



RACECARD

2019 MICHELIN



VODAFONE 2019 RALLY DE PORTUGAL

MAY 30

» JUNE 2

PORTO/COIMBRA

53rd RUNNING

Organised by the ACP (Automovel Club de Portugal)

ROUND 7 OF 14, 2019 FIA WORLD RALLY CHAMPIONSHIP



61

ENTRIES

TOTAL DISTANCE:

1,433.15KM

including 306.97km

divided into 18 special stages

TIMETABLE

THURSDAY, MAY 30

8:00am		Shakedown	4.60km
7:00pm		Start ceremony, Coimbra	

FRIDAY, MAY 31 (94.50KM)

8:35am		Tyre Fitting Zone, Coimbra	(15 minutes)
9:48am	SS1	Lousa 1	12.35km
10:32am	SS2	Gois 1	18.78km
11:20am	SS3	Arganil 1	14.44km
12:33pm		Tyre Fitting Zone, Arganil	(15 minutes)
1:51pm	SS4	Lousa 2	12.35km
2:35pm	SS5	Gois 2	18.78km
3:23pm	SS6	Arganil 2	14.44km
7:03pm	SS7	Lousada	3.36km
8:10pm		Service, Exponor	(45 minutes)

SATURDAY, JUNE 1 (160.70KM)

6:45am		Service/Tyre change, Exponor	(15 minutes)
8:38am	SS8	Vieira do Minho 1	20.53km
9:31am	SS9	Cabeceiras do Basto 1	22.22km
10:47am	SS10	Amarante 1	37.60km
12:50pm		Service/Tyre change, Exponor	(44 minutes)
3:08pm	SS11	Vieira do Minho 2	20.53km
4:01pm	SS12	Cabeceiras do Basto 2	22.22km
5:17pm	SS13	Amarante 2	37.60km
7:15pm		Service, Exponor	(45 minutes)

SUNDAY, JUNE 2 (51.77KM)

6:50am		Service/Tyre change, Exponor	(15 minutes)
8:25am	SS14	Montim 1	8.76km
9:08am	SS15	Fafe 1	11.18km
9:49am	SS16	Luilhas	11.89km
10:35am	SS17	Montim 2	8.76km
12:18pm	SS18	Fafe (Power Stage)	11.18km
1:50pm		Service, Exponor	(14 minutes)
2:20pm		Finish, Matosinhos	
3:45pm		Podium ceremony, Matosinhos	



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





"ALWAYS A COMPLEX EVENT"

ARNAUD RÉMY
WRC Programme Manager,
Michelin Motorsport

"The Rally de Portugal is a world championship classic and kicks off a long run of European rounds. It is always a complex event as far as tyres go, since the stage surfaces evolve considerably from one year to the next and it is hard to use the information we have from previous seasons. This year again we expect to see big differences in grip between the first attempts at the mostly sandy tests and the second visits which tend to expose more abrasive, rocky and rutted ground. The first leg promises to play a big role because there are some legendary stages back on the menu that today's drivers don't know. On top of that, there won't be any chance to service during the day – just two Tyre Fitting Zones. Sunday's programme includes the celebrated Fafe stage. It is sure to attract thousands of spectators to its famous jump which is one of the best-known in the sport!"

MICHELIN'S TYRES FOR THE 2019 RALLY DE PORTUGAL

MICHELIN AND THE RALLY DE PORTUGAL



Michelin has won the Rally de Portugal
22 times as a WRC round

A period of 10 years elapsed
between Michelin's 1st and 2nd Rally
de Portugal victories

There was another 10-year gap between
Michelin's 14th and 15th wins

Michelin has won the Rally de Portugal with
10 different car manufacturers

Michelin and Lancia monopolised the top
five places in Portugal in 1990

Michelin has won 647 Rally de Portugal
stages as a WRC round

Michelin won both the fastest
(2017 / average speed: 93.98kph)
and slowest (1973 / 69.68kph) events

WRC



**MICHELIN
LTX FORCE**

✓ Drivers can use up to 28 tyres from an allocation of 28 LTX Force M6s and 16 LTX Force H4s

WRC2

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

✓ Drivers can use up to 26 tyres from an allocation of 26 S80s and 16 H90s

MICHELIN'S RALLY DE PORTUGAL WINS (AS A WRC ROUND)

1973 Thérier/Jaubert Renault-Alpine A110 1800	1986 Moutinho/Fortes Renault 5 Turbo	1993 Delecour/ Grataloup Ford Escort RS Cosworth	2001 Mäkinen/ Mannisenmäki Mitsubishi Lancer Evo 6.5	2014 Ogier/Ingrassia Volkswagen Polo R WRC
1983 Mikkola/Hertz Audi Quattro A1	1988 Biasion/Cassina Lancia Delta Integrale	1994 Kankkunen/Grist Toyota Celica Turbo 4WD	2011 Ogier/Ingrassia Citroën DS3 WRC	2015 Latvala/Anttila Volkswagen Polo R WRC
1984 Mikkola/Hertz Audi Quattro A2	1989 Biasion/Siviero Lancia Delta Integrale	1997 Mäkinen/ Harjanne Mitsubishi Lancer Evo IV	2012 Ostberg/ Andersson Ford Fiesta RS WRC	2016 Meeke/Nagle Citroën DS3 WRC
1985 Salonen/ Harjanne Peugeot 205 Turbo 16	1990 Biasion/Siviero Lancia Delta HF Integrale 16v	1999 McRae/Grist Ford Focus WRC	2013 Ogier/Ingrassia Volkswagen Polo R WRC	2017 Ogier/Ingrassia Ford Fiesta RS WRC 2017
	1992 Kankkunen/ Piironen Lancia Delta HF Integrale		2018 Neuville/Gilsoul Hyundai i20 Coupe WRC	



2019 FORMAT

The 2019 event sees the return of classic Rally de Portugal stages like Gois and Arganil

Start ceremony in Coimbra and finish ceremony in Matosinhos

Most of the stages in northern Portugal (Vieira do Minho, Amarante, etc.) have been carried over

No servicing scheduled on Friday, only two Tyre Fitting Zones

The service park is again hosted by the Exponor exhibition facility, north of Porto

Five stages without servicing on Sunday

Fafe is the Power Stage again

STAGES

Gois (SS2/5) and Arganil (SS3/6) were last contested in 2001

Vieira do Minho (SS8/11) has been extended by 4km (at the start)

Lousada (SS7), Cabeceiras do Basto (SS9/12) and Amarante (SS10/13) are identical to 2018

Fafe (SS17/20), Montim (SS16/19) and Luilhas (SS18) are identical to 2018

Amarante (SS10/13) is the rally's longest stage (37.60km)

The initially-planned Gaia Street Stage in Porto has been dropped

RALLY DE PORTUGAL INFO

Porto sits on the estuary of the Douro River and the Atlantic coast. The greater Porto region has a population of almost two million

Porto's fortune is founded on its famous fortified port wine which is made by adding distilled grape spirit to halt fermentation.

This year's start ceremony is in Coimbra, Portugal's biggest university city

Coimbra's university is one of the world's oldest and was founded by King Denis 1 in 1290

The famous Joana de Coimbra library boasts a collection of some 30,000 invaluable books



MICHELIN GREEN GUIDE

Explore Portugal and the wonderful city of Porto with the Michelin Green Guide to Portugal



**CLICK HERE TO WATCH
OUR LATEST
RALLY DU PORTUGAL
INFO**



THE 2018 RALLY



WINNERS:
Thierry Neuville/Nicolas Gilsoul (Hyundai i20 Coupé WRC/Michelin)

STAGE WINNERS:
Neuville (5), Latvala (3), Meeke, Evans, Ogier and Lappi (2), Suninen, Tänak, Paddon, Sordo and Breen (1)

RALLY LEADERS:
Tänak (SS1), Paddon (SS2), Meeke (SS3), Sordo (SS4), Meeke (SS5), Paddon (SS6), Neuville (SS7-SS20)

- ✓ Neuville's second victory of the season promoted him to the championship lead
- ✓ 6 different leaders and 11 different stage winners
- ✓ 7 of the 13 factory drivers were either delayed or eliminated on Day 1
- ✓ Teemu Suninen's first WRC podium finish

RALLY DE PORTUGAL TRIVIA

The Rally de Portugal celebrated its 50th anniversary in 2018

This year is the 40th Rally de Portugal to count towards the WRC

The Rally de Portugal was a mixed-surface asphalt/gravel event until 1991

In 2007, the Rally de Portugal returned to the WRC fold after a six-year absence with a new-look event in the country's Algarve region, in the south



In 2015, the Rally de Portugal returned to the Porto region

Joaquim Moutinho is the only Portuguese driver to have won a WRC round (1986 Rally de Portugal, Renault/Michelin)

Fiat and Lancia have both won the Rally de Portugal six times as a WRC round

Markku Alèn and Sébastien Ogier have both won the Rally de Portugal five times as a WRC round

DOWN MEMORY LANE

1989

AN ALL-LANCIA/MICHELIN PODIUM



THIRTY YEARS AGO, LANCIA AND MICHELIN DOMINATED THE 1989 RALLY DE PORTUGAL WITH MIKI BIASION, MARKKU ALÈN AND ALEX FIORIO WHO MONOPOLISED THE PODIUM IN ESTORIL.

Horrendous weather didn't prevent the defending world champion Miki Biasion from taking his second straight Rally de Portugal victory, aided by a score of 17 fastest stage times from 38 in his Lancia Delta Integrale/Michelin.

His biggest threat was teammate Didier Auriol who was quick on both asphalt and gravel, which wasn't really his speciality at the time. The Frenchman was running second overall when his clutch failed.

The event's five-time winner Markku Alèn inherited the position, while the Jolly Club's Alex Fiorio made it a one-two-three finish for Lancia/Michelin. There were two Italians on the podium, while Alèn was considered an Italian by adoption!



ENTRY LIST

CITROËN-TOTAL WRT Citroën C3 WRC

#1 Sébastien Ogier (FRA)
Race starts 142 - Wins 46 - Podiums 76

Julien Ingrassia (FRA)
Race starts 142 - Wins 46 - Podiums 76

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

#4 Esapekka Lappi (FIN)
Race starts 48 - Wins 1 - Podiums 5

Janne Ferm (FIN)
Race starts 48 - Wins 1 - Podiums 5

HYUNDAI SHELL MOBIS WRT Hyundai i20 Coupé WRC

#11 Thierry Neuville (BEL)
Race starts 103 - Wins 11 - Podiums 37

Nicolas Gilsoul (BEL)
Race starts 99 - Wins 11 - Podiums 37

#19 Sébastien Loeb (FRA)
Race starts 176 - Wins 79 - Podiums 118

Daniel Elena (MCO)
Race starts 176 - Wins 79 - Podiums 118

Champions 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012

#6 Dani Sordo (ESP)
Race starts 162 - Wins 1 - Podiums 44

Carlos del Barrio (ESP)
Race starts 88 - Wins 1 - Podiums 9

TOYOTA GAZOO RACING WRT Toyota Yaris WRC

#5 Kris Meeke (GBR)
Race starts 97 - Wins 5 - Podiums 12

Sebastian Marshall (GBR)
Race starts 53 - Wins 0 - Podiums 4

#8 Ott Tänak (EST)
Race starts 98 - Wins 8 - Podiums 21

Martin Järveoja (EST)
Race starts 69 - Wins 8 - Podiums 17

#10 Jari-Matti Latvala (FIN)
Race starts 201 - Wins 18 - Podiums 65

Miikka Anttila (FIN)
Race starts 212 - Wins 18 - Podiums 65

M-SPORT FORD WRT Ford Fiesta RS WRC

#3 Teemu Suninen (FIN)
Race starts 46 - Wins 0 - Podiums 1

Marko Salminen (FIN)
Race starts 30 - Wins 0 - Podiums 0

#33 Elfyn Evans (GBR)
Race starts 82 - Wins 1 - Podiums 9

Scott Martin (GBR)
Race starts 126 - Wins 0 - Podiums 4

#44 Gus Greensmith (GBR)
Race starts 33 - Wins 0 - Podiums 0

Elliott Edmondson (GBR)
Race starts 15 - Wins 0 - Podiums 0



**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	Sébastien OGIER 	25 + 4 (1)	0 + 2 (11)	25 + 5 (1)	18 + 1 (2)	15 + 5 (3)	18 + 4 (2)									122
2	Ott TÄNAK 	15 + 2 (3)	25 + 5 (1)	18 (2)	8 + 4 (6)	4 + 1 (8)	25 + 5 (1)									112
3	Thierry NEUVILLE 	18 + 3 (2)	15 + 4 (3)	12 + 3 (4)	25 + 2 (1)	25 + 3 (1)	0 (R)									110
4	Kris MEEKE 	8 + 5 (6)	8 (6)	10 + 4 (5)	2 + 5 (9)	12 (4)	1 + 1 (10)									56
5	Elfyn EVANS 	0 (R)	10 + 3 (5)	15 (3)	15 (3)	0 (R)	12 (4)									55
6	Sébastien LOEB 	12 (4)	6 (7)	- (-)	4 (8)	- (-)	15 + 2 (3)									39
7	Andreas MIKKELSEN 	0 (R)	12 (4)	0 (R)	- (-)	18 (2)	6 (7)									36
8	Esapekka LAPPI 	0 (R)	18 + 1 (2)	0 + 1 (13)	6 (7)	0 (R)	8 (6)									34
9	Jari-Matti LATVALA 	10 (5)	0 (21)	4 (8)	1 (10)	10 + 4 (5)	0 + 3 (11)									32
10	Teemu SUNINEN 	0 + 1 (11)	0 (23)	0 (R)	10 + 3 (5)	6 (7)	10 (5)									30
11	Dani SORDO 	- (-)	- (-)	2 + 2 (9)	12 (4)	8 + 2 (6)	- (-)									26
12	Benito GUERRA 	- (-)	- (-)	8 (6)	- (-)	- (-)	- (-)									8

MANUFACTURERS

1	Hyundai Shell Mobis WRT	178 pts
2	Toyota Gazoo Racing WRT	149 pts
3	Citroën Total WRT	143 pts
4	M-Sport Ford World Rally Team	100 pts

WRC2 PRO DRIVERS

1	Gus GREENSMITH 	73 pts
2	Mads OSTBERG 	68 pts
3	Lukasz PIENIAZEK 	62 pts
4	Kalle ROVANPERÄ 	61 pts
5	Marco BULACIA 	12 pts

WRC2 DRIVERS

1	Benito GUERRA 	61 pts
2	Takamoto KATSUTA 	47 pts
3	Ole Christian VEIBY 	40 pts
4	Nicolas GRYZIN 	28 pts
5	Alberto HELLER 	27 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.

