

News release  
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### **Rallyday debut for double world champion Biasion**

- Miki Biasion delighted to make maiden Rallyday appearance
- The double World Rally Champion will drive an works Lancia Delta HF Integrale
- Rallyday gearing-up for a day of celebrations in September

Two-time World Rally Champion Miki Biasion has confirmed his attendance at this year's Rallyday (September 22).

The Italian star, who won both of his drivers' titles with Lancia, will drive one of the Turin manufacturer's finest ever rally cars: the Super Delta HF Integrale.

Miki, who secured the first of his championships 30 years ago in 1988, said his attendance at Europe's biggest one-day rally show would form part of his celebrations.

"I have to celebrate 30 years on from that first championship," he said. "And it's really nice to be coming to Rallyday for the first time in this year. I always love to drive the Delta rally car again.

"I was the driver from the factory who did the testing and development on these cars. To me, the Delta is like a baby. The memories are so special. I won two titles, but as part of Lancia we won six championships – that's incredible."

Also known as the Deltona, the HF Integrale was Lancia's final factory rally car. Having prepared and built the fearsome Group A machine, the Italian marque actually withdrew from the WRC at the end of the 1991 season – just weeks before the car's debut at the 1992 Rallye Monte-Carlo.

Run by semi-works outfit Jolly Club, the car won eight WRC rounds in 1992 and secured the makes' title.

Miki will drive the car Didier Auriol used to score to famous victories in Finland and Australia in that season.

Rallyday organiser Tom Davis admitted bringing Biasion to Castle Combe for the first time was a real coup.

"To see a name like Miki Biasion confirmed for Rallyday is incredible for the event," said Davis. "But what's even better is that he's going to be driving a Martini-liveried Lancia – an Italian who won two world championships in an Italian car... it doesn't get much better than that.

*"We are absolutely delighted to welcome Miki here for the first time; this comes in no small part thanks to the tireless work from Lancia expert Adam Midghall. Adam hasn't just brought a titan of the sport to the table, but also some of the most beautiful rally cars around.*

"To have Miki with us three decades on from his first title is something very special – something we intend to celebrate with him."

Rallyday is lining up the celebrations in September. Joining Biasion's 30<sup>th</sup> is the 50<sup>th</sup> anniversary of the Ford Escort Mk1 and the Prestone British Rally Championship's 60<sup>th</sup> birthday.

"This year's going to be something special," said Davis. "Being able to confirm Miki this early is brilliant news for rally fans – through the late Eighties, a Biasion-wheeled Delta was an unbeatable force.

“In the Sixties and Seventies, Roger Clark was at the forefront of our sport; in the Seventies and Eighties, Jimmy McRae and Russell Brookes were the heroes thrilling thousands of fans. As we moved into the Nineties, for British spectators, it was all about Colin McRae and Nicky Grist. Nicky will be with us again in September and we’re absolutely delighted to welcome him alongside those very special names.

“Like I said, Rallyday’s going to be something special.”

Go to [rallyday.com](http://rallyday.com) for advance tickets priced at £18 per adult (£25 on the gate). Under-17s, accompanied by an adult, get in for free.

### **Q&A with Miki Biasion...**

What memories do you have of the RAC Rally?

Good memories. I ask a lot of times to my team managers [Cesare] Fiorio and then [Claudio] Bortoletto to have the opportunity to drive in the RAC Rally. But it was the last event in the season and they thought it was too difficult for an Italian driver who is used to a recce; they thought I couldn’t drive a ‘blind’ rally without the chance to practice. But the first time I came [in 1990] I was third overall and I set a lot of fastest times. This showed the Italian and Latin drivers could be very competitive in the fog and difficult conditions you have.

Which is your favourite Lancia?

Everybody loved Group B and the Delta S4 has been an unbelievable car from those times – so much power and so spectacular; the most spectacular ever we have ever seen. For me to have driven the Delta S4 is a wonderful souvenir from the sport, but Group B also brought for me some black moments. We all lost friends during this era.

I think I would have to say the car I drove to win the 1989 Sanremo Rally...

The red Delta?

The red Delta! This [Integrale HF 16v] was the most powerful Group A car I drove [at the time]. It was with this car that I was able to win that rally and bring back the second championship.

That Sanremo was a tough event though...

It was. Didier [Auriol, Lancia team-mate] had a big crash, he rolled his car. I was going well but I had a puncture and I dropped three minutes. But because this rally was so long, I was able to fight back and still win. It was a beautiful rally, we started on asphalt, then went to Tuscany and back to the asphalt in Liguria – incredible.

Was Sanremo your favourite rally?

Actually, my favourite was the Safari. The mixture of the landscapes, the nature and, of course the difficult conditions you could face in this rally, made it so special. I always enjoy Portugal as well, I still feel the emotion when I think back to those rallies we did in Portugal.

This is your first visit to Rallyday, but do you come to Britain often?

My daughter is studying in London, so I come here quite often. And I have attended Goodwood a few times. It’s really nice to come and visit friends back in England again.

Ends.

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