












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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FIA World Rally Championship

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Difficult task: going to Mexico in first place

Securing a third win in the third rally of the season is the particularly daunting task, which lies ahead for Volkswagen in the FIA World Rally Championship (WRC) during Rally Mexico. For the first time in 2014, the 315-hp Polo R WRC goes into battle on gravel. Since there will be no qualifying session during gravel rallies this year, the first day will commence with the order of the world championship standings. Overall leaders Jari-Matti Latvala/Miikka Anttila (FIN/FIN), followed by the World Champions and current second-placed driver team Sébastien Ogier/Julien Ingrassia (F/F), have the honour of opening the Rally Mexico on the course. However, they will have to perform the duties of “road sweepers” for the drivers that follow. The driver duo of Andreas Mikkelsen/Mikko Markkula (N/FIN), who finished second in Scandinavia, will head

out fourth. The thick layer of loose gravel, one of the special features of the “Mexico”, is itself a disadvantage during the second loop – the three driver pairs will have to perform their magic right from the start.

With altitudes of up to 2,781 metres above sea-level, the special stages in Mexico are the highest of the whole season. Temperatures of up to 30 °C will provide a welcome contrast to the snowy conditions of Monte Carlo and the slippery experiences in Sweden. However, the thin air in the Mexican state of Guanajuato can pose considerable problems for both man and machine. Volkswagen have already proven how well they can cope with difficult and constantly changing conditions with victories at the legendary “Monte” and in Sweden. Therefore, the World Champions will be travelling to León, where Ogier/Ingrassia recorded Volkswagen’s first victory on gravel last year, not just as defending driver, co-driver and manufacturer champions, but also as the current leaders in the all three world championship categories.

Altitude flight with power loss

“During the unpredictable ‘Monte’, as well as in the difficult weather conditions of Sweden, the Polo R WRC demonstrated its impressive speed and durability,” says Volkswagen Motorsport Director Jost Capito. “If the drivers were tested during the first two events of the season, then the car will be even more important in Mexico. The high altitude and thin air that goes with it are a challenge for the engineers, because they have to try to minimise the associated loss of engine power. I am confident that we will also be able to cope with this task successfully.”



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 Mexico:

“I like Rally Mexico. Our goal this year is of course to repeat the victory of last season. The partly long special stages in Mexico always present a real challenge for us. If the car is damaged, there could be a long way left to race.”

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) |



12 Volkswagen Team

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 | 9 |

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 Mexico:

“Victory in Sweden was a special moment for me and naturally gave me that extra bit of confidence. I am delighted to be travelling to Mexico as world championship leader, but I have to stay realistic, because I don’t consider this to be my strongest rally. Even a podium finish would be super.”

Miikka Anttila



| | |
|-----------------------|-------------------------------------|
| Date of birth | 10/09/1972 (41) |
| Place of birth | Janakkala (FIN) |
| Domicile | Lempäälä (FIN) |
| Hobbies | Skiing, cycling, car restoration |
| WRC victories | 9 |

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) |



14 Volkswagen Team

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 Mexico:

“Rally Mexico is new for me. I was able to gain some practical experience by taking part in the recce last year. That gave me a great insight and on first impressions it seems like a great rally. But it won’t be so easy for us.”

Mikko Markkula



| | |
|-----------------------|----------------------------------|
| Date of birth | 03/01/1981 (33) |
| Place of birth | Hameenlinna (FIN) |
| Domicile | Riihimaki (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.

Andre Dietzel Head of Communications

... is a complete “petrol head”. He would love for the fascination of rallying to come alive everywhere – for everyone at any time. Considers himself a service provider for journalists. With the team since 2005.

Rally Mexico Chassis used

Volkswagen Polo R WRC #1 Ogier/Ingrassia

| | |
|----------------------|-------------------|
| Internal number | 17 |
| Chassis number | WVWZZZ6RZCWP00036 |
| Chassis version | 1.1 |
| Initial registration | 11/06/2013 |
| Number plate | WOB-VW 369 |

Volkswagen Polo R WRC #2 Latvala/Anttila

| | |
|----------------------|-------------------|
| Internal number | 18 |
| Chassis number | WVWZZZ6RZCWP00037 |
| Chassis version | 1.1 |
| Initial registration | 11/06/2013 |
| Number plate | WOB-VW 370 |

Volkswagen Polo R WRC #9 Mikkelsen/Markkula

| | |
|----------------------|-------------------|
| Internal number | 15 |
| Chassis number | WVWZZZ6RZCWP00032 |
| Chassis version | 1.1 |
| Initial registration | 29/01/2013 |
| Number plate | WOB-VW 364 |

Rally Mexico Last five winners

| | | |
|------------|--|------------|
| 2009 | Manfred Stohl/Illka Minor (A/A) | Mitsubishi |
| 2010 (WRC) | Sébastien Loeb/Daniel Elena (F/MC) | Citroën |
| 2011 (WRC) | Sébastien Loeb/Daniel Elena (F/MC) | Citroën |
| 2012 (WRC) | Sébastien Loeb/Daniel Elena (F/MC) | Citroën |
| 2013 (WRC) | 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 | J. Latvala | A. Mikkelsen | M. Østberg | P6 | P1 | P2 |
| 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 J. Latvala | 40 |
| 02 S. Ogier | 35 |
| 03 M. Østberg | 30 |
| 04 A. Mikkelsen | 24 |
| 05 B. Bouffier | 18 |
| 06 K. Meeke | 17 |
| 07 M. Hirvonen | 13 |

Co-Drivers

| | |
|------------------------|-----------|
| 01 M. Anttila | 40 |
| 02 J. Ingrassia | 35 |
| 03 J. Andersson | 30 |
| 04 M. Markkula | 24 |
| 05 X. Panseri | 18 |
| 06 P. Nagle | 17 |
| 07 J. Lehtinen | 13 |

Manufacturers

| | |
|---------------------------------------|-----------|
| 01 Volkswagen Motorsport | 72 |
| 02 Citroën Total Abu Dhabi WRT | 56 |
| 03 Volkswagen Motorsport II | 26 |
| 04 M-Sport | 22 |
| 05 Hyundai Motorsport | 8 |
| 06 RK M-Sport WRT | 4 |

Rally Mexico Facts and figures

The event

The Rally Mexico was first held in 1979 – called Rally America back then. In 2004 the event became part of the FIA World Rally Championship.



The venue

Since 1998 the Rally Mexico is located in León, Guanajuato. For this year, the service park will move outside the Poliforum to the adjacent Fairgrounds. It will be located in the area used in the past years for the León Street Stage. Rally Mexico is a compact event due to the fact, that the 22 special stages will be held around the cities of Guanajuato and León. 39 per cent of the total distance (1,038.18 kilometres) are timed special stages.

The country

| | |
|-------------------|-------------------------------------|
| Capital | Mexico City |
| Area | 1.97 million square kilometres |
| Population | 112 million |
| Language | Spanish and 68 indigenous languages |
| Currency | Mexican Peso (1 Peso = 0.055 Euros) |

The typical weather



The climate is typically tropical. March is known as the dry warm and windy season. Changing conditions are not unusual: short tropical rains can be followed by sunshine and 30 °C, while Guanajuato can see temperatures drop below 15 °C at night.

Food & drink

Hot and spicy, nachos and fajitas – thinks and characteristics the Mexican cuisine is associated with. But it has obviously more to offer. In addition to a variety of spices, flavours and intense, most of today's Mexican food is based on pre-Columbian traditions, including Maya and Aztec, combined with trends introduced by Spanish colonists. Mexican food varies by region, because of local climate and geography and ethnic differences. The country is also famous for its agave schnapps, shortly known as tequila. The drink is traditional served with salt and a piece of lemon.

Speed limit

The speed limit in towns is 40 kilometres per hour and is indicated everywhere else by road signs. Highway speeds can vary between 80 and 110 kilometres per hour. Wearing seat belts is compulsory. Mobile phones are not to be used while driving. Carry your driving licence at all times.

At a glance

- /// Since 2005, the Rally Mexico has been set as the first full gravel event of the season. By canceling the qualifying, the drivers have to start in the order of the World Championship standings this season. So the first cars on the road act as the road sweepers for the following cars.
- /// Selecting the right tyres and car configuration is another eternal balancing act. The short opening stage on asphalt and cobblestones is followed by long ones with mostly gravel like "Guanajuatito" (55.92 kilometres).



Rally Mexico History

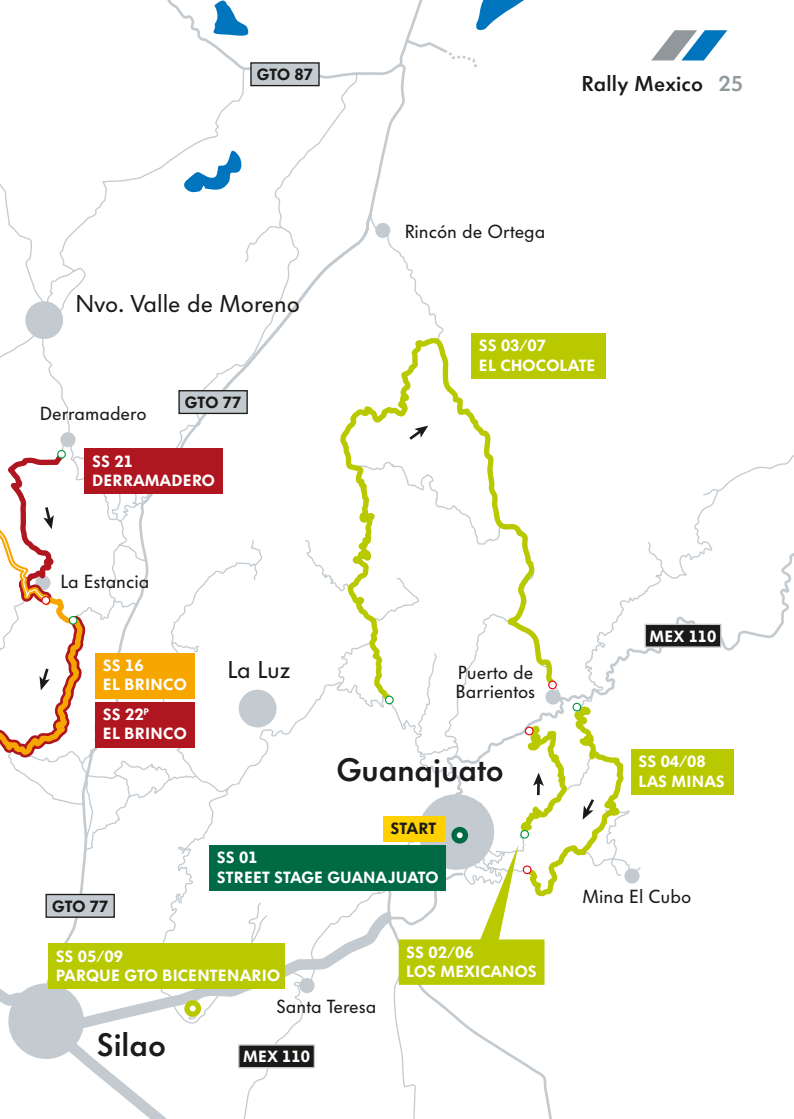
At a glance

- /// Sébastien Ogier/Julien Ingrassia (F/F) won the Rally Mexico last year by a margin of more than three minutes before the second placed Mikko Hirvonen/Jarmo Lehtinen (FIN/ FIN). It was the second of nine WRC victories for the French Volkswagen duo in 2013 – and the first one for the Polo R WRC on gravel.
- /// Ogier/Ingrassia won in 2013 despite “The Mysterious Incident of the Closed Gate” at kilometre 32 of the 18th special stage. Despite losing about 37 seconds because of an emergency stop from full rally speed, their time was still good enough to finish sixth fastest on the stage.

- /// The Rally Guanajuato Mexico, first known as Rally America and later Corona Rally Mexico, was first held in 1979 through a spirit of co-operation by the two largest automobile clubs in Mexico: Club Automovilístico Francés de México (CAF) and the Rally Automovil Club (RAC). The event was originally hosted in the State Mexico and ran continuously until 1985.
- /// After an absence of six years, the event ran again in 1991 and followed the route of El Paso de Cortés, between two of Mexico's largest volcanoes. CAF then opted for a different concept: a short rally with a high percentage of special stages. This event was held in Valle de Bravo in 1993.
- /// In 1998, the organizers decided to rename the event and move it to León, Guanajuato. With a long-term business plan focusing on inclusion in the FIA World Rally Championship (WRC) in place, the event ran again in 1999 and 2000, stepping up a gear each year. From 2001 to 2003, the organizers went for observation by the World Automobile Association (FIA).
- /// In 2004, the Rally Mexico made its debut in the FIA World Rally Championship (WRC). The premiere winners: Markko Märtin/Michael Park (EST/GB) in a Ford Focus.
- /// In 2009, the Rally Mexico was not part of the FIA World Rally Championship. The event was run as International Rally of Nations instead. The winners: Manfred Stohl/Ilka Minor (A/A) in a Mitsubishi.

24 Rally map





GTO 87

Rincón de Ortega

Nvo. Valle de Moreno

SS 03/07
EL CHOCOLATE

Derramadero

GTO 77

SS 21
DERRAMADERO

La Estancia

SS 16
EL BRINCO

SS 22^o
EL BRINCO

La Luz

Puerto de Barrientos

MEX 110

Guanajuato

SS 04/08
LAS MINAS

START

SS 01
STREET STAGE GUANAJUATO

Mina El Cubo

GTO 77

SS 05/09
PARQUE GTO BICENTENARIO

SS 02/06
LOS MEXICANOS

Santa Teresa

Silao

MEX 110

26 Rally schedule

Rally Mexico Day by day

| | Liaison | SS | Liaison |
|--|-----------|------------------|---------------------------|
| Thursday, 06 March 2014 | | | |
| Shakedown (Llani Grande), 240 min. | | | 09:00 hrs |
| Start (León) | | | 18:15 hrs |
| Ceremonial start (Alhondiga) | | | 20:00 hrs |
| SS 01 Street Stage Guanajuato | 59.78 km | 01.01 km | 54.17 km 20:09 hrs |
| Overnight Regrouping (León) | | | 21:39 hrs |
| | 113.95 km | 01.01 km | ∑ 114.96 km |
| Friday, 07 March 2014 | | | |
| Service A (León), 15 min. | | | 07:00 hrs |
| SS 02 Los Mexicanos 1 | 59.15 km | 09.88 km | 08:32 hrs |
| SS 03 El Chocolate 1 | 10.22 km | 44.03 km | 09:05 hrs |
| SS 04 Las Minas 1 | 03.87 km | 15.59 km | 10:08 hrs |
| SS 05 Parque Gto Bicentenario 1 | 22.81 km | 02.60 km | 41.49 km 11:01 hrs |
| Regrouping (León) | | | 11:51 hrs |
| Service B (León), 30 min. | | | 12:21 hrs |
| SS 06 Los Mexicanos 2 | 59.15 km | 09.88 km | 14:08 hrs |
| SS 07 El Chocolate 2 | 10.22 km | 44.03 km | 14:41 hrs |
| SS 08 Las Minas 2 | 03.87 km | 15.59 km | 15:44 hrs |
| SS 09 Parque Gto Bicentenario 2 | 22.81 km | 02.60 km | 16:37 hrs |
| SS 10^s Super Special 1 | 30.14 km | 02.21 km | 17:37 hrs |
| SS 11^s Super Special 2 | | 02.21 km | 15.98 km 17:42 hrs |
| Flexi service C (León), 45 min. | | | 18:32 hrs |
| Parc fermé (León) | | | 22:00 hrs |
| | 279.71 km | 148.62 km | ∑ 428.33 km |



| | Liaison | SS | Liaison | |
|--|-----------|------------------|----------------------|------------------|
| Saturday, 08 March 2014 | | | | |
| Service D (León), 15 min. | | | | 08:30 hrs |
| SS 12 Ibarilla 1 | 17.28 km | 30.33 km | | 09:28 hrs |
| SS 13 Otates | 23.54 km | 53.69 km | 33.13 km | 10:46 hrs |
| Regrouping (León) | | | | 12:36 hrs |
| Service E (León), 30 min. | | | | 13:06 hrs |
| SS 14 Ibarilla 2 | 17.28 km | 30.33 km | | 14:19 hrs |
| SS 15 Otatitos | 23.54 km | 43.06 km | | 15:37 hrs |
| SS 16 El Brinco 1 | 02.32 km | 08.25 km | | 17:08 hrs |
| SS 17^s Super Special 3 | 22.20 km | 02.21 km | | 18:08 hrs |
| SS 18^s Super Special 4 | | 02.21 km | 15.98 km | 18:13 hrs |
| Flexi service F (León), 45 min. | | | | 19:03 hrs |
| Parc fermé (León) | | | | 22:00 hrs |
| | 155.27 km | 170.08 km | Σ 325.35 km | |
| Saturday, 09 March 2014 | | | | |
| Service G (León), 15 min. | | | | 07:45 hrs |
| SS 19^s Super Special 5 | 14.77 km | 04.42 km | | 08:55 hrs |
| SS 20 Guanajuatito | 29.34 km | 55.92 km | | 09:58 hrs |
| SS 21 Derramadero | 08.83 km | 11.63 km | 01.79 km | 11:21 hrs |
| Regrouping (La Estancia) | | | | 11:36 hrs |
| SS 22^p El Brinco 2 | 00.53 km | 08.25 km | 33.14 km | 12:08 hrs |
| Service H (León), 10 min. | | | | 13:26 hrs |
| Podium ceremony (Foro del Lago) | 00.93 km | | | 14:30 hrs |
| | 89.33 km | 80.22 km | Σ 169.55 km | |
| | 638.26 km | 399.93 km | Σ 1,038.19 km | |

Rally Mexico 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 | Chris Atkinson (AUS) Stéphane Prévot (B) | 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 | Benito Guerra (MEX) Borja Rozada (E) | Ford | M-Sport | RC1 |
| 21 | Martin Prokop (CZ) Jan Tománek (CZ) | Ford | Jipocar Czech National Team | RC1 |

A total of 29 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 namesake 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

www.motorsport-total.com





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