



RACECARD

2019 MICHELIN



RALLY 2019 TURKEY MARMARIS

**SEPTEMBER
12 » 15**

MARMARIS (TURKEY)

12th RUNNING

Organised by TOSFED
(Turkish Automobile Sports Federation)

ROUND 11
2019 FIA WORLD RALLY CHAMPIONSHIP



**29
ENTRIES**

TOTAL DISTANCE:

988.50KM

including 310.10km
divided into 17 special stages

TIMETABLE

THURSDAY, SEPTEMBER 12 (2.00KM)

10:00am		Shakedown	4.70km
6:00pm		Start, service park, Asparan	
8:08pm	SS1	Super-special	2.00km
8:33pm		Parc ferme, Asparan	

FRIDAY, SEPTEMBER 13 (159.04KM)

7:30am		Service/Tyre change, Asparan	15 minutes
8:08am	SS2	İçmeler 1	24.80km
9:31am	SS3	Cetibeli 1	38.15km
10:54am	SS4	Ula 1	16.57km
1:14pm		Service/Tyre change, Asparan	40 minutes
2:17pm	SS5	İçmeler 2	24.80km
3:40pm	SS6	Cetibeli 2	38.15km
5:03pm	SS7	Ula 2	16.57km
7:08pm		Service, Asparan	45 minutes

SATURDAY, SEPTEMBER 14 (110.10KM)

7:57am		Service/Tyre change, Asparan	15 minutes
8:50am	SS8	Yesilbelde 1	33.00km
10:08am	SS9	Datça 1	8.75km
11:06am	SS10	Kizlan 1	13.30km
12:32pm		Service/Tyre change, Asparan	40 minutes
1:50pm	SS11	Yesilbelde 2	33.00km
3:08pm	SS12	Datça 2	8.75km
4:06pm	SS13	Kizlan 2	13.30km
5:27pm		Service, Asparan	45 minutes

SUNDAY, SEPTEMBER 15 (38.96KM)

8:55am		Service/Tyre change, Asparan	15 minutes
9:38am	SS14	Marmaris 1	7.22km
10:36am	SS15	Gökçe	11.32km
11:24am	SS16	Çiçekli	13.20km
1:18pm	SS17	Marmaris 2 (Power Stage)	7.22km
1:38pm		Finish, Asparan	
2:15pm		Podium ceremony, Asparan	

LOCAL TIME - SOURCE: WRC.COM - INFORMATION SUBJECT TO CHANGE





"THIS IS ONE OF THE SEASON'S MOST COMPLEX RALLIES"

ARNAUD RÉMY

WRC Programme Manager,
Michelin Motorsport

"This is one of the season's most complex rallies due to the combination of high temperatures and stony roads. Rally Turkey returned to the WRC calendar last year when we had to contend with a number of unknowns, including rocks as big as footballs on the stages! Our tyres suffered, but so did the cars. This time around, our technicians, the teams and the crews have a better understanding of what they face, notably with regard to tyre-wear rates and the conditions they can expect on the repeat loops."

MICHELIN'S TYRES FOR THE 2019 RALLY TURKEY

MICHELIN AND RALLY TURKEY

Michelin won Rally Turkey three years in a row with Citroën (2003, 2004 and 2005)

MICHELIN'S PREVIOUS RALLY TURKEY WINS

2003

Sainz/Marti

Citroën Xsara WRC

2004

Loeb/Elena

Citroën Xsara WRC

2005

Loeb/Elena

Citroën Xsara WRC

2018

Tänak/Järveoja

Toyota Yaris WRC

WRC



MICHELIN LTX FORCE

✓ ALLOCATION PER CREW:
up to 32 tyres from a package of 32 H4s and 16 M6s

WRC2

MICHELIN LATITUDE CROSS H90 (HARD) AND S80 (SOFT)

✓ ALLOCATION PER CREW:
up to 28 tyres from a package of 28 H90s and 16 S80s



2019 FORMAT

The compact route visits the hills that overlook the seaside resort of Marmaris



The twisty, stony stages range from narrow to moderately wide

Rally Turkey is the roughest and slowest round of the WRC calendar (average speed in 2018: 79kph)

Rally Turkey takes places in Anatolia, which makes it the 2019 championship's only Asian round

STAGES

Ula (SS4/7), Yesilbelde (SS8/11) and Marmaris (SS14/17) have been modified slightly compared with 2018

The shakedown stage, Marmaris super-special (SS1), Cetibeli (SS3/6) and Datça (SS9/12) are identical to 2018

Kizlan (SS10/13) is new

Çiçekli (SS16) is being run in the opposite direction to 2018

İçmeler (SS2/5) and Gökçe (SS15) have been modified extensively compared with 2018

Cetibeli (38.15 km) and Yesilbelde (33km) are the rally's two longest stages

İçmeler includes a 3.30km asphalt portion

RALLY TURKEY INFO

Marmaris is a seaside resort on the southwest Turkish coast, opposite the Greek island of Rhodes

Originally known as Physkos, Marmaris has previously been Greek, Roman, Byzantine and Ottoman

Sixty years ago, Marmaris was nearly destroyed by a major earthquake

Marmaris Castle was built by Ottoman sultan Suleiman the Magnificent on the ruins of an older fortress once occupied by Alexander the Great

Turkey's capital is Ankara but the country's biggest city is Istanbul (population: 15 million)

Opened in 2018, Istanbul's new international airport is the world's biggest in terms of passenger capacity (200 million/year)

MICHELIN GREEN GUIDE

Explore Turkey and discover the riches of this country which straddles the continents of Europe and Asia with the Michelin Green Guide Turkey



THE 2018 EVENT



WINNERS:
Ott Tänak/Martin Järveoja
(Toyota Yaris WRC 🇪🇪)

STAGE WINNERS:
Ogier (5), Neuville (4),
Tänak and Mikkelsen (3),
Latvala and Breen (1)

RALLY LEADERS:
Mikkelsen (SS1), Breen (SS2-SS3),
Mikkelsen (SS4-SS6),
Neuville (SS7), Ogier (SS8-SS9),
Mikkelsen (SS10),
Tänak (SS11-SS17)

- ✓ Turkey's first appearance on the WRC calendar since 2010
- ✓ Toyota/Michelin's first one-two finish (Tänak and Latvala) since New Zealand 1998
- ✓ Neuville and Ogier were split by 0.3s after Leg 1 but were delayed by mechanical problems the next day



RALLY TURKEY TRIVIA



Turkey first hosted an international rally (based in Istanbul) in 1972

The Anatolian Rally was first organised in 2000 and was based in Izmir

Rally Turkey first appeared on the WRC calendar in 2003

From 2003 until 2008, the Rally of Turkey was based in the Antalya/Kemer region in the Anatolian Mountains, before moving closer to Istanbul in 2010

Sébastien Loeb holds the record for the highest number of Rally Turkey wins (3)

Volkan Isik (19 WRC starts) and Ercan Kazaz are Turkey's best-known rally drivers

DOWN MEMORY LANE 2004



Fifteen years ago, Sébastien Loeb won the 2004 Rally of Turkey driving a Citroën Xsara WRC. Second-placed Marcus Grönholm (Peugeot 307 WRC) made it a Michelin one-two at the end of what was an extremely rough event.

Torrential rain before the start produced wet, compacted conditions and Loeb, running first on the road, succeeded in pulling out an early lead.

The Frenchman went on to finish clear of Grönholm who was forced to slow when a metal rod pierced the seat of his co-driver. Subaru's Petter Solberg was third.

Loeb's fourth victory of the campaign – his first proper win on dirt – extended his lead in the provisional Drivers' standings. He went on to claim his maiden title a few months later.



ENTRY LIST

CITROËN-TOTAL WRT Citroën C3 WRC

#1  **Sébastien Ogier** (FRA)
Starts 146 - Wins 46 - Podiums 77

 **Julien Ingrassia** (FRA)
Starts 146 - Wins 46 - Podiums 77

6 Champions 2013, 2014, 2015, 2016, 2017, 2018

#4  **Esapekka Lappi** (FIN)
Starts 52 - Wins 1 - Podiums 6

 **Janne Ferm** (FIN)
Starts 52 - Wins 1 - Podiums 6

HYUNDAI SHELL MOBIS WRT Hyundai i20 Coupé WRC

#11  **Thierry Neuville** (BEL)
Starts 107 - Wins 11 - Podiums 38

 **Nicolas Gilsoul** (BEL)
Starts 103 - Wins 11 - Podiums 38

#89  **Andreas Mikkelsen** (NOR)
Starts 108 - Wins 3 - Podiums 24

 **Anders Jaeger** (NOR)
Starts 52 - Wins 2 - Podiums 10

#6  **Dani Sordo** (ESP)
Starts 165 - Wins 2 - Podiums 45

 **Carlos del Barrio** (ESP)
Starts 91 - Wins 2 - Podiums 10

TOYOTA GAZOO RACING WRT Toyota Yaris WRC

#5  **Kris Meeke** (GBR)
Starts 101 - Wins 5 - Podiums 13

 **Sebastian Marshall** (GBR)
Starts 57 - Wins 0 - Podiums 5

#8  **Ott Tänak** (EST)
Starts 102 - Wins 11 - Podiums 24

 **Martin Järveoja** (EST)
Starts 73 - Wins 11 - Podiums 20

#10  **Jari-Matti Latvala** (FIN)
Starts 205 - Wins 18 - Podiums 67

 **Miikka Anttila** (FIN)
Starts 216 - Wins 18 - Podiums 67

M-SPORT FORD WRT Ford Fiesta RS WRC

#3  **Teemu Suninen** (FIN)
Starts 50 - Wins 0 - Podiums 2

 **Jarmo Lehtinen** (FIN)
Starts 172 - Wins 15 - Podiums 70

#7  **Pontus Tidemand** (SWE)
Starts 47 - Wins 0 - Podiums 0

 **Ola Floene** (NOR)
Starts 101 - Wins 1 - Podiums 15



**COMPLETE
ENTRY LIST
HERE**



WRC DRIVERS' STANDINGS

		 Monte-Carlo 24/01 > 27/01	 Sweden 14/02 > 17/02	 Mexico 7/03 > 10/03	 France 28/03 > 31/03	 Argentina 25/04 > 28/04	 Chile 9/05 > 12/05	 Portugal 30/05 > 02/06	 Italy 7/06 > 10/06	 Finland 26/07 > 29/07	 Germany 16/08 > 19/08	 Turkey 13/09 > 16/09	 Great Britain 4/10 > 7/10	 Spain 25/10 > 28/10	 Australia 15/11 > 18/11	TOTAL
1	Ott TÄNAK 	15 + 2 (3)	25 + 5 (1)	18 (2)	8 + 4 (6)	4 + 1 (8)	25 + 5 (1)	25 + 3 (1)	10 (5)	25 + 5 (1)	25 (1)					205
2	Thierry NEUVILLE 	18 + 3 (2)	15 + 4 (3)	12 + 3 (4)	25 + 2 (1)	25 + 3 (1)	0 (R)	18 + 4 (2)	8 + 3 (6)	8 + 4 (6)	12 + 5 (4)					172
3	Sébastien OGIER 	25 + 4 (1)	0 + 2 (11)	25 + 5 (1)	18 + 1 (2)	15 + 5 (3)	18 + 4 (2)	15 + 5 (3)	0 + 4 (41)	10 + 2 (5)	6 + 1 (7)					165
4	Kris MEEKE 	8 + 5 (6)	8 (6)	10 + 4 (5)	2 + 5 (9)	12 (4)	1 + 1 (10)	0 (R)	4 (8)	0 (R)	18 + 2 (2)					80
5	Andreas MIKKELSEN 	0 (R)	12 (4)	0 (R)	- (-)	18 (2)	6 (7)	- (-)	15 + 5 (3)	12 + 3 (4)	8 (6)					79
6	Elfyn EVANS 	0 (R)	10 + 3 (5)	15 (3)	15 (3)	0 (R)	12 (4)	10 (5)	12 + 1 (4)	- (-)	- (-)					78
7	Jari-Matti LATVALA 	10 (5)	0 (21)	4 (8)	1 (10)	10 + 4 (5)	0 + 3 (11)	6 (7)	0 + 2 (19)	15 + 1 (3)	15 + 3 (3)					74
8	Teemu SUNINEN 	0 + 1 (11)	0 (23)	0 (R)	10 + 3 (5)	6 (7)	10 (5)	12 + 2 (4)	18 (2)	4 (8)	0 + 4 (29)					70
9	Dani SORDO 	- (-)	- (-)	2 + 2 (9)	12 (4)	8 + 2 (6)	- (-)	0 + 1 (23)	25 (1)	- (-)	10 (5)					62
10	Esapekka LAPPI 	0 (R)	18 + 1 (2)	0 + 1 (13)	6 (7)	0 (R)	8 (6)	0 (R)	6 (7)	18 (2)	4 (8)					62
11	Sébastien LOEB 	12 (4)	6 (7)	- (-)	4 (8)	- (-)	15 + 2 (3)	0 (R)	- (-)	- (-)	- (-)					39
12	Kalle ROVANPERÄ 	- (-)	- (-)	- (-)	- (-)	- (-)	4 (8)	8 (6)	2 (9)	2 (9)	- (-)					16

MANUFACTURERS

1	Hyundai Shell Mobis WRT	289 pts
2	Toyota Gazoo Racing WRT	281 pts
3	Citroën Total WRT	216 pts
4	M-Sport Ford World Rally Team WRT	168 pts

WRC2 PRO DRIVERS

1	Kalle ROVANPERÄ 	151 pts
2	Mads OSTBERG 	110 pts
3	Gus GREENSMITH 	85 pts
4	Lukasz PIENIAZEK 	74 pts
5	Jan KOPECKY 	61 pts

WRC2 DRIVERS

1	Nicolas GRYZIN 	73 pts
2	Benito GUERRA 	69 pts
3	Pierre-Louis LOUBET 	63 pts
4	Ole Christian VEIBY 	50 pts
5	Kajetan KAJETANOWICZ 	48 pts

THE 2019 WRC REGULATIONS

START ORDERS

Day 1 in 2019 Drivers' championship order, then reverse order of overnight classification

MANUFACTURERS CAN NOMINATE UP TO THREE CARS

with the two best-placed cars to score Manufacturer points.

POINTS

1st, 25 points • 2nd, 18 points • 3rd, 15 points • 4th, 12 points
5th, 10 points • 6th, 8 points • 7th, 6 points • 8th, 4 points
9th, 2 points • 10th, 1 point

POWER STAGE POINTS

1st, 5 points • 2nd, 4 points • 3rd, 3 points • 4th, 2 points
5th, 1 point.



MICHELIN'S WRC RANGE 2019 SEASON

ASPHALT TYRES: MICHELIN PILOT SPORT



H5 (HARD COMPOUND)

Size: 20/65-18
Conditions: dry stages



S6 (SOFT COMPOUND)

Size: 20/65-18
Conditions: wet, cold conditions



SS6 (SUPER SOFT COMPOUND)

Size: 20/65-18
Conditions: icy, frosty, damp, cold conditions



FW3 (FULL WET)

Size: 18/65-18
Conditions: showers, standing water or heavy rain

WINTRY ASPHALT: MICHELIN PILOT ALPIN A4



NON-STUDED



STUDED

Size: 18/65-18
Conditions: ice and/or snow

GRAVEL TYRES: MICHELIN LTX FORCE



H4 (HARD)

Size: 17/65-15
Conditions: rough, rocky, abrasive surfaces

M6 (MEDIUM)

Size: 17/65-15
Conditions: smooth, loose surfaces, mud

S6 (SOFT)

Size: 17/65-15
Conditions: wet, muddy, cold conditions

SNOW/ICE TYRE: MICHELIN X-ICE NORTH



X-ICE NORTH 3

Size: 15/65-15
Conditions: ice and/or snow

WRC TYRE REGULATIONS

- ✓ The FIA has registered two different tyre manufacturers for the 2019 WRC: Michelin and Pirelli
- ✓ Car manufacturers must register the tyre brand they have chosen with the FIA
- ✓ Only moulded tyres are authorised
- ✓ Tyres must be identifiable by a barcode and RFID chip
- ✓ Re-cutting or otherwise modifying the tread pattern is not permitted
- ✓ Only marked tyres are allowed to be used on stages
- ✓ Tyre pre-heating systems are prohibited
- ✓ Cars may carry up to two spares
- ✓ Tyres may only be inflated using air
- ✓ Only one type of dry-weather asphalt tyre (construction + pattern) and two compound options are authorised for the season (a third compound option is allowed for the Rallye Monte-Carlo)
- ✓ Just one type of asphalt rain tyre is authorised
- ✓ Only one type of gravel tyre (construction + tread pattern) and three compound options are authorised for the season (choice of two compounds per event)
- ✓ A single type of snow/ice tyre (one compound only) to be fitted to 7x15-inch rims
- ✓ A single 'joker' change is allowed per manufacturer in the course of the season
- ✓ Tyre quotas per event for Priority 1 drivers are calculated on the basis of four tyres per tyre-change opportunity plus four spares

DO YOU SPEAK RALLY?

Special stage (SS)

Special stages (or just 'stages') take place on roads or tracks which are closed to traffic and made secure for competitors and spectators. The length of these timed tests – which can take place in daylight or at night – tend to vary from five to up to 80 kilometres.

Super-special

This is a short stage generally organised in a town centre, especially for spectators. The intention is to take the sport to a wider audience and to organise promotional events at the same time. The times recorded count towards the official results.



Power Stage

On every round of the WRC, the last stage of every rally is known as the Power Stage. The drivers who post the five fastest times on this test are awarded five, four, three, two and one bonus points respectively. The stages are timed to the closest 1,000th of a second.

Road section

Road sections are the itinerary that crews must follow to get to the different stages. These roads are open to other users and competitors must comply with local traffic legislation at all times. Road sections must be covered in a time specified by the organisers. Penalties are incurred for late or early arrival at the next time control. The penalty for late arrival is 10 seconds per minute and the penalty for early arrival is one minute per minute.



Service park

The service park (or service area) is a place where work is permitted on the cars, including tyre changes. The time spent in a service park can vary from 15 to 45 minutes.



Regroup

'Regroups' are holding zones which enable the organisers to include a pause in the timetable, before a service halt, for example, or between two loops of stages. Work on the cars is not permitted.

Parc ferme

This is the zone where competing cars park up before the start of a rally and at the end of each leg. Work on the cars is not permitted.

Time controls (TC)

Crews must have their timecard stamped by marshals before and after each stage, as well as into and out of service areas and regroupings. These mandatory passage controls ensure that competitors comply with the official timetable.



Shakedown

A shakedown test is organised ahead of all WRC events using a short section of a sample road. This test usually takes place on the Thursday morning before the start. Each priority driver must complete at least three passes. Should the car suffer damage or break down during this test, crews can still take part in the event if repairs are completed in time.



Road book

An official road book is given to all competitors before the start of 'recce'. It provides a detailed description of the itinerary in the form of detailed illustrations of junctions, etc. A competitor who doesn't follow the road book may be disqualified.



Recce

Recce involves driving over the special stages at slow speed at the wheel of road cars ahead of the rally, the aim being to take turn-by-turn pace notes. Only two passes through each stage are authorised.

Course cars ('triple zero', 'double zero' and 'zero')

Course cars are safety cars which cover the stages before the competitors. Their mission is to warn spectators of the imminent arrival of the cars. Course cars bear the numbers '000', '00' and '0' on their doors. They pass between 30 and five minutes before the due time of the first competitor.

