













Motorsport Information



**POCKET
FACTS** 2014

2014 FIA World Rally Championship calendar

Date	Country	Event	Surface
14/01–19/01/2014		Rally Monte Carlo	Asphalt/snow
05/02–08/02/2014		Rally Sweden	Ice & snow
06/03–09/03/2014		Rally Mexico	Gravel
03/04–06/04/2014		Rally Portugal	Gravel
08/05–11/05/2014		Rally Argentina	Gravel
06/06–08/06/2014		Rally Italy	Gravel
27/06–29/06/2014		Rally Poland	Gravel
01/08–03/08/2014		Rally Finland	Gravel
22/08–24/08/2014		Rally Germany	Asphalt
12/09–14/09/2014		Rally Australia	Gravel
03/10–05/10/2014		Rally France	Asphalt
24/10–26/10/2014		Rally Spain	Gravel/asphalt
14/11–16/11/2014		Rally Great Britain	Gravel

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Volkswagen hungry for second win in Sweden

Back at the scene of that emotional maiden victory: the Volkswagen team goes into the Rally Sweden full of confidence. From 05 to 08 February, Sébastien Ogier/Julien Ingrassia (F/F), Jari-Matti Latvala/Miikka Anttila (FIN/FIN), and Andreas Mikkelsen/Mikko Markkula (N/FIN) will take on classic special stages like “Fredriksberg” and “Rämmen”, as well as tackling the iconic “Colin’s Crest” jump. Sideways over ice and snow and through dense forests at an average speed of 110 km/h – you only get that at the Rally Sweden, the second round of the FIA World Rally Championship (WRC). Not only does Volkswagen arrive with its three Polo R WRCs in Karlstad as defending champion in the Driver, Co-Driver and Manufacturer competitions, but also as the new leader in all three categories in the WRC.



“Icy temperatures of ten, even 20 degrees below freezing – and yet everyone here at Volkswagen still gets a warm feeling in their heart when we think about Sweden,” said Volkswagen Motorsport Director Jost Capito. “This is where we won our first WRC rally last year, which came as a complete shock to us all. You never forget emotional moments like those. The fact that we start the rally here this year as championship leaders and defending champions means we are the team to beat right from the word go, but it also provides our drivers, co-drivers, engineers and mechanics with twice the motivation. The Rally Sweden is very special, as it is the only rally on the WRC calendar held entirely on ice and snow. There is just one option when it comes to tyre selection, so tactics do not come into it. Right from the start it is all about one thing: full throttle. We are really looking forward to it.”

Sweden: happy stomping ground for the Volkswagen boys

He is the only non-Nordic driver to win both the Rally Sweden and the Rally Finland in one season: Sébastien Ogier. And the other two drivers in Volkswagen’s flying trio are indeed Norsemen: Jari-Matti Latvala and Andreas Mikkelsen. From a statistic point of view, this is the perfect combination going into the Rally Sweden. When Ogier won the event in Sweden in 2013, he became only the second central European to do so – following in the footsteps of nine-time World Champion Sébastien Loeb. The statistics also speak in favour of a success for Latvala: the Finn won the rally around the Karlstad region in 2008 and 2012. And Mikkelsen also feels right at home in Sweden. For him, the second rally of the year is something of a home event, with the route crossing the border into his native Norway twice on the Thursday of the rally.



More dynamic than ever: the Polo R WRC

The championship-winning car is now even better: the Polo R WRC for the 2014 FIA World Rally Championship (WRC) is primed and ready for the challenges ahead. Ahead of its second season at the pinnacle of international rallying, Volkswagen has made detailed improvements to its World Champion. The works team commences the defence of its title with a 315-hp World Rally Car, which has been the subject of constant further development since making its debut almost twelve months ago. The four wheel-drive powerhouse won ten of the 13 rallies last season, ensuring all three World Championship titles headed to Wolfsburg.

Technical fine-tuning and a new design

Volkswagen and the other manufacturers in the World Rally Championship agreed last year that they would not line up

with any newly developed World Rally Cars in 2014. As such, the Wolfsburg-based manufacturer will use the same chassis that proved so successful throughout the 2013 season. This meant it was only possible to make limited modifications to the Polo R WRC.

Despite this, many details have been fine-tuned on the 2014 model – a car that is more powerful than the one, with which the team made its WRC debut twelve months ago. As well as the new design, the World Rally Car from Wolfsburg has also been honed under the bonnet. Besides optimising chassis components and new set-up variants for the drive train, the priority for the engineers was to improve the stability of the car. An improved software version will also be used for the on-board electronics in 2014.

If you don't go forwards, you go backwards

“If you don't go forwards in motorsport, you go backwards,” says Volkswagen Motorsport Director Jost Capito. “When it comes to technical development, you simply cannot afford to let up for a single second. Although we won some laurels in 2013, we have certainly not rested on them.”

“The manufacturers in the World Rally Championship agreed not to homologate any new World Rally Cars for the 2014 season”, Capito explains. “Despite this, we tried to take full advantage of the options still available to us. Every single member of the team cannot wait to find out where we stand compared to the strong competition we will face from Citroën and Ford, as well as our new opposition at Hyundai.”

Volkswagen Polo R WRC

Engine	
Type	Straight-four engine with turbocharger and intercooling, transversally mounted in front of the front axle
Displacement	1,600 cc
Power output	232 kW (315 hp) at 6,250 rpm
Torque	425 Nm at 5,000 rpm
Bore/stroke	83.0 mm/73.8 mm
Air restrictor	33 mm (FIA regulation)
Power transmission	
Gearbox	Sequential, six-speed racing gear box, transversally mounted
Final drive	Permanent four-wheel drive with fixed drive between the front and rear axles, multi-plate limited-slip differentials, front and rear
Clutch	Hydraulically actuated double-disk sintered metal clutch by ZF
Chassis/suspension	
Front/rear	McPherson struts, dampers from ZF
Suspension travel	approx. 180 mm on asphalt, approx. 275 mm on gravel
Steering	Servo-assisted rack and pinion steering
Braking system	Ventilated disc brakes (front Ø 355 mm on asphalt; front and rear Ø 300 mm on gravel) aluminium brake callipers (four callipers, front and rear)
Wheels	Size 8 x 18 inch for asphalt, 7 x 15 inch for gravel



Chassis/bodywork	
Length/width/height	3,976/1,820/1,356 mm
Track width/wheelbase	1,610/2,480 mm
Minimum weight	1,200 kg

Performance	
Acceleration	0–100 km/h in approx. 3.9 seconds
Top speed	Up to approx. 200 km/h (depending on gear ratio)



Sébastien Ogier



Date of birth 17/12/1983 (30)

Place of birth Gap (F)

Domicile Geneva (CH)

Hobbies Sport, skiing

WRC victories 17

The Frenchman was something of a late-starter in rally terms, only joining the sport at the age of 22 – and that despite the iconic Rally Monte Carlo traditionally running through his home town of Gap in the French Maritime Alps.

Sporting career highlights

2009 8th in FIA World Rally Championship (WRC, Citroën)

2010 4th in FIA World Rally Championship, two wins (WRC, Citroën)

2011 3rd in FIA World Rally Championship, five wins (WRC, Citroën)

2012 10th in FIA World Rally Championship (WRC, Škoda), ten wins in S2000 class

2013 1st in FIA World Rally Championship, nine wins (WRC, Volkswagen)

Sébastien Ogier on Rally Sweden:

“Rally Sweden is one of my favourite rallies in the calendar. Especially because together with Volkswagen we celebrated our first victory here last year in a great battle with Sébastien Loeb. We always went flat out and had to give 100 per cent every minute on the stages. In the end it paid off.”

Julien Ingrassia



Date of birth	26/11/1979 (34)
Place of birth	Aix-en-Provence (F)
Domicile	Geneva (CH)
Hobbies	Mountain biking, hiking
WRC victories	17

Just like his driver Sébastien Ogier, Julien Ingrassia's career to date has seen him rise dramatically through the ranks of his sport. No wonder: after all, the two Frenchmen first joined forces in 2006.

Sporting career highlights

2009	8th in FIA World Rally Championship (WRC, Citroën)
2010	3rd in FIA World Rally Championship, two wins (WRC, Citroën)
2011	3rd in FIA World Rally Championship, five wins (WRC, Citroën)
2012	10th in FIA World Rally Championship (WRC, Škoda), ten wins in S2000 class
2013	1st in FIA World Rally Championship, nine wins (WRC, Volkswagen)



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Jari-Matti Latvala



Date of birth	03/04/1985 (28)
Place of birth	Töysä (FIN)
Domicile	Tuuri (FIN)
Hobbies	Nature, sauna, films, historic rallies
WRC victories	8

His father, Jari, had been racing in rallies since 1981, during which time the entire Latvala family became a true “rally family”. Jari-Matti was still mastering the art of walking when he completed his first laps in a go-kart at the age of just four.

Sporting career highlights

2009	4th in FIA World Rally Championship, one win (WRC, Ford)
2010	2nd in FIA World Rally Championship, two wins (WRC, Ford)
2011	4th in FIA World Rally Championship, one win (WRC, Ford)
2012	3rd in FIA World Rally Championship, two wins (WRC, Ford)
2013	3rd FIA World Rally Championship, one win (WRC, Volkswagen)

Jari-Matti Latvala on Rally Sweden:

“I am hugely looking forward to Sweden, the snow and the fast straights. Last year I was still just getting used to the Volkswagen Polo R WRC and the team was new to me. I now feel right at home and head to Sweden full of confident. I have my sights set on the podium.”

Miikka Anttila



Date of birth	10/09/1972 (41)
Place of birth	Janakkala (FIN)
Domicile	Lempäälä (FIN)
Hobbies	Skiing, cycling, car restoration
WRC victories	8

They have been through many highs and lows together: Miikka Anttila and Jari-Matti Latvala are a well-rehearsed team in the rally cockpit – and can always depend on each other 100 per cent.

Sporting career highlights

2009	4th in FIA World Rally Championship, one win (WRC, Ford)
2010	2nd in FIA World Rally Championship, two wins (WRC, Ford)
2011	4th in FIA World Rally Championship, one win (WRC, Ford)
2012	3rd in FIA World Rally Championship, two wins (WRC, Ford)
2013	3rd FIA World Rally Championship, one win (WRC, Volkswagen)

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Andreas Mikkelsen



Date of birth	22/06/1989 (24)
Place of birth	Oslo (N)
Domicile	Oslo (N)
Hobbies	Motocross, fishing, cycling

Andreas Mikkelsen is a true all-rounder. With his heart initially set on a career as a professional skier, he was called up for the Norwegian junior team at the age of twelve – a feat he later also achieved on the motocross scene.

Sporting career highlights

2010	7th in Intercontinental Rally Challenge (IRC, Ford)
2011	1st in Intercontinental Rally Challenge, two wins (IRC, Škoda)
2012	1st in Intercontinental Rally Challenge, two wins (IRC, Škoda) 14th in FIA World Rally Championship (WRC, Škoda)
2013	10th in FIA World Rally Championship (WRC, Volkswagen)

Andreas Mikkelsen on Rally Sweden:

“The Rally Sweden is a very important rally for me – and not just because I feel at home there and two special stages run through my homeland of Norway. I also have nothing but fond memories of the Rally Sweden: I finished fifth on my Swedish debut in 2008.”

Mikko Markkula



Date of birth	03/01/1981 (33)
Place of birth	Hameenlinna (FIN)
Domicile	Riihimäki (FIN)
Hobbies	Football, skiing, motorcycles

“Everyone always has room for improvement – that is what drives me on,” says Mikko Markkula. Before he took part in his first rally in 2000, he had already completed five years of intensive training at the side of Finnish drivers and co-drivers.

Sporting career highlights

2010	1st in Intercontinental Rally Challenge, three wins (IRC, Škoda)
2011	1st in FIA Super 2000 World Rally Championship, four wins (SWRC, Škoda) 3rd in Intercontinental Rally Challenge, three wins (IRC, Škoda)
2012	3rd in Intercontinental Rally Challenge, two wins (IRC, Škoda)
2013	11th in FIA World Rally Championship (WRC, Volkswagen)



The team behind the WRC commitment

Jost Capito Volkswagen Motorsport Director

... has a clear philosophy. "Winning is everything. Second is nothing," he says. To ensure Volkswagen comes away with "everything", he assembled a compact team whose passion knows no bounds and which is hungry for success. Head of the team since May 2012.

Willy Rampf Technical Director

... regards his daily goal as to be the fastest. This applies to the cars built under his leadership and to the development itself. His motto: "Any mistakes you do not rule out 100 per cent, are 100 per cent guaranteed to reoccur". Joined the team in 2011.

François-Xavier Demaison Technical Project Manager WRC

... has been involved in the WRC for ten years, thus bringing a wealth of World Championship experience to the Volkswagen team. Sees the opportunity in Wolfsburg to play a key role in the project, from the initial sketches to the WRC title. Part of the team since 2011.

Dr. Donatus Wichelhaus Head of Engine Development

... the father of many successful Volkswagen racing engines. He is a true team player, passing on his considerable expertise to others in the group and lecturing on the manufacture of engines at Stuttgart University. An integral part of Volkswagen Motorsport since 2005.

Sven Smeets WRC Team Manager

... was born with a love of rallying in his genes. His grandfather: an avid follower of the “Monte”. His father: a rally driver. Smeets was actively involved as a co-driver at rallies from 1995 to 2005. He has been a part of the organisational team since 2012.

Kirsten Zimmermann Commercial Manager

... loves motorsport – but not at any price. She keeps a watchful eye on the financial side of Volkswagen Motorsport – a dream job for someone who enjoys driving fast on a daily basis. Part of the team since 2012.

Stefan Moser Head of Communications

... has one major goal: to ensure that journalists and fans are captivated by motorsport. He can call on a wealth of experience in this field. Worked in radio, television and on the Internet before moving to Volkswagen Motorsport. With the team since 2009.

Rally Sweden Chassis used

Volkswagen Polo R WRC #1 Ogier/Ingrassia

Internal number	21
Chassis number	WVWZZZ6RZCWP00187
Chassis version	1.1
Initial registration	12/11/2013
Number plate	WOB-VW 520

Volkswagen Polo R WRC #2 Latvala/Anttila

Internal number	20
Chassis number	WVWZZZ6RZCWP00186
Chassis version	1.1
Initial registration	12/11/2013
Number plate	WOB-VW 519

Volkswagen Polo R WRC #9 Mikkelsen/Markkula

Internal number	16
Chassis number	WVWZZZ6RZCWP00033
Chassis version	1.1
Initial registration	14/03/2013
Number plate	WOB-VW 365

Rally Sweden Last five winners

2009	Jari-Matti Latvala/Miikka Anttila (FIN/FIN)	Ford
2010	Mikko Hirvonen/Jarmo Lehtinen (FIN/FIN)	Ford
2011	Mikko Hirvonen/Jarmo Lehtinen (FIN/FIN)	Ford
2012	Jari-Matti Latvala/Miikka Anttila (FIN/FIN)	Ford
2013	Sébastien Ogier/Julien Ingrassia (F/F)	Volkswagen



2014 WRC Season matrix

Event	1st	2nd	3rd	Ogier	Latvala	Mikkelsen
01 Rally Monte Carlo	S. Ogier	B. Bouffier	K. Meeke	P1	P5	P7
02 Rally Sweden						
03 Rally Mexico						
04 Rally Portugal						
05 Rally Argentina						
06 Rally Italy						
07 Rally Poland						
08 Rally Finland						
09 Rally Germany						
10 Rally Australia						
11 Rally France						
12 Rally Spain						
13 Rally Great Britain						

2014 WRC Classifications

Drivers

01 Sébastien Ogier	27
02 Bryan Bouffier	18
03 Kris Meeke	16
04 Jari-Matti Latvala	13
05 Mads Østberg	12
...	
07 Andreas Mikkelsen	6

Manufacturers

01 Volkswagen Motorsport	37
02 Citroën Total Abu Dhabi WRT	33
03 M-Sport	10
04 Volkswagen Motorsport II	8

Rally Sweden Facts and figures

The event

The Rally Sweden was first held in 1950 and was called “Rally to the Midnight Sun” – with start and finish at separate locations. Since 1967 both start and finish have been located in Karlstad.



The venue

The airport in Hagfors will serve as the hub for the Rally Sweden again this year. The total distance of the rally is 1,583.33 kilometres, whereby the teams are timed over 323.54 kilometres. The finish will be in Karlstad with the podium ceremony taking place at the city’s main square.

The country

Capital	Stockholm
Area	449,964 square kilometres
Population	9.52 million
Language	Swedish
Currency	Swedish Krona (1 Krona = 0.114 Euros)

The typical weather



The Rally Sweden is the only real winter event on the WRC calendar and therefore unique in its kind. Drivers and cars face extremely cold temperatures well below the freeze point. The surface of the special stages usually feature snow and ice.



Food & drink

Swedish cuisine, like that of other Scandinavian countries, is traditionally simple. Fish, meat, potatoes and dairy products play prominent roles. Famous dishes are Swedish meatballs, traditionally served with gravy, boiled potatoes and lingonberry jam. The traditional flat and dry crisp bread has developed into several contemporary variants and is popular around the globe. Although traditional Swedish dishes are still a very important part of everyday meals, modern day Swedish cuisine adopts many international dishes as well.

Speed limit

The current speed limit is very well marked by signs. The standard speed for roads outside built-up areas is always 70 kilometres per hour unless otherwise indicated. All cars in Sweden must have their headlights on at all times. For vehicles with a maximum allowable total weight of over 3,500 kilograms must be equipped with winter tyres.

At a glance

-  The surface conditions of the Rally Sweden usually consist of ice and snow. Selecting the right tyres therefore is not an issue at all – there is only one type available for the teams: studded winter tyres.
-  The service park of the Rally Sweden is located at the Hagfors airport from Friday, 31 January, till Wednesday, 05 February, meaning that the teams will not move during the rally like at Rally Monte Carlo.



Rally Sweden History

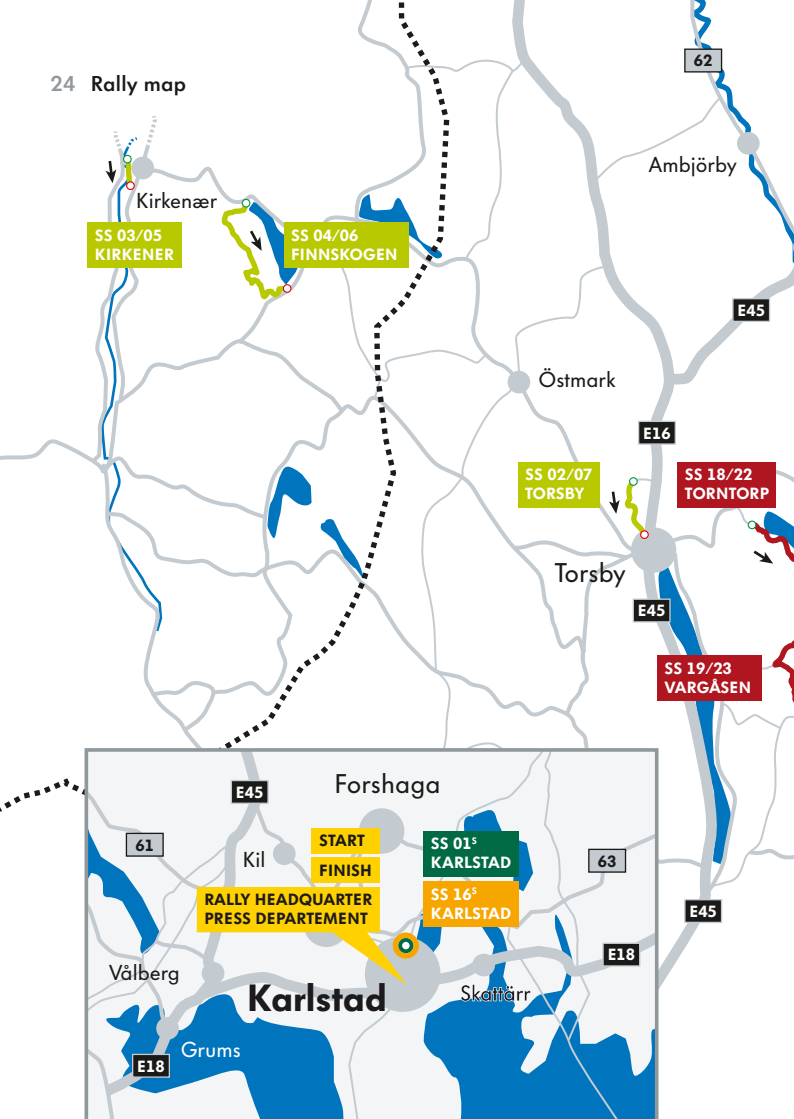
At a glance

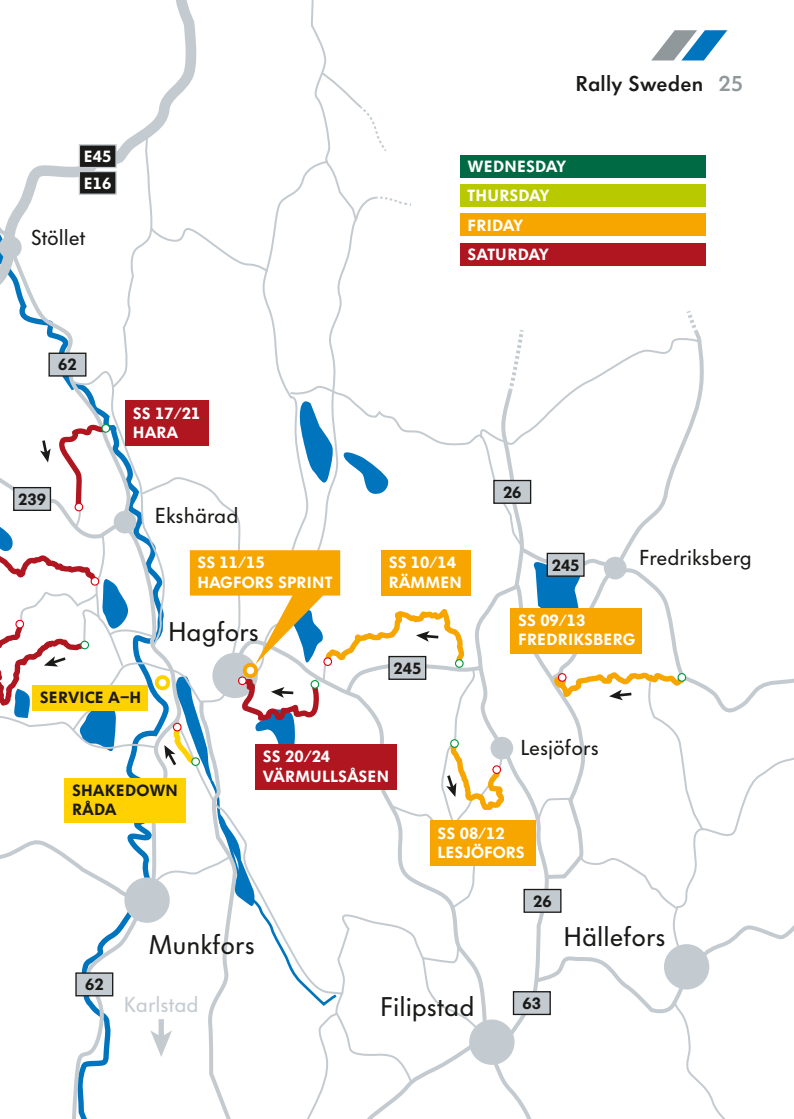
- /// Second rally, first victory: last year, the Volkswagen team won their first WRC event in Sweden with the new Polo R WRC. Sébastien Ogier/Julien Ingrassia (F/F) dominated much of the rally and celebrated their first of nine victories on their way to the 2013 World Championship titles.
- /// The Volkswagen duo Jari-Matti Latvala/Miikka Anttila (FIN/FIN) won the Rally Sweden in 2008 and 2012. In 2010 and 2011 they finished third. Last year the duo came in fourth.
- /// The winners of the “1st International Swedish Rally” were local heroes Per-Fredrik Cederbaum/Bertil Sohlberg.



- Traditionally the only rally that is always held on snow, the Rally Sweden is the home turf for rally drivers from Sweden, Norway and Finland. The only non-Nordic driver, who has won in Sweden and Finland in the same season was Sébastien Ogier in 2013.
- Since 1950, the Rally Sweden was only missing three times from the international rally calendar: it was cancelled in 1974 due to the energy crisis and in 1990 because of too mild weather. In 2009, the Rally Sweden did not take place due to the FIA Rotation System.
- Volkswagen consultant Carlos Sainz (E) was runner-up in Sweden four times (1996–1999) and finished third two times (2001, 2002). His co-driver: Luís Moya (E), who also works as an ambassador for Volkswagen in the WRC.
- The Volkswagen Group brands Audi and Porsche are among the most successful manufacturers in the history of the Rally Sweden. Between 1981 and 1984 the Audi quattro was the winning car – two times with Hannu Mikkola/Arne Hertz (FIN/S) (1981, 1983) and two times with the all Swedish duo Stig Blomqvist/Björn Cederberg (1982, 1984). Porsche has eight wins to its name (1952–1955, 1963, 1968–1970).
- To honour the late Colin McRae (GB), the organisers of the Rally Sweden hand out an award for the longest jump over a crest on the Vargåsen stage. The winners of the award since 2008: Khalid Al Qassimi (UAE), Marius Aasen (N), Ken Block (USA), Ott Tänak (EST) and Thierry Neuville (B).

24 Rally map





26 Rally schedule

Rally Sweden Day by day

	Liaison	SS	Liaison
Wednesday, 05 February 2014			
Shakedown (Råda), 240 min.			08:00 hrs
Starting ceremony (Trotting course, Karlstad)			19:00 hrs
Start (Karlstad)			20:00 hrs
SS⁵ 01 Karlstad 1	01.90 km	14.95 km	20:04 hrs
Parc fermé (Karlstad)			20:44 hrs
	14.95 km	01.90 km	Σ 16.85 km

Thursday, 06 February 2014			
Service A (Hagfors), 15 min.	85.15 km		09:30 hrs
SS 02 Torsby 1	61.06 km	07.03 km	10:54 hrs
SS 03 Kirkener 1	83.35 km	07.16 km	12:29 hrs
SS 04 Finnskogen 1	15.80 km	16.82 km	29.03 km 13:04 hrs
Regrouping (Kirkener)			13:58 hrs
SS 05 Kirkener 2	03.26 km	07.16 km	14:54 hrs
SS 06 Finnskogen 2	15.80 km	16.82 km	15:29 hrs
SS 07 Torsby 2	70.20 km	07.03 km	57.07 km 16:59 hrs
Flexi service B (Hagfors), 45 min.			18:12 hrs
Parc fermé (Hagfors)			21:30 hrs
	420.72 km	62.02 km	Σ 482.74 km

Friday, 07 February 2014			
Service C (Hagfors), 15 min.			07:00 hrs
SS 08 Lesjöfors 1	49.94 km	15.00 km	08:16 hrs
SS 09 Fredriksberg 1	50.31 km	18.15 km	09:28 hrs
SS 10 Rämmen 1	26.18 km	22.76 km	10:15 hrs



SS 11 Hagfors Sprint 1	14.86 km	01.87 km	15.15 km	10:56 hrs
Regrouping (Hagfors)				11:24 hrs
Service D (Hagfors), 30 min.				11:37 hrs
SS 12 Lesjöfors 2	49.94 km	15.00 km		13:08 hrs
SS 13 Fredriksberg 2	50.31 km	18.15 km		14:20 hrs
SS 14 Rämmen 2	26.18 km	22.76 km		15:07 hrs
SS 15 Hagfors Sprint 2	14.86 km	01.87 km	15.15 km	15:48 hrs
Service E (Hagfors), 45 min.			85.85 km	16:19 hrs
Regrouping (Karlstad)				18:29 hrs
SS^S 16 Karlstad 2	01.01 km	01.90 km	14.95 km	19:00 hrs
Parc fermé (Karlstad)				19:40 hrs
	414.69 km	117.46 km	Σ 532.15 km	

Saturday, 08 February 2014

Service F (Hagfors), 15 min.	85.15 km			07:00 hrs
SS 17 Hara 1	27.98 km	11.32 km		07:55 hrs
SS 18 Torntorp 1	21.49 km	19.26 km		08:33 hrs
SS 19 Vargåsen 1	08.71 km	24.63 km		09:07 hrs
SS 20 Värmullsåsen 1	46.75 km	15.87 km	14.41 km	10:25 hrs
Regrouping (Hagfors)				11:01 hrs
Service G (Hagfors), 30 min.				11:14 hrs
SS 21 Hara 2	27.98 km	11.32 km		12:24 hrs
SS 22 Torntorp 2	21.49 km	19.26 km		13:02 hrs
SS 23 Vargåsen 2	08.71 km	24.63 km	41.02 km	13:36 hrs
Regrouping (Geijersholm)				14:46 hrs
SS 24^P Värmullsåsen 2	07.95 km	15.87 km	14.41 km	15:13 hrs
Service H (Hagfors), 10 min.				16:02 hrs
Podium ceremony (Karlstad)	83.38 km			17:27 hrs
	409.43 km	142.16 km	Σ 551.59 km	
	1,259.79 km	323.54 km	Σ 1,583.33 km	

Rally Sweden Entry list

No	Driver/ co-driver	Car	Entrant	Class
1	Sébastien Ogier (F) Julien Ingrassia (F)	Volkswagen	Volkswagen Motorsport	RC1
2	Jari-Matti Latvala (FIN) Miikka Anttila (FIN)	Volkswagen	Volkswagen Motorsport	RC1
3	Kris Meeke (GB) Paul Nagle (IRL)	Citroën	Citroën Total Abu Dhabi WRT	RC1
4	Mads Østberg (N) Jonas Andersson (S)	Citroën	Citroën Total Abu Dhabi WRT	RC1
5	Mikko Hirvonen (FIN) Jarmo Lehtinen (FIN)	Ford	M-Sport	RC1
6	Elfyn Evans (GB) Daniel Barritt (GB)	Ford	M-Sport	RC1
7	Thierry Neuville (B) Nicolas Gilsoul (B)	Hyundai	Hyundai Motorsport	RC1
8	Juho Hänninen (FIN) Tomi Tuominen (FIN)	Hyundai	Hyundai Motorsport	RC1
9	Andreas Mikkelsen (N) Mikko Markkula (FIN)	Volkswagen	Volkswagen Motorsport II	RC1
10	Robert Kubica (PL) Maciej Szczepaniak (PL)	Ford	RK M-Sport WRT	RC1
11	Ott Tänak (EST) Raigo Molder (EST)	Ford	M-Sport	RC1
12	Khalid Al Qassimi (UAE) Chris Patterson (IRL)	Citroën	Citroën Total Abu Dhabi WRT	RC1



No	Driver/ co-driver	Car	Entrant	Class
14	Michał Solowow (PL) Maciej Baran (PL)	Ford	M-Sport	RC1
15	Pontus Tidemand (S) Ola Fløene (N)	Ford	Pontus Tidemand	RC1
16	Henning Solberg (N) Ilka Minor (A)	Ford	Henning Solberg	RC1
17	Craig Breen (IRL) Scott Martin (GB)	Ford	Craig Breen	RC1
21	Martin Prokop (CZ) Michal Ernst (CZ)	Ford	Jipocar Czech National Team	RC1

A total of 43 entries.



Typical Volkswagen

The World Rally Championship commitment sees Volkswagen come full circle: the FIA World Rally Championship is the most important and highest-ranked racing series, in which production-based cars are used. Maintaining a close association with production products has always been an integral part of Volkswagen's motorsport strategy: in the 1970s, the Scirocco Cup caused quite a stir with the use of identical one-make cars. For years, this innovative concept has been regarded as being "typical Volkswagen".

Volkswagen Scirocco R Cup: exhilarating racing

Pure racing with a green heart: the cars' drive train is powered by bio natural gas, thus reducing total CO₂ emissions resulting from racing and logistics by 80 per cent – otherwise unheard of in the world of motor racing. Innovative concepts such as the push-to-pass

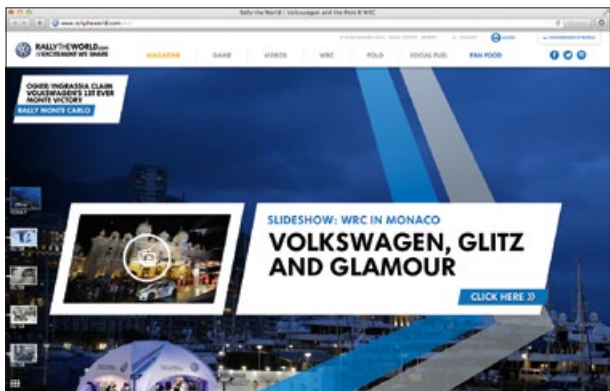
system, with which, at the push of a button, the drivers can call on an extra 50 hp for a short period, help produce exciting races and a tactical element previously lacking from one-make racing series.

Success bred through tradition: Volkswagen and Formula 3

Motorsport legends like Michael Schumacher and Tom Kristensen all took their first steps towards Formula One, Le Mans and the DTM in Formula 3 – and “powered by Volkswagen” to boot. In 2014, the demand for the powerful engine from Wolfsburg is as great as ever: in keeping with the manufacturer’s tradition, Volkswagen is continuing in its role of engine supplier to the most important junior, single-seater series in the world. Many teams use Volkswagen engines in the FIA Formula 3 European Championship and the German Formula 3 Cup. In 2013, in the British Formula 3 Championship Jordan King has given Volkswagen its fifth consecutive title. Volkswagen also plays a key role at Formula 3 Grands Prix: Eight victories at the Macau Grand Prix between 1984 and 2012 make Volkswagen the most successful engine manufacturer at the legendary street race in the gambler’s paradise.



32 RALLY THE WORLD campaign



Excitement we share

Volkswagen won all three world championship titles in its debut season in one of the toughest challenges in motorsport, the FIA World Rally Championship. Defending these titles in 2014 becomes our new adventure. A task that we want to share with new and old rally fans around the world. As near, as often, as exciting, as real and as loudly as possible.

How are we going to do this? With a unique package full of information, action and entertainment. From A for an app with live reports from the rally to Z for a zippy and fast-paced race game. All with one aim in mind: we want to bring the most fascinating motorsport in the world back to the people in line with our motto: Rally the World. Excitement we share!

Useful links

Volkswagen Motorsport

Internet	www.volkswagen-motorsport.com
Facebook	www.facebook.com/volkswagenmotorsport
Twitter	www.twitter.com/volkswagenrally
Youtube	www.youtube.com/volkswagenrally

RALLY THE WORLD campaign

Internet	www.rallytheworld.com
Facebook	www.facebook.com/rallytheworldcom
Twitter	www.twitter.com/vwrallytheworld

Sébastien Ogier

Internet	www.sebastien-ogier.com
Facebook	www.facebook.com/sebastien.ogier
Twitter	www.twitter.com/sebogier

Jari-Matti Latvala

Internet	www.jmlatvala.com
Facebook	www.facebook.com/jarimattilatvala
Twitter	www.twitter.com/jarimattiwrc

Andreas Mikkelsen

Internet	www.andreamikkelsen.no
Facebook	www.facebook.com/andreamikkelsenrally
Twitter	www.twitter.com/amikkelsenrally



WRC allure – “transferred” to production

The Polo R WRC sees Volkswagen introduce the flair of this absorbing motorsport to the everyday automotive world. At the same time, the company is also adding a new high-performance variant to the portfolio of the successful compact model, which ranges from the Polo BlueMotion to the Polo GTI. With only 2,500 limited editions being produced, the powerhouse went on offer for advanced sale on 11 December 2012 at a price of 33,900 Euros.

The Polo R WRC reflects the dynamic character of its name-sake the Polo R WRC, with which Volkswagen won the drivers', co-drivers' and the manufacturers' classifications at the 2013 World Rally Championship. A 2.0-litre TSI engine producing 162 kW/220 hp ensures the road-going version boasts an extremely sporty driving performance, tailored to the design



of the car: the Polo R WRC has a top speed of 243 km/h and accelerates from 0 to 100 km/h in 6.4 seconds.

With its white paint job, the blue/grey stripe and WRC-style bumper, the Polo R WRC forms the bridge between the street car and the rally car driven by Sébastien Ogier and Jari-Matti Latvala. The 18-inch alloy wheels (“Cagliari” type) in the star design are based on the wheels on the rally car; together with tyres from the 215/35 R 18 format, they underline the self-assured appearance of the Polo R WRC. The sports chassis guarantees that the handling lives up to the rest of the car, standard bi-xenon headlamps turn night into day.

350 Nm ensure a broad torque curve

The dynamic exterior of the Polo R WRC, which is available exclusively as a two-door model, is complemented by a suitably impressive drive train: instead of the 1.8-litre engine in the Polo GTI, which produces 132 kW/180 hp, the power on the front axle of the Polo R WRC is generated by a 162-kW/220-hp, 2.0-litre TSI engine. The maximum 350 Nm of torque produced by the turbo direct injection engine (Polo GTI: 250 Nm) vouch for an even broader torque curve and, accordingly, a more efficient stroke.

The interior is also brimming with authentic motorsport flair – including features like racing seats with WRC-specific covers, an Alcantara, multifunctional steering wheel, a black roof liner, and aluminium-style pedals. The special equipment on the production version also includes a centre arm rest (front), cruise control, light and rain sensors, a winter package, Climatronic (climate control), an anti-theft alarm system, head airbags, and a radio/navigation unit.

36 Partners

Volkswagen R GmbH

www.volkswagen-r.de



Red Bull

www.redbull.com



Castrol

www.castrol.com



Volkswagen Financial Services

www.vwfsag.com

Volkswagen Financial Services

Michelin

www.michelin.com



Aral/BP

www.bp.com



OMP

www.ompracing.it



ZF

www.zf.com



Stilo

www.stilo.it



Motorsport-Total.com

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Rally Sweden contacts

FIA World Rally Championship Media Delegate

Hayley Gallagher

Phone +44 125 2781431

Fax +44 788 7508890

E-mail hgallagher@fia.com

Internet www.fia.com

Rally Sweden Rally HQ

Karlstad CCC, Tage Erlanderogatan, 652 20 Karlstad, Sweden

Phone +46 54 291011

Fax +46 54 291007

E-mail mailbox@rallysweden.com

Internet www.rallysweden.com

Facebook www.facebook.com/officialrallysweden

Twitter www.twitter.com/rallysweden

Volkswagen Motorsport GmbH

Communications

Ikarusallee 7a

D-30179 Hannover

Phone +49 511 67494-0

Fax +49 511 67494-753

E-mail media@volkswagen-motorsport.com

Internet www.volkswagen-motorsport.com

Media contact



Stefan Moser

Head of Marketing & Communications

Mobile +49 171 4000379

stefan.moser@volkswagen-motorsport.com



Andre Dietzel

Communications

Mobile +49 175 7234689

andre.dietzel@volkswagen-motorsport.com



Ingo Roersch

Communications

Mobile +49 172 1499157

ingo.roersch@volkswagen-motorsport.com



Helge Gerdes

Communications

Mobile +49 175 5223111

