



**FIA WORLD RALLY CHAMPIONSHIP  
RALLY OF TURKEY  
Media FIA Pre-event Press Conference**

**12.10.2006**

**Present:**

**Fatih Kara (FIA JWRC)  
Guy Wilks (FIA JWRC)  
Colin McRae - Kronos Total Citroën World Rally Team  
Marcus Grönholm - BP-Ford World Rally Team  
Armin Schwarz - Red Bull Škoda Team  
Petter Solberg - Subaru World Rally Team**

**Welcome to the FIA pre-event press conference.**

**Q: Fatih, welcome. You are the first Turkish driver to be representing your nation on the FIA Junior World Rally Championship; how does it feel to be driving on home territory? Do you think that being a local driver gives you an advantage? How well do you know these stages? Is this your best chance of the year for a top result? How tough is this event for a Super 1600 car?**

**FK: It's a very good feeling and I'm very excited for my home rally. I'm very happy to be here and I hope it will be a very good race. I know the roads a little, I raced in 2005 – so I have experience, but they (rivals) have a lot of experience too. I don't know if this is my best chance, maybe it is. This is not tough (for the car); in 2004 and 2005 it was much tougher. The stages are very nice, very fast in places and quite technical.**

**Q: Guy, you are currently third in the JWRC on 21 points. Your team-mate P-G Andersson leads on 29 points and Patrick Sandell is behind him on 28 points; they have both got a chance of winning the title here in Turkey, what can you do to stop them? Are you going to push hard for the win, in order to give yourself the best chance of winning the title here or is it more a question of coming away with as many points as possible?**

**GW: Obviously I'll try to stop them by winning the event. They're in control of their rally and I'm only in control of my event. My aim is to win; it's just how we go about doing that here. I think experience is definitely playing its part in my career now. I've been there and learned it, sometimes the hard way. Once you have that experience it never leaves you. I've been on the back of some bad results. I've told you about our aim, we just want to do it then assess the (Championship) situation once the rally is finished. Foremost in my mind is keeping the car on the road – the road has changed so much since the recce. We've seen the rain which will make a difference, but it could dry out. We could have mixed conditions; that's obvious and very difficult to call. We'll have a look after the first loop, we'll see then who is attacking and who's not, but it's very important to get the car back to first service.**

**Q: How much local support do you have here Fatih? Is the JWRC a good way to promote yourself and your career? What is your plan for next year; will you stay in the JWRC or would you like to do something else? Is the Renault Clio still competitive in the category compared to some of the newer cars that are competing at the moment?**

**FK: I don't know how many spectators will come in the rain, but of course there are some. JWRC is good; in 2003 I was just watching these guys on the stages. I was at the starter level in the Turkish Championship. Now it's another role for me, I need more and more experience. I'm very lucky driving the Clio; it's a very good car. I don't know about next year.**

**Q: Guy, you had a bit of World Rally Car experience in Ireland before coming here. Tell us how it went – do you think you would be ready to step up to that level on a full time basis next year?**



**According to the news recently you won't be at the wheel of a Suzuki next year, so what are your plans for 2007?**

**GW:** We did an international rally in the south of Ireland. We did quite well, I suppose. It was my first experience of the World Rally Car. We were up against multiple British champion Mark Higgins and Markko Martin and, at the end of the first day, we were leading by quite a healthy margin. I'm sure I can make that step, I have the belief in myself – it's just so difficult to get an opportunity with a manufacturer when you have so little experience in a World Rally Car. The only way to get experience is money – I don't have that. We're working very hard on that. I have no plans for 2007; I'm still open to offers!

**Q: Colin, first of all, welcome back. How does it feel to be a world rally star again? When you first heard the news that Sébastien Loeb had broken his arm, did you expect a phone call from the team? Was it a surprise to you? You tested the car in the UK for a day and a half; how did it feel? Was it much different to the 2003 Citroën Xsara you last drove as part of the factory team? What are going to be your objectives for this event and how much pressure are you under?**

**CM:** It's strange, quite strange. I was enjoying the holiday I was having for a year, but it's a great opportunity to step into the World Champion's car – it's not one that comes along very often. I'm looking forward to it. I wasn't really expecting it, there are a lot of other drivers out there – it was quite a surprise to get the call. It's a long time since I drove the Xsara, it's hard to make the comparisons but there were no major shocks. The car was quite easy to drive for the first 90 per cent, it's that last 10 per cent which is hard to get. It's a tough event for me; I only did it once in 2003. The stages have changed completely and we've had to re-write our notes from the start. It would have been easier to come back to Australia or one of the other rallies I know well.

**Q: Marcus, welcome. Sébastien's accident is obviously big news for you as well. What did you think when you heard about it? Does it give you a chance of winning the Drivers' Championship? What about the Manufacturers' Championship? Does this situation affect tactics; either your own or the team's? Without Sébastien, who do you think will be your biggest challenger here?**

**MG:** The first time I got the text message, I wasn't sure it was true. Then I heard, yes, it changes things a little bit. I still have a chance to catch him, but it depends on when he will come back. We are trying to win rallies but it won't be easy – given the weather conditions here. It will be difficult, first I have to finish all of the rallies and nearly win them all. For the Manufacturers' Championship it looks better. Even when Seb was there we were nearly catching them. We will see. I will drive in the same way, there's no reason to change – we have to do the same job. My biggest challenge will be from Petter, Colin and my team-mate Mikko – they will be the fastest here.

**Q: Armin, you obviously had big problems in Cyprus with the electrical problem that stopped both cars after SS1. Luckily you've had the necessary dispensation to do some testing; have you found the root cause of the problem and do you feel confident that it will not happen again? How did your test go? In Cyprus we had no real chance to see the potential of the car in these rough and hot conditions; how do you think it will go here in Turkey?**

**AS:** First of all I can only thank the FIA and the teams for the permission to test. It was not a big problem, but both cars stopped with the destroyed ECU. It was a sensor problem which caused the trouble, but luckily the engines were not damaged so we could use them again here. I am confident we will not have the problem again on this rally. In Cyprus, it was a heat problem which it looks like we won't have here. We have been optimistic before Cyprus, but look at the weather here – anything can happen. It is not an easy rally, especially when it is wet. The drivers need to keep a good speed, but Andreas especially; we would like to see him at the finish. There is no time for disappointment, this is motorsport, we worked very hard for the good results and we will work hard again here.



**Q: Petter, welcome. We've not seen much of you recently as you've not been getting the results you wanted, but Subaru is addressing the problems. There's been a development test in Sicily and what has been the result of that? Do you expect the Impreza to be stronger here than it was in Cyprus? How much do you think you can get out of this year, or are you just concentrating on next year now? Of course, we have no Sébastien Loeb here; could you fight for a win? How important is it to Subaru to win a rally this year?**

**PS:** I didn't do the test. I've been sick for one and a half weeks and, actually, today is the best day. From what I've heard, things have improved. They seem to be getting to the bottom of many of the troubles we have had with the car. There are many areas, the engineers we have got into the team are doing a good job – there's no point going into details. Some details are better. Here, it depends on the weather. If it stays like this it could be good, we have to wait and see. It could be a long time before we're on the top step. How can Marcus say this? We haven't been close. It's nice of him! It hasn't been promising this year, but we will try. You want the truth or the political way... It's not been good fun this year. There's no point to give up, we have a lot to learn from this car for next year. Everything we can do to learn for next year we will do, hopefully we can get 40 points more this season... The guys are working flat out. I don't think many of them have seen their wives for a long time. Let's hope they can get a little bit back. I must say, it's good to have Colin back again – we've been missing him.

**Q: Colin, apart from a MkII Escort, you've not really driven a rally car in anger for nearly a year now. How difficult do you think it will be for you to get back into the swing of things? How long will it be before you are running at full speed? Your road position is pretty much at the back of the field; do you think that will help you on the opening day? How easy has it been to get back into working with Nicky and making effective pace notes on the recce? Was this an entirely new event for you, or were there some bits that were familiar from 2003? What instructions have the team given you?**

**CM:** About six months, I think...! Six hours maybe, I don't know. As I said, it quite easy to go to a reasonable speed, but to have a year out and go up against these guys - the best in the world - I don't know. If it had stayed dry, it would have been better. The year off meant we'd be further down the road, which could have helped with our road position in the dry. That's out the window now. I don't know. The last thing I want to do is make a mistake, but in these conditions, it's not going to be nice. One thing's for sure, I've got no excuses.

**Q: What did you think of the conditions Marcus, from what you could see on the recce? Is this a rally you think you are going to enjoy? In Cyprus, you lost time on the repeated stages; do you think you will be okay here on the second run?**

**MG:** It looks good in the recce, the stages are nice and smooth and wide. Now the rain has changed it and we don't know how it looks in the mountains. It will be a surprise for us. I don't know, we will see. A few stages in Cyprus were not so good, but this is not Cyprus.

**Q: Looking forward to next year Armin, do you feel confident that the Red Bull-Škoda programme can continue? Which stage of planning have you arrived at? When do you think you will know for sure?**

**AS:** The only thing I can say is that we are very confident to be here next year. In which condition, I don't know. Things are looking good. Andreas has come up through the Red Bull young driver project, it helps him. In Germany he did a fantastic job. You need a long-term and stable programme for a driver like this. Red Bull is fully behind this young driver.

**Q: The other piece of news to emerge from Subaru recently was the confirmation of Chris Atkinson alongside you for next year. Are you pleased by that decision? Now that it's just you and Chris on every rally next year, do you think you will make a strong team?**



**PS:** Yes, he is very good. He's a young driver and similar to Mikko, it's going to be a good battle between them. Hopefully he will perform better and better for me and the team. Well, hopefully a very strong team; I'm fed up with being down the list.

**QUESTIONS FROM THE FLOOR:**

**Ole Rolfsrud (NRK Norway)**

**Q: Petter, how was shakedown?**

**PS:** The shakedown time was good. We've been quick on short distances before. We will see tomorrow, we have struggled on the long distances before.



**FIA WORLD RALLY CHAMPIONSHIP  
RALLY OF TURKEY  
RALLY NEWS - LEG ONE**

**13.10.2006**

Ford's Marcus Grönholm leads the Rally of Turkey after the opening leg of the 13th round of the FIA World Rally Championship, the Finn pulling out a 26.1 second advantage after 70 kilometres of competition. Second position is held by Subaru World Rally Team driver Petter Solberg, the Norwegian finally enjoying a trouble-free run after months of bad luck and poor performances, while third overall is once again held by Finland's Mikko Hirvonen.

In contrast to the dry conditions for the reconnaissance at the start of the week, monsoon-like conditions during the last two days changed the face of the rally and crews have encountered treacherously muddy and slippery roads today. The opening two stages were also cancelled for safety reasons and rain, thick mud and fog have characterised the day providing a tricky test for the contenders.

Marcus Grönholm has led from the outset and the Finn set a blistering pace, pulling out an impressive 24.9 seconds in the first stage alone. In the absence of arch rival and Championship leader Sébastien Loeb - who was forced to withdraw after breaking his arm 10 days ago - Grönholm must claim victory if he has any hope of continuing to fight for the title. Three fastest times in the six stages that were run have aided the Finn but, with more rain forecast tomorrow, the battle ahead looks to be as tricky and unpredictable as ever.

Petter Solberg claimed three fastest stage times during the leg and attributed Subaru's upturn in performance to hard work and team effort. Changes to the Impreza's set-up have increased his confidence throughout the day and a reliable and consistent car has rewarded the team with second overnight. Mikko Hirvonen is just 22.7 seconds adrift in third in the second Focus with Henning Solberg (Peugeot 307 WRC) hot on his heels only 0.7 seconds behind in fourth.

Colin McRae - substituting for the injured Loeb - had a promising start in the Citroën Xsara and ran as high as fourth overall after just over a year out of world rally car competition. The Scottish former World Rally Champion then lost time on the wrong tyres in the muddy conditions this afternoon and slipped to sixth at the end of the leg, albeit within striking distance of his rivals.

**Rally of Turkey – Results after Leg 1**

- 1 Marcus Grönholm/Timo Rautiainen Ford Focus RS WRC 57 min 25.1sec
- 2 Petter Solberg/Phil Mills Subaru Impreza WRC 57 min 51.2sec
- 3 Mikko Hirvonen/Jarmo Lehtinen Ford Focus RS WRC 58 min 13.9sec
- 4 Henning Solberg/Cato Menkerud Peugeot 307 WRC 58 min 14.6sec
- 5 Kosti Katajamäki/Timo Alanne Ford Focus RS WRC 58 min 37.3sec
- 6 Colin McRae/Nicky Grist Citroën Xsara WRC 58 min 51.0sec



**FIA WORLD RALLY CHAMPIONSHIP  
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RALLY NEWS - LEG TWO**

**14.10.2006**

Finland's Marcus Grönholm has extended his lead during the second leg of the Rally of Turkey and looks to be in a position to maintain a Championship fight in the absence of series leader Sébastien Loeb. Maximum points to slash the deficit to Loeb are critical and while the Finn now has a two minute 05.2 second advantage over Ford team-mate Mikko Hirvonen, tricky and unpredictable conditions guarantee nothing. Petter Solberg, second throughout the leg and winner of two stages today, crashed in the penultimate stage and retired from the leg. Ironically it was brother Henning Solberg who benefited and moved into third overnight.

While conditions have been markedly better than yesterday, inconsistent levels of grip on the muddy mountain roads have made tyre choice difficult. And, while the rain held off for most of the day, a heavy hailstorm in the penultimate stage added yet another dimension to the 13th round of the FIA World Rally Championship.

Marcus Grönholm and Petter Solberg (Subaru) have been battling hard throughout the leg, the two Scandinavians split by mere seconds and sharing stage wins in their fight for victory. Grönholm nevertheless inched out his advantage and was then handed the comfortable lead he so desperately needs when rival Petter Solberg retired from the leg. The Subaru driver hit a rock in stage 15 which launched the car off the road and into a ditch, where he was forced to retire from the leg and watch a potential best result in months disappear.

Grönholm's team-mate Mikko Hirvonen - winner of two stages - now claims second and, with Henning Solberg nearly three minutes adrift of Grönholm, the Finn couldn't have hoped for a better overnight result with just three stages to be run tomorrow. Chris Atkinson is now flying the flag for Subaru and the Australian has climbed from seventh to fourth. Kosti Katajamäki, in another Ford, holds a close fifth with Xavier Pons (Citroën Xsara) rounding off the top six. Britain's Colin McRae, drafted in to replace the injured Sébastien Loeb, is seventh overnight. A combination of the wrong tyres and a set-up too hard for the wet conditions has conspired against the former World Rally Champion.

**Rally of Turkey – Results after Leg 2**

- 1 Marcus Grönholm/Timo Rautiainen Ford Focus RS WRC 2 hr 49 min 50.4sec
- 2 Mikko Hirvonen/Jarmo Lehtinen Ford Focus RS WRC 2 hr 51 min 55.6sec
- 3 Henning Solberg/Cato Menkerud Peugeot 307 WRC 2 hr 52 min 36.0sec
- 4 Chris Atkinson/Glenn Macneall Subaru Impreza WRC 2 hr 52 min 54.4sec
- 5 Kosti Katajamäki/Timo Alanne Ford Focus RS WRC 2 hr 52 min 56.1sec
- 6 Xavier Pons/Carlos Del Barrio Citroën Xsara WRC 2 hr 53 min 19.9sec

**FIA WORLD RALLY CHAMPIONSHIP**



## RALLY OF TURKEY RALLY NEWS - LEG THREE

15.10.2006

The BP-Ford World Rally Team crew of Marcus Grönholm and Timo Rautiainen kept their Championship hopes alive today with a commanding win in the Rally of Turkey, the 13th round of the FIA World Rally Championship. The Finnish duo led from start to finish claiming victory over team-mate Mikko Hirvonen by two minutes and 23.4 seconds. Third position was taken by Norway's Henning Solberg, his first WRC podium position.

In the battle for the Drivers' Championship, Grönholm has slashed the deficit to Sébastien Loeb, claiming maximum points in the absence of the injured Frenchman. It marks his fifth win of the season and puts him to within 25 points of the reigning World Champion with an available 30 points remaining. Hirvonen's second position sees him overhaul Daniel Sordo to take third in the series. In the FIA World Rally Championship for Manufacturers, it was a dream result for Ford and they now move ahead of the Kronos Total Citroën World Rally Team who scored just three points.

Marcus Grönholm drove the perfect rally, the Finnish Ford Focus driver leading from the outset. After two days battling with Subaru's Petter Solberg, Grönholm was then handed a massive advantage when the Norwegian was forced to retire from yesterday's leg when he went off the road. With just three stages remaining today, and team-mate Mikko Hirvonen in second position, the Finn could ease the pace and head an impressive Ford one-two at the finish in Kemer this afternoon.

For Henning Solberg (Peugeot 307 WRC), third overall marks the best result of his WRC career and moves him ahead of younger brother Petter in the Championship standings. Finland's Kosti Katajamäki (Ford Focus) was fourth going into the last stage but then lost power due to high oil and gearbox temperatures. He dropped to fifth behind Xavier Pons. Chris Atkinson dropped from fourth to sixth after a spin in the penultimate stage but was the lead Subaru at the finish. Britain's Colin McRae - replacing the injured Loeb - was on course for seventh, but stopped in the final stage with alternator problems.

The 14th round of the FIA World Rally Championship takes the crews to Perth for Rally Australia (27-29 October).

Rally of Turkey – Results after Leg 3 (subject to routine fuel analysis)

- 1 Marcus Grönholm/Timo Rautiainen Ford Focus RS WRC 3 hr 28 min 16.3sec
- 2 Mikko Hirvonen/Jarmo Lehtinen Ford Focus RS WRC 3 hr 30 min 39.7sec
- 3 Henning Solberg/Cato Menkerud Peugeot 307 WRC 3 hr 31 min 22.3sec
- 4 Xavier Pons/Carlos Del Barrio Citroën Xsara WRC 3 hr 31 min 43.7sec
- 5 Kosti Katajamäki/Timo Alanne Ford Focus RS WRC 3 hr 31 min 44.8sec
- 6 Chris Atkinson/Glenn Macneall Subaru Impreza WRC 3 hr 31 min 52.8sec

FIA World Rally Championship for Drivers (after 13 of 16 rounds)

- Sébastien Loeb (F) 112 points
- Marcus Grönholm (S) 87 points
- Mikko Hirvonen (FIN) 47 points
- Daniel Sordo (E) 43 points
- Manfred Stohl (A) 34 points
- Henning Solberg (N) 25 points
- Petter Solberg (N) 23 points
- Toni Gardemeister (FIN) 20 points
- Xavier Pons (E) 18 points



FIA World Rally Championship for Manufacturers (after 13 of 16 rounds)

BP-Ford World Rally Team 153 points  
Kronos Total Citroën World Rally Team 145 points  
Subaru World Rally Team 83 points  
OMV Peugeot Norway 67 points  
Stobart VK M-Sport Ford World Rally Team 35 points  
Red Bull-Škoda Team 23 points



**FIA WORLD RALLY CHAMPIONSHIP  
RALLY OF TURKEY  
Media FIA Post-event Press Conference**

15.10.2006

**Present:**

**1st - Marcus Grönholm - BP Ford World Rally Team  
1st - Timo Rautiainen -BP Ford World Rally Team  
2nd - Mikko Hirvonen - BP Ford World Rally Team  
2nd - Jarmo Lehtinen - BP Ford World Rally Team  
3rd - Henning Solberg - OMV Team Peugeot Norway  
3rd - Cato Menkerud - OMV Team Peugeot Norway  
Representative of the winning manufacturer, BP-Ford World Rally Team, Malcolm Wilson**

**Welcome to the post-event FIA press conference.**

**Q: Marcus, congratulations on another victory. In order to stand a chance of winning the Championship at all this year, you had to win really. You've done that, so does it bring your chances of a third World Championship any closer? Are you beginning to think now that maybe, just maybe, it's possible? Did you come under any pressure at all throughout the three days? Petter Solberg seemed to be going quickly yesterday afternoon before he went off.**

**MG:** Okay, there is a possibility on paper and maybe we can do it. We need to be 100 per cent finishing and doing the best we can, then it also depends when Seb is coming back. I'm not thinking about that, more important is to win the Manufacturers Championship. It is possible, but not easy. I cannot say anything more, we will see. Okay, yesterday, Petter was pushing in the muddy conditions and I didn't want to take any risk. Sometimes he was beating me by nine or ten seconds, okay. So, it was not easy, then when he went off it was much easier for me.

**Q: Timo, congratulations. What is your perspective on the Championship battle? Do you believe that Marcus can do it? Obviously a major talking point of this rally was the weather; just how bad were the conditions? Is this some of the worst weather you've seen? How complicated was the tyre choice? Did you worry at any point that you might throw your lead away?**

**TR:** Yes, like Marcus says it is possible and I believe we can finish in the right positions. We need to win and take two second positions or something and Sébastien needs to feel very comfy at home, recover there and have a nice holiday! Like Marcus, I'm not thinking about this. Instead we are taking care of the Manufacturer points. Most stages were okay, driveable and nice stages. When it's raining some of the stages change their nature completely, when it's like this I don't want to be in the car. I had to do this on two stages on Friday and I did not enjoy it. The tyre choice was not so difficult; we started in full rain, so we took the softest compound. We did the perfect tyre choice every time. BF Goodrich offered us the best solution for every stage, so we have no complaints.

**Q: Mikko, congratulations on another second place; good for you and very good for Ford. This cannot have been an easy rally for you as Henning Solberg was never far away. How pleased are you with your performance? There were a number of stages when you were right on the pace of Marcus; would you say that this was one of your strongest rallies this year, under the difficult circumstances?**

**MH:** I'm really pleased. Like you said, Henning pushed hard all the time and Petter wasn't too far – we tried to catch him as well. That wasn't the easiest in these conditions. The car was great and no mistakes from me; the perfect weekend. Maybe not the strongest one, but it was good. In Cyprus we didn't have the pace, but I was confident when we got the confidence back we would be back with Marcus and we were there on this event.



**Q: Jarmo, congratulations. A very tough rally, where you had to fight all the way. There was obviously the battle with Henning Solberg that we've already mentioned but did you think you might be able to catch Petter Solberg, who was in front of you for the first two days? With such a tight battle for the Manufacturers' Championship, how much pressure were you and Mikko under?**

**JL:** It would have been possible if the weather stayed like it was in the morning on the second loop, but when Petter attacked in the rain we decided to back off, follow the splits and take third place. There was some pressure of course; we need to secure as good points as possible. It's been a good part of the job and I think we've done a good job.

**Q: Malcolm, congratulations on the first one-two since Mexico 2004, on what was probably the most crucial rally of the year in terms of the Manufacturers' Championship. Before the start of the rally, when the weather was so bad it was threatening to blow down your Happy Hour (press reception), how confident did you feel of a result like this? Was this a particularly nerve-racking rally for you? How did you feel on the final day, knowing you could only lose first and second? How confident does this make you for the Manufacturers' title?**

**MW:** We said all along we could challenge for victory on every rally, we've seen Mikko supporting Marcus, and we've seen that again here. The full credit goes to the drivers to get a one-two in these conditions. We always had the right tyres, perfect result. We'd advised all of the guys after we heard about Seb's situation, we were still behind. If we did get ahead, all we could do was throw it away. Now we have to be more careful, these drivers are more than capable, we just have to make sure we give them the car to do it. I think it wasn't so bad, and in fairness, it's different to being in a big battle with Sébastien, as has been the case so many times. The rally has been under control from Marcus and Mikko, so it wasn't anything as difficult as rallies before. As I said, it's in our hands. We can only throw it away. Believe me, I've been trying to get the number one for 10 years – everybody in M-Sport will be giving 100 per cent to make sure we get the job done.

**Q: Henning, congratulations on your first podium in the FIA World Rally Championship, a magnificent achievement. How does it feel to finally be here? You had a fantastic battle with Mikko Hirvonen, which we spoke about earlier, how hard did you push him? Was there a chance of getting past him? You also had a good fight with your brother – what did that feel like?**

**HS:** I think it's the first time we have cried in the car, two tough guys. He started crying, so I had to join him. It's not easy being the big brother to Petter, but I'm catching him step by step. I always try to fight, but the two last stages last night I tried to, it was my choice to take the wrong tyres. We went a lot of seconds behind. You can never give up. On the next last stage a brake pipe broke in the car. I have been a mechanic since I was six years old, so I worked hard and fixed it. We weren't very fast, but we could make it and I'm very happy with third place. It feels very good to be close to Petter. He has all the experience on all these rallies and it feels good to be closer to the top. It's not easy, you have to work hard.

**Q: Cato, was this one of the most difficult rallies you have done? The weather seemed to be changing all the time. Did you have good information on which to base your tyre choices, or did you have some nasty moments as well?**

**CM:** For me, it was the most difficult rally ever; very hard. The tyre choice was quite easy as it was mud all over – not so bad. We had some moments when there was water around the corner. It went well.

**Q: As we mentioned earlier Marcus, this rally was characterised by bad weather. What did you think of the three stage cancellations on the first day? Was it the right decision not to run the stages? Were you worried about the rally going down to just half points and not giving you the**



**chance to fight for the Championship? Normally we've seen you and Sébastien in a very tight battle – what was it like not having him there? Did you feel under less pressure than usual or not? Now we head to Australia – a very different rally and one that you like – how confident are you feeling? What are your chances of another win there?**

**MG:** A little bit worried (about half points), yes. The first day when we couldn't do the first stage, then the second – it was a little like that. But then the weather changed and we could do all the stages. It was the right decision (to cancel them). The first one was so muddy and there was no visibility – it was a good thing to cancel. Petter was speeding up. Okay, maybe the last few seconds, I didn't have to push for them – but still it was not an easy rally. I think Rally Australia will be okay. I like that rally quite a lot. The only thing is that I have to be first on the road – that can be a little problem, but I hope not a lot.

**Q: Can you think of any ways in which you could improve the event?**

**TR:** The weather. The stages are nice and fluent and I like the route itself. The weather we cannot change, but some of those stages change and become dangerous – they're not nice at all to drive on like that.

**Q: You've also overtaken Dani Sordo now to claim third in the Drivers' Championship; how confident do you feel of being able to hold onto that for the rest of the year? What do you think of Rally Australia, coming up next? Will you be driving to take a top result for yourself, or maximum Manufacturer points for the team?**

**MH:** From my point of view I'm quite confident, there are still three races to go. We have to do everything properly and it's not finished yet. The priority is the Manufacturers' Championship. We've passed Kronos Citroën, so there is a little room to breathe. For Rally Australia; both. It's a rally I really enjoy. The nature of the stages are the ones I enjoy the most – you really have to be flat out and see how it goes.

**Q: You're getting more and more accustomed to standing on the podium; do you feel that the first victory is not far away now? What do you think it will take?**

**JL:** Yes. Rallies like this take a little bit of luck. Yesterday and Friday when the conditions were okay and we pushed a little bit, we weren't so far from Marcus's pace. It's not so far away, I think.

**Q: You are in the fortunate position of being one of the few drivers who has a guaranteed budget and a guaranteed place in the FIA World Rally Championship next season. Tell us about your sponsorship deal and what plans you have for 2007. When do you think that your programme might be finalised?**

**HS:** I will drive a full season for sure. It's a two-year deal in a very good car.

**Q: Your current team, OMV Peugeot Norway, has said that its ambition is to overtake Subaru for third in the Manufacturers' Championship. You've come a little bit closer to that objective here; how realistic do you think it is? What is the strategy now for the rest of the season?**

**CM:** We can fight for that position, but of course it's difficult. We will try. We do the last three rallies. I hope we can fight for the podium.

**HS: We're also ahead of Petter (Solberg) in the Championship – that's very important. It will be a good Christmas!**

**Q: Final word with you Malcolm. Here you are, with two cars on the podium, leading the Manufacturers' Championship. It must make you very proud, when less than two years ago there were doubts as to whether or not Ford would even be here. On the strength of this**



**performance, how confident are you of Marcus' chances of sneaking the Drivers' title this year – or is that next year's project?**

**MW:** I think most of it's been covered to be honest. It all depends on Sébastien's recovery. As I said, we can challenge for victory on all the events, but a little bit will be out of our hands if he comes back. One fifth place and the title is his. If he doesn't come back, there's every chance but that puts more pressure on the team. We would need one more win and two seconds if he doesn't come back. It's very difficult to answer until we know whether Sébastien is coming back.

#### **FIA JUNIOR WORLD RALLY CHAMPIONSHIP**

**1st - Urmo Aava**  
**1st - Kuldar Sikk**

**Q: Urmo, an action-packed final day, how have you won?**

**UA:** We started the day in second. Unfortunately, we had two punctures. The biggest problem was the puncture on the second day. What happened to P-G (Andersson) was tough. I think I'm not the right person to comment on what happened to P-G, something technical.

**Q: When you came here, did you expect to be in a position to fight?**

**UA:** Yes, every driver comes to win. We were driving good. Yes, we were thinking about winning and being in the top position.

**Q: Does this win make up for the disappointment in Corsica?**

**UA:** That's a really difficult question to answer. I don't like to think like that. It would be perfect if the fastest guy wins, but the life is different. It's hard to answer.

**Q: How was the JWRC car in these slippery conditions; how difficult was it to find traction?**

**KS:** I think the Turkish Rally this year has been one of the toughest rallies I've ever done on the stages and yes, the traction was difficult, sometimes it was a little boring going up the hill – there was wheel spin but we were not going anywhere.

**Q: What about the Championship now?**

**UA:** It makes the Championship quite interesting. We can see who is the winner in GB. I think I'm leading. There can be only one plan – to be fastest in GB. For sure, it's not going to be easy. We drive almost at winter time. I think we find ice there and on gravel tyres, that's not funny.

**Q: And Kuldar, what do you think?**

**KS:** I am looking forward to it. It's interesting to see the Championship so tight. We will see what happens in GB.