RALLY SWEDEN

2019 FIA WORLD RALLY CHAMPIONSHIP: ROUND 2

TORSBY
FEBRUARY 14 » 17
- 67th RUNNING -

2019 Michelin

TIMETABLE

THURSDAY, FEBRUARY 14

9:00am Shakedown 1.90km
8:04pm Start, Karlstad trotting track 6.86km
8:08pm SS1 Karlstad supers-special 1.90km
9:58pm Parc ferme, Torsby

FRIDAY, FEBRUARY 15

6:00am Service/Tyre change, Torsby 15 minutes
7:55am SS2 Hof-Finnskog 1 21.26km
9:08am SS3 Svullrya 1 24.88km
9:59am SS4 Rojden 1 18.10km
11:34am Service/Tyre change, Torsby 40 minutes
1:54pm SS5 Hof-Finnskog 2 21.26km
3:17pm SS6 Svullrya 2 24.88km
4:08pm SS7 Rojden 2 18.10km
5:45pm SS8 Torsby 1 8.93km
5:50pm Service, Torsby 45 minutes
6:35pm Parc ferme, Torsby

SATURDAY, FEBRUARY 16

6:00am Service/Tyre change, Torsby 15 minutes
7:44am SS9 Rämmen 1 23.13km
8:35am SS10 Hagfors 1 23.40km
9:37am SS11 Vargasen 1 14.21km
10:53am Service/Tyre change, Torsby 40 minutes
1:02pm SS12 Rämmen 2 23.13km
1:53pm SS13 Hagfors 2 23.40km
3:08pm SS14 Vargasen 2 14.21km
5:45pm SS15 Karlstad super-special 2 1.90km
7:30pm SS16 Torsby Sprint 2.80km
8:00pm Service, Torsby 45 minutes
8:45pm Parc ferme, Torsby

SUNDAY, FEBRUARY 17

6:30am Service/Tyre change, Torsby 15 minutes
7:50am SS17 Likenas 1 21.19km
9:51am SS18 Likenas 2 21.19km
12:18pm SS19 Torsby 2 - Power Stage 8.93km
1:00pm Podium ceremony, Torsby

TOTAL DISTANCE: 1,460.59km including 19 stages totalling 316.80km

62 ENTRIES
“IT’S THE ONLY ROUND TO TAKE PLACE ENTIRELY IN WINTRY CONDITIONS”

“Rally Sweden is a one-off event in the world championship because it’s the only round to take place entirely in wintry conditions and on studded tyres. Much of Friday’s action is based in Norway where the conditions are often very snowy, while the stages on Days 2 and 3 are in Sweden. Despite the snow and ice, the cars reach really impressive speeds thanks to the confidence and outstanding grip that is provided by the almost 400 studs on each Michelin tyre. We are keen to see how our new WRC2 tyre – the NA01 – performs and I’m sure there will be plenty of spectators out to see if anybody manages to beat the existing record leap of 45 metres over Colin’s Crest on ‘Vargåsen’!”

Rally Sweden is the WRC round that Michelin has won the most often: 28 wins since 1973

Studded tyres were prohibited for the 1973 Rally Sweden

In 2008, new regulations dictated the use of wider tyres for Rally Sweden (15x65-15 instead of 10/65-16)

Michelin has won Rally Sweden with 11 different car manufacturers

Michelin has claimed 13 one-two-three finishes in Sweden since 1973

When the cars are at a standstill, they sit on around 80 studs (between 18 and 20 per wheel)

THE STUDS

- 384 studs per tyre
- Maximum stud length: 2cm / Maximum stud weight: 4g
- The X-Ice North 3’s studs protrude approximately 6.5mm from the tread blocks
- Quota per WRC driver: 24 for the rally + 6 for shake-down

- New construction and tread pattern
- 384 studs per tyre
- Maximum stud length: 2cm / Maximum stud weight: 4g
- The NA01’s studs protrude approximately 7.5mm from the tread blocks
- Quota per WRC2 driver: 22 for the rally + 6 for shake-down

The studs for Michelin’s Rally Sweden tyres are inserted by the Swedish specialist Däckproffsen. Stud loss and breakage have been reduced by a factor of 10 in the last 10 years. The studs are tipped with tungsten which features the highest tensile strength of all metals.

MICHELIN’S TYRES FOR THE 2019 RALLY SWEDEN

MICHELIN X-ICE NORTH 3
(15/65-15)

MICHELIN NA01
(15/65-15)

A new tyre for Michelin’s WRC2 partners

Sustainability

Stud loss and breakage have been reduced by a factor of 10 in the last 10 years. The studs are tipped with tungsten which features the highest tensile strength of all metals.

MICHELIN AND RALLY SWEDEN

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**2019 FORMAT**

- Only 14.4% of the route is new
- All the stages except Röjden and Rämmen are identical to 2018
- The end of Röjden has been shortened by 600 metres
- Rämmen is being run in the opposite direction to 2016
- The menu includes Vargäsen and the famous Colin’s Crest leap
- The service park is at Torsby Airport
- Rally Sweden traditionally starts with a super-special at the Karlstad trotting track
- The podium ceremony takes place immediately after the Power Stage which finishes near the service park

**RALLY SWEDEN TRIVIA**

A sports complex inaugurated in Torsby in 2006 includes a 1.3km temperature-controlled tunnel that enables ‘cross-country’ skiing in summer!

The Vasalopett is an annual 90km cross-country ski race that takes place to the north of Torsby at the beginning of March, attracting some 15,000 participants

The Värmland is crossed by Klarälven, Scandinavia’s longest river (460km)

The Finnskogen region straddles the Norway/Sweden border

Torsby (population: 12,000) is the smallest town to host a WRC round

Rally Sweden has visited the Värmland’s capital Karlstad on the shores of Lake Vänern since 1950

**MICHELIN GREEN GUIDE**

Discover the heritage, culture and attractions of Scandinavia and Finland with the Michelin Green Guide for Scandinavia/Finnland

**CLICK HERE TO WATCH OUR LATEST RALLY SWEDEN VIDEOS**
Only 14 non-Swedes and three non-Scandinavians/Finns (Loeb, Ogier, Neuville) have won Rally Sweden since 1950!

Sweden’s Stig Blomqvist has posted the highest number of Rally Sweden victories (7), podium finishes (16), starts (35) and stage wins (131)

The speed limit for recce is 70kph, yet the fastest drivers get close to 200kph at times on the event itself, despite the ice!

The 2018 Rally Sweden was the fastest in history (winner’s average speed: 115.40kph)

Norway's Eyvind Brynildsen holds the record for the longest leap over Colin’s Crest (45 metres)

Rally Sweden has been cancelled twice: 1974 (oil crisis) and 1990 (no snow)

Rally Sweden originally took place in summer and was known as the Rally to the Midnight Sun

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

STAGE WINNERS:
Tänak (6), Neuville (5), Breen (3), Paddon and Lappi (2), Mikkelsen (1)

RALLY LEADERS:
Tänak (SS1-SS2), Neuville (SS3-finish)

✓ Thierry Neuville’s first Rally Sweden win
✓ Neuville became the third non-Scandinavian/Nordic driver to win Rally Sweden since 1950

The 1999 Rally Sweden was won by Tommi Mäkinen whose Mitsubishi Lancer ran with Michelin’s brand new GA and GE tyres.

In the 1970s and 1980s, tyres for Sweden were fitted with around 600 pyramidal studs (fixed from the inside), until new technical regulations placed restrictions on the type and number of these metal tips.

The 1999 rally saw Michelin introduce a new generation of snow (GA) and ice (GE) tyres (10/65-16). Developed in association with the Swedish company Däckproffsen, they featured slightly different tread patterns.

Mäkinen shrugged off constant pressure from Carlos Sainz (Toyota Corolla WRC) to take the victory, while the thrilling battle for third place was won by local hero Thomas Rädstrom (Ford Focus WRC). Didier Auriol (Toyota Corolla WRC) finished 2.5 seconds shy of the podium despite a sensational push on the final stage.

Michelin’s new tyres monopolised the top four places in the final classification.
### COMPLETE ENTRY LIST

<table>
<thead>
<tr>
<th>Entry List</th>
<th>WRC Car</th>
</tr>
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<tbody>
<tr>
<td>#1</td>
<td>Sébastien Ogier (FRA)</td>
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<tr>
<td></td>
<td>WRC starts 137 - Wins 45 - Podiums 72</td>
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<tr>
<td></td>
<td>Julien Ingrassia (FRA)</td>
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<tr>
<td></td>
<td>WRC starts 137 - Wins 45 - Podiums 72</td>
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<tr>
<td>#4</td>
<td>Esapekka Lappi (FIN)</td>
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<td></td>
<td>WRC starts 43 - Wins 1 - Podiums 4</td>
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<tr>
<td>#5</td>
<td>Kris Meeke (GBR)</td>
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<td>WRC starts 92 - Wins 5 - Podiums 12</td>
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<tr>
<td>#6</td>
<td>Marcus Grönholm (FIN)</td>
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<td></td>
<td>WRC starts 152 - Wins 30 - Podiums 61</td>
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<tr>
<td>#68</td>
<td>Andreas Mikkelsen (NOR)</td>
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<td>WRC starts 101 - Wins 3 - Podiums 22</td>
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<tr>
<td>#3</td>
<td>Teemu Suninen (FIN)</td>
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<td>WRC starts 41 - Wins 0 - Podiums 1</td>
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<td>#33</td>
<td>Elfyn Evans (GBR)</td>
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<td></td>
<td>WRC starts 77 - Wins 1 - Podiums 7</td>
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<td>#7</td>
<td>Pontus Tidemand (SWE)</td>
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<td></td>
<td>WRC starts 46 - Wins 0 - Podiums 0</td>
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<td>#92</td>
<td>Janne Tuohino (FIN)</td>
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<td></td>
<td>WRC starts 48 - Wins 0 - Podiums 0</td>
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<tr>
<td>#11</td>
<td>Thierry Neuville (BEL)</td>
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<td>WRC starts 98 - Wins 9 - Podiums 34</td>
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<tr>
<td>#19</td>
<td>Sébastien Loeb (FRA)</td>
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<td></td>
<td>WRC starts 173 - Wins 79 - Podiums 117</td>
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<td>Lorenzo Bertelli (ITA)</td>
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<td>WRC starts 76 - Wins 0 - Podiums 0</td>
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<tr>
<td>#8</td>
<td>Ott Tänak (EST)</td>
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<td>WRC starts 93 - Wins 6 - Podiums 18</td>
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<td>Jari-Matti Latvala (FIN)</td>
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<td>WRC starts 196 - Wins 18 - Podiums 65</td>
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<td>#89</td>
<td>Janne Sokolowsky (USA)</td>
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<td>WRC starts 100 - Wins 0 - Podiums 0</td>
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<td>WRC starts 25 - Wins 0 - Podiums 0</td>
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<td>Simone Scattolin (ITA)</td>
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<td>Mikko Markkula (FIN)</td>
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<td>WRC starts 97 - Wins 0 - Podiums 2</td>
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<td>Daniel Elena (MCO)</td>
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<td>Anders Jaeger (NOR)</td>
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**Champions**

- #89 Andreas Mikkelsen: 2000, 2002

### Teams

- **CITROEN-TOTAL WRT**
  - **Citroën C3 WRC**
- **HYUNDAI SHELL MOBIS WRT**
  - **Hyundai i20 Coupé WRC**
- **TOYOTA GAZOO RACING WRT**
  - **Toyota Yaris WRC**
- **GRX TEAM**
  - **Toyota Yaris**
- **M-SPORT FORD WRT**
  - **Ford Fiesta RS WRC**
- **JANNE TUOHINO**
  - **Ford Fiesta RS WRC**

**Additional Information**

- **Complete**
- **Entry List**
- **Here**
- **Champions**
- **WRC Car**
**Start Orders**

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

**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

**Manufacturers**

1. Hyundai Shell Mobis WRT 30 pts
2. Citroën Total WRT 25 pts
3. Toyota Gazoo Racing WRT 25 pts
4. M-Sport Ford World Rally Team 14 pts

**Points**

1st, 5 points • 2nd, 4 points
3rd, 3 points • 4th, 2 points
5th, 1 point.
The FIA has registered two different tyre manufactures 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.

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**ASPHALT TYRES: MICHELIN PILOT SPORT**

- **H5 (HARD COMPOUND)**
  - Size: 205/65R15
  - Conditions: dry stages

- **S6 (SOFT COMPOUND)**
  - Size: 205/65R15
  - Conditions: wet, cold conditions

- **SS6 (SUPER SOFT COMPOUND)**
  - Size: 205/65R15
  - Conditions: icy, frosty, damp, cold conditions

- **FW5 (FULL WET)**
  - Size: 185/65R15
  - Conditions: showers, standing water or heavy rain

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**WINTRY ASPHALT: MICHELIN PILOT ALPIN A4**

- **NON-STUDED**
  - Size: 205/65R15
  - Conditions: ice and/or snow

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**GRAVEL TYRES: MICHELIN LTX FORCE**

- **H4 (HARD COMPOUND)**
  - Size: 175/65R15
  - Conditions: rough, rocky, abrasive surfaces

- **S5 (SOFT COMPOUND)**
  - Size: 175/65R15
  - Conditions: smooth, loose surfaces, mud

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**SNOW/ICE TYRE: MICHELIN X-ICE NORTH**

- **X-ICE NORTH 3**
  - Size: 155/65R15
  - Conditions: ice and/or snow

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**2019 SEASON**

**ASPHALT TYRES**

- **michelin PILOT SPORT**
  - H5 (HARD COMPOUND)
  - S6 (SOFT COMPOUND)
  - SS6 (SUPER SOFT COMPOUND)
  - FW5 (FULL WET)

**GRAVEL TYRES**

- **michelin LTX FORCE**
  - H4 (HARD COMPOUND)
  - S5 (SOFT COMPOUND)

**SNOW/ICE TYRE**

- **michelin X-ICE NORTH**
  - X-ICE NORTH 3

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**MICHELIN WRC RANGE**

**WRC TYRE REGULATIONS**

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- Cars may carry up to two spares.
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- 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.
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 regroups. 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.

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.

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.

DO YOU SPEAK RALLY?