

2024 RALLY ITALIA SARDEGNA: SIVIERO EXPLAINS THE SPECIAL STAGES



Tiziano Siviero has again designed this year's edition of Rally Italia Sardegna, the 21st, which returns to Alghero after a year. Miki Biasion's former co-driver has prepared the race route for RIS 2024 and explains what the main new features of the race will be. The rally programme includes a route consisting of 16 special stages divided into three days for a total of 266.12 timed kilometres.

TIGHTER RACE. "This year start is from Alghero," commented Siviero, "and so we have returned to the classic route scheme of previous years, with the classic special stages close to the Alghero area, especially in the final day, and there is little Gallura. Compared to the past, the race has a more compact format, it is an experiment that we have adopted upon the request of the FIA and the WRC Promoter on the basis of an exemption that Sardinia has obtained, to run and test a more concentrated event format, which could become an option for other organisers in the near future, according to the new FIA regulations being introduced".

Shakedown of Ittiri (2,08 km). «Actually," continued Siviero, "given the unavailability of the Olmedo stage, as it was not possible to obtain permits to access the disused quarry, and given the poor conditions of the Putifigari special stage, this year we have chosen to hold the shakedown with an in-line route in the Arena of Ittiri, where the public will have easy access, and where spectators will be able to see 90% of the race course of the shakedown for the first time in history, an interesting novelty».

DAY 1 (77,82 timed km).

Osilo-Tergu (25,65 km): «The first stage is a lengthened and unprecedented version of the classic

Osilo-Tergu test, where it will be crucial to know how to manage the use of tyres. It is a special stage which, as we know, is characterised at the start by an abrasive surface, while in the new part, which has been used in the past for the 'Monday Test', the surface changes and is smoother. A demanding test in which there could be some surprises, even because this is the first stage of the race».

Sedini-Castelsardo (13,26 km): «The second special stage is the classic time trial that ends with the beautiful image from above with Castelsardo in the background, a test identical to that of last year. It is the special stage with the most access of the entire race, where spectators is spoilt for choice as to what to choose to see, since there is everything».

DAY 2 (149 timed km).

Tempio Pausania (12,03 km). «It is the same version as the first three times we ran it from 2020 to 2022, with a different finish from last year because the last section will again be in the very narrow stretch between the Molinas cork factory. It is a very demanding special stage which, as Neuville mentioned, has at least 15 points in the final section where you can take off a wheel. A stage where you really have to be on your toes, where in 2020 the Ford with Suninen surprisingly made the difference, and where Lappi went off the road two years ago».

Tula-Erula (22,61 km). «It has a more complete and longer version this year, which has made it the most difficult stage of the entire race in my opinion. It will be the one that will make the most difference, it could be the decisive test of the entire race, because it has constant changes of pace, with breakneck sections followed by wider and faster stretches, and not to forget the classic passage of Erula between the wind turbines much appreciated by the public»

Monte Lerno (25,33 km). «Actually, we put together the best of last year's 50-kilometres test.

Basically, we have combined, using the most beautiful gravel roads at our disposal, the classic Monte Lerno jump positioned at the start of the stage with the final part, all set in the frame of the New Arena of Alà. Obviously we expect a lot of spectators both at the jump and in the Arena.».

Coiluna-Loelle (14,53 km). «It will be the TV stage, for the first time we will see the first 18 points on Saturday live till the end of the test. It's a stage that everyone knows, done and re-done, as always very fast, with the classic long jump of Crastazza and a finale that features a new ford and a section built on an old rallycross track, and with the last part of the stage ending

right at the nuraghe Loelle».

Day 3 (39,30 timed km).

Cala Flumini (12,55 km). «The final leg is identical to that of two years ago, with the first stage at Cala

Flumini, which has few spectator's access points, but is very nice to drive as it will have, as in 2022,

fewer kilometres but more gravel, since the asphalt cuts have been eliminated».

Sassari-Argentiera (7,10 km). «This is the Power Stage and is identical to that of two years ago, and

as then it will have an early start of a few hundred metres. As always, there will be lots of spectators

on this special stage, which with its sandy bottom and its traps, has become a great classic of this

race, thanks also to its final section at the edge of the sea».