

# Dakar 2019

Special Edition

SPRING 2019

KTM conquest  
its eighteenth  
consecutive success



*Toby Price,  
Dakar 2019 winner  
“The win takes away  
all the pain”.*



**GO ANYWHERE**  
ON THE RALLY CROSS COUNTRY

**CHRONICLE**  
OF A RACE DAY

**THE DAKAR RALLY  
IN SOUTH AMERICA:**  
THE COMFORTS OF ADRIA MOTORHOMES

**ADRIA**

*Adventures. For the first time in the 41 years of history, Dakar 2019 crossed just one Country, Perú. Although this does not mean that the 2019 edition was any simpler for the 300+ riders who competed with motorcycles, quads, cars, side-by-sides and trucks.*

**Enjoy!**

editorial



*Different uses at the end of a stage during the rally:*



*The Dakar rally 2019 was characterized by a 70 percent sandy track.*



*Present at the end of each stage the Adria Motorhome really made the difference this year.*



*Toby Price won the 2019 edition and it's his second success at the most famous race in the world.*



contents



## Two official teams in such a long rally full of unknowns

**FOR THE SEVENTH CONSECUTIVE YEAR, THE RED BULL KTM FACTORY TEAM AND ROCKSTAR ENERGY HUSQVARNA FACTORY RACING USED ADRIA VEHICLES DURING THE TEN DAYS OF THE RALLY. THESE ARE THEIR STORIES.**

The history starts in november, when the 2 big teams leave Austria ready to go to Le Havre, in France, to load all the vehicles on the ship direct to Perú. The convoy departing from Austria consisted of 3 T5 Service trucks, three Service cars and five motorhomes, four of which were Adria's, while the motorbikes were transported by company vans which then returned to Austria, together with those who had driven the vehicles to France. Of the four Adria motorhomes to be used, one was set up as the office (the so-called 'Office'), which housed the team managers, who in this case were Jordi Viladoms for Ktm and Pela Renet for Husqvarna. The other three accommodated Pablo Quintanilla and Andrew Short, the two official Rockstar Energy Husqvarna Factory Racing riders, numbers 6 and 29 respectively, in the Dakar starting order; Matthias Walkner, winner of Dakar 2018, shared the same accommodation with Luciano Benavides (brother of the official Honda rider Kevin Benavides), and Toby Price, who came third in 2018, with Sam Sunderland whose motorbike will display number 14.



### THE TEAM ON THE TOUT TERRAIN

At the Dakar Rally, this year the official Ktm and Husqvarna teams counted a total of around 32 people, including mechanics, team managers, physicians, WP suspension technicians, engineers, logistics and physiotherapists. As logistic and technical manager Stefan Huber explains, "The motorhomes we used during this Dakar Rally in Perú were equipped directly at Adria, but when they arrived at Ktm Motorsport in Mattighofen, at the end of November, they were managed by our men. Our experts check that everything is in order on board and add a few extra things, such as first aid kits and some spare parts, as well as the two spare tyres that are carried in each vehicle. Moreover, there are shovels and sand recovery tracks for digging the vehicles out of the sand because, as we well know, the Dakar bivouacs, especially this year in Perú, are not easy to tackle with Service vehicles. We take care of all this, while Adria provides us with everything it considers essential for this rally and which, after seven years of partnership, it has come to know very well."

During the rally, the care, cleaning and maintenance of each motorhomes is assigned to one specific person, who accompanies his particular vehicle for the entire duration, driving it from one bivouac to the other, keeping it clean and tidy and making sure it is ready each day for the arrival of the riders, in order to provide as warm a welcome as possible for its guests.

Each motorhome has its own driver, who also acts as an assistant for the riders who will be staying in it. It is the driver who takes care of all their requests and needs. He cleans the motorhome when necessary, both inside and outside, "although, unless there is an actual sandstorm, the inside of the motorhome stays very clean because the air conditioning is on all the time and with the windows and doors closed no dust or sand can be blown inside by the wind". The driver of the motorhome also does the shopping and fills the water tanks that are used for showers, the bathroom and cooking. The refrigerator is restocked every day by the driver, taking into account the needs of each single rider and, if necessary, during the journey from one bivouac to the other, he stops to pick up supplies. The fridge is generally kept stocked with water, beverages or energy drinks used during the two weeks of the rally. "Each rider wants to recreate the atmosphere of home in his motorhome, and so if at home his fridge is normally filled with chocolate or biscuits or fresh fruit or whatever, it is natural that he will ask for the same during the Perù rally." The bulk of the shopping was done in Lima, at the start of the rally, and during the following ten days only small supplies were bought.



## Chronicle of a race day

EARLY IN THE MORNING, SOMETIMES JUST AFTER 4 O'CLOCK, WHEN THE SKY STILL SHOWS THE COLOURS OF THE NIGHT, THE RIDER LEAVES HIS MOTORHOME AND BEGINS HIS TRANSFER. IN THAT MOMENT, WHEN THE NOISE OF THE ENGINE OF THE KTM 450 GETS AWAY. THE BIVOUAC WAKES UP AND PEOPLE PACK UP THE CAMP AND GET READY TO START.

*“The motorhomes travel separately from the rest of the caravan. As soon as the rider leaves, the driver closes everything up and immediately sets off for the next bivouac, because when the riders reach the finish line of the stage the motorhomes must be ready for them”.*

To travel the whole day and to reach the bivouac in time it is not so simple. Or better, not every day. The service vehicles sometimes have to cover transfers longer than 800 kilometres in a single day, and since by rules, the speeds of all the vehicles of the rally are limited and controlled by an 'infernal' tool called Tripy, it is not possible to exceed 110 km per hour and 50 in residential areas. Consequently, sometimes the riders arrive before their motorhomes. If this happens, however, nobody minds too much because everyone knows very well that in a rally like the



Dakar unknowns are always just around the corner. The riders simply look for a shady spot, usually under the big tent of the organisers, and wait for the trucks and motorhomes to arrive and the Ktm and Husqvarna bivouac to be set up.

When the drivers of the motorhomes arrive at the bivouac and find the team's place (each team has its own assigned space every day), he first parks the motorhome and makes sure it is levelled and stable so that its occupants are not forced to sleep in a wrong position. He briefly tidies up the interior and immediately turns on the air conditioning. He sets up a camp, opening the awning and fixing up the clothesline where the riders can hang up everything



‘Sand, sand and dunes:  
Dakar Rally was largely composed  
of sand this year in Perù.’

on arrival. He also makes sure that each motorhome has a place in the shade where the rider can take off his clothes, boots and helmet as soon as he arrives. Normally they do it outdoor so they can tell to the mechanics or the journalists what's happened during the stage.

The driver then prepares something to eat in the motorhome, such as a dish of pasta or snacks to satisfy the hunger of the riders, unless the team has its own cooks, as it has sometimes happened in the past.

The riders, meanwhile, take a relaxing shower and after eating, depending from what time it is, either rest or get straight to work studying the road book for the following day.

The daily routine also includes sessions with the physiotherapist, which follow an hourly schedule since there are many riders and they all have to take turns; treatment is carried out on a physiotherapy bed set up outside each motorhome in the outdoor area that serves as a veranda.

The daily routine in the Office motorhome, is slightly different. Like the others, it also leaves the bivouac early and is used at the next bivouac by the team managers and the Map Man, the person helping the riders get to know the roads and tracks they will face every day. The Map Man hardly ever leaves this motorhome; here he carries out his work and always here he follows the rally in real time thanks to a tracking system that monitors every rider on the route. However, when the special tests are a simple ring,

with the start and the finish line in the same place, the motorhomes don't go and work like a real PC Course, the headquarters from where the managers supervise everything happens on the rally track.

Inside the Office motorhome an internet connection is enabled all day long, although often while travelling it can be difficult to maintain a good signal. The team members who travel between bivouacs in the Office motorhome during the rally (two people besides the driver) can monitor the positions of the riders, work on the maps and plan the day's meetings. Every evening in this motorhome there are briefing for the riders, shared in two different session if they are too numerous. "We have decided in past years", the manager explains, "that the riders attend in the team's private briefing in accordance with the stage classification and therefore the following day's starting order. Those who start first attend the briefing first so they have time afterwards to prepare their material for the next day and then go to bed".

The Office motorhome is different from the others because it haven't the large garage compartment featured in the motorhomes in which the riders live during the ten days of the rally. In this vehicle, in fact, there is no need to carry the enormous bag in which the riders bring everything they need for a competition of this kind. "You can't imagine all the things a rider squeezes into his bag; it's really amazing. This is why they need as much physical space as possible in their motorhome so they can fit it all in!"



#### CURIOUS FACT

There are some team members, such as the Map Man, for example, who practically live in symbiosis with the Office motorhome, to the point of becoming almost an accessory of it. They work, travel, eat, wash and sleep in it, and are very rarely seen outside it.



# The Dakar Rally in South America: the comfort of Adria Motorhomes

“THE MOTORHOME IS A SMALL LUXURY ... OR RATHER, A GREAT LUXURY! FIRST OF ALL, YOU CAN REST BETTER BECAUSE YOU SLEEP THE SAME AS AT HOME – YOU HAVE A MATTRESS, A REAL BED AND A PILLOW, JUST LIKE AT HOME. AND ALSO, FOR EXAMPLE, YOU CAN HAVE A SHOWER AS SOON AS YOU ARRIVE AT THE BIVOUAC. THEN THERE IS AIR-CONDITIONED TEMPERATURE INSIDE THE MOTORHOME, AND YOU HAVE YOUR OWN FRIDGE – YOU ONLY HAVE TO OPEN IT TO GET A COLD DRINK. YOU CERTAINLY DIDN'T HAVE ALL THIS IN A TENT.”

In the 1980s and 1990s, in fact, when the Dakar Rally was held in Africa, water was bought in buckets from the locals and everyone had to wash with that, the best they could. Then, as the years passed in the bivouac made their apparition the outdoor shower with icy cold water, but the water was never enough for everyone and there were always long queues of people waiting for their turn. The comfort of having a personal shower all for them is priceless.

In Africa the mechanics pitched the tents in advance so they would be ready for when the riders arrived. Inside they put their bags – partly to keep the tents from flying away, as often happened – and each tent was identified by the name sticking with a piece of tape to the zip of the entrance.



Matthias Walkner in a moment of well-deserved relaxation.

## THE COMFORT OF THE MOTORHOMES IS PRICELESS

Today this all seems light years away. When the rider opened his tent there would already be at least a centimetre of sand covering everything, including his bag and sleeping bag, and it was so hot inside that you often had to sleep with the 'door' open, exposed to noise and insects, not to mention other animals. Today in their motorhomes the riders can enjoy a constant temperature of around 22 degrees, whether they are taking a shower, eating, preparing the road book or sleeping. Another feature is soundproofing. A recent medical and scientific study carried out on the 2018 Dakar Rally has shown just how important sleep is for the riders and how much their performance depends on the quality, duration and depth of their sleep cycle. The walls of the motorhome block out all noises (which are often very loud) coming from outside, which means that the rider is able to sleep without earplugs (unless his 'roommate' snores!). Today conditions are really different and more relaxing and this fact has a positive impact on the results.

The Dakar Rally is still an adventure, but different from those of the past thanks to a lifestyle made better by Adria Motorhomes.



# MATRIX

## The highlights

- 1 . ADRIA 'COMPREX' BODY CONSTRUCTION.
- 2 . AERO-DYNAMIC EXTERIOR PROFILE WITH PANORAMIC ROOF WINDOW.
- 3 . WIDE ENTRANCE 600MM DOOR FOR EASIER ENTRY.
- 4 . CHOICE OF BODY COLOURS (SILVER ON SUPREME, WHITE ON PLUS AND AXESS)
- 5 . AUTOMOTIVE SIDE-SKIRT WITH OPTIONAL CABIN STEP.

### STYLE AND VERSATILITY

Matrix is a motorhome designed to meet all your needs, with an unbeatable combination of style and versatility, in a wide choice of layouts and equipment levels, sleeping up-to 5 people.



**MATRIX SUPREME**

The ultimate crossover with silver alu-metallic body and the most luxurious interior and highest specifications. Symphony White interior design with a choice of textiles and soft-furnishings.



**MATRIX PLUS**

The mid-level crossover, with white body and choice of cabin colour, contemporary interior and high specifications. Symphony White interior design with a choice of textiles and soft-furnishings.



**MATRIX AXESS**

The entry-level crossover, with white body, contemporary interior and good specifications. Tempo Brown interior design with a choice of textiles and soft-furnishings.

Our sleek and capable crossover motorhome range, **MATRIX**, offer so much style and versatility. Setting the benchmark for the category, with high levels of specification, comfort and practicality in Axess, Plus and Supreme models, with a wide choice of layouts.

Our 'OPEN SALON' layouts bring new flexibility and space and there's detailed improvements across the range, including new optional factory-fitted accessories and soft furnishing choices.



### NEW LAYOUTS

In the **Matrix 670 DL** for example the seating configuration gives a flexible set up, one for driving with 4 homologated seats with three point seat belts and one for camping, showing the face to face seating arrangement and the added flexibility of the adjustable table.

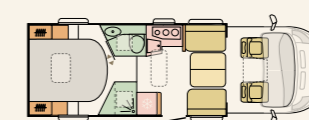


#### MATRIX 670 DL



- Total length 7,5 m
- 3 + 2 sleeping places, 4 driving places
- GVW from 3.500 to 4.400 kg - extended loading capacity
- Fridge 167 L
- Spacious living room with double sofa and connected with L shaped kitchen
- Window at right side sofa
- New toilette compartment design - closing to living room and bedroom

#### MATRIX 670 DC



- Total length 7,5 m
- 2 + 2 sleeping places, 4 driving places
- GVW from 3.500 to 4.400 kg - extended loading capacity
- Fridge 142 L slim tower
- Spacious living room with double sofa and connected with L shaped kitchen
- Window at right side sofa
- New toilette compartment design - closing to living room and bedroom



MORE LAYOUTS ARE AVAILABLE SEE WWW.ADRIA-MOBIL.COM



# The boss, Heinz Kinigadner: a life and a career lived in a motorhome.

“I love motorhomes! All my life I have practically grown up in motorhomes, or rather, self-made

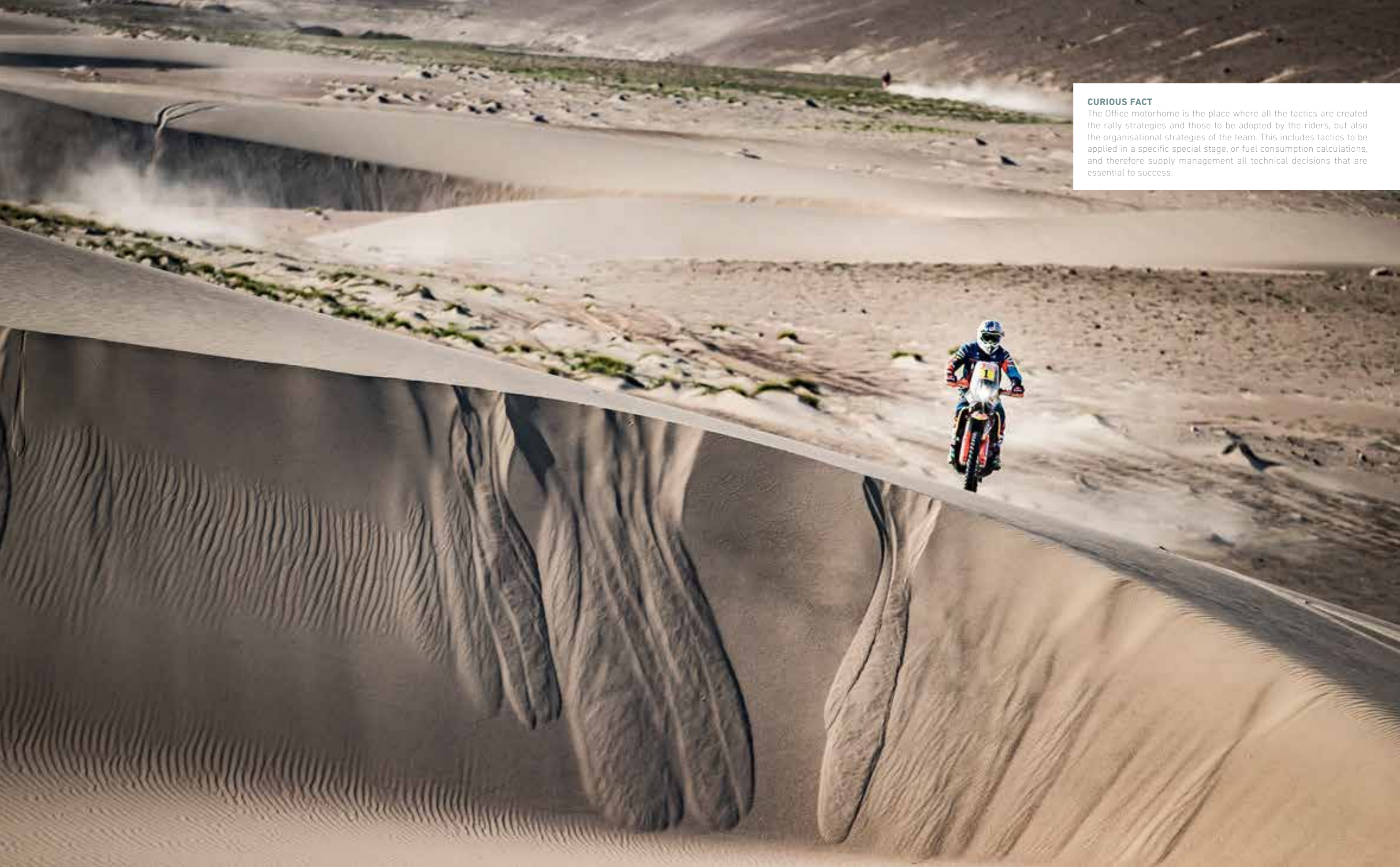
Heinz Kinigadner



## SINCE KINI WAS RIDER MOTORHOMES MADE PART OF HIS LIFE

“On the motocross circuits we always travelled with a vehicle we had built ourselves, my father and I, a Mercedes Benz 613 divided in two, that is, one half for me and the other half for the motorbikes. Then I used the bonus money I won with my first title to buy a real one, and this was really my first proper, comfortable motorhome. My father drove and I would stay in the back, lying down and relaxing, listening to my music. A completely different lifestyle! So we went round all the race tracks like this, going everywhere by motorhome. And I still really love travelling with this vehicle. It is so different from the tents, from the years when we used tents in the bivouac, because even though they were fine tents and were set up for VIPs they were still only tents, and with the arrival of motorhomes, the lives of the riders and of those who accompany them during the rally – as I sometimes do myself in my race truck – has been completely transformed.”





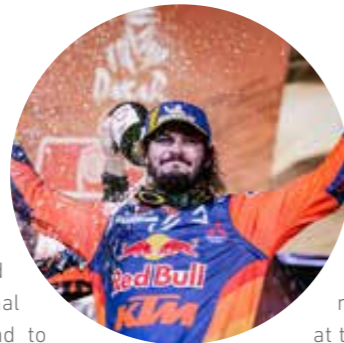
**CURIOUS FACT**

The Office motorhome is the place where all the tactics are created the rally strategies and those to be adopted by the riders, but also the organisational strategies of the team. This includes tactics to be applied in a specific special stage, or fuel consumption calculations, and therefore supply management all technical decisions that are essential to success.



# Toby Price, Dakar 2019 winner “The win takes away all the pain”.

IN 2015, AT HIS FIRST PARTICIPATION TO DAKAR RALLY, TOBY CLOSED IN THIRD POSITION OF THE OVERALL BEATING ALL THE RECORDS FOR A ROOKIE: NEVER ANYBODY BEFORE IT HAD CLOSED THE COMPETITION ON THE THIRD STEP OF THE PODIUM. ONE YEAR LATER, ALWAYS WITH KTM, HE WON AND IN 2018 IT CLIMBED AGAIN ON THE THIRD POSITION.



When Toby Price arrived from Australia in 2015 for his first Dakar anybody it knew this nice and available big boy in the world of the rallies raid but few special stages and an unbelievable final result were enough for making to understand to everybody that Toby Price was a true champion.

Used to the sacrifice and the pain Price arrived to the Dakar Rally in January with a fracture of the wrist in the street of recovery, made up during a training less than one month before the start. Suffering but tightening the teeth the rider Ktm has shown a superhuman strength succeeding in always staying inside the first six positions of the overall classification since

beginning competition and arranging himself to the first place just three days before the end. “It’s crazy say that we won the Dakar rally with no stage victories until the last days – told him at the end of the race in Lima - it’s really crazy. I’m over the moon. It’s been a long 10 days. Now I’ll just wait and see what damage I’ve done to my wrist. At the end of each day, the pain and torture has been worth it. I thought I would only be able to do two stages and then pull out and that would have been me done, but the support from everyone back home in Australia and then having some things go my way and a bit of luck, it just worked”.



DAKAR  
2019

@erú

MOTUL

FOX  
SPORTS

DAKAR  
2019

DAKAR  
2019

@erú

MOTUL

france • t  
spor

K'ARCHE

HONDA

TOYOTA



# KTM: Ready to race with Adria Twins.

WE JOINED THE RED BULL KTM FACTORY RACING TEAM AT A MOTOCROSS RACE FOR THE WEEKEND IN THE NETHERLANDS, TO SEE CLOSE UP, HOW THE TEAM ARE USING THEIR NEW ADRIA TWINS.

## NOT ALL TWINS ARE IDENTICAL

Adria has created a special series of custom built Twin motorhome vans specifically for the needs of the KTM Motocross team in the FIM World Championship. Motocross is a form of extreme off-road racing held in enclosed circuits in front of a large fan base and this year's championship runs through 14 race events across Europe and 1 in the USA, culminating in the final race in the UK on October 1st. It dates back to the early 1990's "trials" and was the first racing trophy to be won by the KTM brand back in 1974. The Adria Twins used by KTM are highly customised versions of the popular motorhome van. Branded in the motorcycle company's dramatic orange livery, these special Twins are "ready for everything". Adria custom KTM Twins in action. Special custom features include KTM interior styling, with special leather trim and cabinetry. Underneath the core of the motorhome vans are the standard models, where features such as the kitchen, bathroom and large rear bedroom (which converts to extra storage) all come in handy during a race weekend.

Adria custom KTM Twins.

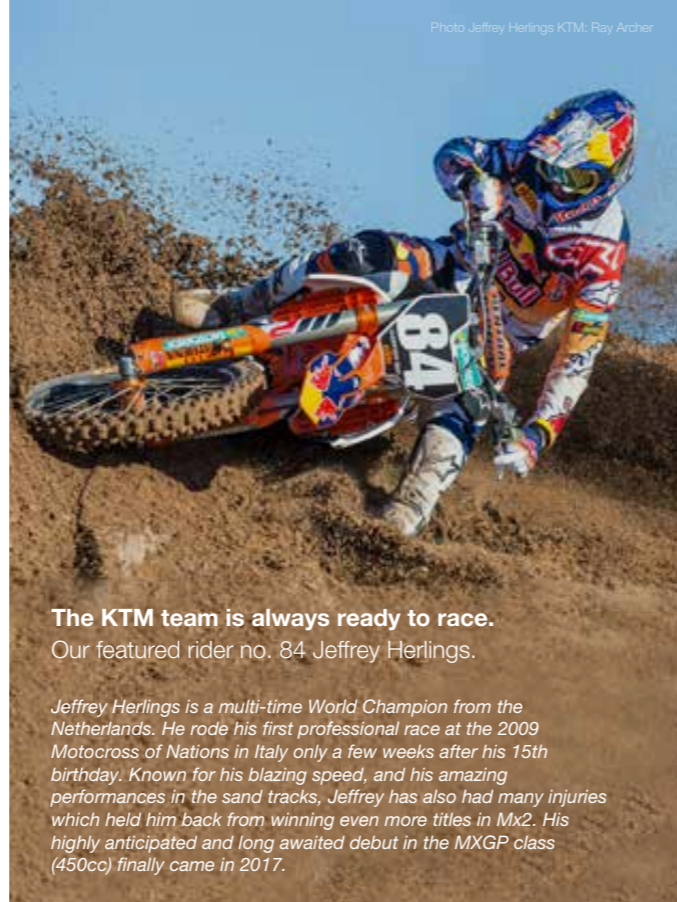


Photo: Jeffrey Herlings KTM, Ray Archer

**The KTM team is always ready to race.**  
Our featured rider no. 84 Jeffrey Herlings.

Jeffrey Herlings is a multi-time World Champion from the Netherlands. He rode his first professional race at the 2009 Motocross of Nations in Italy only a few weeks after his 15th birthday. Known for his blazing speed, and his amazing performances in the sand tracks, Jeffrey has also had many injuries which held him back from winning even more titles in Mx2. His highly anticipated and long awaited debut in the MXGP class (450cc) finally came in 2017.

### CALENDAR MXGP 2019

- 03 Mar - MXGP of Patagonia Argentina - Neuquen
- 24 Mar - MXGP of Great Britain - Matterley Basin
- 31 Mar - MXGP of The Netherlands - Valkenswaard
- 07 Apr - MXGP of Trentino - Pietramurata
- 12 May - Monster Energy MXGP of Lombardia (I) - Mantova
- 19 May - MXGP of Portugal - Agueda
- 26 May - MXGP of France - Saint Jean d'Angely
- 09 Jun - MXGP of Russia - Orlyonok
- 16 Jun - MXGP of Latvia - Kegums
- 23 Jun - MXGP of Germany - Teutschenthal
- 07 Jul - MXGP of Indonesia - Palembang
- 14 Jul - MXGP of Asia (Indonesia) - Semarang
- 28 Jul - MXGP of Czech Republic - Loket
- 04 Aug - MXGP of Belgium - Lommel
- 18 Aug - MXGP of Italy - Imola
- 25 Aug - MXGP of Sweden - Uddevalla
- 08 Sep - MXGP of Turkey - Afyonkarahisar
- 15 Sep - MXGP of China - Shanghai
- 22 Sep - MXGP of Hong Kong - Hong Kong
- 29 Sep - Monster Energy FIM MXoN - Assen

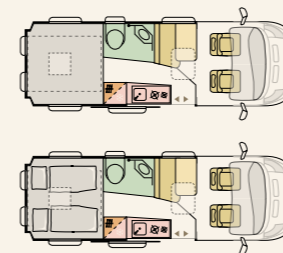


## TWIN SUPREME SGX The highlights

NOT ALL MOTORHOMEVANS ARE CREATED EQUAL. ADRIA HAS ALWAYS HAD THE EDGE WITH ITS TWIN RANGE, NOT JUST THE LEGENDARY BUILD QUALITY AND ALL-ROUND 'ROBUSTNESS' BUT WITH THEIR PEDIGREE IN TERMS OF THE SMART USE OF SPACE, THEIR FLEXIBILITY AND AGILITY. NOW, FOR 2019, THE NEW GENERATION TWINS ARE BORN AND BRING GENUINE INNOVATION TO THE BOOMING PANEL VAN CONVERSION MARKET.



### TWIN SUPREME SGX



- Twin Supreme on Fiat Ducato in 5 exterior colours
- Adria exclusive Sky-roof and Sky-lounge
- New Onyx interior style and new soft furnishings
- New kitchen design with 90l compressor fridge
- New Duplex bathroom with swivel wall feature
- Extra-large bed size 1900 mm x 1960 mm
- Electrical pull down rear bed
- Integrated roof luggage rack
- Factory fitted awning and solar panel options
- Webasto heating



### ADRIA EXCLUSIVE NEW SOLUTIONS

New kitchen and four new bathroom solutions, dependent on the model and layout, with the eye-catching new Sky-roof and Sky-lounge.

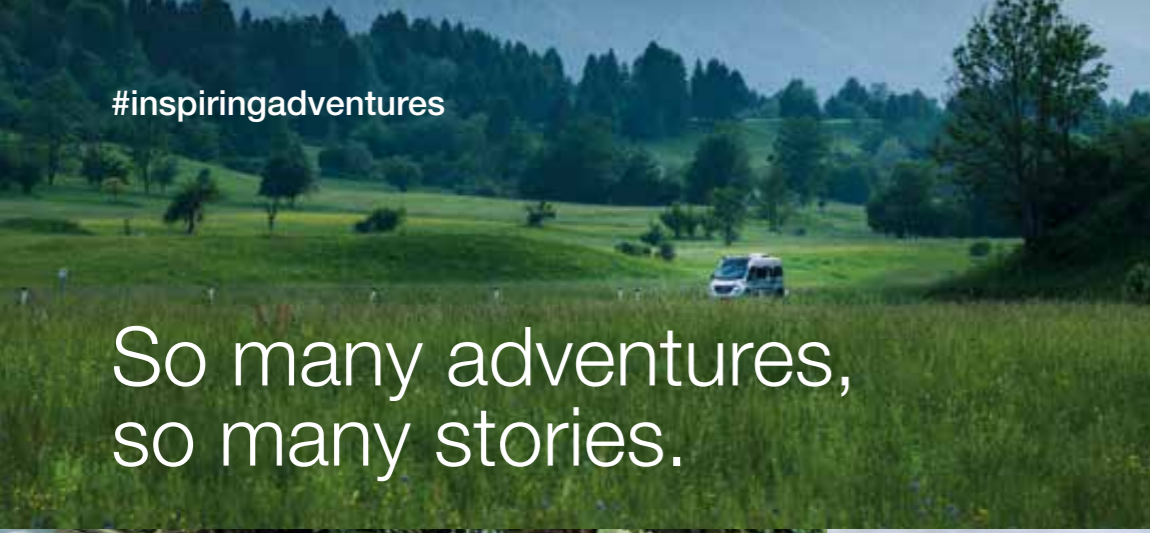
OTHER LAYOUTS ARE AVAILABLE SEE [WWW.ADRIA-MOBIL.COM](http://WWW.ADRIA-MOBIL.COM)



into twin

#inspiringadventures

So many adventures,  
so many stories.



*“Every Adria has a story to tell”*

inspirations  
magazine

DISCOVER MORE IN THE NEW EDITION  
OF INSPIRATIONS MAGAZINE, ONLINE AT  
[WWW.ADRIA-MOBIL.COM](http://WWW.ADRIA-MOBIL.COM)

**ADRIA**

[WWW.ADRIA-MOBIL.COM](http://WWW.ADRIA-MOBIL.COM)