positions are not specified in the road book. Vast stretches are navigated using only compass headings. Once the rider is within a certain radius of the next waypoint, a navigation circle appears in the GPS. This indicates that the rider is within the radius of the waypoint. An arrow in the GPS also points towards this waypoint.

The Husqvarna TE449RR by Speedbrain has a unique electronic system, which was developed specifically for this bike and is continuously being modified and improved. The tower electronics control all the aforementioned components in the navigation tower. In addition to this, the bike also has standard engine electronics with the entire wiring harness, the controls for the injection and the fuel pump, and lighting units. The LED head lamps on the Husqvarna TE449RR by Speedbrain are very small and powerful. The rally bike also has dual brake and rear lights. On the one hand, this ensures there is a back-up should one of the lights fail. On the other hand, the bike is also more visible from behind in dense dust.

Although the electronics are quite complex, it is also important that they can be accessed quickly and adjusted easily. Should a rider encounter problems whilst on his own on a stage, it is beneficial for the bike's fuse box to be easily accessible. This way he can quickly check what might be the problem. "Generally speaking, that is one of the challenges facing the riders – and not just the electronics. They must know and be familiar with the bike, in order to be able to improvise and repair things in case of emergency," explained Fischer.

The cockpit also includes a safety positioning system, with which the 'Dakar' organisers equip all competitors. Integrated in this system is a satellite phone, with which riders can contact the race management at the push of a button in case of emergency. The sentinel system also provides added safety. The bikes start the stages first, followed at a certain interval by the cars. Sometimes slower bikes at the back of the field have to be overtaken by cars. Whilst riding, however, a motorcyclist cannot see or hear that a vehicle is approaching from behind. For this reason, the driver of the car has a button in his cockpit. If he presses this button, a loud buzzer sounds on the bike, which draws the rider's attention to the car behind.

All the navigational and safety components in the cockpit require very complex electronics.



## Technical data – Husqvarna TE449RR 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

<b>Bore x stroke</b>	98 mm x 59.6 mm
<b>Capacity</b>	449.5 cc
<b>Front wheel suspension</b>	WP Upside-down big bore cone valve fork Ø 52mm
<b>Rear wheel suspension</b>	Aluminium dual swing arm with WP Trax rear suspension
<b>Suspension travel front</b>	300 mm
<b>Suspension travel rear</b>	320 mm
<b>Brake, front</b>	Single disc brake, diameter 298 mm, double-piston floating calliper
<b>Brake, rear</b>	Single disc brake, diameter 220 mm, single-piston floating calliper
<b>Unladen weight</b>	137 kg
<b>Usable tank volume</b>	approx. 30 l
<b>Tyres</b>	Michelin Desert Race

## 2013 Dakar Rally – The route.



In 2013, the Dakar Rally will be held in South America for the fifth time. As it did last year, the route will take competitors through the three countries of Peru, Argentina and Chile. However, it has been changed completely since last year. Whereas it has started on the Atlantic coast of Argentina up until now, the 2013 'Dakar' will begin on the Pacific coast on the west side of the continent. The starting signal will be given in the Peruvian capital of Lima on 5 January. From there, the 8,000-kilometre plus route heads into the north of Chile and over the Andes to Argentina. After eight gruelling stages, the competitors will receive a well-deserved rest day on 13 January in San Miguel de Tucumán.

The Andes are then crossed for a second time, with the route heading back towards Chile and into the capital of Santiago, where the competitors will arrive at the finish on 19 January after 14 stages. This new route sees the rally open with desert stages, featuring impressive sand dunes, for the first time. Another new aspect has been introduced in the Andes, where the participants must cross a pass at a height of 4,970 metres – the highest altitude ever featured on a 'Dakar' route.

Between Lima and Santiago are 14 days of rallying, 14 stages, and a timed distance of 4,147 kilometres. The longest stage takes place on 14 January 2013 and takes the competitors 593 km from San Miguel de Tucumán to Córdoba. The shortest stage, scheduled for 5 January, is from Lima to Pisco and is just 13 km long.

In total, 461 vehicles have registered for the four classes 'Bikes', 'Quads', 'Cars' and 'Trucks', of which 190 are bikes.

## **2013 Dakar Rally – Peru, Argentina, Chile.**



One thing is certain: the 35th 'Dakar' will once again live up to the rally's reputation as the ultimate test for man and machine. A wide range of challenges await the competitors again: high sand dunes in Peru and Chile, demanding mountain sections, dizzying heights in the Argentinean Andes, perilous river beds and rough gravel roads.

### **PERU.**

The Dakar Rally entered Peru for the first time last year. It is the 27th country in the history of the rally to welcome the drivers and riders. However, unlike in 2012, the desert marathon will not end in the Peruvian capital in 2013. This year, the race will start in Lima. The riders still in last year's rally when it arrived in Peru were thrilled by the country. This time, all the starters will have the chance to take on the largest and longest dunes ever encountered on the 'Dakar' in South America. For the first time in its history, the rally will get underway in the middle of the desert. From Lima, the route heads south to the border with Chile, which the riders will reach after five stages. However, after one stage in the north of the country, they continue to Argentina.

### **ARGENTINA.**

Argentina has been the starting point for the last four 'Dakars' in South America. This time, the land of the Gauchos will host the second third of the marathon classic. Several thousand metres above sea level, the competitors will cross the Andes. The continent will show a different face in Argentina, with the riders facing a diverse range of terrain and constantly changing conditions. The versatility of the

riders and their ability to adapt quickly to new conditions will play a key role here. From the Andes, the route heads through Salta to San Miguel de Tucumán, where, after eight stages, the competitors will recharge their batteries on the rest day.

From there, they head via Córdoba to Fiambalá, which has become something of an iconic destination on the Dakar Rally. The tricky dunes have caught out many participants in the past. The risk for motorcyclists is navigation errors. Those who master this challenge are faced with another iconic stage, from Fiambalá to Copiapó. The route then leads back over the Andes to Chile and the Atacama Desert, with its perilous dunes.

### **CHILE.**

Having crossed the Andes, Chile welcomes the rally circus with a true test of endurance on the twelfth stage. The Atacama Desert has often been the turning point in the rally and the difference between victory and disappointment. Intelligence and tactical awareness are required in the dunes around Copiapó. The deep sand is very unforgiving. However, even those who survive this test are far from safe. They still face another two tiring stages, which will reveal who is physically fit and still has enough strength after almost two weeks of exhausting effort. The final 'sprint' to the finish once again sees competitors take on endless dunes and other perilous obstacles.



## **2013 Dakar Rally – 14 times the ultimate test.**

**(1) 05 January: Lima–Pisco.**  
**263 total kilometres,**  
**13 timed kilometres.**

### **START IN LIMA.**

After the official start of the 2013 Dakar Rally in the Peruvian capital Lima, which hosted the finish of last year's Dakar Rally, the competitors first head out on a link passage south along the Pacific to Pisco. A short warm-up stage of just 13 kilometres awaits the field in the hinterland behind the small port. The times set over this stage will determine the first standings.

**(2) 06 January: Pisco–Pisco.**  
**327 total kilometres,**  
**242 timed kilometres.**

### **A FIRST TEST.**

The first big test for many drivers and teams, as the route heads straight into the dunes around the city of Pisco. The vast sand plains are impressive, but perilous. A number of teams will reach for their shovels for the first time here, as they endeavour to free their vehicles from the sand. The engines will also feel the heat for the first time. There is no doubt about it: the 'Dakar' has begun.

**(3) 07 January: Pisco–Nasca.**  
**343 total kilometres,**  
**243 timed kilometres.**

### **RISING INTENSITY.**

Having started with two short stages, day three of the 'Dakar' sees the timed kilometres hit three figures for the first time. The stages are also getting increasingly intense. An elongated sequence of dunes poses genuine challenges for the drivers and teams. After the dunes, the competitors can catch a quick breather as the route heads along the Pacific coast to Nasca, before the sand returns at the end of the day.

**(4) 08 January: Nasca–Arequipa.**  
**718 total kilometres,**  
**289 timed kilometres.**

### **DUNES, DUNES AND MORE DUNES.**

The biggest test in week one of the 'Dakar', which caught out even the best and most experienced 'Dakar' veterans last year. One fine sandy dune is followed by another for over 20 kilometres. It is hard to make up much time here, but easy to lose a lot.



## **2013 Dakar Rally – 14 times the ultimate test.**

**(5) 09 January: Arequipa–Arica.**  
411 total kilometres,  
136 timed kilometres.

### **ARRIVING IN CHILE.**

The 'Dakar' circus crosses the border from Peru to Chile on its way to the stage finish in Arica. After many sandy sections on the opening four days, the route now gets more stony. The field must also cross a number of rivers flowing from the Andes towards the Pacific. There are fewer environmental features, which allow reliable orientation. More than ever, the driver must have an excellent command of his roadbook here.

**(6) 10 January: Arica–Calama.**  
767 total kilometres,  
454 timed kilometres.

### **CROSSING THE ATACAMA DESERT.**

The first full stage in Chile takes the competitors into the infamous Atacama Desert – the driest region on earth and one hundred times dryer than Death Valley in California. Sand and dunes dominate two thirds of the special stage. If that is not enough, the drivers are faced with sections through the perilous 'fesh fesh' – a type of quick sand that can soon bring a drive to an end.

**(7) 11 January: Calama–Salta.**  
806 total kilometres,  
220 timed kilometres.

### **INTO THIN AIR.**

The teams and drivers cross the border between Chile and Argentina and head into the Andes on day seven. The highlight: the highest mountain pass in Argentina, reaching a sensational height of 4,975 metres. Never before has the 'Dakar' taken its competitors to such a high altitude. The altitude has a negative effect on the engine performance, so the overall speed decreases. Despite not hitting top speeds, this Andes stage is one of the highlights of the 2013 'Dakar'.

**(8) 12 January: Salta–Tucumán.**  
738 total kilometres,  
491 timed kilometres.

### **THE 'DAKAR' ON NEW GROUNDS.**

The drivers could be forgiven for believing they are in a western in the first section of the final stage before the rest day. The dry, red-dust route is lined by cacti and leads the competitors through rocky canyons. The second section is new to the 'Dakar'. The sand is back here, in a region renowned for its strong winds and high temperatures.



## **2013 Dakar Rally – 14 times the ultimate test.**

**(9) 13 January: rest day in Tucumán.**  
**0 total kilometres,**  
**0 timed kilometres.**

### **REST DAY.**

After the efforts of the first week, the number of candidates for the top positions has already been reduced dramatically. The drivers use the rest day to allow their physios to get them up and running again, and to discuss strategy for the second half of the 'Dakar'. The cars are also whipped back into shape, as more difficult passages await them in week two.

**(10) 14 January: Tucumán–Córdoba.**  
**852 total kilometres,**  
**593 timed kilometres.**

### **THROUGH THE 'HEART OF ARGENTINA'.**

The first stage back after the rest day is also the longest on the 2013 Dakar Rally. Not only that, but it is technically demanding too. Parts of the route through the so-called 'Heart of Argentina' lead along winding forest tracks. Caution is the byword in this region. Anyone who comes unstuck here is on his own, as there is no way through here for assistance trucks.

**(11) 15 January: Córdoba–La Rioja.**  
**636 total kilometres,**  
**357 timed kilometres.**

### **TOP SPEEDS.**

Variety is the name of the game on this stage. Winding forest roads give way to sparse sections over stony plateaus. The speeds vary accordingly, with drivers reaching top speeds on the open passages. When the competitors reach the stage finish, they have completed two thirds of this year's 'Dakar'.

**(12) 16 January: La Rioja–Fiambalá.**  
**483 total kilometres,**  
**221 timed kilometres.**

### **WHITE SAND DUNES AROUND FIAMBALÁ.**

The 2013 'Dakar' returns to the scene of last year's event. The white sand dunes around Fiambalá are a real highlight for spectators. For the drivers, however, they can quickly become a nightmare. Engines can overheat on this ruthless terrain, cars can easily become stuck in the sand, or competitors can stray confused into the dune landscape. One thing is certain: the route around Fiambalá is always good for some action.



## **2013 Dakar Rally – 14 times the ultimate test.**

**(13) 17 January: Fiambalá–Copiapó.  
688 total kilometres,  
319 timed kilometres.**

### **CROSSING THE ANDES.**

After the detour into Argentina, the Dakar Rally returns to Chile. The Paso San Francisco takes the drivers and teams back to an altitude of 4,700 metres as they cross the Andes into the Atacama Desert. Halfway through the stage the participants are once again faced with vast dune fields. The terrain then becomes rugged and stony again on the run-in to the stage finish in Copiapó..

**(14) 18 January: Copiapó–La Serena.  
735 total kilometres,  
441 timed kilometres.**

### **THROUGH THE FOG TOWARDS THE FINISH LINE.**

The penultimate day of the 2013 Dakar Rally will most probably start in thick fog, known by the locals as 'Camanchaca'. As soon as clear visibility returns, the competitors are greeted by the 'Dakar's' final dune fields, which stretch out for over a third of the special stage. They are followed by open sections, which look like easy pickings. However, large stones can easily result in punctures or hard falls, which can shatter any 'Dakar' dreams in the final metres.

**(15) 19 January: La Serena–Santiago.  
630 total kilometres,  
128 timed kilometres.**

### **ARRIVAL IN SANTIAGO.**

The Dakar Rally ends with the arrival in the Chilean capital. Although the finish is within touching distance, the drivers must still remain fully focussed. The remaining 128 kilometres of special stage are on flat terrain, resulting in high speeds. A show circuit awaits at the finish, giving spectators a final opportunity to check out the participants before they attend the following day's closing ceremony and the new 'Dakar' champion is crowned.



## ***The regulations – The most important rules at a glance.***

### **IN GENERAL.**

The Dakar Rally route consists of several stages. Each stage 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. Each competitor is in possession of a time card, which is stamped at various checkpoints by the race management. It is open to different machines adapted to off-road 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.

### **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. “Group 2” are riders who do not appear on the elite list. They start in class 1 “Super Production” or class 2 “Marathon”. In this class, no changing of major parts is allowed during the event.

### **APPROVED MOTORCYCLES.**

The 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. One or two-cylinder bikes with up to 450 cc capacity are permitted. This capacity restriction has been in place for all competing bikes since the 2012 Dakar Rally. 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 the All Terrain Rallies – 450 cc World Championship category.

### **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. In long-distance rallies, physical and technical performance must be coupled with endurance, which includes paying the greatest attention to equipment. Motorcyclists who change their engines (including the first time they do so) will be penalised. The penalty scale is as follows:

- 1st change: 15-minute time penalty
- 2nd change: 45-minute time penalty
- 3rd and subsequent changes:  
2-hour time penalty



## ***The regulations – From waypoint to waypoint.***

### **ROAD BOOK AND NAVIGATION.**

Each rider receives a daily A5 road book. This describes the route, gives details of the characteristics of the respective stage, and lists the waypoints the riders must pass. A waypoint (also known as a GPS point) is a geographic point defined by longitude and latitude coordinates. There are four different types of waypoints (see below). Missing a waypoint can result in serious penalties and even disqualification. The riders are obliged to carry a standard GPS, which is provided by the organiser and in which are saved all the waypoints specified by the organiser.

A WPE (eclipse waypoint) is a compulsory passage point memorised in the GPS and indicated in the road book, 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 of special stages are 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 (e.g. in villages) they are called 'DZ' (beginning) and 'FZ' (end) and the radius of validation is then 90 meters.

A WPM (masked waypoint) is a compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the competitors. The GPS directs the competitor towards this point

only once he has come within an 800-meter radius of it. To validate their passage at a WPM, competitors must pass within at least 200 meters of it.

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

A WPV (visible waypoint) is indicated in the road book and saved in the GPS. All available information regarding these waypoints is shown on the GPS display.





## ***The regulations – Assistance in the desert.***

### **HELP FROM PARTICIPANTS/ SERVICE CREW.**

At over 8,000 kilometres in length, the Dakar Rally fully deserves its reputation as the toughest rally in the world. Competitors are often unable to proceed under their own steam. This can be as a result of a technical fault, a crash or simply getting stuck in deep sand or the notorious fesh-fesh – an extremely fine sand with explosive dust formation. The organisers also strictly regulate the assistance a rider can accept. Should a rider accept forbidden help, he/she faces sanctions such as time penalties of up to six hours or even disqualification.

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.

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.**

Riders will have to use available “commercial fuel” as priority, produced by a petrol company and sold via their service station network. The fuel may have a maximum octane rating of 98. Each competitor is responsible for calculating his 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 per cent margin is indispensable, i.e. a range of 275 km.

During a special stage, competitors can refuel from tank trucks provided by the organiser at checkpoints. The costs of this fuel are covered in the starting fee. The competitor refuelling will have his/her time neutralised for 15 minutes. External assistance on special stages is forbidden. Mutual assistance is only permitted between competitors. On road sections and in the bivouac, it is the responsibility of the competitors to refuel at their own expense at petrol stations. It is forbidden to refuel from a service vehicle. Should no petrol station be located near the bivouac, the organiser will make fuel available free of charge.

## ***The regulations – Bivouac and penalties.***



### **THE BIVOUAC.**

The bivouac is located between the time checks at the finish of one stage and the start of the next stage. All competitors arrive here. The location is indicated in the road book. In the bivouac, vehicles can be worked on by registered service crews. Competitors still in the race can also help each other here. After checking in at the time check at the finish of one stage, the competitors or team members can take the vehicle away from the bivouac, provided it remains within a radius of 30 kilometres. For example, they may wish to refuel or clean the vehicle. Testing is also permitted, but not on special stages. Furthermore, the Itrac tracking system must be switched on during these tests.

### **PENALTIES.**

In the past, breaches of certain clauses in the regulations resulted in disqualification. This has been changed: a fixed penalty has now been introduced. This allows the competitor in question, having been sanctioned, to continue the rally under normal competition conditions. The sanction is a time penalty, which is added to the competitor's existing penalties. Racing penalties are awarded for breaches such as riding too fast, missing a checkpoint or waypoint, unsporting behaviour, and all other breaches on a special stage. Financial penalties are also possible. The full amount of such a penalty is donated to charity.

At the end of each stage, the GPS is checked by the time check. Breaches of regulations, such as missed waypoints or excess speed are saved in the GPS and this information is

sent to the control via radio. These breaches are noted and countersigned by the competitor. Failure to sign results in a penalty: a time penalty of ten minutes for the first offense and a time penalty of an hour for the second time it happens. The third refusal to sign results in disqualification.

### **EXCESS SPEED.**

Sections with speed limits can exist both on special stages and on road sections: for example, passages through towns. These zones are indicated in the road book with the codes 'DZ' (start) and 'FZ' (end). The speed limit can be 30, 50 or 90 km/h. The riders must also adhere to all local speed limits. If a rider exceeds the maximum speed limit, a corresponding signal appears on the GPS display. The current speed is also displayed here.

If a rider travels too quickly, the GPS saves the infringement at regular intervals. On special stages, a corresponding impulse is saved in the GPS at least every 150 metres. On road sections, this impulse is saved every 500 metres. After the stage, this information is used to determine how many of these impulses have been saved and to what extent the speed limit has been exceeded. Depending on where and to what extent the rider exceeded the speed limit, various sanctions can be enforced: time penalties of between 30 seconds and an hour, combined with fines between 100 and 1,500 Euros. If the speed limit is exceeded to a great extent over long distances, or repeatedly, the race management must decide on what penalty to award. This may even be disqualification.



## ***The regulations – Penalties.***

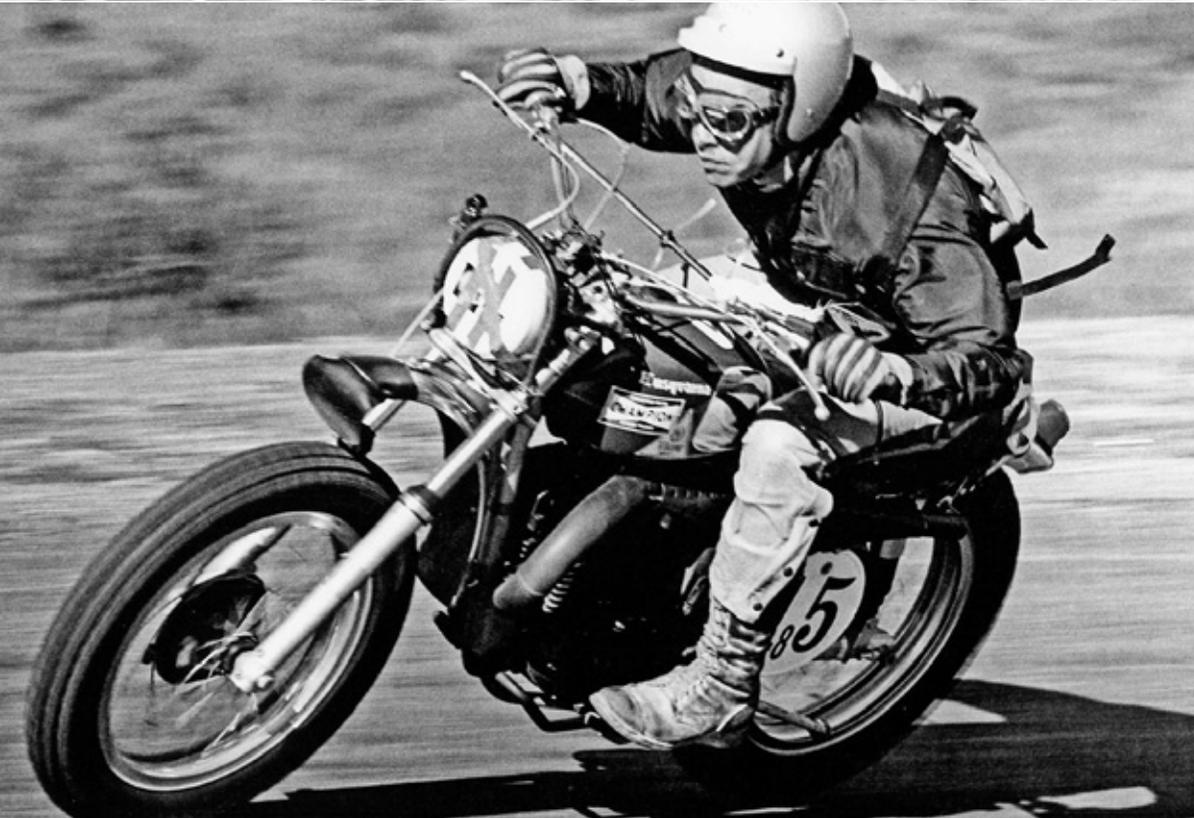
### **MISSING WAYPOINTS.**

The various sanctions that can be awarded for missing individual waypoints are indicated in the road book. If several waypoints are missed in a row, this is regarded as shortening and leaving the official route. Penalties as severe as disqualification are then possible, depending on the profile of the stage and the number of kilometres missed.

### **SENSITIVE AREAS.**

These include agricultural and forestry regions, which are regarded as sensitive for environmental or safety reasons. Here, the riders must adhere strictly to the route and the road book. It is particularly forbidden to cut corners by riding through fields, woodland, fruit plantations or swamps. In addition, there are specially marked 'sensitive zones', which are indicated by posts and plastic tape. They are also mentioned in the pre-stage briefing and cannot be entered. The first breach of this rule is punished with a fine of 1,000 Euros and a 15-minute time penalty. Repeat offenders are disqualified. The same applies to any damaging of gates.

Disqualification is not the most severe penalty possible. Bans are also conceivable. For example, competitors found guilty of selling their vehicle during the event in one of the countries on the route are banned from the Dakar Rally for five years.



## ***Husqvarna Motorsport – Approaching 110 years of success.***

Husqvarna, since October 2007 a subsidiary of BMW Motorrad, can look back on a history of nearly 110 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 came in 1916 at 'Novemberkåsan', one of the best-known and most important Enduro races of the time. 1921 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 crowned 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 Motorrad 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 developed from scratch. And the racing success continued: among other triumphs, Husqvarna won several 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 Juha Salminen (FIN) and Antoine Méo (FRA), and lined up in several other series, including the Motocross World Championship MX2 and the Supermoto World Championship. In the 2012 season, Salminen finished third overall in the E2 class of the Enduro World Championship.

This was also the bike, with which the team enjoyed success at the 2012 'Dakar'. Spain's Joan Barreda claimed the historic maiden stage win for this bike. In total, he and teammate Paulo Gonçalves of Portugal stood on the podium at the end of six stages. Husqvarna and Speedbrain have also caused quite a stir away from the Dakar Rally. Their success includes Barreda's triumph at the iconic Pharaohs Rally in Egypt, which forms part of the 2012 Cross Country Rallies World Championship. It was the first victory for Husqvarna at a desert rally. Husqvarna ended the 2012 season in second place in the Manufacturers' standings in the World Championship.

An important partner, not only at the Dakar Rally, is Speedbrain – the off-road division of BMW Motorrad, which was founded in 2006. The Bavarian manufacturer returned to the Dakar Rally in 2011, immediately claiming stage wins with Paulo Gonçalves and Frans Verhoeven on the BMW G 450 X. The comeback was supervised by Speedbrain. The team now receives official works support from Husqvarna Motorcycles and the BMW Group, and has been appearing at the Dakar Rally as the 'Husqvarna Rallye Team by Speedbrain' since 2012. The bike the team has put its faith in since the start of 2012 is the TE449RR by Speedbrain.





## Strong partners.

"It would simply not be possible to get a project like this off the ground without the support we receive from many quarters. A big thank you goes to the BMW Group and Husqvarna Motorcycles, who support us in many areas, as well as Project Leader Berthold Hauser, who shares the same passion as we do for this project. I would also like to thank our outfitters, suppliers and partners, some of whom we have been working with for years. We can always rely on them to supply us at short notice and flexibly with a diverse range of special parts. Without this trusty cooperation, including with partners who are not listed as 'sponsors' here, our start at the Dakar Rally would have remained nothing more than a dream."

**Wolfgang Fischer**  
CEO Speedbrain



### **MICHELIN.**

Simply the best tyre and mousse in the desert.



### **MONSTER ENERGY.**

Monster is much more than an energy drink, it is a lifestyle. The people from Monster are real race enthusiasts and take part in the entire Dakar Rally. Ever since they first gave their support to the Speedbrain Team at the start of 2010, it has been important an important factor and built on a long-term basis.



### **AKRAPOVIC.**

Akrapovic motorcycle exhaust systems set the benchmark on roads and racetracks. Along with the performance, appearance and fitting accuracy, the workmanship is among the best around when it comes to exhaust systems.



## ***Strong partners.***



### **BETA.**

Since 1975, Beta and sports are an inseparable duo. Everywhere where highest performances are required, Beta tools form part of the standard equipment.



### **BLACKBIRD RACING.**

Our Italian friends for seats and stickers, with a great museum of historic off-road racing bikes.



### **CASTROL.**

In rallying, the engine is the heart of the machine: only the best 'blood' is good enough for it.



### **GET.**

The perfect partner for data recording and control units for off-road racers.



### **HAAN WHEELS.**

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



### **MAC - MOTO PLASTIC PARTS.**

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



### **MIGTEC.**

When navigating through the South American deserts, our riders put their faith in the road book cases made in Portugal.



### **MOTO MASTER BRAKE SYSTEMS.**

Our riders trust their Moto Master oversized front brake system.



## Strong partners.



### REPLAY XD.

Replay XD was designed by a group of racing professionals with over 50 years of experience in the high-performance racing industry. The brand develops ultra-lightweight cameras that can capture never before seen video footage from the most extreme racing and action environments on earth – like the Dakar Rally.



### REGINA CHAINS.

Wave goodbye to chain problems – the proof of 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 competitive rallying.



### SUPERSPROX.

Sprockets for a whole Dakar – you need never remove them.



### TWIN AIR DUAL-STAGE FILTERS.

Desert dust is the engine's biggest enemy. Twin Air keeps it safe and clean.



### WP SUSPENSION.

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



## ***Press contacts.***

### **HUSQVARNA MOTORCYCLES S.R.L.**

Martino Bianchi

Mobile: +39 335 7466508

E-mail: [martino.bianchi@husqvarna-motorcycles.com](mailto:martino.bianchi@husqvarna-motorcycles.com)

### **SPEEDBRAIN GMBH**

Bastian Schoener

Mobile: +49 177 4036785

E-mail: [bastian.schoener@speedbrain.de](mailto:bastian.schoener@speedbrain.de)

### **BMW GROUP SPORTS COMMUNICATIONS**

Benjamin Titz

Mobile: +49 179 7438088

E-mail: [benjamin.titz@bmw.de](mailto:benjamin.titz@bmw.de)

Information for editors:

You can find more content regarding the team and bike,  
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