



2016 MEDIA GUIDE



Rally Argentina

April 21 – 24, 2016

ROUND 1 2 3 4 5 6 7 8 9 10 11 12 13 14



HYUNDAI'S HELLO

The FIA World Rally Championship doesn't do easy events and that's certainly true when we speak of Rally Argentina.

Although route changes on Saturday have made for a less gruelling itinerary, the challenge remains with the possibility of rain and fog leading to inconsistent and, at times, demanding stage conditions.

With the rough road surfaces we saw in recent years, the focus of our preparations has been durability. We know from the first three rallies, the New Generation i20 WRC is fast, but we have to be careful on the durability side as well. This will be the first time we've been to Argentina with this car and it's not possible to simulate the exact same conditions we might encounter when testing in Europe.

So while we know we have the performance to compete for a podium, we won't be going to take too many risks, especially at the beginning, because this is a rally where a lot of things can and do happen. It will be important, therefore, to be careful on the first day, to get through and see what will be possible to achieve.

But this is Rally Argentina and we know it's a very difficult rally and we know it's an event where a lot of drivers really like to do well. It's a tough challenge and something unique in the WRC.

Our pre-event preparations took us to north Portugal for testing although, in fact, we have been preparing ever since we got the cars and spare parts back to our base in Alzenau from Rally Mexico. While the gap between Sweden and Mexico was quite tight, we've had more time to prepare the cars for Argentina and that's been good for us as a team.

We can be satisfied with our achievements since the beginning of the season with all three of our drivers finishing on the podium. While the two-minute penalty in Mexico, which was due to a communication error regarding the number of tyres used, meant Dani and Marc lost their third place, the performance demonstrated the car has a good level on all different surfaces and this is important for the rest of the season.

It also shows that all of our drivers can really compete for top spots and the improvements we have made since last year. We have high hopes for another strong result in Argentina.

Michel Nandan

Team Principal, Hyundai Motorsport



ON STAGE WITH... THIERRY NEUVILLE

Three rounds run, how would you summarise the start of your WRC season so far?

"There have been some positive things but some negative ones also, especially in Mexico, which was a disaster for us with an early mistake. But, on the other hand, we have seen a lot of improvement. We finished on the podium in Monte-Carlo and were fighting for second in Sweden before a technical issue. But I feel well in the car so it's positive going forward."

It's been a big gap between Mexico and Argentina. Has that been harder on the back of a tough last rally?

"In fact it's more motivating when you have a setback. Mexico was difficult but we were quickly looking to the next event, preparing and pushing to get even more out of it and to achieve a good result."

How much of a challenge is Rally Argentina?

"It's different compared to the others and the last couple of editions were very rough and getting more and more demanding. I know they have made some changes to the route for this year so that should help."

Despite the tough conditions are you a fan of the rally?

"It's always a good atmosphere with a lot of fans. When the stages are not too rough they are nice. The route is shorter this year so it's more like a sprint event and the strategy can be different. If it's not raining, then my road position will be good."

In terms of the result, what's a realistic target?

"We have a competitive car so a podium is possible but we also need to think about points for the manufacturers' championship. If the weather conditions are better, then it will be a good event for everyone. And from what I've seen from the route, the stages should be smoother compared to the previous years."

Hyundai's pre-event test took you to Portugal - what areas did you work on?

"We worked a bit on the handling of the car to find a bit better balance from the rear and more stability and traction, which are the main issues we have found out during the last two rallies. Otherwise it was purely about finding a good event set-up for the event."



THIERRY NEUVILLE

TEAM POSITION: Driver

AGE: 27

WRC STARTS: 62



@thierryneuville



/thierryneuville-official



HYUNDAI HAPPENINGS

- Hyundai's New Generation i20 R5 project continues to gather momentum with a successful first outing on tarmac and orders from a private team in Italy during March. Test and development driver Kevin Abbring helped team engineers to evaluate a revised cooling system behind the redesigned front bumper and bonnet and an improved 1.6 direct injection turbo engine fitted with a 32mm restrictor and a five-speed gearbox, which are mandatory under the FIA's R5 category rules.
- During Rally Argentina week, testing of the New Generation i20 R5 continues in the Cuneo region of northern Italy when Abbring will again be at the wheel for more development running.
- While Abbring's testing work will remain his key focus in 2016, he'll get to demonstrate his competitive instincts over the next few months with confirmation of his entry in a 2015-specification Hyundai i20 WRC on the world championship events in Portugal and Sardinia with a third event to be decided. Dutchman Abbring, who will be co-driven by Briton Seb Marshall, will carry the #10 on his car.
- Thierry Neuville was back home in Belgium in late March to launch his country's motorsport federation's competition to unearth its next rallying talent. The RACB played a key role in Neuville's early career and the 27-year-old was only too happy to show his support by offering advice to the young hopefuls. Neuville is also confirmed for a Wings for Life charity event in Ypres during the town's European championship rally in late June.
- There was also a homecoming for Hayden Paddon who was in New Zealand last month to unveil the Hyundai New Zealand Rally Team. As well as providing Paddon and co-driver John Kennard the rare opportunity to compete on home soil on two events in a locally-built 1.8-litre turbocharged Hyundai i20, the project will provide numerous promotional and sales incentive opportunities for the national dealer network, while also helping students from the Pinnacle Programme, which mentors talented and passionate teenagers aged 15–18, to get closer to the sport.

HYUNDAI IN NUMBERS

1967: Company founded in Korea. Sales of 5.05 million were being targeted in 2015.

100,000: Hyundai Motor Company around the world employs almost 100,000 people, while the company's sales network extends to 190 countries.

10,000: Of those global employees some 10,000 people work at Hyundai's R&D base in the Korean city of Namyang.

26: Close to 200 people from 26 countries work at Hyundai Motorsport's 8,200m² headquarters in Alzenau, near Frankfurt in Germany.

50: Alzenau is located within a 50-kilometre radius of Hyundai Motor Europe's base in Offenbach and Hyundai Motor Europe's Technical and Design Centre in Rüsselsheim.

1: Hyundai's maiden WRC victory came in Germany in 2014 but only after the team's mechanics spent 18 hours repairing Thierry Neuville's heavily damaged Hyundai i20 WRC following his roll in shakedown.

460: That first win came on August 24 2014 following the car's first test on May 21 2013, a gap of 460 days.

44: As well as being capable of winning rallies, Neuville demonstrated that his Hyundai i20 WRC could fly when he leapt 44 metres to win the Colin's Crest Award for the longest jump on Rally Sweden's Vargåsen stage in 2015, a distance he also achieved on the event last month.

24: A haul of 24 stage wins by Hyundai drivers was celebrated last season.

100: Paddon's flight home to celebrate Christmas in his native New Zealand was his 100th of 2015.

8,000: Hyundai New Generation i20 WRC covered some 8,000 kilometres of testing on gravel and asphalt ahead of its 2016 competition debut.

528,000: The team's popularity continues to increase with Facebook likes shooting up from 16,300 in January 2014 to more than 528,000 by the end of March 2016 and reaching the 500,000 milestone during Rally Sweden. Meanwhile, its Twitter followers total more than 38,000.

HYUNDAI NEW GENERATION i20 WRC UNCOVERED

Engine: Hyundai turbocharged engine with direct injection 1,600cc and fitted with a mandatory 33mm air restrictor

Power: 300bhp at 6,000RPM with a maximum torque of 400NM at 5,000RPM

Transmission: Six-speed sequential gearbox, four-wheel drive, mechanical front and rear differentials

Suspension: MacPherson struts with adjustable dampers front and rear

Steering: Hydraulic power-assisted rack and pinion

Brakes: Ventilated Brembo disc brakes (355mm on asphalt, 300mm on gravel) and air-cooled, four-piston calipers, hydraulic handbrake

Tyres: Team partner Michelin will supply its LTX Force S4 and H4 gravel tyres for Rally Argentina. The soft compound S4 is the first choice and designed for cold and damp conditions, while the hard compound H4 is available for warm and dry weather. Teams can use a maximum of 24 tyres for the entire event.

Electronics: Magneti Marelli SRG Engine Control Unit and dash

Safety: Sabelt seats and multiple fixing points with adjustable straps

Chassis: Reinforced steel, composite fibre body with welded multi-point cage

Dimensions: length: 4,030mm, width: 1,820mm, track width: 1,610mm, wheel base: 2,570mm

Weight: 1,200kg (1,360kg with driver and co-driver on board)

Lubricants: Shell Helix-Ultra is used to lubricate the Hyundai i20 WRCs

Fuel: Up to 80 litres of FIA-approved Carless fuel can be carried in each car



HYUNDAI HEROES

Thierry Neuville and Nicolas Gilsoul

#3 Hyundai New Generation i20 WRC (chassis 005)



THIERRY NEUVILLE

Date of birth: June 16, 1988

Place of birth: Sankt Vith, Belgium

Nationality: Belgian

WRC starts: 62

Rally Argentina starts: 4

Hyundai Motorsport's first big-name signing remains one of the sport's hottest properties and finished 2015 as the squad's top-scoring driver, beating team-mate Dani Sordo by a single point. The Belgian, who is fluent in three languages, famously headed Sordo in a historic Hyundai one-two on Rallye Deutschland in 2014 for his and the team's first victory at world level. He has since played a key role in testing and developing Hyundai New Generation i20 WRC through 2015 and will contest all 14 WRC rounds in 2016.

HIGH FIVE: Neuville's Rally Argentina debut in 2012 was his fifth start at the top level of the WRC, and he ended the weekend with his maiden top-five finish.



@thierryneuville



/thierryneuvilleofficial



NICOLAS GILSOUL

Date of birth: February 5, 1982

Place of birth: Chênée, Belgium

Nationality: Belgian

WRC starts: 57

Rally Argentina starts 4

Nicolas Gilsoul, who has been co-driving since his late teens, joined forces with Thierry Neuville early in 2011 and the partnership quickly blossomed with victory on Tour de Corse, only their second event together. Although winning the prestigious Michael Park 'Beef' Trophy for his co-driving achievements in 2013 was a major highlight, his maiden WRC victory alongside Neuville in Germany one year later surpassed that achievement.

TOUGH FOURTH: Having finished fifth on each of their first three Rally Argentina starts, Neuville and Gilsoul were on course for fourth on last year's event before a late crash.



@nicolasgilsoul



/Nicolas-GILSOUL-Rally-co-driver/364196971606



HYUNDAI HEROES

Dani Sordo and Marc Martí

#4 Hyundai New Generation i20 WRC (chassis 001)



DANI SORDO

Date of birth: May 2, 1983

Place of birth: Torrelavega, Spain

Nationality: Spanish

WRC starts: 131

Rally Argentina starts: 9

Of the official factory drivers competing in the 2016 WRC, only Jari-Matti Latvala has made more starts at world level than Sordo. And not only is Sordo experienced, he's fast, too, particularly on asphalt with 24 podiums and a maiden victory in Germany in 2013 to his name. Sordo started out in motocross and has also tried hillclimbing for size, while he's pretty adept at karting too: he uses his family's karting track to stay razor sharp ahead of his WRC outings with Hyundai.

EARLY VOYAGE: A trip to Argentina in 2004 was Sordo's second ever WRC start. A mechanical issue on his Group N machine forced him to retire on the first day.



@DaniSordo



/DanielSordo



MARC MARTÍ

Date of birth: October 1, 1966

Place of birth: Molins de Rey, Spain

Nationality: Spanish

WRC starts: 166

Rally Argentina starts: 11

With a co-driving career dating back more than 20 years, Martí is big on knowledge and talent. He has also enjoyed stints alongside some of Spain's best including Carlos Sainz and Jesús Puras. Martí guided Dani Sordo to the Junior world title in 2005 but they called time on their partnership midway through a troubled 2010 season. Sordo's switch to Hyundai in 2014 coincided with a rekindling of his partnership with Martí, which will continue in 2016.

WINNING FEELING: Martí won Rally Argentina in 2004, the second of two WRC victories he scored alongside Carlos Sainz.



@MarcMartíWRC



HYUNDAI HEROES

Hayden Paddon and John Kennard

#20 Hyundai New Generation i20 WRC (chassis 003)



HAYDEN PADDON

Date of birth: April 20, 1987

Place of birth: Timaru, NZ

Nationality: New Zealander

WRC starts: 50

Rally Argentina starts: 2

Having joined Hyundai Motorsport as a development driver for a partial programme of rallies in 2014, Paddon gets his first full season in the WRC with a strong reputation to uphold. A hugely impressive 2015, when a career-best second in Italy proved a highlight, has propelled Paddon to star status and much is expected of the New Zealander. A rally driver from the age of 15 following a successful karting career, Paddon won the Production Car world title in 2011 before claiming his maiden stage win in Spain three years later.

FIRST-TIME SCORER: Paddon's Rally Argentina debut in 2011 was one of four wins he took on the way to the PWRC title, and he took his first outright points in ninth overall.



@HaydenPaddon



/haydenpaddonwrc



JOHN KENNARD

Date of birth: February 11, 1959

Place of birth: Christchurch, NZ

Nationality: New Zealander

WRC starts: 58

Rally Argentina starts: 2

Kennard began his competition career as a rally driver in 1979 before switching to co-driving in 1985. But this talented Kiwi has also acted as Team Co-ordinator for Mitsubishi Japan and Prodrive's Subaru World Rally Team during the 1990s, as well as overseeing Mitsubishi's first successful foray into the American SCCA Pro Rally Series. A chance meeting with Paddon in 2005 has led to another successful partnership, which includes three New Zealand championship titles.

PACE PROVEN: Paddon and Kennard had a difficult Rally Argentina in 2015 but did register four top-six stage times.



@JKCoDriver



Hyundai Shell World Rally Team

WHO'S WHO?



Gyoo-Heon Choi - President

A key member of the Hyundai family since 1993, Mr Choi is the liaison between Hyundai Motorsport in Germany and the Hyundai Motor Company headquarters in Korea.



Michel Nandan - Team Principal

Vastly experienced, Nandan has built the Hyundai Motorsport team from scratch including establishing the squad's base in Alzenau, Germany and the recruitment of experienced staff.



Alain Penasse - Team Manager

With responsibility for logistics, organisation and operation, Penasse plays an integral role in the running of the team.



Bertrand Vallat - Chief Designer

A key early appointment to the Hyundai Motorsport fold, Vallat oversees the team's engineering and technical development.



Stéphane Girard - Engine Department Manager

Girard is responsible for developing and assembling the engines that power the Hyundai i20 WRCs.



Ernst Kopp - Workshop Manager

Kopp will utilise experience gained from working in Formula One, sportscar racing and the WRC in his role.



Stefan Ph. Henrich - Director of Marketing and PR

A Hyundai Motor Europe spokesperson for 13 years, Henrich works closely with team boss Michel Nandan managing the PR and marketing plan.



HYUNDAI IS HERE... EN ARGENTINA



- Hyundai products have been imported into Argentina since 1993 through distributor Hyundai Motor Argentina S.A.
- During this period, more than 57,000 vehicles have been sold. The Hyundai Tucson is the best seller, followed by the Santa Fe.
- Due to high financial import barriers (35 per cent tax over the CIF price), local manufacturers dominate the market while importers compete in more favourable conditions in some of the smaller segments, such as SUVs, sportscars and where there is no local production.
- After several years Hyundai competes strongly with the Tucson and Santa Fe SUVs and also has one of the best market shares in sportscar sales thanks to the Genesis Coupé, with more than 1,200 units sold in just three years.
- Hyundai is currently focusing its efforts on the SUV line-up in Argentina. Aligned with the “#SUV4ALL” concept, the all-new-Tucson will be launched before the middle of the year and will be soon followed by the new Creta. With these vehicles, Hyundai will be the brand with the most extensive SUV line-up to satisfy its customers.
- For more information go to: www.hyundai.com.ar
Twitter: www.twitter.com/hyundaiarg
Facebook: www.facebook.com/hyundai.argentina
YouTube: www.youtube.com/user/HyundaiArgentina

HYUNDAI'S WORLD TOUR

FIA World Rally Championship 2016 calendar

	Round 1	Rallye Monte-Carlo www.acm.mc	January 21–24
	Round 2	Rally Sweden www.rallysweden.com	February 11–14
	Round 3	Rally Guanajuato México www.rallymexico.com	April 21–24
	Round 4	Rally Argentina www.rallyargentina.com	April 21–24
	Round 5	Vodafone Rally de Portugal www.rallydeportugal.pt	May 19–22
	Round 6	Rally Italia Sardegna www.rallyitaliasardegna.com	June 09–12
	Round 7	73rd LOTOS Rally Poland www.rajdpolski.pl	June 30–July 03
	Round 8	Neste Rally Finland www.nesteoilrallyfinland.fi	July 28–31
	Round 9	ADAC Rallye Deutschland www.adac-rallye-deutschland.de	August 18–21
	Round 10	Rally China	September 08–11
	Round 11	Rallye de France–Tour de Corse www.rallyedefrance.com	Sept 29–Oct 02
	Round 12	RallyRACC Catalunya - Rally de España www.rallyracc.com	October 13–16
	Round 13	Wales Rally GB www.walesrallygb.com	October 27–30
	Round 14	Coates Hire Rally Australia www.rallyaustralia.com.au	November 17–20

THE SCORES ON THE BOARDS

FIA World Rally Championship 2016 standings
(after round 3 of 14)

Drivers			
1	Sébastien Ogier	(FRA)	77pts
2	Mads Østberg	(NOR)	42
3	Andreas Mikkelsen	(NOR)	33
4	Dani Sordo	(ESP)	30
5	Hayden Paddon	(NZL)	29
6	Jari-Matti Latvala	(FIN)	27
7	Ott Tänak	(EST)	24
8	Thierry Neuville	(BEL)	15
9	Stéphane Lefebvre	(FRA)	10
10	Henning Solberg	(NOR)	6

Manufacturers		
1	Volkswagen Motorsport	97pts
2	Hyundai Motorsport	61
4	M-Sport World Rally Team	46
3	Volkswagen Motorsport II	30
5	DMACK World Rally Team	26
6	Hyundai Motorsport N	24

ARGENTINA MEANS

- First run in 1980, Rally Argentina has been held in most of the following years as a round of the World Rally Championship. Initially it was known as Rally Codashur and took place in the Tucumán province in the north of the country, but it has been based in or around Córdoba since 1984.
- Rally Argentina features a mix of gravel stages, from the fast and sandy roads of the Santa Rosa de Calamuchita valley to the narrow rocky tracks at high altitude in the Traslasierra mountains.
- On soft gravel, deep ruts often form to make the second pass of a stage trickier, and the cars' ride heights are raised to counter this. An iconic feature of the valley stages are the large and spectacular watersplashes where the rally route crosses rivers.
- The higher stages are known for their moonlike landscape and include the most famous of all: El Condor, named for the birds that fly overhead.
- South Americans are passionate about their rallying and turn out in force, with over a million heading out to spectate each year, many pitching tents stage-side. Popular results included Argentina's Formula One hero Carlos Reutemann finishing third on the first edition in 1980 and again five years later, as well as Córdoba native Jorge Recalde's triumphs in 1988 and 1995. His double was far surpassed however by Sébastien Loeb's eight wins from as many starts.
- This year, a new street stage in Córdoba city marks the start of the rally on Thursday night. Friday takes in the three stages in the Santa Rosa de Calamuchita valley, which are repeated in the afternoon following a second super special at a theme park outside Villa Carlos Paz, the rally base.
- Saturday's route has been significantly overhauled due to the unsuitability of the stages originally selected by the event organisers. As a result, the action will be centred closer to Villa Carlos Paz with the liaison distance reduced. The rally concludes on Sunday with three stages including two runs of El Condor, the second as the Power Stage.

Recent winners

2015	Kris Meeke/Paul Nagle	Citroën DS3 WRC
2014	Jari-Matti Latvala/Miikka Anttila	Volkswagen Polo R WRC
2013	Sébastien Loeb/Daniel Elena	Citroën DS3 WRC
2012	Sébastien Loeb/Daniel Elena	Citroën DS3 WRC
2011	Sébastien Loeb/Daniel Elena	Citroën DS3 WRC
2010*	Juho Hänninen/Mikko Markkula	Škoda Fabia S2000

*IRC round

EVENT ITINERARY*

DAY ONE, PART ONE: Thursday April 21, 2016

Start – Villa Carlos Paz 16h00

SS1 Super Especial Córdoba 1,50km 19h08

Parc Fermé - Villa Carlos Paz In 19h58

DAY ONE, PART TWO: Friday April 22, 2016

Service A - Villa Carlos Paz In 0h15 06h15

SS2 Soconcho / Villa del Dique 1 24,71km 08h18

SS3 Amboy / Santa Monica 1 20,44km 09h09

SS4 Santa Rosa / San Agustin 1 23,85km 09h52

Regroup In 0h12 11h52

SS5 Super Especial Parque Tematico 1 6,04km 12h07

Service B - Villa Carlos Paz In 0h30 12h47

SS6 Soconcho / Villa del Dique 2 24,71km 15h05

SS7 Amboy / Santa Monica 2 20,44km 15h56

SS8 Santa Rosa / San Agustin 2 23,85km 16h39

Regroup In 0h12 18h54

SS9 Super Especial Parque Tematico 6,04km 19h09

Technical Zone Villa Carlos Paz In 0h10 19h34

Flexi-Service C - Villa Carlos Paz In 0h45 19h44

Parc Fermé - Villa Carlos Paz In 22h30

DAY TOTALS (PARTS ONE AND TWO):

Special stage distance: 151,58km

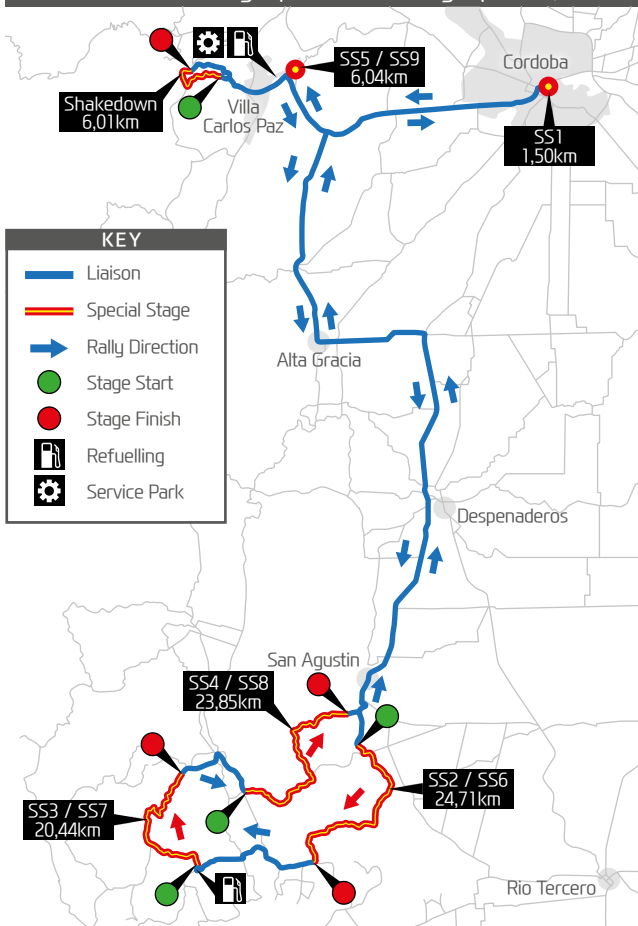
Liaison distance: 507,33km

Total distance: 658.91km

*Correct at time
of going to print



DAY ONE: Thursday April 21 / Friday April 22, 2016



EVENT ITINERARY*

DAY TWO: Saturday April 23, 2016

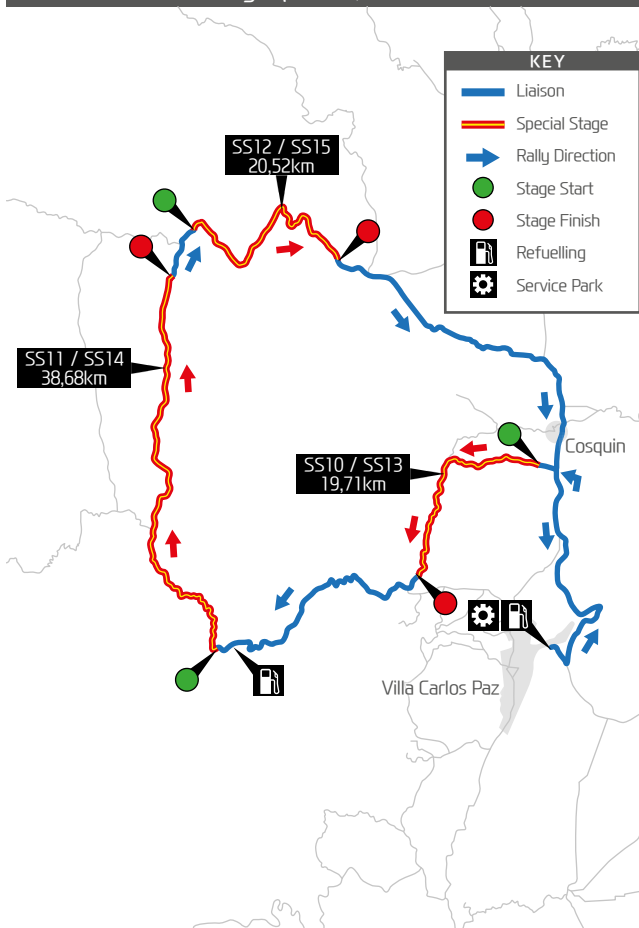
Service D - Villa Carlos Paz In	0h15	08h00
SS10 Villa Bustos - Tanti 1	19,71km	08h58
SS11 Los Gigantes - Cantera El Condor 1	38,68km	09h56
SS12 Boca del Arroyo - Bajo del Pungo 1	20,52km	10h49
Regroup In	0h15	12h29
Service E - Villa Carlos Paz In	0h30	12h44
SS13 Villa Bustos - Tanti 2	19,71km	13h57
SS14 Los Gigantes - Cantera El Condor 2	38,68km	14h55
SS15 Boca del Arroyo - Bajo del Pungo 2	20,52km	15h48
Technical Zone Villa Carlos Paz In	0h10	17h28
Flexi-Service F - Villa Carlos Paz In	0h45	17h38
Parc Fermé - Villa Carlos Paz In		22h30

DAY TOTALS:

Special stage distance:	157,82km
Liaison distance:	231,14km
Total distance:	388,96km

*Correct at time of going to print

DAY TWO: Saturday April 23, 2016



EVENT ITINERARY*

DAY THREE: Sunday April 24, 2016

Service G - Villa Carlos Paz In	0h15	07h10
SS16 El Condor - Copina	16,32km	09h08
SS17 Mina Clavero - Giulio Cesare	22,64km	10h51
Regroup In	0h30	11h36
SS18 El Condor (Power Stage)	16,32km	12h09
Technical Zone Villa Carlos Paz In	0h03	13h29
Service H - Villa Carlos Paz In	0h10	13h32
Finish - Villa Carlos Paz		14h40

DAY TOTALS:

Special stage distance:	55,28km
Liaison distance:	230,11km
Total distance:	285,39km

RALLY ARGENTINA TOTALS:

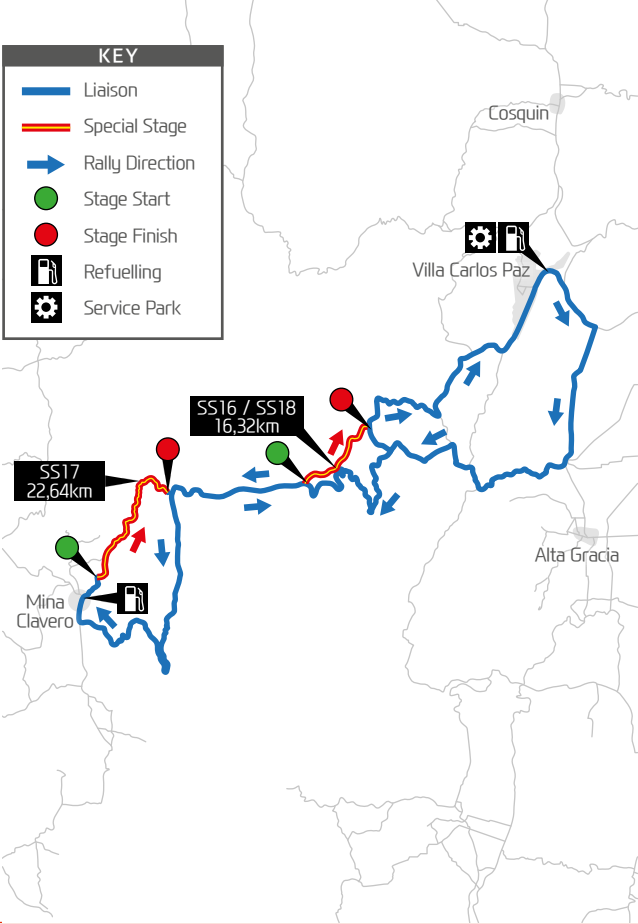
Special stage distance:	364,68km
Liaison distance:	968,58km
Total distance:	1333,26km

*Correct at time of going to print

DAY THREE: Sunday April 24, 2016

KEY

- Liaison
- Special Stage
- Rally Direction
- Stage Start
- Stage Finish
- Refuelling
- Service Park



LEADING ENTRIES*

1	Sébastien Ogier (FRA) / Julien Ingrassia (FRA)	Volkswagen Polo R WRC
2	Jari-Matti Latvala (FIN) / Miikka Anttila (FIN)	Volkswagen Polo R WRC
3	Thierry Neuville (BEL) / Nicolas Gilsoul (BEL)	Hyundai New Generation i20 WRC
4	Dani Sordo (ESP) / Marc Martí (ESP)	Hyundai New Generation i20 WRC
5	Mads Østberg (NOR) / Ola Fløene (NOR)	Ford Fiesta RS WRC
6	Eric Camilli (FRA) / Benjamin Veillas (FRA)	Ford Fiesta RS WRC
9	Andreas Mikkelsen (NOR) / Anders Jaeger (NOR)	Volkswagen Polo R WRC
12	Ott Tänak (EST) / Raigo Molder (EST)	Ford Fiesta RS WRC
16	Henning Solberg (NOR) / Ilka Minor (AUT)	Ford Fiesta RS WRC
18	Valeriy Gorban (UKR) / Volodymyr Korsia (UKR)	MINI Countryman WRC
20	Hayden Paddon (NZL) / John Kennard (NZL)	Hyundai New Generation i20 WRC
37	Lorenzo Bertelli (ITA) / Simone Scattolin (ITA)	Ford Fiesta RS WRC
81	Marcos Ligato (ARG) / Ruben Garcia (ARG)	Citroën DS3 WRC
83	Jose Alberto Nicolas (ARG) / Miguel Angel Recalt (ARG)	Citroën DS3 WRC

*Correct at time of going to print



AND LAST BUT NOT LEAST...

HYUNDAI SHELL WORLD RALLY TEAM ON EVENT PR CONTACTS:

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<http://motorsport.hyundai.com/en/press>

Username: HyundaiWRC, Password: hmsg2013

SOCIAL NETWORKS:



www.facebook.com/HMSGOfficial



www.twitter.com/HMSGOfficial



www.youtube.com/HyundaiMotorsport



www.instagram.com/HMSGOfficial

TEAM MEDIA FUNCTIONS DURING RALLY ARGENTINA:

Media Lounge:

17h00–17h45, Wednesday April 20, Hyundai Shell World Rally Team Hospitality Unit, Service Park, Villa Carlos Paz

OTHER EVENTS DURING RALLY ARGENTINA:

Shakedown:

08h00–13h30, Thursday April 21, Villa Carlos Paz - Cabalango

Pre-event FIA press conference:

13h30, Thursday April 21, Media Centre, Portal del Lago Hotel, Villa Carlos Paz

Rally start:

16h30, Thursday April 21, Villa Carlos Paz

Podium ceremony and prize-giving:

14h40, Sunday April 24, Villa Carlos Paz

Post-event FIA press conference:

15h30, Sunday April 24, Media Centre, Portal del Lago Hotel, Villa Carlos Paz

MEDIA HOSPITALITY UNIT OPENING HOURS:

Meal times for media are available in the Media Centre



TEAM PARTNERS

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Rally Argentina April 21 - 24, 2016





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