

2019 FIA World Rally Championship
Round 11/14: ADAC Rally Turkey

The MICHELIN LTX Force to take on rocky Rally Turkey

After an eight-year absence, Turkey returned to the FIA World Rally Championship calendar in 2018, with a new base in the Marmaris region on the country's southwest coast. Many of the stages take place to picture-postcard backdrops, including Datça (8.75km) which starts in the middle of mountains and finishes by the Mediterranean. But drivers soon learned that the area's stunning landscapes belied the rough conditions that made Rally Turkey one of the toughest gravel events of the campaign, putting the cars, crews and tyres to the most gruelling of tests.

This time last year, Michelin had just revised its range of WRC tyres when it made a third compound available to its partners, and the new medium option – the MICHELIN LTX M6 – was nominated for Turkey, just weeks after making its debut in Finland. Twelve months on, Michelin's current range has competed around the globe, on many different types of surface and across a broad spectrum of weather conditions, so Michelin Motorsport's technical staff now have far more data concerning the M6 ahead of this weekend's fixture when temperatures of up to around 35°C are expected.

"This is one of the season's most complex rallies," says **Arnaud Rémy**, the manager of Michelin's rally programmes. "Last year was our first taste of this part of Turkey and we had to contend with a number of unknowns, including rocks as big as footballs on the badly rutted stages! Our tyres suffered, but so did the cars and crews. This time around, everyone has a better understanding of what they face, notably with regard to tyre-wear rates and the conditions they can expect on the repeat loops."

The format of the 2019 Rally Turkey is very similar to that of last year, with a total distance of 985.33 kilometres (compared with 882.69km in 2018), including 309.86 competitive kilometres (compared with 321.20km) divided into the same number of stages (17). A notable difference, however, is the week's longest test – Çetibeli (38.15km) – which has switched from Friday to Saturday and which is being run in the opposite direction this time around, meaning crews will need new pacenotes.

Michelin's partners will be able to choose between the hard-compound MICHELIN LTX Force H4 and the medium LTX Force M6. Given the characteristics of the stages, the H4 option is likely to be the preferred choice. In WRC2, Michelin's partners will be able run either the soft-compound MICHELIN Latitude Cross S80 or the harder Latitude Cross H90.

The MICHELIN LTX Force H4 and MICHELIN LTX Force M6 (WRC runners)

Number of tyres available for Rally Turkey: **462**

Drivers are authorised use up to 32 tyres (including shakedown) from a total allocation of 32 H4s (hard compound) and 16 M6s (medium compound).



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The MICHELIN LATITUDE Cross H90 and MICHELIN LATITUDE Cross S80 (WRC2 runners)

Number of tyres available for Rally Turkey: **220**

Drivers are authorised to use up to 28 tyres (including shakedown) from a total allocation of 28 H90s (hard compound) and 16 S80s (soft compound).

Michelin's staff for the 2019 Rally Turkey

Michelin will have a staff of 14 in Turkey:

- **Arnaud Rémy** (manager of Michelin's rally programmes)
- 2 coordinators
- 4 technical team advisors (CTEs)
- 6 fitters
- 1 Press officer



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