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Current favourite WRC driver? Mads Ostberg
Favourite WRC rally? WRC Rallye Deutschland
Favourite rally? Total Rally, South Africa

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Current favourite WRC driver? Mads Østberg
Favourite WRC rally? Vodafone Rally de Portugal
Favourite rally? White Nights Rally, Lahdenpohja, Russia

Likes to walk in the Swedish snow forests or on Portuguese dusty hills, likes to freeze, to get wet in the rain or to melt from the heat during photo hunts for flying cars and smiling faces. Also is knowing as a press ice bear working for South Africa :)

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OPENING SHOT

In the balance: Mikko Hirvonen has impressed all with his speed after his shift to the Citroën World Rally Team for 2012, and he has succeeded in following in team-mate Sebastien Loeb's shadow thus far. Will the Finn be allowed to step out from Loeb's long shadow and challenge for an outright victory in the way Sebastien Ogier challenged Loeb in 2011?

Picture: Citroën Racing



START RAMP

07 100 Citroën DS3 R3s delivered

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START RAMP

A TON OF CITROËNS: 100th DS3 R3 DELIVERED



Words: **Handbrakes & Hairpins**
Picture: **Newspress**

Versatile, high-performance and affordable are the main qualities synonymous with DS3 R3. Since its launch in 2010, Citroën's two-wheel drive powerhouse has not stopped demonstrating its abilities. A product of Citroën Racing's expertise, this true racing car has established itself as the benchmark in its category at European level. The hundredth DS3 R3 has just rolled out of the Versailles workshop in order to line up for the Rallye Cantabria in Spain.

Beyond its symbolic value, the completion of the hundredth DS3 R3, which will compete in the Spanish Championship in the expert hands of Enrique Garcia Ojeda, procured a sense of satisfaction and achievement for the Customer Racing team. Less than two years after its competitive debut in Ireland, the success of the car is plain for all to see.

"We had decided to present the car both in France

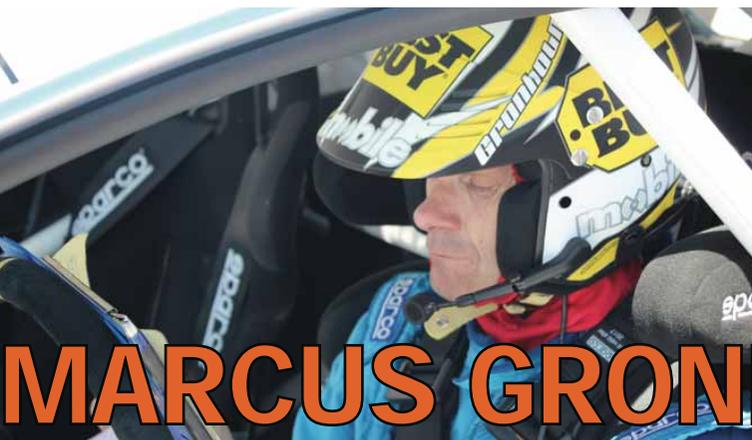
and abroad half-way through the 2010 season," recalled Jean-François Liénéré, Customer Racing Programme Manager for Citroën Racing. "We wanted the car to deal with very specific conditions and road surfaces in order to highlight its ability to adapt, but we also selected different drivers. For example, Bryan Bouffier, Kris Meeke, Elvis Chentre, Marc Amourette, Stéphane Sarrazin, Thierry Neuville and Sébastien Ogier took it in turns to compete in unusual and varied events such as the Ulster Rally in Ireland, the Rallye San Remo in Italy, the Rallye du Valais in Switzerland and on the roads and tracks of rallies held in France. Five category wins ended up being claimed in these rallies. DS3 R3 had made a promising start."

Since then, the car has been sold throughout Europe and beyond due to the fact that a dozen or so countries have created a Citroën Racing Trophy. The car has also competed in other events in New Caledonia, Austria and Finland. It established itself as the leading car in its category in 2011, securing the Italian, UK and French championships (11 wins in the "two-wheel drive" class and two runner-up

sports in the 13 national tarmac and gravel rounds). 2012 looks set to be just as successful, having already racked up around twenty wins thus far.

"If you look at how things have gone so far, you realise that in addition to the performances it has achieved, DS3 R3 has been a real commercial success", emphasized Marek Nawarecki, Customer Racing Manager for Citroën Racing. "It is now involved in all types of competitions: national championships and prestigious WRC events, in both France and the rest of Europe such as in the Belux countries, the Czech Republic, Ireland, Italy, Poland, Portugal, Romania, Switzerland and the United Kingdom, and also further afield. The fact that our hundredth car has been delivered in Spain is yet another step forward. In tough economic times like these, Citroën DS3 R3 has acquired a reputation for offering the best balance between competitiveness, reliability and affordability. And we don't want to rest on our laurels; this is a product that we are going to continue to develop in the coming years in order to support our customers more effectively in their challenges." **H&H**

SERVICE PARK



MARCUS GRÖNHOLM: REJOINS THE GRC

Words: **Handbrakes & Hairpins**
Pictures: **Compelo**

Following a successful pre-season test at the Willow Springs International Raceway in California last week and an inauguration event in Huntington Beach, Marcus Grönholm confirmed his 2012 programme in his much-awaited full-time return to international competition.

The 42 year-old double World Rally Champion outlined his participation in the six round Global Rallycross Championship in the USA with the Best Buy Racing Rallycross Team. The engagement represents an opportunity for the double WRC champion to harness his core rally skills and apply them to a new, dynamic, metropolitan format of racing entertainment that has set its ambition to re-define motorsport, especially for the youth market.

The Best Buy Rallycross Team will be run by Olsberg Motorsport Evolution (OMSE) headed by Andreas Eriksson, who will prepare two Ford Fiestas for the Best

Buy Racing Rallycross Team to tackle an august field of USA and European action sport talent that have been lured by the new arena-based, instant impact and all-action form of motorsport that is GRC. Marcus will join established UK rallycross driver David Binks to contend against converts from skateboarding, extreme sport motorcycle freestylers, drifters, X-Games skiers and truck stunt drivers who will join factory teams from Ford, Dodge, Hyundai and Subaru to contest events that will partner NASCAR and IndyCar races as well as the X-Games LA as part of the 2012 calendar.

Following the test in Los Angeles, Marcus said: "It's great to be back in business with a full programme and a clear championship to aim at. What's more, there is such a buzz around GRC, I think it is a form of motorsport that is set to explode. It's great for the stadium audience, great for the TV viewer with 70ft jumps over your competitors and fast and furious racing that delivers results quickly. It's simply addictive."

Reflecting on his own prospects, he added: "I guess

my CV sets me up well for this form of competition, but I am taking nothing for granted. There are all kinds of drivers coming into the series from very different action sport backgrounds, so I while I am 100 percent clear that our ambition at the Best Buy Racing Rallycross Team is to win, we'll just see how we get on in Charlotte and take it from there. We've tested well, the OMSE-prepared Ford Fiesta feels great and frankly I can't wait to kick off."

The six-round series features five events that partner with NASCAR, IndyCar and the X Games, and one standalone GRC event commencing on 26 May at the Charlotte Motor Speedway as part of the NASCAR Sprint Cup Coca-Cola 600 bill.

The remaining events are:

Jun 9: Texas Motorsport Speedway

Jun 30: X Games, Staples Centre, Los Angeles

July 14: New Hampshire Motor Speedway

Sept 1: TBC

Sept 29: Las Vegas Motor Speedway **H&H**

NEUVILLE IS IN: AL-ATTIYAH GIFTS NEUVILLE CHANCE



Words: **Handbrakes & Hairpins**

Picture: **Citroën Racing**

Due to his Olympic Games' commitments, Nasser Al-Attiyah will be unable to take part in Rally New Zealand, the seventh round of the World Rally Championship (WRC), which is set to be held in Auckland on 21 - 24 June. The Qatari has chosen to entrust his Citroën DS3 WRC to the Thierry Neuville/Nicolas Gilsoul crew, who will race on behalf of the Qatar World Rally Team.

It would certainly be no understatement to say that Nasser Al-Attiyah is a busy man! The Qatari simply never stops: official entrant in the WRC and a regular competitor in the Middle East Rally Championship, he also somehow

finds time to take part in rally-raids and Skeet shooting competitions. Despite his unwavering commitment to the WRC, the opportunity to represent his country for the fifth consecutive Olympic Games, in one of the shooting events, was too good to turn down and so he had to miss the New Zealand round. Attached to Thierry's human qualities and aware of his potential in the DS3 WRC, Nasser didn't hesitate in choosing the Belgian driver to take his place for the rally in the 'Land of the Long White Cloud'.

"I have to complete some training sessions in preparation for the London Olympic Games, and so I can't take part in this exceptional race," explained Nasser. "We are official entrants in the World Championship and it is mandatory for us to compete in every round. It didn't take much thinking time to realise who should take my place in

the no.7 Citroën DS3 WRC! I trust Thierry, but most of all I want him to be able to gain as much experience from taking part in this event as possible and for it to be beneficial to him. I am equally convinced that he is more than capable of scoring points for the Qatar World Rally Team."

"This is more than just a great opportunity, it is a real honour for me to be trusted in this way by the team," said the Belgian driver, visibly pleased. "This event wasn't part of our schedule and without this offer, I would never have been able to race on the legendary tracks of the Pacific coast. We will do everything in our power to defend the colours of the Qatar World Rally Team. I'd like to thank them for giving us the opportunity to experience such a great event." **H&H**

RALLY TALSI 2012: THE RALLY OF CHAMPIONS



Words: **Liga Stirna**

Picture: **Kris Karnitis and Aigars Tidmanis (Go4Speed)**

Rally Talsi found its unique approach: organisers declared this round of Latvian Rally Championship the "Rally of Champions." The best crews from neighbouring countries are invited to find out who will win the big, silver and prestigious "Trophy of Champions" for this rally...

The entry list for the Rally Talsi 2012 had some big names and not only in Baltic region or Scandinavia, but

worldwide. This year number one sticker was placed on the Mitsubishi Lancer Evo X car driven by WRC star Mads Ostberg. Despite this being Ostberg's very first outing in a Group N car and on roads he had seen before, very few people doubted he was going to be a strong contender to win the Trophy of Champions. Unfortunately, his rally ended in SS2 with gearbox failure and the famous Norwegian enjoyed the rest of the rally as a spectator. "I came here to win and the beginning of the rally was good," said Ostberg. "That's why, I think, a win was possible. Unfortunately our car failed. But I enjoyed this rally, and hope to return here one day."

But Mads didn't leave Latvia empty handed: he won the pre-event kart competition for rally champions!

Rally Talsi is traditionally the first of the summer rallies in the Baltics and enjoys a big entry field with tens of thousands of spectators lining the stages. For this year the organisers used a few new stages and had current national champions of five different countries – Latvia, Estonia, Lithuania, Norway and Russia – compete against one another.

After the retirement of Ostberg, the main battle for first place was waged between the 2011 Latvian Rally



Champion Andis Neikšāns and his compatriot, but champion of Estonia, Jānis Vorobjovs. Before the last stage Andis was in front by 08.02 seconds, but in SS10 Vorobjovs claimed the rally lead. In this stage Andis was 12 seconds slower than Jānis, and lost the lead and overall rally victory.

"The rally was nice and easy for us all the time and this was maybe a reason why we decided that there is no tension anymore and we can drive more relaxed in the last stage," said Andis. "In the WRC you can follow splits: if we could have this system here, than we would push to the limit to the end. We thought that with this speed we'll lose some 3 or 4 seconds, which is enough to hold first place, but Vorobjovs drove faster than we expected," commented Andis' co-driver Pēteris Dzirkals. The pairing is too disappointed with the result, as the event was used mainly as a preparation for next WRC round in Greece where these Latvians will be participating in the "Rally Class" event.

"We didn't believed that we could fight back in last stage as 8 seconds in such competition is very much," said co-driver of Jānis Vorobjovs, Guntars Zicāns. "Most important was to win the Power Stage to get some extra points for our Championship. But, this last stage we drove perfectly and

when saw time at the finish we understood that it was enough for the overall win. We were very happy as didn't believed that this was possible."

By the way, for Jānis Vorobjovs, this was very first win in Rally Talsi!

After the withdrawal of Raimonds Kisiels as the only WRC car of this rally (a Mitsubishi Lancer WRC) in SS8, third place overall was claimed by the Estonian Group N champion Kaspar Koitla, making this event's podium even more international.

One of the most spectacular drivers of this rally was another ex-WRC star Finn Toni Gardemeister. This year he represented the Latvian rally-raid team RE Autoklubs and competed in a Mitsubishi Pajero. in these classic rally stages, Toni was 19th quickest and finished just a step (06.8 seconds) from podium in Class A+ in fourth place! **H&H**

Rally Talsi 2012's Final Classification:

- 01) J. Vorobjovs/G. Zicāns (Latvia)**
Mitsubishi Lancer Evo X N4 - 56m 03.54s
- 02) A. Neikšāns/P. Dzirkals (Latvia)**
Mitsubishi Lancer Evo X N4 + 03.74s
- 03) Kaspar Koitla/Andres Ots (Estonia)**
Mitsubishi Lancer Evo X N4 + 36.95s
- 04) M. Svilis/A. Aizsilnieks (Latvia)**
Mitsubishi Lancer Evo VIII A+ + 01m 00.10s
- 05) S. Pärn/K. Järveoja (Estonia)**
Subaru Impreza N4 + 01m 18.14s
- 06) V. Švedas/Ž. Sakalauskas (Lithuania)**
Mitsubishi Lancer Evo X N4) + 01m 26.81s
- 07) J. Joge/J. Stigh (Sweden)**
Mitsubishi Lancer Evo IX N4 + 01m 46.14s
- 08) A. Egle/A. Dauga (Latvia)**
Mitsubishi Lancer Evo X N4 + 02m 03.37s
- 09) R. Aus/R. Jõessar (Estonia)**
Mitsubishi Lancer Evo IX N4) + 02m 13.26
- 10) J. Feldmanis/A. Jesse (Latvia)**
Mitsubishi Lancer Evo X R4 + 02m 18.71s

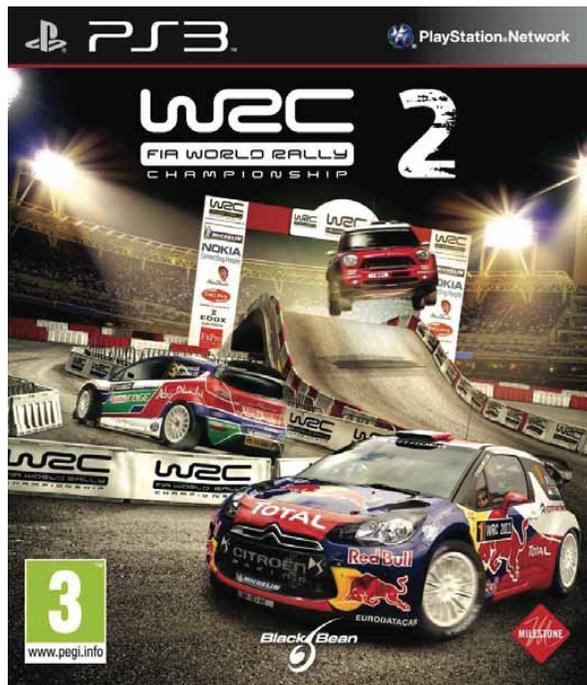
Class R2:

R. Sirmacis/M. Kulšs (Latvia)
Ford Fiesta - 01h 04m 25.87s

Class 2WD:

D. Myachin/K. Buzius (Russia/Lithuania)
Honda Civic - 01h 04m 47.20s

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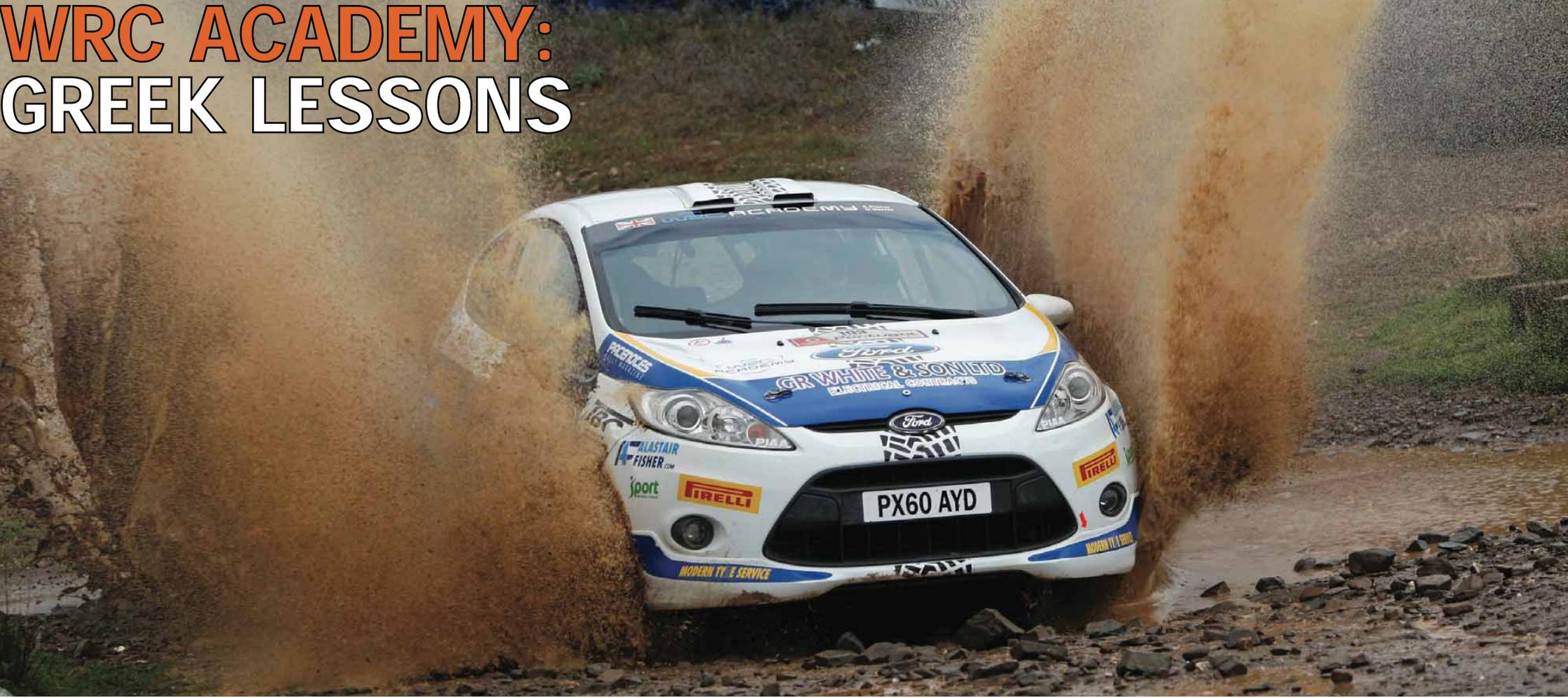
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PARC FERME

WRC ACADEMY: GREEK LESSONS



Words: **Handbrakes & Hairpins**
Picture: **M-Sport/WorldRallyPics**

The FIA WRC Academy crews will embark on one of the biggest challenges in their careers this week as they tackle the infamous Acropolis Rally. Famed as one of the toughest events on the World Rally Championship (WRC) calendar, this year's competitors will have to utilise all of their training as they look to conquer the ultimate test of both man and machine.

Supported by Ford Racing in Europe and with control tyres from Pirelli, this will be the WRC Academy's first venture to the Greek event, which will provide the setting for the youngsters' most challenging test to date. The identical Ford Fiesta R2s that make up the WRC Academy field have been strengthened to cope with restricted cooling in the slow corners of the twisting mountain tracks and withstand severe punishment from the rocks and underlying bedrock that litter the stages.

As one of the longest-standing rallies in the WRC, the 59th Acropolis Rally may prove less torturous than the five-day events of the past, but with temperatures reaching highs of over 30C and the earlier scheduling rendering the roads more abrasive than last year, the WRC Academy crews will have to adapt a blend of strength, reliability, speed and intelligence as they look to secure a strong result.

Crews will contest the 25km Super Special on Thursday evening before tackling the opening loops on Friday and Saturday. Despite contesting no repeat stages, this year's WRC Academy contenders will have the opportunity to drive some of the most classic stages in Greece with runs over 'Bauxites' and 'Drossohori' as well as new challenges on the final day of competition through the beautiful Peloponnese peninsula.

Leading the WRC Academy following his victory at the Vodafone Rally de Portugal last month, Alastair Fisher (23) will be looking to maintain his lead. The Northern Irishman has been working with Sport Northern Ireland to

ensure that he is in the best physical shape for the demands ahead – making best use of the programme's heat chamber to test his fitness. As well as securing third place in the Fiesta SportTrophy UK series on the Pirelli International Rally earlier this month, Fisher has completed two extensive tests to ensure maximum seat-time before he rejoins regular co-driver Daniel Barritt for their debut on the Greek stages.

The Acropolis Rally marks a real milestone for the brother and sister pairing of Brendan Reeves (23) and Rhianon Smyth. Competing together since 2002, the second round of the WRC Academy will mark the duo's 50th event together – 14 of which have been outside of their native Australia. Since securing second place in Portugal, Reeves and Smyth contested the Targa Tasmania Rally – a five-day endurance event on home soil in which they were running third in their modified Mazda RX8 SP before a mechanical problem forced them to retire. Reeves is currently training in Austria with the FIA Institute Young Driver Excellence Academy and will be looking to put all of his training and



experience to good use as he makes his Greek debut this week.

Following a fantastic debut in the Ford Fiesta R2 last month, WRC Academy rookie Pontus Tidemand (21) returns to the one-make series eager to build upon his third place in the standings. The Swede has had a host of seat-time since the previous event. After taking class victory at Rally Sørland in Norway, Tidemand drove the zero-car on a local Swedish event, tested a Fabia S2000 and also completed a two-day test with fellow Swede Ingemar Svensson's Ford Fiesta RS WRC. Next up, the 21-year-old will contest the third round of the Swedish Rally Championship alongside WRC Academy co-driver Stig Rune Skjærmoen before looking to emulate his recent Scandinavian successes on the international stage in Greece.

Also keen to replicate his good form from the previous round in Portugal, Timo Van Der Marel (22) will be looking for another strong result. The KNAF-supported driver contested the 2012 Rallye Sulingerland earlier this month alongside co-driving girlfriend and former WRC Academy contender, Rebecca Smart. The pairing finished 14th overall and second in the Nissan Cup to lead the 350Z Challenge in

their Nissan 350Z. Van Der Marel also attended the fourth workshop of the FIA Institute Young Driver Excellence Academy where he completed a number of practical seminars on physical fitness and driving style – sessions that will prove valuable as he rejoins Erwin Berkhof for the Acropolis Rally this week.

After claiming three stage wins in Portugal, the Scandinavian pairing of Fredrik Åhlin (21) and Morten Erik Abrahamsen will also return to competition in Greece. Since the season opener, Åhlin has been working for Audi as a driving instructor in Denmark. The 21-year old teaches an advanced driving course for the manufacturer and put his own skills to the test with some hot-laps in an Audi R8.

Also returning to the WRC Academy in Greece, Jose Suárez (21) will be reunited with regular co-driver, Candido Carrera. Since Portugal, the asphalt specialist contested Rally Auxerrois – a gravel round in the French Championship – to perfect his ever-improving driving style on loose-surface events. Despite being forced to retire from the rally with mechanical problems, the extra seat-time and recce will see the Spaniard well placed as he looks for a strong result on the gravel stages of the classic Greek event where he

welcomes new sponsor, ACSM Marine Services.

Currently leading the British Rally Championship (BRC) in his Ford Fiesta R2, Elfyn Evans (23) will be looking to replicate his home success on the international stage. The Welshman has secured victory on every round of the Fiesta SportTrophy UK series this year, as well as a string of top five finishes in the BRC to lead the championship ahead of a host of more powerful R3 specification cars. Evans' consistency and mechanical sympathy, combined with his obvious pace, is set to prove an advantage as he makes his debut on the Acropolis Rally. In a change from the previous event in Portugal, Evans will be joined by the 2007 and 2008 BRC Champion, Phil Pugh. Having contested the J-WRC alongside Guy Wilks from 2004 – 2006, Pugh brings a wealth of experience from international events in both the WRC and Intercontinental Rally Championship.

After debuting in the WRC Academy on his home event in Portugal, João Silva (24) will return to the one-make series with a new co-driver – Hugo Magalhães. It has been a busy month for the Portuguese pairing as they work on building their relationship ahead of the second round of the season. Having run together as the zero-car on the third



round of the Portuguese Championship, the pairing have also been training hard to make sure they are in top shape for the demanding event. This week also saw the duo conclude a test with the Ford Fiesta R2. Having completed 70km, the twosome learnt a lot about the car and are confident of finding a good set-up in Greece.

Also returning to the WRC Academy, John MacCrone (23) will be looking to put the disappointment of Portugal behind him where he was forced to Rally 2 following damage to his Ford Fiesta R2 on the opening day of competition. The Scotsman contested the second round of the Scottish Tarmac Rally Championship at Ingliston earlier this month. Despite being forced to retire from the event with a mechanical issue, MacCrone secured three fastest stage times in his Ford Fiesta R2 to out-perform a number of more powerful specification cars. Making their debut at the Acropolis Rally, MacCrone and fellow Scot Stuart Loudon will also welcome a new sponsor to their squad – Glengorm Castle on the Isle of Mull.

Also keen to put the disappointment of Portugal behind him, Chris Duplessis (24) makes a welcome comeback to the one-make series after being forced to retire from

the previous round with accident damage to the rear of his Ford Fiesta R2 on the final stage. Returning to the States, the charismatic American has spent two weeks working and training at the DirtFish Rally School in Washington. Working on perfecting his pacenotes with the skills learnt from Ford World Rally Team's Chris Patterson last month, Duplessis and regular co-driver Karl Atkinson will put their training into practice as they debut on the Acropolis Rally – an event where detailed pacenotes can make all the difference.

Finally, making his official debut in the WRC Academy, South African Ashley Haigh-Smith (19) brings the number of represented continents to four. As the youngest driver in the series, the 19-year-old is currently competing in the South African Rally Championship in a Ford Fiesta R2 and had been comfortably leading his class on the previous round at the Sasol Rally until collecting three punctures and ultimately being forced to retire from the event. Haigh-Smith has also been the driving force behind an exciting project in his native South Africa which offers an extended driving experience with the youngster and donates 20 per cent of the proceeds to charity. Accompanied by accomplished co-driver Craig Parry – who is currently leading the BRC

co-driver standings – Haigh-Smith will be looking for a good result on his Greek debut.

Making his debut as a registered WRC Academy driver, Ashley Haigh-Smith said: "The WRC Academy is the place to be if you want to learn and eventually progress into top-level rallying. The competition [in the feeder series] is just as tough as it is amongst the P1 drivers and, with an equal playing field for everyone, it is just the driver and the navigator who make the difference which gives us the perfect opportunity to show what we can do behind the wheel. I'm feeling good ahead of Greece. For sure it will be a tough opening event for us, but I am looking forward to the challenge and we have been working hard to ensure a strong result. In South Africa we don't conduct a recce as you would in the WRC, so I have spent the past two days working on my recce and pacenote skills up in the mountains. The roads in South Africa are pretty rough, so hopefully that will give us a slight advantage. But we have nothing to prove on the first event. For us, it will be about trying to find some consistency and getting our pace up to that of those who have had the benefit of an extra event." **H&H**

WRC RALLY GREECE: BREAKS AND BRAKES



Words: **Handbrakes & Hairpins**
Pictures: **WorldRallyPics, Citroën Racing**

To rally fans, the Acropolis Rally of Greece conjures up images of cars bouncing over the rough gravel roads with plumes of dust twirling behind the rally machine. For rally crews, this event means high in-car temperatures, bruised shoulders from the seatbelts and cut tyres all mixed with high-speed and aggressive driving over the long sweeps that litter the stages.

The World Rally Championship (WRC) visits this car-breaking event each year, an event steeped in tradition and history. When aiming for victory on this arduous event, teams will need a car that is a blend of strength, reliability and speed. These gravel stages have a fearsome reputation, and most cars carries additional underbody protection to guard against damage from the loose rocks. The high ambient temperatures (expected to be in the mid-30°C this weekend) also places stress on the engines, gearboxes and crews. Drivers and co-drivers will face in-car temperatures in

the 40°C range and their fitness levels will be tested to the extreme. For rally cars, the slow mountain passes offer cars little cooling from the air flow and crews will need to monitor their engine's vital stats to fight to the finish line.

A fourth day of competition and a new-look opening leg bringing the return of classic roads are the main changes for the 2012 edition. Loutraki, at the head of the Corinth Canal, remains the rally base with the main service park on the edge of the town. After Thursday's start ceremony close to the spectacular Acropolis in central Athens, competitors tackle a single stage on the return route to Loutraki. Friday journeys north around the Gulf of Corinth to tackle stages near Itea that have not been used since 2009. It is the longest day, with almost 170km of competition and just two short service breaks in Itea. Saturday's route journeys west across the Corinth Canal for stages in the Peloponnese peninsula and Sunday's final leg is identical to last year and based east of Loutraki. Competitors tackle 22 stages covering 409.47km, 60km more than last year, in a route of 1661.39km.

Fans of the Blue Oval will rejoice at the news that Jari-Matti Latvala and Miika Anttila return to the Ford World Rally Team after passing a two-day fitness test in Portugal last week. He joins Petter Solberg/Chris Patterson who are in the hunt for their first win of 2012, and Solberg has an impressive record at this event and should be a threat to the dominance of the Citroën World Rally Team's two crews of Sebastien Loeb/Daniel Elena and Mikko Hirvonen/Jarmo Lehtinen.

It will, of course, be a fight for the overall win amongst these crews, but it would prove foolish to discount WRC rally winner Mads Ostberg (Adapta World Rally Team) as well as the young chargers Thierry Neuville (Citroën Junior Team) and Martin Prokop (Czech Ford National Rally Team). Interestingly, Henning Solberg/Iika Minor return to the series in a MINI John Coopers Works WRC machine...

This is one event where anything can truly happen, and it usually does. A moment's lapse in concentration, one puncture or a poorly set-up car can cost a place on the podium. This is the Acropolis Rally of Greece! **H&H**

CLOSING SHOT

The WRC Academy action heads to Greece this weekend for the Acropolis Rally of Greece, an event steeped in history and prestige. To predict a winner from the world's youngest guns for victory in this rally is difficult. The rally will be a challenge and a test of their skills.
Picture: M-Sport.

