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**FOR IMMEDIATE RELEASE**

**2014-SPEC HYUNDAI I20 WRC KICKS UP THE DUST**



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- **Hyundai Motorsport made its debut gravel test with evolved i20 WRC in July**
- **Juho Hänninen, Bryan Bouffier and Chris Atkinson all drove the car**
- **Testing programme is on target**

**Alzenau, Germany, August 7, 2013** - Hyundai Motorsport continued to make strong progress on its development programme by conducting the first gravel tests with a new 2014-specification of the i20 WRC in July.

All three of the team’s recently-signed development drivers, Juho Hänninen, Bryan Bouffier and Chris Atkinson, got behind the wheel of the i20 WRC as the team evaluated a range of new components in unique gravel conditions in preparation for the team’s debut season in 2014.

Hyundai Motorsport Team Principal Michel Nandan commented: “We have had a very solid month of testing and learned a lot about the performance potential of the new Hyundai i20 WRC in a range of conditions. As with any inaugural testing, there have been some teething issues to overcome but this is precisely the purpose of testing and we have taken time to analyse and understand the problems. We have signed three very competent development drivers in Juho, Bryan and Chris, and the balance of the last month of testing has, for me, been positive.”

The team carried out two separate private tests during July in which to put the latest iteration i20 WRC through its paces with the prime objective of component testing in appropriate conditions for the FIA World Rally Championship.

“The two test sessions that we held last month took place in the grounds of Chateau Lastours and Mazamet in the south of France, two venues that afforded us diverse conditions,” continued Nandan. “It is important for us to gather data in rough, as well as fast and flowing conditions. The Hyundai Motorsport engineering and design teams at Alzenau are constantly working to perfect the i20 WRC so these latest tests gave us the opportunity to assess the main mechanical components of the car, like transmission or suspension. It is very much an evolution of the car we used in previous tarmac tests.”

The team has also been finessing its own operations at the tests, bonding as a team and establishing the test crew set-up for the rest of the year’s testing.

Nandan concluded: “We have had a lot of work to do in a short space of time but I can sense we are working well as a unified team. We have attained another important milestone by kicking off our gravel tests but we have more still to do in the remaining months before Monte-Carlo. We have hit every target so far and I am proud of the entire team effort. We look forward to our next phase of development with optimism.”

**About Hyundai Motor**

Established in 1967, Hyundai Motor Co. has grown into the Hyundai Motor Group, with more than two dozen auto-related subsidiaries and affiliates. Hyundai Motor - which has seven manufacturing bases outside of South Korea including Brazil, China, the Czech Republic, India, Russia, Turkey and the U.S. - sold 4.4 million vehicles globally in 2012. Hyundai Motor, which employs over 90,000 worldwide, offers a full line-up of products including small to large passenger vehicles, SUVs and commercial vehicles.

Further information about Hyundai Motor and its products is available at <http://worldwide.hyundai.com> and [www.hyundaiglobalnews.com](http://www.hyundaiglobalnews.com).

### **About Hyundai Motorsport GmbH**

Established on 19 December 2012, Hyundai Motorsport GmbH is responsible for Hyundai's global motorsport activities and primarily for its recently announced World Rally Championship programme. Based in Alzenau on the outskirts of Frankfurt in Germany, the company is in the process of establishing Hyundai's return to WRC with a bespoke team of skilled staff developing a WRC-specification i20.

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