



IN FRONT OF YOU LIES A PROPOSAL FOR JOINING THE LEADING TEAM TO FACILITATE YOUR ULTIMATE DAKAR EXPERIENCE. WITH MORE THAN A DECADE EXPERIENCE, THE SUPPLY OF UNIQUE EQUIPMENT PLUS A SCORE 50% HIGHER THAN THE DAKAR AVERAGE, YOU ARE JUST ONE STEP AWAY OF MAKING YOUR ULTIMATE DREAM COME TRUE, JOINING THE PRODAKAR TEAM.



PLEASE CONTACT US FOR ANY QUESTIONS CHARLY@MCRAE.ES OR +34 696 480 444

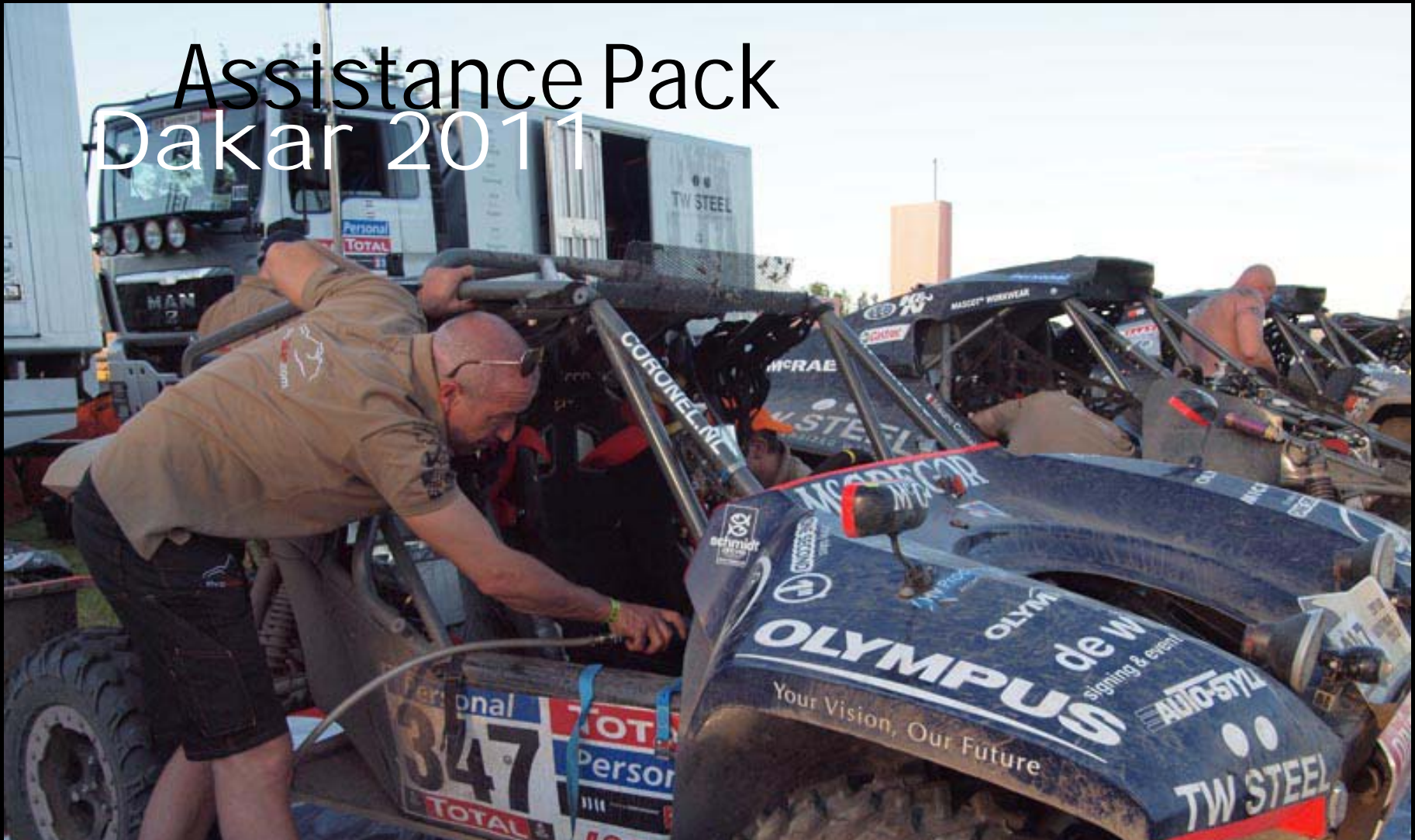
McRae Enduro Sport MC-2

Dakar Spec

- › LIGHTWEIGHT T1 (FIA)
 - › TUBULAR CHASSIS
 - › DOUBLE WISHBONES
 - › REIGER RACING SUSPENSION
 - › ITP WHEELS & TIRES (2 SPARES)
 - › W/L 1820/3200 MM
 - › MID PLACED 4 STROKE 3 CYL. 1049 CC
 - › 140 BHP / 132 NM
 - › TOP SPEED 155 KM (REGULATIONS)
 - › CVT TRANSMISSION
 - › BESPOKE DIFFERENTIAL
 - › FIDDLE HANDBRAKE
 - › BARE WEIGHT APPR 620 KG (DAKAR SPEC)
 - › DAKAR SPEC (FUEL CAP 180L)
 - › POWER STEERING
 - › SAFETY EQUIPMENT
 - › NAVIGATION WIRING & BRACKETS
 - › TDCOM/ERTF
- › **70.000 EURO**



Assistance Pack Dakar 2011



- TEAM MANAGEMENT
- ENTRY FEE MC-2/DRIVER ASO
- HIGH-END T5 SERVICE EQUIPMENT
- EXPERIENCED ASSISTANCE CREW
- FULL T4 ON SPECIAL STAGE SUPPORT BY RACE TRUCK
- TEAM CLOTHING (PARTNER LOGO'S TO BE ADDED)

- BACK OFFICE SERVICE
- LOGISTICS
- COACHING ON EVENT
- ON EVENT, PARTS AT LIST PRICE

• **PACK 80.000 EURO**

INCLUDES

- › MC-2 RENTAL
- › ASSISTANCE PACK DAKAR 2011
- › NORMAL WEAR AND TEAR
- › BUY OFF OPTION AFTER EVENT (CAR CAN BE BOUGHT AFTER AT DISCOUNT PRICE AS IS)
- › REBUILD AFTER EVENT
- › TEAM LOOK AND FEEL (TEAM PARTNERS)

Rental package Dakar 2011

EXCLUDING

- › INSURANCE OR DEPOSIT FOR CAR
- › PARTS USED & LABOUR CAUSED BY DRIVERS ERROR (PRIOR, DURING AND AFTER THE EVENT)
- › DEPOSIT FOR USED PARTS
- › REPATRIATION (WHEN 3TH PARTY IS REQUIRED DURING EVENT)
- › COMPULSORY TRAINING SESSIONS PRIOR EVENT (DRIVING & TECHNIQUE)
- › FUEL (DUE TO LOGISTICS)
- › FINISH & BRANDING
- › DRIVERS CLOTHING & HELMET

120.000 EURO



McRae Enduro Sport MC-2 Training Program



50% HIGHER SCORE THAN AVERAGE, THERE MUST BE A REASON FOR THAT. A REASON WHY WE SAY TRAINING IS COMPULSORY,

YOUR SUCCESS IS OURS !!!

TRAINING PROGRAM:

FULL TECHNICAL TRAINING, TO UNDERSTAND YOUR MC-2 AND GET YOU ABLE TO FIX OR DIAGNOSE ANY SORT OF ISSUE DURING THE EVENT.

DRIVERS TRAINING, TO UNDERSTAND HANDLING OF THE MC-2 AND HOW TO HANDLE OUR CTV SYSTEM WHILE DRIVING IT.

HOW TO NAVIGATE.

HOW TO COMMUNICATE

TO GET TO KNOW OUR TEAM, THE MOST IMPORTANT THING.

Other services

Two McRae Buggies from the ProDakar Team finish the 2010 Dakar to win the new FIA T1 Lightweight Class

January 18th, 2010



The McRae Buggies driven by Tim Coronel and Chris Leyds from the ProDakar Team crossed the Buenos Aires finish line in 50th and 54th positions, to scoop victory in the new FIA T1 Lightweight Class of the 2010 Dakar.

This year the rally was so hard that the race had a 50% abandon rate, proving that the concept of the McRae Buggy is valid and going in the right direction.

Conceived by the McRae team, with support from the FIA and the ASO, this new class was established in record time. ProDakar's Chris Leyds is keen to point out that 'Everyone should appreciate that the regulations were not confirmed until early May, and to get seven cars to the Dakar start was a major achievement. Bringing them to Dakar is such a short timeframe was always a bold step'.

'It was a big gamble', commented Charly Rodriguez. 'We know we have a good concept. There was little time for the team to conduct proper testing, but thanks to our die hard and infatigable pilots we got two cars to the finish line. We've got a lot of things right, and importantly we know exactly what to fix and what to improve. It has not been easy, Murfy visited every day with vengeance, but we got the cars to finish every day, and that's what matters'.

'The main problem affecting the unique CVT-driven McRae 4x2s, was fesh-fesh invading the belt drive', said Leyds. 'The CVT works effectively in water, mud, and the dust of Dakar, but fine talc-like fesh-fesh defeated the engine bay's over-pressure system on occasion. But this Dakar-specific issue will be overcome'.

'All pilots have expressed faith in the project and remain most enthusiastic. We will be working closely to develop the cars through the 2010 season. There is no better test than the Dakar, and we now have the lessons from 30,000 of the toughest test kilometres imaginable; the best test any new product could face', assures Bibb and Leyds.

'We're quite exhausted now', said Chris Leyds summing up. 'But we know that the McRae Buggy is both competitive and offers extraordinary value to drivers. The speed and agility of the car is fantastic, so much fun to drive and easy too. I can't wait for the FIA Bajas through 2010'.

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- » DUMMY CARS (TO COVER TRAVEL TIME)
- » REBUILD & PREPARATION
- » OTHERS

PRICING OF ITEMS AS ABOVE ON REQUEST AS THIS ALWAYS CONCERNS TAILOR MADE SOLUTIONS



THE NEW CAR IS A SINGLE-SEATER THAT TARGETS BIKERS AND NEW COMMERS TO THE SPORT SEEKING TO MOVE ONTO FOUR WHEELS ON A TIGHT BUDGET. MEETING NEWLY INTRODUCED FIA, T1 REGULATIONS FOR LIGHTWEIGHT CARS,

THE KEY TO THIS REVOLUTIONARY CONCEPT IS ITS MECHANICAL SIMPLICITY AND ULTRALIGHT WEIGHT. THE McRAE 4x2 IS BASED ON A HIGH PERFORMANCE JAPANESE SNOWMOBILE ENGINE. IT USES A CVT VARIABLE TRANSMISSION WHICH RELIES ON A KEVLAR REINFORCED DRIVE BELT. CVT IS LIGHTER, BOOSTS FUEL EFFICIENCY AND DELIVERS PEAK TORQUE AT ALL TIMES – WHICH MEANS IT WORKS IN VERY SOFT SAND. IN CASE OF A BREAKAGE, CHANGING THE BELT IS EASY AND TAKES A FEW MINUTES WITH BASIC TOOLS.