



Volkswagen

Polo GTI R5

With the world rally champion's genes.



Rally Spain

25–28 October 2018

Dear Media Representative,

The Polo is returning to the world of rallying: The Polo GTI R5 is set to make its much-anticipated competitive debut at the Rally Spain. For Volkswagen, this milestone marks another step in the field of customer sport – after the TCR project at the racetrack, the Polo GTI R5 represents our brand's second customer sport programme. The Polo may be new to the R5 scene, but rallying has always been in our blood at Volkswagen. Who could forget the great success achieved with the Polo R WRC and the world championship titles won with that car between 2013 and 2016.

The Polo GTI R5 now follows the same technological philosophy behind those world titles. Although developing an R5 rally car is a task performed within narrow bounds and subject to strict regulations, our engineers were only too happy to take on the challenge. The Rally Spain will give us our first indication of how the Polo GTI R5 fares in direct comparison with its opposition. Fans and reporters – and us too, incidentally – await this debut with great anticipation. And we will look forward to seeing what the Polo GTI R5 is capable of in the hands of our customers in the future.

Not only does the new car always bear testament to the technical expertise of our engineers, but also to the emotions that embody the GTI seal of quality. For more than 40 years, these three letters have been synonymous with our sporty models. It is not without good cause that the cars in our customer sport programme are GTIs.

It is now my pleasure to invite you to discover the Polo GTI R5 and its facets for customer sport in the following pages.

Dr. Frank Welsch
Member of the Board of Management for
Volkswagen Passenger Cars with responsibility
for Technical Development



Volkswagen Polo GTI R5 – Competitive Debut at the Rally Spain

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Let's Talk Racing

Volkswagen returns to the rally stage with the Polo GTI R5. The R5 programme is all about the successful transformation from factory sport to customer sport in rallying.

Motorsport with production-based cars – Volkswagen has always pursued a strategy, with which competition and production development benefit from each other. This was apparent most recently with the ID. R, which, on 24 June 2018, set an all-time record at the Pikes Peak International Hill Climb with its innovative, fully-electric drive technology. With the Polo R WRC, which not only won all twelve titles in the FIA World Rally Championship between 2013 and 2016, but also claimed 43 of a possible 52 race wins. And with the Polo R Supercar, which won both the Driver and Team titles in the FIA World Rallycross Championship in 2017 and 2018.

Top-level professional sport is not the only stage, on which Volkswagen has been demonstrating its technological expertise for years. On the customer sport scene, the Golf GTI TCR has also claimed 20 national and international titles since making its debut in 2016. There is a fair chance that this number will increase by the end of the year.

The Polo GTI R5 sees Volkswagen return to the field of customer sport. From the year 2000 onwards Volkswagen has built and sold the Polo approximately 180 times for entries in the Group N category – followed by more for the S1600 category. With the new Polo GTI R5 customers can enter national and international rally championships held in accordance with R5 regulations – such as the FIA European Rally Championship (ERC) and the highest class for talented young drivers in the World Rally Championship (WRC 2), as well as many national series.

"The R5 regulations allow rallying at reasonable costs," says Volkswagen Motorsport Director Sven Smeets. "This category of motorsport is also excellently suited to the DNA of Volkswagen. We can point to great success in rallying, as well as a long tradition in the sport. Combining our expertise and our history in the development of production-based cars for an emerging category was a logical and promising step."

"The R5 regulations allow rallying at reasonable costs. This category of motorsport is also excellently suited to the DNA of Volkswagen."

Sven Smeets
Volkswagen Motorsport Director





Nerve centre – the cockpit of the Volkswagen Polo GTI R5 for customer sport

► Transformation for customer sport: Polo GTI R5 exemplifies

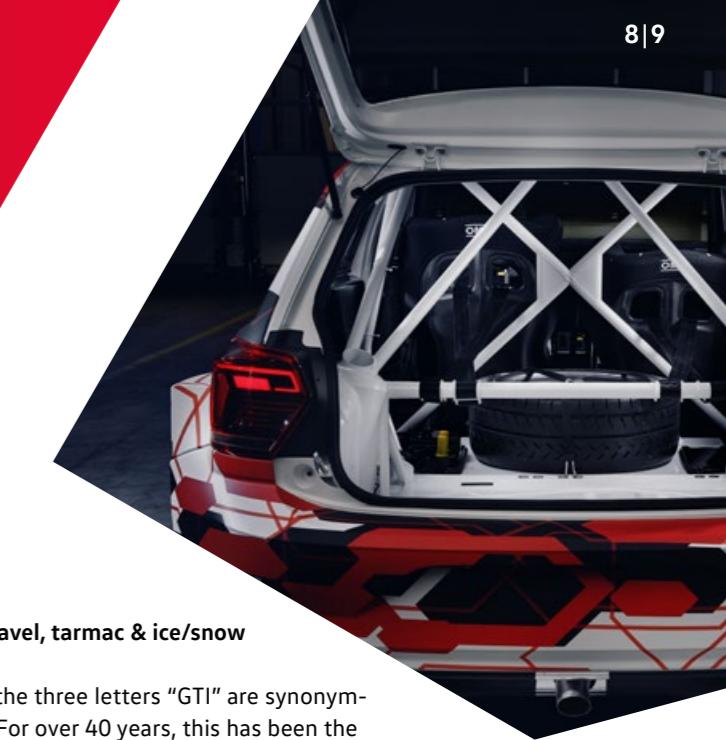
In many ways, the competitive debut at the 2018 Rally Spain sees the Polo GTI R5 come full circle: Volkswagen started development work on the customer sport car immediately after ending its factory programme in the FIA World Rally Championship in 2016.

The new platform of the compact car, the production version of which came onto the market in 2017, forms the basis for the Polo GTI R5. Just like the first time Volkswagen offered rally cars to customers, the cars are built and delivered at the motorsport HQ in Hannover. The logistical and physical aspects and the supply of spare parts are taken care of at Ikarusallee 7a. The debut of the R5 Polo represents the completion of the step from factory to customer sport in rallying.

Polo GTI R5 – made for gravel, tarmac & ice/snow

As with the Golf GTI TCR, the three letters "GTI" are synonymous with customer sport. For over 40 years, this has been the seal of quality for Volkswagen's sporty cars, which are currently represented on the streets by the models in the Golf, Polo and up! ranges.

Around the world, these three sporty letters have earned a reputation for providing maximum agility and quality – and, in terms of market presence and production, the Polo is also Volkswagen's most global car. The Polo GTI R5 will take on opposition all over the world on tarmac, gravel, ice and snow – one of the biggest challenges in motorsport. The success of its predecessors means this rally car comes with excellent credentials.





Brothers in spirit – the Polo GTI R5 follows the same philosophy as its successful predecessor, the Polo R WRC, which won twelve world titles in four years

A Game With Strict Rules

The Volkswagen Polo GTI R5: A customer sport car with a winner's genes. And the first motorsport model based on the new Polo range. We take a look under the hood of the 200-kW (272-PS) rally car.

The FIA regulations for R5 rally cars impose strict limitations on the creativity of engineers. However, there is still room to develop technical ideas. A challenge relished by the Volkswagen engineers and project leader Gerard-Jan de Jongh.

Sixth generation Polo forms the basis

The sixth generation of the Polo, which was launched in 2017, forms the basis for the R5 Volkswagen. However, development work on the rally version began well before this: in November 2016. The Volkswagen engineers found that the bodyshell provided them with a good starting point. For example, the dimensions of the engine compartment, which opened up

possibilities with regard to the positioning of the engine, or the fundamental rigidity of the chassis, which made it easier to determine the size of the obligatory safety cage.

"The Polo is based on the Volkswagen Group's MQB platform, which gave us a lot of options in the engine compartment," says de Jongh. "It is a chassis that already offers us a really solid basis in many critical areas."





Attention to detail – everything about the Polo GTI R5 was carefully considered, right down to the final screw



Basic EA888 provides ideal starting point

At the heart of the Polo GTI R5 lies the 1.6-litre engine, which can also be found in the 2.0-litre version of the Polo GTI¹, the Golf GTI² and the Golf GTI TCR. The straight-four engine with turbocharger, transversely mounted in front of the front axle, is based on the Volkswagen Group's EA888 engine.

This engine is also used in the R5 Fabia of sister company Škoda and, at first glance, the engines may appear identical. However, other developments were integrated in the Polo GTI R5 – such as the cooling and exhaust concept.

Brothers in spirit: The Polo GTI R5 and the Polo R WRC

The Polo GTI R5 was developed according to the same philosophy as the extremely successful Polo R WRC. While no individual components of the world championship-winning Polo were adopted in the R5 customer sport car, the experience gained with the car behind twelve world championship titles was incorporated in the new Polo. The mandatory sales price

of the basic car, in its tarmac trim, and spare parts required different solutions. "Basically, behind every single detail of the R5 lies the same philosophy as in our World Rally Cars. However, the technical R5 regulations impose significantly more restrictions," says de Jongh.

Customer sport car demands new approaches to development

The fact that the Polo GTI R5 was developed for customer sport demanded a broad approach to development: as well as the main test drivers Dieter Depping (D), Eric Camilli (F), Raimund Baumschlager (A) and Pontus Tidemand (S), world rally champions Petter Solberg (N) and Marcus Grönholm (FIN) were also employed in the process.

"The diverse feedback allowed us to develop a rally car that can be driven at the limit with various different driving styles," says de Jongh. "Working with many drivers helped us to avoid thinking in just one direction."

¹ Polo GTI – Fuel consumption in l/100 km: urban 7.7/extra urban 4.9/combined 5.9; CO₂ emissions combined in g/km: 134; efficiency rating: C.

² Fuel consumption in l/100 km: urban 8.2–7.8/extra urban 5.5–5.3/combined 6.4–6.3; CO₂ emissions combined in g/kg: 148–145; efficiency rating: D.

Polo GTI R5: Technical Data

ENGINE

DESIGN	Straight-four engine with turbocharger and intercooling, transversely mounted in front of the front axle
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CAPACITY	1,600 ccm
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PERFORMANCE	200 kW (272 PS) at 5,500 rpm
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TORQUE	400 Nm at 4,000 rpm
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BORE/STROKE	82.5 mm/75.5 mm
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RESTRICTOR PLATE	32 mm
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ENGINE MANAGEMENT	Bosch
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TRANSMISSION

GEARBOX	Sequential, five-speed racing gearbox, transversely mounted
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AXLE DRIVE	Permanent four-wheel drive with equal torque split between front and rear axles, multi-plate limited-slip differentials, front and rear
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CLUTCH	Hydraulically actuated double-disk sintered metal clutch
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CHASSIS

FRONT/REAR AXLE	McPherson struts, dampers from ZF
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SUSPENSION TRAVEL	approx. 180 mm on tarmac, approx. 275 mm on gravel
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STEERING	Servo-assisted rack and pinion steering
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BRAKING SYSTEM	Internally-ventilated disc brakes (front Ø 355 mm on tarmac, Ø 300 mm front and rear on gravel), aluminium brake callipers (four callipers, front and rear)
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RIMS	8 x 18 inch for tarmac; 7 x 15 inch for gravel
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TYRES	Tarmac: 20/65-18 (235/40-R18); Gravel: 17/65-15 (215/60-R15)
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CHASSIS/BODYWORK

STRUCTURE	FIA-approved, reinforced steel body from production vehicle
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DIMENSIONS AND WEIGHT

LENGTH/WIDTH/HEIGHT	4,067/1,942/1,372 mm
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TRACK	1,837 mm
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WHEELBASE	2,540 mm
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MINIMUM WEIGHT	1,230 kg (without driver/co-driver)
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DRIVING PERFORMANCE

ACCELERATION	0–100 km/h in approx. 4.1 seconds
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TOP SPEED	Up to approx. 200 km/h (depending on transmission ratio)
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"The Polo GTI R5 must be versatile"

Gerard-Jan de Jongh is the father of the Polo GTI R5. The project leader previously worked as race engineer for Nasser Al-Attiyah at the Rally Dakar and Sébastien Ogier in the World Rally Championship. We spoke to him about the development of the R5 customer sport car.

What were the first steps in the development of the Polo GTI R5?
I first thought about the basic concept of the Polo GTI R5, after which we came up with a design briefing. The next task was to find the right suppliers for the car components that are not made at Volkswagen Motorsport.

Were you able to exploit any synergies in that regard?
Yes, we were able to turn to a whole string of reliable contacts, with whom we worked on the Polo R WRC. They include Xtrac for the gearbox, Bosch for the engine electronics, ZF Sachs for the shock absorbers, and Alcon for the brakes.

What were the basic parameters for the development of the Polo GTI R5?
It was clear that the Polo GTI R5 had to be based on the 2017 generation of the production car. However, the new sixth generation Polo was not yet available when we started to develop the rally car. For this reason, we initially had to work with computer data.

What measures did that allow you to implement?
Thanks to the computer simulation, we had the chassis ready relatively early on in proceedings. We were then able to work with that in the wind tunnel. When defining the specification, we also placed great importance on ensuring that it was possible for private teams to look after the technical side of the Polo GTI R5 without any problems.

"We tested in extremely varied conditions, in order to ensure that our customers receive a car that performs reliably at all times and everywhere."

Gerard-Jan de Jongh
technical project leader for the Polo GTI R5

Gerard-Jan de Jongh is one of the most successful race engineers at Volkswagen Motorsport. As well as four World Rally Championship titles with Sébastien Ogier, he also won the Rally Dakar with Nasser Al-Attiyah.





The International Automobile Federation FIA specifies a fixed budget for R5 cars ...

... and sticking to this budget with an R5 car like the Polo GTI R5 actually represents a major challenge. It would obviously be possible to build a more effective car within the framework of the technical regulations. However, that would be too expensive and would have to come at a sacrifice.

Where did you have to make compromises?

Weight is a big issue with any racing car. As a rule, however, the lighter a part is the more expensive it is. I had to make sure that the suppliers understood that we needed to find a compromise between performance and cost.

Can you give us an example?

In simple terms, we designed 90 percent of the suspension. We then took this design to the potential suppliers and asked them what price they would be able to supply the part for? The important thing was the quantity. We sometimes only needed

a handful of the components for the Polo R WRC. In the case of the Polo GTI R5, which is designed for customer sport, we are talking about 100 or more parts. That obviously has a big influence on the price.

How long have you been testing with the Polo GTI R5?

The first test took place in November 2017 at the test facility in Fontjoncouse, France. The test programme was demanding: temperatures ranged from -16 °C to +40 °C and the testing took place at sea level and at 2,800 metres in the mountains. We tested in such varied conditions, in order to ensure that our customers receive a car that performs reliably at all times and everywhere.

Why are these extensive tests so important?

The Polo GTI R5 must be versatile and driveable by the widest possible range of drivers. We will have completed about 10,000 test kilometres by the time the car makes its competitive debut at the Rally Spain.



GERARD-JAN DE JONGH

Education

1996–2001 Hogeschool van Arnhem en Nijmegen
(B. Sc., Automotive Engineering)
2003–2004 Cranfield University
(M. Sc., Motorsport Engineering and Management)

Experience

2001–2003 Marcos Racing International
2004–2005 freelance motorsport engineer
2005–2010 Prodrive
Since October 2010 Volkswagen Motorsport

From the Conception to the Race Start

It all began back in November 2016. The first test came the following year. Facts and figures on the development of the Volkswagen Polo GTI

When the Polo GTI R5 starts at the Rally Spain, it will mark the conclusion of a development phase stretching back almost two years. One man who has been involved since day one is Dieter Depping, who, with his foot on the throttle and his hand on the steering wheel, can feel the future at Volkswagen

This is because Depping is Volkswagen Motorsport's test and development driver. He has been involved in the development of the Race Touareg and the Polo R WRC, to name but two cars. The vast wealth of experience that Depping brought to this project was an important piece of the puzzle, in order to prepare the future customer rally car for the challenges ahead.

All told, seven test drivers completed approximately 10,000 kilometres of testing. After this lengthy test period, Depping had the following to say about the Polo GTI R5:

"A lot of basic knowledge from the Polo R WRC has been incorporated here – you notice that immediately."

Dieter Depping
test and development driver

FACTS AND FIGURES: POLO GTI R5 DEVELOPMENT

22/11/16

Initial ideas developed for the R5 concept.

60

Days of testing with the Polo GTI R5.

7

Drivers tested the Polo GTI R5 during the development phase: Petter Solberg, Eric Camilli, Marcus Grönholm, Emil Lindholm, Raimund Baumschlager, Pontus Tidemand and Dieter Depping.

The driver the customers trust – Dieter Depping put the Polo GTI R5 through its paces





Made for gravel, tarmac, ice/snow – the
Polo GTI R5 was tested under extreme
conditions and on different surfaces

Kilometres of testing with the Polo GTI R5:

10,000

Testing was divided 50/50 between tarmac and gravel, plus some on ice and snow.

Countries, in which the
Polo GTI R5 was tested:

10

MEXICO
PORTUGAL
SPAIN
FRANCE
GERMANY
ITALY
AUSTRIA
SWEDEN
GREECE
FINLAND



Volume of data gathered
by engineers during
testing:

390 Gigabyte

That is the equivalent
of roughly 6.9 million
pages of text

Made in Hannover

Customer sport plays a central role at Volkswagen Motorsport. In the case of the Polo GTI R5, the entire process – from design and assembly to distribution and logistics – takes place at the headquarters in Hannover.

The start of the R5 project heralded a new era in Hannover. For Volkswagen, this represents a return to the field of customer sport in rallying. At the beginning of the 21st century, Volkswagen offered the Polo to customers for entries in the Group N and S1600 categories. From now on, customer sport rally cars are again not only designed and developed at Volkswagen's motorsport hub, but they are also assembled, delivered and then supplied with spare parts there.

To make sure that everything is working properly, a gradual transformation and upgrading of the location, specialists and processes started immediately after Volkswagen called time on its factory programme in the FIA World Rally Championship in 2016. The goal is to gradually extend production and logistics. "Our aspiration is not to sell as many cars as possible," says Juliane Gründl, Head of Sales at Volkswagen Motorsport.

"Our aim is to offer our customers the best service possible. As well as the actual sale itself, that also includes aftersales and spare parts logistics."

Volkswagen Motorsport Director Sven Smeets adds: "When the decision was made to focus more on customer sport in the future, the R5 project was seen as a logical consequence. Our expertise in rallying allowed us to focus fully on efficiency – even if the alignment towards customer sport did mean a considerable restructuring at the site in Hannover."



"Our aim is to offer our customers the best service possible."

Juliane Gründl
Head of Sales





First Polo GTI R5 not to be delivered until after the Rally Spain

The Rally Spain represents the competitive debut of the Polo GTI R5. Immediately after the cars first rally on the final weekend in October, work begins in Hannover on assembling and delivering the first 15 R5 Polos. A further 30 to 40 are set to follow in 2019. "We want to deliver the first 15 Polo GTI R5s by Christmas," says Smeets. "There is far greater demand than we can meet. We are overwhelmed by the huge interest."

The first cars will be delivered to Austria, Belgium, Finland, Italy, Paraguay, Portugal and Sweden.

The International Automobile Federation, FIA, set a maximum price for an R5 car that is ready for use. This currently stands at 190,000 euros plus VAT per car in its tarmac trim. On request, however, more performance-related options can be ordered for the Polo GTI R5 – such as lighter seats.

As well as the gravel conversion kit, possible options include performance, mobility, lighting and data packages. Simply put: along with alternative side windows and nets, available options also include front window heaters and jack, night faces for night-time rallies and more comprehensive data collection.

If required, customers can book Volkswagen motorsport engineers and mechanics for their rally outings. "It remains to be seen how high demand for that part of the business actually is," says Gründl.



"There is far greater demand than we can meet. We are overwhelmed by the huge interest."

Sven Smeets
Volkswagen Motorsport Director



Polo GTI R5 assembled in 295 working hours

The cars are assembled within 295 working hours by teams with alternating crews of mechanics. Once assembled, before being handed over to the customer, the car is put through a carefully done shakedown at the Volkswagen test facility in Ehra-Lessien – the final and most important quality check.

With the delivery, the customers receive the extensive individual documentation that accompanies their Polo GTI R5 – as well as the necessary documents, this also includes a 140-page handbook and 'How To' guides for set-up and servicing.

"Four to six mechanics are permanently entrusted with assembling the R5 cars," says Juliane Gründl. "The supply of spare parts and storage logistics are also ensured by specially trained employees, some with additional qualifications. Furthermore, engineers are also permanently entrusted with the project."

BASIC PRICE OF THE POLO GTI R5 IN TARMAC TRIM

190,000
euros

PLUS VAT

OPTIONAL ADDITIONAL PACKAGES

PERFORMANCE PACKAGE – Extensive performance-enhancing package, for example with lightweight components, aerodynamic parts and software package

GRAVEL PACKAGE – Conversion components for using the Polo GTI R5 on gravel

MOBILITY PACKAGE – Supplementary package with sound absorbers, hydraulic jack, bracket for second spare wheel

DATA ACQUISITION PACKAGE – Supplementary package, incl. software licences

LIGHTING PACKAGE – Supplementary package for night-time special stages, incl. high-performance and lightweight LED headlights



Strong Together

In total, 15 Polo GTI R5s will be delivered by Christmas 2018.
Here are some of the international customer teams:

Baumschlager Rallye & Racing GmbH
3 Volkswagen Polo GTI R5
Micheldorf, Austria
www.brr.at

DIESA S.A.
3 Volkswagen Polo GTI R5
Asunción, Paraguay
www.diesa.com.py

BMA (Bernard Munster Autosport)
2 Volkswagen Polo GTI R5
Thimister-Clermont, Belgium
www.bma-autosport.com

HK Racing
2 Volkswagen Polo GTI R5
Guanzate, Italy
www.hkracing.eu

PrintSport Oy
2 Volkswagen Polo GTI R5
Lievestuore, Finland
www.printsport.fi

Kristoffersson Motorsport KMS
1 Volkswagen Polo GTI R5
Arvika, Sweden
www.kms-racing.com

THX Racing
1 Volkswagen Polo GTI R5
Theux, Belgium
www.thxracing.com



The Ideal Location

It is no coincidence that the Polo GTI R5 will make its debut in Spain. This is the only rally on the world championship calendar that is driven on both gravel and tarmac – and previous outings there have been a success story.

Volkswagen will make its competitive debut with the Polo GTI R5 at the Rally Spain. The 200-kW (272-PS) customer sport car is set for a baptism of fire at the most varied rally in the World Rally Championship. The event in Catalonia is held on both tarmac and gravel – the teams have just 75 minutes to completely convert the chassis and many other components.

19 opponents for Volkswagen Motorsport

In total, 76 pairs of drivers and co-drivers have registered for the 54th Rally Spain, 21 of these in the WRC 2 class, in which Volkswagen Motorsport will line up with Petter Solberg/Veronica Engan (N/N) and Eric Camilli/Benjamin Veillas (F/F).

Salou, to the south of Barcelona, hosts this year's rally. After the Shakedown, the penultimate round of the season gets underway on Thursday evening with a special spectator stage. A 3.2-kilometre tarmac stage will take place in the heart of Barcelona, featuring a 360-degree donut in front of the National Palace and ending on the Avenida de la Reina María Cristina. The drivers will also drive through the famous Olympic quarter of Montjuïc.

The drivers at the Rally Spain will have no time to take in the beautiful Catalonian scenery





The Rally Spain is the only rally on the WRC calendar that combines gravel and tarmac stages

In total, 18 special stages are scheduled over the course of four days: the drivers must complete 331.78 kilometres against the clock. Including liaison stages, they will cover a total distance of 1,464.37 kilometres.

The route changes from tarmac to gravel on Friday – but not completely. After two all-gravel stages, the drivers must overcome sections of tarmac on the La Fatarella-Vilalba stage – at 38.95 kilometres the longest stage on this year's rally.

The mechanics are not the only people for whom the changing surfaces pose a major challenge when it comes to the set-up of the car. The Rally Spain is also one of the toughest tests on the world championship calendar for the drivers, who must constantly adapt their driving style.

Aggressive tarmac requires good tyre management

The action continues on Saturday with fast tarmac stages. The characteristics of the tarmac sections, which require a flowing driving style, make them comparable to driving on a racetrack. As these sections can cause the tyres to degrade dramatically, the drivers must manage their tyres well.

A midday service divides the day, which ends with the favourite stage of many fans: the drivers thrill spectators along the Salou promenade, showcasing their skills on a short, 2.24-kilometre stage. On the final day, the drivers must overcome another two tarmac stages, both of which are repeated before the rally draws to a close with the Santa Marina Power Stage.

Volkswagen spends five days testing in Spain

To ensure they are perfectly prepared for the rally, Volkswagen completed its final tests in Spain, roughly two weeks before the car's competitive debut. Tarmac and gravel routes near Falset and Igualada, similar to those they will encounter during the rally, were selected for this purpose.

Solberg and Camilli drove the Polo GTI R5 on asphalt and gravel for five days. "The final test before the first start at a rally ran smoothly. We want to demonstrate how competitive the Polo GTI R5 is on its only planned outing with a works team," explained Volkswagen Motorsport Director Sven Smeets.

**FACTS AND FIGURES:
RALLY SPAIN 2018****18**

SPECIAL STAGES

331.78

KILOMETRES AGAINST THE CLOCK

APPROX.

4,700GEAR CHANGES
PER CAR**3****WORLD RALLY
CHAMPIONS IN ACTION:
SÉBASTIEN OGIER (F)
SÉBASTIEN LOEB (F)
PETTER SOLBERG (N)****SHORTEST STAGE:****2.24 km**

(SS 14: SALOU)

LONGEST STAGE:**38.95 km**

(SS 4/SS 7: LA FATARELLA-VILALBA)

**Four starts, four wins**

For Volkswagen, the Rally Spain is the perfect place to return to the WRC: the manufacturer was unbeaten here on all four of its outings with the Polo R WRC in the top category of the world rally championships, and Spain has provided some big moments.

In 2013, Volkswagen wrapped up the Manufacturer title in the WRC with an outstanding one-two in Spain. One year later, Sébastien Ogier/Julien Ingrassia (F/F) were crowned world champions again after victory at the Rally Spain.

In 2015, Andreas Mikkelsen/Ola Fløene (N/N) joined the list of WRC winners with their maiden success in Spain. The following year, it was Ogier and Ingrassia who again took the honours on what was, at the time, the manufacturer's last WRC appearance. Victory at the Rally Spain saw the Frenchmen crowned world rally champions for the fourth time in a row.

The tarmac can be a tyre killer
on the fast special stages



Eric Camilli: From Test Driver to Race Driver

The wait was over on 11 September 2018: Volkswagen Motorsport presented Eric Camilli (F) as its first driver for the return to the FIA World Rally Championship. In Spain, Camilli will line up alongside his compatriot Benjamin Veillas. "I am proud to be part of the team for this important debut," said Camilli. "After a year of intensive testing, it is fantastic to contest the first rally with the Polo GTI R5."

French pair a dependable duo

Volkswagen is placing its trust in a dependable pairing behind the wheel. The duo of Camilli/Veillas was instrumental in the development of the rally car based on the new Polo and is respected by the four-time world champion team due to their detailed feedback and analytical approach.

Camilli/Veillas are no newcomers to the WRC 2 class, in which the Polo GTI R5 will compete in Spain: last year, the duo were runners-up with three podiums, including a win at the Rally Germany. Camilli/Veillas racked up a total of 31 stage wins in this class.

And the Polo GTI R5 is by no means Camilli's first encounter with the Polo. The compact Volkswagen played a role in the 31-year-old's personal life early on: "My second car was a Polo. A silver, pre-owned Polo IV Trendline with 64 PS, from 2005."

"I am proud to be part of the team for this important debut. After a year of intensive testing, it is fantastic to contest the first rally with the Polo GTI R5."

Eric Camilli

CAREER AT A GLANCE – THIS IS ERIC CAMILLI

Date/place of birth	06 September 1987 in Nice (F)
Hobbies	Sport, in particular, running and trial
Career highlights	2017: 2nd place FIA World Rally Championship (WRC 2), 1 win 2016: 11th place FIA World Rally Championship (WRC)
WRC 2 successes	2014: 2nd place Volant Peugeot, 1 win 17 rallies, six podiums (including one win) 31 stage wins





Petter Solberg: The Champion Returns

He's back! Petter Solberg (N) returns to the FIA World Rally Championship. For one weekend only, the 2003 champion will swap his FIA World Rallycross Championship Polo R Supercar for the Polo GTI R5. "The opportunity to be part of a WRC comeback with Volkswagen is unique, and I was delighted to accept the offer," said Solberg. "When I drove the Polo GTI R5 for the first time during the tests in Sweden, I didn't want to stop."

The most recent Nordic world rally champion

The event sees the 43-year-old return to his roots. Between 1998 and 2012, the Norwegian contested 188 rallies in the WRC – with Toyota, Ford, Subaru and Citroën. 15 years ago, he triumphed over Sébastien Loeb (F), by just one point. There has not been a Nordic world rally champion since.

In WRC, Solberg claimed 52 podiums, including 13 wins. The Rally Spain marks his first rally with Volkswagen, as well as his debut in an R5 car.

Compatriot at his side

The choice of co-driver for the Rally Spain was an obvious one. Veronica Engan (N) has contested various rallies with Solberg's son Oliver since 2017, making her practically one of the family. The 34-year-old has already recorded around 150 rally starts with Nordic rally drivers. Her career began in 2003, since when she has racked up starts in 27 WRC rallies and seven WRC 2 rallies. Her best result was in 2009, when she finished seventh with Mads Østberg (N) at the Rally Italy on Sardinia.

"The opportunity to celebrate a WRC comeback with Volkswagen is unique, and I was delighted to accept the offer."

Petter Solberg

CAREER AT A GLANCE – THIS IS PETTER SOLBERG

Date/place of birth

18 November 1974 in Askim (N)

Career highlights

2003: 1st place FIA World Rally Championship (WRC)
2002, 2004 and 2005: 2nd place FIA World Rally Championship (WRC)
2010: 3rd place FIA World Rally Championship (WRC)
2014, 2015: 1st place FIA World Rallycross Championship (WRX)

WRC statistics

188 rallies, 52 podiums (including 13 wins)
459 stage wins
852 championship points

Fantastic Four

In just four years, Volkswagen created a unique success story with the Polo R WRC. From 2013 to 2016, all 12 FIA World Rally Championship titles went to Wolfsburg.

It isn't the fact that Volkswagen made its mark on the WRC, but the way they did so. In their 52 rallies, the brand exceeded all expectations – particularly their own. Their initial goals were to achieve podium finishes under their own steam in the first year, battle for wins in the second year, and win the WRC title in year three. That was the plan, at least.

On top from the word go

After just eleven rallies they had achieved every one of these goals. First stage win, first podium, first rally win, first WRC title – they all went to France's Sébastien Ogier and Julien Ingrassia, who brought home nine wins in the first season. The official car of a changing of the guard in the WRC was the Polo R WRC.

And it just so happened that Ogier and Ingrassia celebrated the title at the Rally France, the home event of local hero Sébastien Loeb. Ogier's compatriot had previously clinched the title nine times in a row.

From hunter to hunted

Volkswagen were no longer the underdog, rather the clear favourite as they embarked on their title defence in the 2014 season. The season evolved into an internal Volkswagen duel between Ogier/Ingrassia and Jari-Matti Latvala/Miikka Anttila. Up until the penultimate rally in Spain, the Finnish duo was embroiled in a thrilling battle with the reigning world champions, who ultimately prevailed.

A year later, Volkswagen added another chapter to the success story – with a dozen wins in a row for the Polo R WRC. Never before had the WRC witnessed a better Sébastien Ogier than in 2015. "Super Seb II" dominated as he clinched the title, despite having the burden of opening the routes at the Rally Mexico and Rally Australia, for example.



World champion duo: From 2013 to 2016, Julien Ingrassia and Sébastien Ogier were the dominant force in the WRC

►
Ogier invincible, but ...

The Sébastien Ogier story continued in 2016, despite the rules putting the brakes on the three-time world champion. Nonetheless, Ogier quickly pulled away in the WRC standings, seemingly without any resistance, winning the opening round in Monte Carlo and Sweden, and finishing second in both Mexico and Argentina.

Norwegians Andreas Mikkelsen/Anders Jæger, who shared the Polo R WRC for the first time in 2016, emerged as their closest rivals. The Nordic duo had been friends for some time, but this was the first time they had joined forces to chase the title. Twice they managed what other duos failed to do: win a WRC event at an all-gravel rally from one of the first three starting positions – in Poland and at the finale in Australia.

Volkswagen Motorsport make it a round dozen

Ogier remained the measure of all things in the driver standings and celebrated his fourth overall win in a row as Volkswagen Motorsport bowed out of the WRC. The conclusion of a four-year-long success story with twelve out of twelve possible titles in the driver, team and manufacturer standings. An achievement that remains unmatched.



**FACTS AND FIGURES:
VOLKSWAGEN IN THE WRC**

640

**STAGE WINS FOR VOLKSWAGEN
FROM 958 SPECIAL STAGES WITH
THE POLO R WRC**

48,723.52

**COMPLETED STAGE KILOMETRES WITH THE POLO R WRC BETWEEN
16 JANUARY 2013 (FIRST START) AND 20 NOVEMBER 2016 (FINAL START)**

1,346 days

**IN FIRST PLACE OF THE
MANUFACTURER CHAMPIONSHIP**

2 x 12

**SUCCESSIVE WINS IN FOUR YEARS IN THE TOP
DIVISION OF RALLYING IN THE WORLD**

GTI is Trumps

**The Polo GTI R5 is not Volkswagen's only customer sport car:
the Golf GTI TCR has been rocking the racetrack since 2016 – with
more than 20 titles.**

What are the central components of Volkswagen GTI's DNA? Athleticism and reliability – and a tradition stretching back four decades. The result is customer sport with production-based cars: With the Polo GTI R5, Volkswagen brings the philosophy, for which the brand has stood with the Golf GTI TCR, to the start in national and international rallies.

The touring car has amassed more than 20 titles in series with TCR regulations since its first season in 2016. This includes victory in the TCR International Series – the predecessor championship to today's FIA World Touring Car Cup (WTCR) – in 2016 and 2017, as well as titles in TCR Asia, TCR Middle East, TCR Scandinavia and TCR UK in 2018.

More than 100 Golf GTI TCRs in action around the world

The 100th model of the 257 kW (350 PS) Golf GTI TCR was delivered in March 2018. The lucky owner of the milestone Golf GTI TCR is Franz Engstler.

The racing team owner from the Allgäu region of Germany, who purchased the first customer model of the Golf GTI TCR to be delivered two years ago, was presented with the symbolic car key by Volkswagen Motorsport Director Sven Smeets and Sebastian Wilhelms, Head of Vehicle Delivery at Autostadt.

"The Golf GTI TCR tells a fantastic success story in Volkswagen's customer sport program," says Smeets. "In more than 20 different race series throughout the world, private customer teams compete for victory in the Golf GTI TCR. The fact that we have already produced and delivered more than 100 models is a fantastic achievement by our entire team."

The heart of the Golf GTI TCR is under the bonnet: a two-litre turbo engine with direct gasoline injection. In terms of looks, the racing version differs from the production model primarily in its chassis, which is 15 centimetres wider, and its adjustable aluminium rear wing. The race-ready Golf GTI TCR (DSG) is available to purchase, starting at 95,000 euros plus VAT.



Customer sport at the racetrack – Volkswagen customers have brought home more than 20 titles in international and national race series with the Golf GTI TCR since 2016

Close Relatives

Keeping it in the family: Volkswagen's GTI models and GTI motorsport versions have different characters – but are instantly recognisable as siblings.

Polo GTI¹

The Polo GTI is, figuratively speaking, "the little brother" of the Polo GTI R5. Even if the road version of the Polo looks a bit more restrained in comparison to its rally counterpart, there are a lot of similarities. The engine, for example, which is based on the Volkswagen Group's EA888 engine.

And the Polo GTI is really picking up speed in the latest generation: 147 kW (200 PS), 6-speed DSG transmission as standard and speeds of up to 237 km/h. 6.7 seconds are all it takes to sprint to 100 km/h. A consumption value of 5.9 l/100 km reflects the efficiency of the engine.

Jump in, adjust the sport seat, buckle up – an ergonomically tailored connection between man and machine. At the same time, the Polo GTI offers extremely sporty performance along with superior safety and great comfort. Like the other members of the GTI family, the Polo GTI is nothing short of impressive.

Golf GTI²

The first Golf GTI made its debut in 1976 – and the series has been making history as an iconic hot hatch ever since. The turbo engine in the current Golf GTI Performance generates 180 kW (245 PS)³ and a torque of 370 Nm. With this power, the GTI accelerates to 100 km/h in 6.2 seconds. It is capable of a top speed of 250 km/h (6-speed shift version); or 248 km/h with the optional 7-speed dual-clutch gearbox (DSG).

up! GTI⁴

Four decades after the debut of the first Golf GTI, the new up! GTI took off in 2018. A compact sporty car in the same format as the original GTI. With a 85-kW (115-PS) turbo engine. The further key data of the up! GTI, equipped with a gasoline particulate filter: 196 km/h Vmax and 0 to 100 km/h in 8.8 seconds. Typical GTI: the sophisticated sport chassis. It provides the agility of a go-kart along with great comfort.

►





Seal of approval – the up! is one of three Volkswagen models allowed to bear the letters GTI as a sporty representative of the brand

¹ Polo GTI – Fuel consumption in l/100 km: urban 7.7/extra urban 4.9/combined 5.9; CO₂ emissions combined in g/km: 134; efficiency rating: C.

² Golf GTI – Fuel consumption in l/100 km: urban 8.2–7.8/extra urban 5.5–5.3/combined 6.4–6.3; CO₂ emissions combined in g/kg: 148–145; efficiency rating: D.

³ Golf GTI "Performance" – Fuel consumption in l/100 km: urban 8.7–8.2/extra urban 5.4–5.2/combined 6.6–6.3; CO₂ emissions combined in g/kg: 150–144; efficiency ratings: D–C.

⁴ up! GTI – WLTP: Fuel consumption combined in l/100 km: 5.7–5.6; CO₂ emissions combined in g/km: 129–127. NEDC: up! GTI – Fuel consumption in l/100 km: urban 6.0/extra urban 4.1/combined 4.8; CO₂ emissions combined in g/km: 110, efficiency rating: C.

For Media

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- ▶ High-resolution photos, freely available for media purposes
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