



2024 MEDIA GUIDE



RALLYE MONTE-CARLO
January 24-28, 2024



RALLYE MONTE-CARLO

JANUARY 24-28, 2024

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



HYUNDAI'S HELLO

Welcome to the 2024 FIA World Rally Championship, to Rallye Monte-Carlo and to the first Hyundai Motorsport Media Guide of the new season.

Once again, we hope it proves a useful resource for those reporting on the WRC by serving as a ready reference and we thank all media for their interest in our team and drivers.

We believe strongly that the WRC offers proximity, accessibility and an opportunity to showcase some of the best features of automotive technology, which is very much true of our car. We are intending to use 2024 and beyond to work with stakeholders, the FIA and the promoter to explore how the sport can evolve to reflect the changes we are seeing in the automotive industry.

Starting this season, we have a target of more frequent wins, which we are hoping to achieve with our refreshed driver line-up, as well as working on some of the weaknesses that we identified last year with the Hyundai i20 N Rally1 Hybrid. We want to continue building the blocks that will help us charge to the highest level in the sport and compete for the championships.

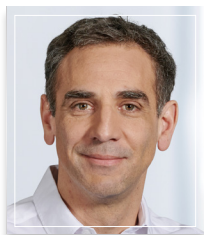
It's very clear that last year we suffered with reliability issues. However, we have made a key upgrade to rectify this, and it has since been through a thorough analysis and validation process. Another weakness of the car was its weight in certain configurations and again this has been addressed.

Our line-up shows that we have taken a strategic approach in how we selected drivers. We have a plan in place for who should be competing at which rallies in the third car, to play to their strengths and knowledge of different surfaces.

Ott had unfinished business with the team, and once we started talking, we realised there was a mutual interest to finish it. Andreas also returns to the team after four seasons away. Having won the WRC2 title twice in that time, he's fired up to impress at Rally1 level. As part of the Hyundai Motorsport family from the outset in 2014, Thierry needs no introduction and we have high hopes for him as we do for all our drivers.

Finally, my new dual role of President and Team Principal of Hyundai Motorsport is an opportunity to streamline the organisation in a year where a number of things need to fall into place on the sporting side. A more efficient structure is going to allow us to be more agile to deal with the different parameters and objectives that we have set ourselves.

Cyril Abiteboul
President and Team Principal
Hyundai Motorsport



ON STAGE WITH... ANDREAS MIKKELSEN

After four years away from the WRC's top class, how good does it feel to be back?

"It's really good to have the opportunity back at Hyundai and also at the top level of the WRC as it's what we've been fighting really hard for since the end of 2019. It's not going to be easy as the car is different to before, but we're hoping to find the rhythm quickly."

Since you've been away from the team, what are the main changes you've noticed?

"A lot of new faces, new management and a completely new car because of the Rally1 regulations. But I truly believe the correct people are in place for this team to do well and Hyundai is putting in a lot of effort to fight for titles. The car felt really promising when I tried it for the first time."

How ready do you feel for Rallye Monte-Carlo?

"The one test day I had in the car is not a lot but I'm very happy to be starting with Rallye Monte-Carlo because so many things can happen on this event that you don't need to know your car 100 per cent to do well. Even though it's a tricky rally I'm excited."

Why is Rallye Monte-Carlo regarded as such a tricky event?

"There are so many factors at play with tyre choice being a big one. The surface is mixed, so it can be harder to get a feel for the stages initially – but once you know, you know."

What is your target and focus in 2024?

"Our targets and roles are very clear in the team – to try and help Thierry and Ott to the top of the Drivers' championship. If we can be in a position to take points away from the other drivers, then that will be important."

Of course, the team can take positions away from you if it means helping Thierry and Ott. Does that bother you?

"No, because if the team asks then it means you've done a really good job. I know it's why I've been hired and you are mentally prepared for that to happen. If I need to let Thierry or Ott go ahead I'm fine with that and it could be you get to do more rallies next year if you do your job properly. You have to think long term and this team is where I see my future."



ANDREAS MIKKELSEN

TEAM POSITION: Driver

AGE: 34

WRC STARTS: 132



@mikkelsenrally



/andreas
mikkelsenrally



@amikkelsenrally

HYUNDAI HAPPENINGS

- Hyundai Motorsport starts its 11th season in the FIA World Rally Championship (WRC) with an entry of three Hyundai i20 N Rally1 Hybrid cars – crewed by an all-star line-up.
- Belgians Thierry Neuville/Martijn Wydaeghe are joined by Estonian duo Ott Tänak/Martin Järveoja – who return to Hyundai after a year away – to mount full-season campaigns.
- The team's third entry will be shared across the season by the experienced trio of Esapekka Lappi/Janne Ferm, Andreas Mikkelsen/Torstein Eriksen and Dani Sordo/Cándido Carrera with Lappi and Ferm getting behind the wheel on Rally Sweden.
- Neuville and Tänak begin the 2024 WRC season with 19 wins apiece. They finished third and fourth respectively in the 2023 championship standings. Rallye Monte-Carlo signals Tänak's 150th WRC start and Eriksen's 50th.
- The 2024 season is an important one for Hyundai Motorsport and its relationship with technical partner and title sponsor Shell, with the brands celebrating 10 years of strategic alliance. The WRC has been a crucial platform for promoting Hyundai's road-going cars and Shell's technology leadership in the development of Shell Helix that delivers ultimate engine performance in the extreme rally conditions and on the road.
- Hyundai Motorsport welcomes two new partners for 2024: Akrapovič and Alpinestars. Akrapovič is one of the most renowned manufacturers of exhaust solutions and the implementation of its products will strengthen the team's WRC package. Alpinestars will provide Hyundai Motorsport crews with high-performance apparel and technical footwear.
- To prepare for Rallye Monte-Carlo, Hyundai Motorsport completed three days of testing in the Gap area. Neuville/Wydaeghe, Tänak/Järveoja and Mikkelsen/Eriksen each got a day driving a Hyundai i20 N Rally1 Hybrid test car in wintry weather conditions.
- Hyundai Motorsport Team Principal Cyril Abiteboul is adopting a dual role in 2024, with the Frenchman taking on the additional role of Hyundai Motorsport President. He follows outgoing President Sean Kim, who has left the organisation after two years.
- A new scoring system for 2024 will reward points to the top 10 after Saturday's final stage on the following sliding scale: 18-15-13-10-8-6-4-3-2-1, but only if they complete Sunday's itinerary. Failure to do so will result in their points being awarded to the next best crew. The top seven after Sunday's stages will score points as follows: 7-6-5-4-3-2-1. Power Stage points (5-4-3-2-1) will continue to go to the fastest five on the rally's final stage.
- Hyundai Motorsport will compete in Latvia for the first time after the country's eponymous rally was included on the 13-event 2024 WRC schedule. Other changes include the return of Rally Poland – absent from the calendar since 2017 – and Safari Rally Kenya switching from a late June to a late March date. The Central European Rally, won by Neuville/Wydaeghe in 2023, will run one week later than last season.

HYUNDAI IN NUMBERS

1967: Hyundai Motor Company was founded in 1967 and has gone on to establish sales networks in more than 200 countries supported by 120,000 dedicated staff.

10,000: Of those global employees, some 10,000 people provide their expertise to Hyundai's R&D drive at its base in the Korean city of Namyang.

50: Hyundai Motorsport's hub in Alzenau, Germany, is located within a 50-kilometre radius of Hyundai Motor Europe's HQ in Offenbach and Hyundai Motor Europe's Technical and Design Centre in Rüsselsheim. Some 250 expert personnel representing close on 30 nationalities work in Alzenau.

3: Hyundai Motorsport is entering the third season of hybrid-powered competition in the World Rally Championship with a trio of Hyundai i20 N Rally1 Hybrid challengers. The car is modelled on the road-going Hyundai i20 N.

11: Of the 13 WRC events run in 2023, Hyundai celebrated podium visits on 11 occasions and claimed two victories. Its second win came on the inaugural Central European Rally, which featured stages in Austria, Czech Republic and Germany.

45: Ahead of the 2024 season, Hyundai Motorsport's quintet of drivers had accumulated 45 WRC event wins.

13: Thierry Neuville/Martijn Wydaeghe and the returning Ott Tänak/Martin Järveoja will contest all 13 rounds of the 2024 WRC season for Hyundai Motorsport.

3: The third Hyundai i20 N Rally1 car will be shared by three crews: Esapekka Lappi/Janne Ferm from Finland, Norwegians Andreas Mikkelsen/Torstein Eriksen and Spanish pair Dani Sordo/Cándido Carrera.

11: For Neuville and Sordo, 2024 marks their 11th season as part of the Hyundai Motorsport family after they joined the team in 2014.

5: As well as chasing the Drivers' and Manufacturers' championships in 2024, Hyundai Motorsport will bid to beat its record of most wins in one season, which stands at five, a feat it achieved in 2022.

3.7: Hyundai Motorsport's many fans worldwide continue to follow its efforts in the WRC and Customer Racing through social media, with 298,000 followers and 3.7 million likes on TikTok. The team also has almost five million likes on Facebook, almost 90,000 followers on X (formerly Twitter) and more than 426,000 on Instagram.

HYUNDAI N

- Hyundai Motor's N brand highlights the company's goal to create high-performance vehicles that adhere to the highest standards of excellence, while providing customers with vehicles that are fun to drive and practical at the same time.
- With the new brand claim, 'Never just drive', Hyundai N delivers the N mindset and spirit: "Do more than simply drive. Enjoy every second of it." Driving was never meant to be boring, and with N, it never will be. Furthermore, no matter what the future holds, whether powered by electric or maybe even hydrogen, N will always be about the drive and fun.
- Every high-performance N model — including the i30 N, i30 Fastback N, Veloster N, i20 N, KONA N, Elantra N and IONIQ 5 N — is designed by passionate experts and engineered at Hyundai Motor's Namyang R&D Center. Vehicles are then sent to the Nürburgring in Germany, one of the world's most demanding race tracks, to undergo rigorous testing and validation. Through this painstaking process, N technology has been refined and reborn. N brand takes its name from the first letter of Namyang and Nürburgring.
- Hyundai N's name and reputation are well-established in global motorsport. Since its debut in 2013, N brand has achieved victories at multiple rallies and races, including the FIA World Rally Championship, the FIA World Touring Car Cup, FIA ETCR – eTouring Car World Cup and the Nürburgring 24 Hours.
- N has also accumulated know-how which can be applied to the high-performance brand. With technology inspired by motorsport, N excels at delivering driving enthusiasm by providing race track capabilities and 'corner rascal' ride and handling in everyday sports cars.
- To maintain the prestige meaning behind the N badge, Hyundai N uses an R&D process under the name 'Rolling lab', the middle bridge between motorsport vehicles and mass-produced ones. During this process, advanced technologies can be applied to N cars. Rolling lab lives up to its name as real, drivable cars serve as a 'lab' for testing cutting-edge technologies. The latest vehicle is the RN22e, a high-performance electric rolling lab, and N Vision 74, the world's first hydrogen hybrid rolling lab. Past RM Project cars include the RM20e, RM14, RM15, RM16 and RM19 – all since 2012.
- By incorporating high-performance technologies that have been developed through the rolling lab series, Hyundai N could develop a high-performance vehicle from an EV platform, providing more choices for the sustainable vehicle era.

HYUNDAI N

- As Hyundai's motorsport activities are driven by new technologies, efficiency and innovation, Hyundai N aims to reduce carbon emissions, leading the way in an era of sustainable mobility. By participating in various motorsport events, N tests the elements which make N truly N, which is about being race-track capable and a true 'corner rascal' even when electrified.
- Devoting the best technology to motorsport, N vehicles serve as a testbed and proof point for performance. Customers can expect many new developments from Hyundai N in the future.
- For more information about Hyundai N:

@hyundai_n_worldwide

www.hyundai-n.com



HYUNDAI i20 N RALLY1 UNCOVERED

Hybrid unit: Common plug-in hybrid unit weighing 87kg and mated to an internal combustion engine (ICE). Kit consists of 12,000rpm motor generator unit (MGU), inverter control unit and 3.9kWh battery operating up to 750 volts

Configuration: Connected from the MGU to all four wheels via the propshaft to maximise acceleration performance

Power and torque (max): 100kW (134hp) and 180Nm

Full electric mode: Up to 20km of full electric range. Use of full electric mode is mandatory in Hybrid Electric Vehicle zones

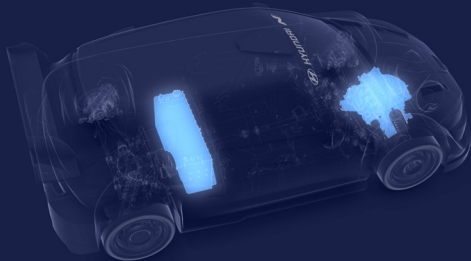
Stage start mode: 1,000kj of energy to support the ICE for about 10 seconds

Stage mode: Hybrid power can be used according to three pre-set maps. Stage profile will affect electric power availability

Energy recovery: When throttle pedal is released and under braking, also known as regeneration phase (regen)

Internal combustion engine: Hyundai Motorsport 1,600cc turbocharged engine with direct injection, four cylinders in-line

Power: 380hp at 6,500RPM with a maximum torque of 450NM at 5,500RPM



Hyundai i20 N Rally1 - Photo credits : Hyundai Motorsport.

HYUNDAI i20 N RALLY1 UNCOVERED

Transmission: Manual gearbox, five forward gears and one reverse, four-wheel drive, mechanical front and rear differential, Cerametallic twin-disk clutch

Suspension: MacPherson struts with adjustable dampers front and rear

Steering: Hydraulic power-assisted rack and pinion

Brakes: Ventilated disc brakes (370mm on asphalt, 300mm on gravel) and air-cooled, four-piston calipers, hydraulic handbrake

Tyres: Pirelli will provide its PZero soft and supersoft tyres plus its Sottozero snow tyre with or without studs for Rallye Monte-Carlo. Teams can use a maximum of 38 tyres for the event including four for Shakedown

Safety: OMP seats and multiple fixing points with adjustable Schroth straps

Chassis: Reinforced steel bodyshell with welded multi-point roll cage, composite fibre bodywork components

Dimensions: length: 4,100mm, width: 1,875mm, track width: 1,665mm, wheel base: 2,630mm

Weight: 1,260kg minimum (1,430kg with driver and co-driver on board)

Lubricants: Shell Helix-Ultra

Fuel: FIA 100% sustainable approved fuel supplied by P1 Racing Fuels



HYUNDAI HEROES

Thierry Neuville and Martijn Wydaeghe

#11 Hyundai i20 N Rally1 Hybrid (chassis 11)



THIERRY NEUVILLE

Date of birth: June 16, 1988

Place of birth: Sankt Vith, Belgium

Nationality: Belgian

WRC starts: 155

WRC wins: 19

Part of the Hyundai Motorsport family since its formation for the 2014 World Rally Championship, Thierry Neuville embarks on his 11th season with the squad and is again intent on landing his first WRC title. Following success in junior categories, Neuville stepped up to World Rally Car level in 2012 and has become established as one of the sport's leading drivers. So far, he's finished runner-up in the final standings on five occasions and third three times. The Belgian scored the first of his 19 WRC wins in Germany back in 2014 having claimed Hyundai's maiden WRC podium in Mexico, the team's third event and the scene of his first top-three 12 months previously. Neuville, who is tri-lingual, actually claimed more wins than eventual champion Sébastien Ogier across the 2017 season and hasn't been winless during a WRC campaign since 2015. He joined forces with co-driver Martijn Wydaeghe in 2021.

RALLYE MONTE-CARLO RECORD

Starts: 13* 2023 result: 3 Best result: 1



@thierryneuville



/thierryneuvilleofficial

*Rallye Monte-Carlo counted as an IRC event in 2011



MARTIJN WYDAEGHE

Date of birth: September 1, 1992

Place of birth: Izegem, Belgium

Nationality: Belgian

WRC starts: 56

WRC wins: 6

Martijn Wydaeghe had made 18 WRC starts when he received a last-minute call to co-drive Thierry Neuville at Rallye Monte-Carlo in 2021. Despite the short notice, Wydaeghe managed his elevation in status to factory WRC co-driver with ease as the new duo finished in third place. But having begun competing as a teenager in 2012 and being well known for his meticulous preparation, the result came as no surprise. After gaining vital experience co-driving Belgian legend Freddy Loix during testing, Wydaeghe secured a programme of WRC events in the Drive Dmack Cup for 2015. His performances earned him a contract with Hyundai Motorsport to partner Korean driver Chewon Lim on selected events in 2016 and 2017. He then joined forces with Guillaume de Mévius for 2018 as part of the RACB National Team before getting more competition time with Hyundai in 2019 alongside Craig Breen at the Monza Rally Show.

RALLYE MONTE-CARLO RECORD

Starts: 5 2023 result: 3 Best result: 3



@MWydaeghe

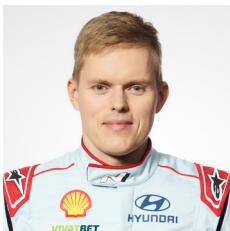


/mwydaeghe

HYUNDAI HEROES

Ott Tänak and Martin Järveoja

#8 Hyundai i20 N Rally1 Hybrid (chassis 30)



OTT TÄNAK

Date of birth: October 15, 1987

Place of birth: Kärla Parish, Estonia

Nationality: Estonian

WRC starts: 149

WRC wins: 19

Ott Tänak's return to Hyundai Motorsport for 2024 rekindles a partnership that netted five wins and 11 podiums from 31 attempts across three seasons. The protégé of Markko Märtin, Estonia's first WRC winner, Tänak joined Hyundai for 2020 as the defending world champion. During a season interrupted and then truncated by the global health pandemic, Tänak helped his new employer to a second World Rally Championship for Manufacturers and took his maiden WRC victory with Hyundai power on Rally Estonia. After placing runner-up in the 2022 standings, Tänak returned to M-Sport for 2023, but is back in Hyundai colours for 2024. Following success in Estonia, Tänak's career took off in 2009, the year of his WRC debut, when he won the Pirelli Star Driver European shootout for a six-event WRC programme in 2010. He took his first WRC win in 2017 and claimed the title two years later.

RALLYE MONTE-CARLO RECORD

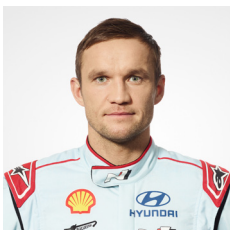
Starts: 10 2023 result: 5 Best result: 2



@otttanak



/otttanakfanpage



MARTIN JÄRVEOJA

Date of birth: August 18, 1987

Place of birth: Elva, Estonia

Nationality: Estonian

WRC starts: 120

WRC wins: 19

Martin Järveoja was a winner from the outset upon his graduation to the WRC in 2010. Teaming up with fellow Estonian youngster Karl Kruuda, Järveoja won the A6 class on the Jordan Rally that year. The Kruuda/Järveoja alliance continued into 2011 when they stepped up from Super 1600 to Super 2000 power. Having served his apprenticeship well, Järveoja was recruited by Ott Tänak for 2017 and a seat in the M-Sport Ford World Rally Team. The partnership clicked immediately with third place on Rallye Monte-Carlo followed by second in Sweden and third in Argentina. Their first WRC event victory came on Rally Italia Sardegna and they reached the top step of the podium again in Germany that same season. A move to Toyota for 2018 followed and they completed the year third in the points having won four times. Their first world title in 2019 came courtesy of six victories.

RALLYE MONTE-CARLO RECORD

Starts: 7 2023 result: 5 Best result: 2



/MartinJarveojaFanpage

HYUNDAI HEROES

Andreas Mikkelsen And Torstein Eriksen

#9 Hyundai i20 N Rally1 Hybrid (chassis 17)



ANDREAS MIKKELSEN

Date of birth: June 22, 1989

Place of birth: Oslo, Norway

Nationality: Norwegian

WRC starts: 132

WRC wins: 3

Although he has been absent from the WRC's top level since the end of the 2019 season, Andreas Mikkelsen won't be short of competition experience or success for his return in 2024 through a partial campaign with Hyundai Motorsport, whom he joined under a two-year agreement in 2018. During the last four seasons, Mikkelsen has won the WRC2 title twice, claimed the European Rally Championship crown once and even found time to make his debut on the Dakar cross-country event. Away from the cut and thrust of competing, Mikkelsen performed a key role in Pirelli's WRC tyre development programme during 2020 and Škoda's Fabia RS Rally2 project two years later. A former alpine skier, Mikkelsen switched to rallying as a teenager and won his first event in 2006, shortly after his 17th birthday. The three-time WRC event winner also lifted the Intercontinental Rally Challenge title two years in a row.

RALLYE MONTE-CARLO RECORD

Starts: 8 2023 result: - Best result: 2



@AMikkelsenRally



/andreasnikkelsenrally



TORSTEIN ERIKSEN

Date of birth: April 29, 1990

Place of birth: Drammen,
Norway

Nationality: Norwegian

WRC starts: 49

WRC wins: 0

While Andreas Mikkelsen returns to Hyundai Motorsport as a double WRC2 champion driver, co-driver Torstein Eriksen joins the team with two WRC2 titles on his growing CV – but with a difference. Prior to joining forces with Mikkelsen for the 2022 season, Eriksen became WRC2 co-driving champion in 2021 during his tenure navigating fellow Norwegian Mads Østberg, who finished runner-up in the WRC2 drivers' title race to Mikkelsen that season. Eriksen's rise to the top of the sport dates back to 2009 when he navigated Frank Tore Larsen on events in their homeland. They made their WRC debut in Finland two years later with Eriksen getting his first taste of World Rally Car performance alongside Østberg in 2017 and scoring a maiden WRC point in the process. That was the catalyst to a breakthrough 2018 season when Eriksen accompanied Østberg to his first stage win and podium at world championship level.

RALLYE MONTE-CARLO RECORD

Starts: 2 2023 result: - Best result: 7



/codriver.eriksen





HYUNDAI IS HERE...

En France

- Rallye Monte-Carlo marks the only competitive outing by Hyundai Motorsport on French soil in 2024.
- Hyundai Motor France achieved more than 49,400 new registrations in 2023.
- A total of 14 Hyundai models are currently on sale in the country ranging from the i10 to the Santa Fe and including the IONIQ electric range, with IONIQ 5 and the new IONIQ 6.
- Hyundai has the widest range of electrified vehicles on the market. From 48V mild hybrids to hybrids and plug-in hybrids, plus electric motors and hydrogen fuel cells, Hyundai is the only car brand to offer such a wide range of electric vehicles and electrified powertrains.
- Hyundai's best-seller in France, the TUCSON, comes with a choice of three engine technologies including hybrid, plug-in hybrid and diesel mild hybrid powertrains. This means that the all-new TUCSON has the widest range of electrified powertrains in its class.
- All Hyundai cars sold in France come with an unlimited mileage five-year warranty.
- The batteries in Hyundai hybrid and electric vehicles sold in France are guaranteed for eight years or 160,000km.
- The majority of Hyundais sold in France are designed and built in Europe.
- Hyundai currently has more than 200 dealers throughout France – and the network is constantly growing.
- For more information go to: www.hyundai.fr

HYUNDAI'S WORLD TOUR

FIA World Rally Championship 2024 calendar

	Round 1	Rallye Monte-Carlo www.acm.mc	January 24-28
	Round 2	Rally Sweden www.rallysweden.com	February 15-18
	Round 3	Safari Rally Kenya www.safarirally.co.ke	March 27-31
	Round 4	Croatia Rally www.rally-croatia.com	April 18-21
	Round 5	Rally de Portugal www.rallydeportugal.pt	May 09-12
	Round 6	Rally Italia Sardegna www.rallyitaliasardegna.com	May 30-June 02
	Round 7	Rally Poland www.rajdpolski.pl	June 27-30
	Round 8	Rally Latvia www.lvrally.com	July 18-21
	Round 9	Rally Finland www.rallyfinland.fi	August 01-04
	Round 10	Acropolis Rally Greece www.acropolisrally.gr	September 05-08
	Round 11	Rally Chile Biobío www.rallychilebiobio.com	September 26-29
	Round 12	Central European Rally www.centraleuropeanrally.eu	October 30-November 03
	Round 13	Rally Japan www.rally-japan.jp	November 21-24

THE SCORES ON THE BOARDS

Hyundai drivers 2023 season results:

Event	Neuville	Lappi	Sordo	Suninen
Monte-Carlo	3	8	7	-
Sweden	3	7	-	-
Mexico	2	Rtd	5	-
Croatia	33	3	-	-
Portugal	5	3	2	-
Sardinia	1	2	Rtd	-
Kenya	Exc	12	5	-
Estonia	2	3	-	5
Finland	2	Rtd	-	4
Greece	20 (SR)	5	3	-
Chile	2	Rtd	-	Rtd
Central European	1	Rtd	-	6
Japan	13	4	Rtd	-

FIA World Rally Championship 2023 standings
(after round 13 of 13)

MANUFACTURERS

1 Toyota Gazoo Racing World Rally Team 548pts; **2 Hyundai Shell Mobis World Rally Team 432**; 3 M-Sport Ford World Rally Team 287

DRIVERS

1 Kalle Rovanperä (FIN) 250pts; 2 Elfyn Evans (GBR) 216; **3 Thierry Neuville (BEL) 189**; 4 Ott Tänak (EST) 174; 5 Sébastien Ogier (FRA) 133; **6 Esapekka Lappi (FIN) 113**; 7 Takamoto Katsuta (JPN) 101; **8 Dani Sordo (ESP) 63**; **9 Teemu Suninen (FIN) 42**; etc.

MONTE-CARLO MEANS

- Having first run in 1911, the world's oldest rally is also the World Rally Championship's traditional curtain raiser with this year's 92nd edition marking the start of the 52nd WRC season.
- Rallye Monte-Carlo has undergone wholesale changes for 2024 with a switch back to Gap after two years run from Monaco.
- Organisers made the decision to head to the more northerly Gap in the hope of finding more wintry weather to ensure an even greater challenge for the crews. Indeed, while Rallye Monte-Carlo is classified as a tarmac event, the ice and snow-coated stages means it's usually anything but.
- The expected changeable and unpredictable conditions often make Rallye Monte-Carlo one of the hardest events to master with tyre compound choice and strategy usually proving to be a significant factor in the battle for victory.
- Competitors will be tested over 17 stages and 324.44 timed kilometres from Thursday until Sunday. But in another notable format tweak, shakedown is scheduled on Wednesday using a 3.28-kilometre stage close to Gap from 16h31 local time.
- Thursday's itinerary is focused on the ceremonial start in Monaco's Casino Square from 16h52 ahead of two legendary night stages in the departments of Alpes-de-Haute-Provence and Hautes-Alpes, namely the 21.01-kilometre Thoard-Saint-Geniez test followed by 25.19 kilometres of Bayons-Bréziers.
- Friday's action starts from Gap and heads east and into two departments, Alpes-de-Haute-Provence and Hautes-Alpes, featuring three repeated stages run either side of service in the host city.
- Saturday's route, the rally's longest at 120.40 kilometres, takes crews west of Gap to Hautes-Alpes, Drôme, Isère. The trio of double-use stages run in the morning is repeated in the afternoon following a service halt in Gap.
- Crews leave Gap on Sunday morning for the long journey south to Monaco via three stages, including the legendary La Bollène-Vésubie / Col de Turini test, which counts as the bonus points-paying Power Stage. The finish is scheduled for Casino Square back in Monaco from 16h15.

Recent winners

2023	Sébastien Ogier/Vincent Landais	Toyota Yaris Rally1 Hybrid
2022	Sébastien Loeb/Isabelle Galmiche	Ford Puma Rally1
2021	Sébastien Ogier/Julien Ingrassia	Toyota Yaris WRC
2020	Thierry Neuville/Nicolas Gilsoul	Hyundai i20 Coupe WRC
2019	Sébastien Ogier/Julien Ingrassia	Citroën C3 WRC

EVENT ITINERARY*

DAY ONE: Thursday January 25, 2024

Start	Casino Square, Monaco		16h52
Tyre Fitting Zone Digne-les-Bains In		0h15	19h37
SS1	Thoard/Saint-Geniez (Live TV)	21,01km	20h35
SS2	Bayons/Bréziers	25,19km	21h58
Parc Fermé and Technical Zone Gap In		0h13	22h58
Flexi-Service A – Gap In		0h48	23h11
Parc Fermé In (early check-in allowed)			23h59

DAY TOTALS:

Special stage distance:	46,20km
Liaison distance:	268,09km
Total distance:	314,29km

*Correct at time of publication

EVENT ITINERARY*

DAY TWO: Friday January 26, 2024

Service B – Monaco In		0h18	07h45
SS3	St-Léger-les-Mélèzes/La Bâtie-Neuve 1	16,68km	08h51
SS4	Champcella/Saint-Clément 1	17,87km	10h24
SS5	La Bréole/Selonnet 1	18,31km	11h57
Technical Zone and Regroup Gap In		0h13	13h12
Service C – Gap In		0h43	13h25
SS6	St-Léger-les-Mélèzes/La Bâtie-Neuve 2	16,68km	14h56
SS7	Champcella/Saint-Clément 2	17,87km	16h29
SS8	La Bréole/Selonnet 2	18,31km	18h02
Parc Fermé and Technical Zone Gap In		0h13	19h17
Flexi-Service D – Gap In		0h48	19h30
Parc Fermé In (early check-in allowed)			20h18

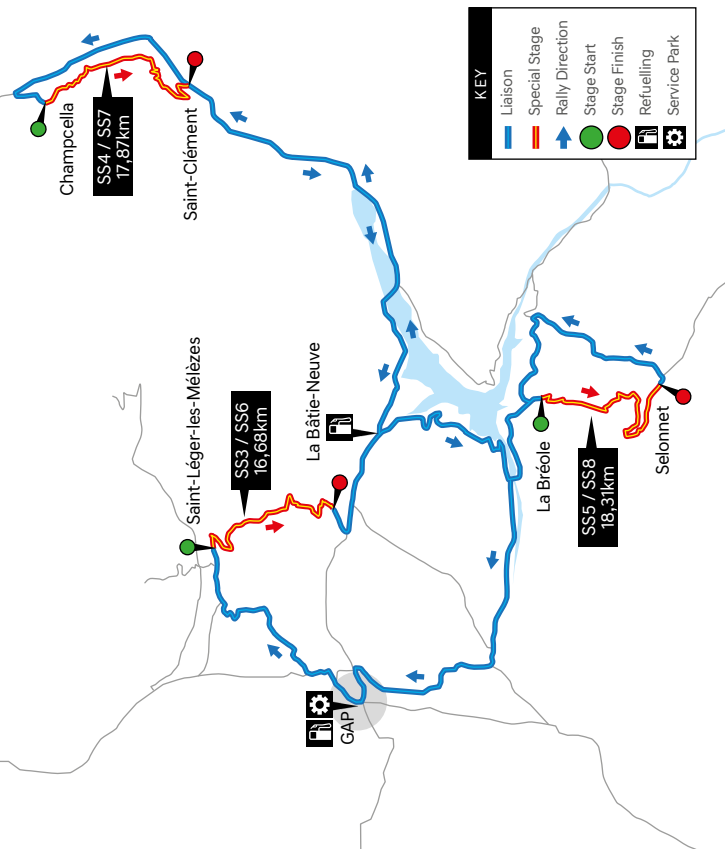
DAY TOTALS:

Special stage distance:	105,72km
Liaison distance:	404,93km
Total distance:	510,65km

RALLYE MONTE-CARLO

January 24-28, 2024

DAY TWO: Friday January 26, 2024



EVENT ITINERARY*

DAY THREE: Saturday January 27, 2024

Service E - Gap In		0h18	06h54
SS9	Esparron/Oze 1 (Live TV)	18,79km	08h05
SS10	Les Nonières/Chichilianne 1	20,04km	09h53
SS11	Pellafol/Agnières-en-Dévoluy 1	21,37km	11h06
Technical Zone and Regroup Gap In		0h13	12h26
Service F Gap In		0h43	12h39
SS12	Esparron/Oze 2 (Live TV)	18,79km	14h05
SS13	Les Nonières/Chichilianne 2	20,04km	15h53
SS14	Pellafol/Agnières-en-Dévoluy 2	21,37km	17h06
Parc Fermé and Technical Zone Gap In		0h13	18h26
Flexi-Service G Gap In		0h48	18h39
Parc Fermé In (early check-in allowed)			19h27

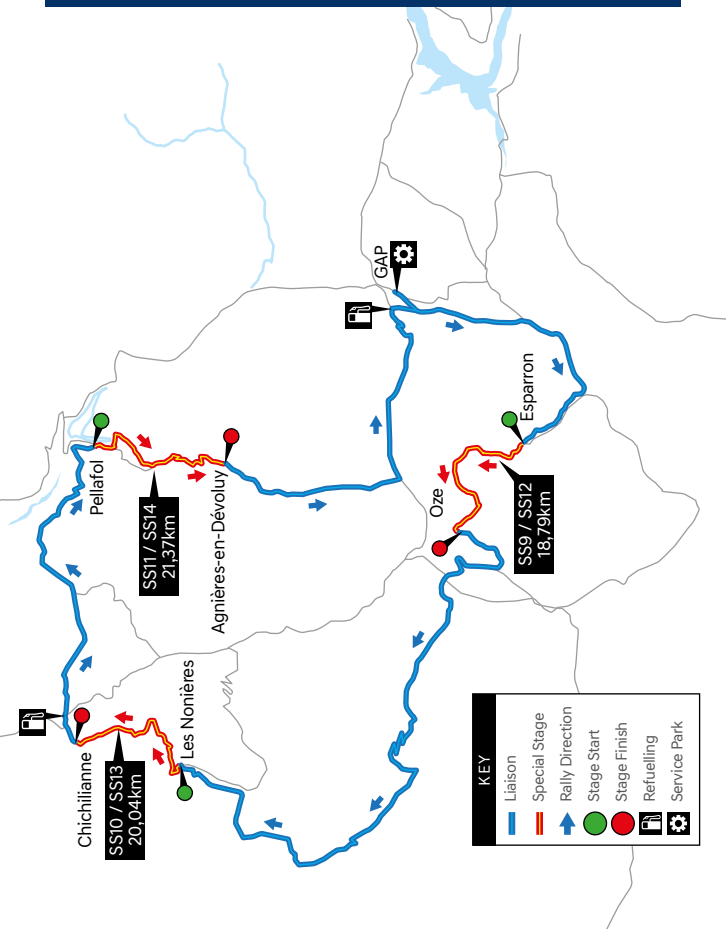
DAY TOTALS:

Special stage distance:	120,40km
Liaison distance:	383,69km
Total distance:	504,09km

RALLYE MONTE-CARLO

January 24-28, 2024

DAY THREE: Saturday January 27, 2024



EVENT ITINERARY*

DAY FOUR: Sunday January 28, 2024

Service H - Gap In		0h18	06h03
SS15	La Bréole/Selonnet 3	18,31km	07h04
SS16	Digne-les-Bains/Chaudon-Norante	19,01km	08h35
Regroup Roquebillière In		0h45	11h17
SS17	La Bollène-Vésubie/Col de Turini (Power Stage-Live TV)	14,80km	12h15
Technical Zone Monaco In (early check-in allowed)		0h10	14h05
Parc Fermé In (early check-in allowed)			14h15

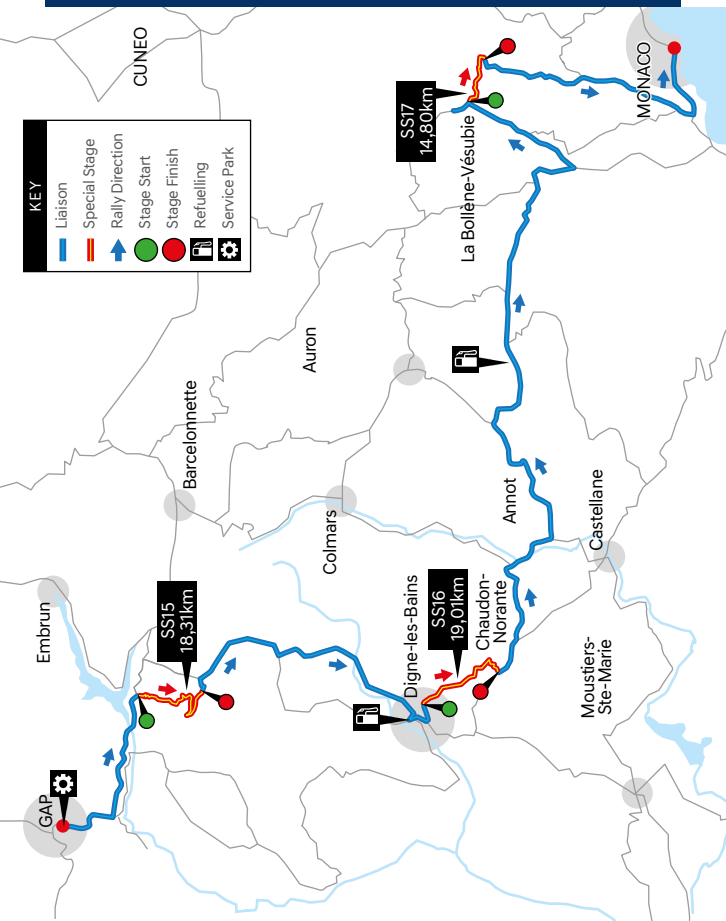
DAY TOTALS:

Special stage distance:	52,12km
Liaison distance:	268,74km
Total distance:	320,86km

RALLYE MONTE-CARLO TOTALS:

Special stage distance:	324,44km
Liaison distance:	1325,45km
Total distance:	1649,89km

DAY FOUR: Sunday January 28, 2024



LEADING ENTRIES*

33	Elfyn Evans (GBR) /Scott Martin (GBR)	Toyota GR Yaris Rally1 Hybrid
11	Thierry Neuville (BEL) /Martijn Wydaeghe (BEL)	Hyundai i20 N Rally1 Hybrid
8	Ott Tänak (EST) /Martin Järveoja (EST)	Hyundai i20 N Rally1 Hybrid
17	Sébastien Ogier (FRA) /Vincent Landais (FRA)	Toyota GR Yaris Rally1 Hybrid
18	Takamoto Katsuta (JPN) /Aaron Johnston (IRL)	Toyota GR Yaris Rally1 Hybrid
9	Andreas Mikkelsen (NOR) /Torstein Eriksen (NOR)	Hyundai i20 N Rally1 Hybrid
16	Adrien Fourmaux (FRA) /Alexandre Coria (FRA)	Ford Puma Rally1 Hybrid
13	Grégoire Munster (LUX) /Louis Louka (BEL)	Ford Puma Rally1 Hybrid
24	Nicolas Ciamin (FRA) /Yannick Roche (FRA)	Hyundai i20 N Rally2
45	Henk Vossen (NLD) /Willem Vissenberg (NLD)	Hyundai i20 N Rally2

AND LAST BUT NOT LEAST...

HYUNDAI SHELL MOBIS WORLD RALLY TEAM PR CONTACTS

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MEDIA WEBSITE:

To download high-resolution photos for editorial use, full driver profiles, as well as other press information about the team please refer to the following information: <http://press.motorsport.hyundai.com/home>
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EVENTS DURING RALLYE MONTE-CARLO:

Shakedown:

16h31-20h30, Wednesday January 24, Route de la Garde, Gap (3,28km)

Media Pen for P1 and P2 drivers:

19h00-20h30, Wednesday January 24, Fan Zone, Gap

WRC drivers' official photograph:

15h30-15h40, Thursday January 25, Place du Casino, Monaco

WRC Meet the crews:

15h40-16h10, Thursday January 25, Start ramp, Place du Casino, Monaco

Grid presentation:

16h10-16h40, Thursday January 25, Place du Casino, Monaco

FIA post-rally press conference:

15h30, Sunday January 28, Place du Casino, Monaco

Prize-giving Ceremony:

16h15, Sunday January 28, Place du Casino, Monaco

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RALLYE MONTE-CARLO
January 24-28, 2024



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