

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
05/06-08/06/2014		Rally Italy	Gravel
26/06-29/06/2014		Rally Poland	Gravel
31/07-03/08/2014		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

Pocket Facts 10/2014 Content

FIA World Rally Championship



Match point number two: Volkswagen targets World Championship title

Volkswagen heads to the Rally Australia with “match point” number two in the race for the Manufacturers’ title in the FIA World Rally Championship (WRC). From 11 to 14 September, Volkswagen duos Sébastien Ogier/Julien Ingrassia (F/F), Jari-Matti Latvala/Miikka Anttila (FIN/FIN) and Andreas Mikkelsen/Ola Fløene (N/N) will continue their all-Volkswagen battle for the Drivers’ and Co-Drivers’ Championship down under. One thing is already certain: the title is destined for one of the Polo R WRC drivers, as only the Volkswagen trio are still in with a mathematical chance of winning the championship. Staying true to the motto “may the best man win”, team orders remain out of the question at Volkswagen, even as the works team from Wolfsburg takes on one of the most demanding and unique

rallies of the year. Ahead of them: 20 special stages with a total 315.30 kilometres against the clock.

“The Rally Australia is one of the highlights of the year,” said Volkswagen Motorsport Director Jost Capito. “Given the current situation in the World Championship, it has the potential to be particularly exciting in 2014. There will once again be no team orders in the duel between Ogier and Latvala. Both drivers have the green light to go for the win. We also have the opportunity to seal the Manufacturers’ title with rallies still to come. Last year we won 21 of 22 special stages, which proved to be the springboard for the longest winning run in WRC history. We are very proud of that. However, it will not be easy to repeat that success. The Rally Australia throws up a lot of different challenges and has many tricky sections, on which it is very easy to make mistakes. We saw at our recent home event just how quickly a rally can come to an end. However, victories taste particularly sweet in the light of a possible failure. We would like to experience the sweeter side again this time.”

Five points away from winning the Manufacturers’ title

Volkswagen could be celebrating winning the Manufacturers’ World Championship come the end of the Rally Australia. Sébastien Ogier and Jari-Matti Latvala must score just five points between them to fulfil this dream. Currently leading by 167 points, they need only hold a 129-point advantage after the round down under to wrap up the title. Should they pull this off, it would be a historic triumph. The successful title defence, just three quarters of the way into the season, would be the earliest the championship had been won for 25 years.



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

“We line up with the number 1 on a Polo R WRC this season,” said Volkswagen Motorsport Director Jost Capito. “That honour is reserved for the World Champion, and is something we are very proud of. However, that does not mean that we will be presumptuous or complacent at the rallies. We will approach the task in hand with the greatest respect, maximum concentration and absolute commitment. If you don't go forwards, you go backwards.”

“It is easier to win a World Championship title than it is to successfully defend it,” Capito explains. “But precisely that is our goal. Each rally will give us an indication of how we compare to the new and new-look opposition. We are looking forward to it.”

08 Technical specifications

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)

Residence St. Gallen (CH)

Hobbies Sport, skiing

WRC victories 21

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 Australia:

“The Rally Australia is right up my street. I love the special stages and always feel good down under. The rally in 2013 was virtually perfect for me: 19 stage wins from 22 stages, plus three bonus points for winning the Power Stage. We would obviously love to repeat that this year.”

 **Julien Ingrassia**

Date of birth	26/11/1979 (34)
Place of birth	Aix-en-Provence (F)
Residence	Geneva (CH)
Hobbies	Mountain biking, hiking
WRC victories	21

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)

 **Jari-Matti Latvala**

Date of birth	03/04/1985 (29)
Place of birth	Töysä (FIN)
Residence	Tuuri (FIN)
Hobbies	Cross-country skiing, historic rallies, running
WRC victories	11

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 anything but a late bloomer 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 Australia:

“Unfortunately we missed the opportunity to close the gap to Sébastien at the top of the championship in Germany recently. As such, we start exactly as we did there. I hope I can challenge for the win here. However, we must also keep an eye on the opposition from outside our team. It is going to be exciting.”

Miikka Anttila



Date of birth	10/09/1972 (42)
Place of birth	Janakkala (FIN)
Residence	Lempäälä (FIN)
Hobbies	Skiing, mountain biking, classic cars
WRC victories	11

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)



 **Andreas Mikkelsen**

Date of birth	22/06/1989 (25)
Place of birth	Oslo (N)
Residence	Monaco (MC)
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 Australia:

“Back on gravel. I like the sound of that. The Rally Australia is one of this year’s races that I have already contested in the Polo. Last year I enjoyed every special stage, many of which we will tackle again this year. I would love to finish on the podium again.”

 **Ola Fløene**

Date of birth	01/02/1969 (45)
Place of birth	Hamar (N)
Residence	Brumunddal (N)
Hobbies	Motocross, mountain biking

He says he is destined to share a rally car with Andreas Mikkelsen. He was his first co-driver at the start of his career and won two IRC titles alongside Mikkelsen. Now the likeable Norwegian is back at his fellow countryman's side.

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	1st in FIA Junior World Rally Championship, three wins (JWRC, Ford)

#9

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 Australia Chassis used

Volkswagen Polo R WRC #1 Ogier/Ingrassia

Internal number	21
Chassis number	WVWZZZ6RZEW00187
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	WVWZZZ6RZEW00186
Chassis version	1.1
Initial registration	12/11/2013
Number plate	WOB-VW 519

Volkswagen Polo R WRC #9 Mikkelsen/Fløene

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

Rally Australia Last five winners

2005 (WRC)	François Duval/Sven Smeets (B/B)	Citroën
2006 (WRC)	Mikko Hirvonen/Jarmo Lehtinen (FIN/FIN)	Ford
2009 (WRC)	Mikko Hirvonen/Jarmo Lehtinen (FIN/FIN)	Ford
2011 (WRC)	Mikko Hirvonen/Jarmo Lehtinen (FIN/FIN)	Ford
2013 (WRC)	Sébastien Ogier/Julien Ingrassia (F/F)	Volkswagen



2014 WRC Season matrix

Event	1st	2nd	3rd	Ogier	Latvala	Mikkelsen
01 Rally Monte Carlo	Ogier	Bouffier	Meeke	P1	P5	P7
02 Rally Sweden	Latvala	Mikkelsen	Østberg	P6	P1	P2
03 Rally Mexico	Ogier	Latvala	Neuville	P1	P2	P19
04 Rally Portugal	Ogier	Hirvonen	Østberg	P1	P14	P4
05 Rally Argentina	Latvala	Ogier	Meeke	P2	P1	P4
06 Rally Italy	Ogier	Østberg	Latvala	P1	P3	P4
07 Rally Poland	Ogier	Mikkelsen	Neuville	P1	P5	P2
08 Rally Finland	Latvala	Ogier	Meeke	P2	P1	P4
09 Rally Germany	Neuville	Sordo	Mikkelsen	DNF	DNF	P3
10 Rally Australia						
11 Rally France						
12 Rally Spain						
13 Rally Great Britain						

2014 WRC Classifications

Drivers	Co-drivers	Manufacturers
01 Ogier 187	01 Ingrassia 187	01 Volkswagen Motorsport 305
02 Latvala 143	02 Anttila 143	02 Citroën WRT 138
03 Mikkelsen 110	03 Andersson 74	03 Hyundai Motorsport 131
04 Østberg 74	04 Gilsoul 73	04 M-Sport 128
05 Neuville 73	05 Lehtinen 73	05 Volkswagen Motorsport II 109
06 Hirvonen 73	06 Fløene 64	06 Jipocar Czech National Team 40
07 Evans 57	07 Barritt 57	07 RK M-Sport WRT 21

Points allocation: P1 = 25; P2 = 18; P3 = 15; P4 = 12; P5 = 10; P6 = 8; P7 = 6; P8 = 4; P9 = 2; P10 = 1

Rally Australia Facts and figures

The event

The Rally Australia was first held in 1988. From 1989 till 2006 the rally took part in the region around Perth. In 2009 the event returned to the calendar and was held in the region around Kingscliff – before moving to Coffs Harbour half way between Sydney and Brisbane.



The venue

As 2013, Coffs Coast is the venue for this year's Rally Australia. The Rally HQ will again be at the Opal Cove resort hotel. Coffs Harbour is the hub of the rally, the four Super Special Stages and the Service Park are located there.

The country

Capital	Canberra
Area	7,692,024 square kilometres
Population	23.6 million
Language	English
Currency	Australian Dollar, (100 AUD = 70,78 Euros)
Time zone	UTC +10 hours

The typical weather



The climate at the Coffs Coast is oceanic with warm summers and mild winters. It is influenced by the warm waters of the Tasman Sea which provide moisture to increase rainfall and usually keep the region free from extremes of temperature. In spring the weather often is unsettled.

The route

The 2014 Rally Australia consists of 20 Special Stages with 315.30 competitive and 632.80 liaison kilometres. The Special Stages are mostly the same from 2013 and are all gravel with some very short sections of tarmac near houses. A new five kilometres Shakedown stage using a part of the Special Stage "Hydes Creek", also new in 2014, in reverse is located just 20 minutes from the service park. The new 1.56 kilometres Super Special Stage in the Stadium precinct on a mixed gravel and tarmac surface is the shortest at Rally Australia. The longest stage will be "Nambucca", 48.92 kilometres, on Saturday.

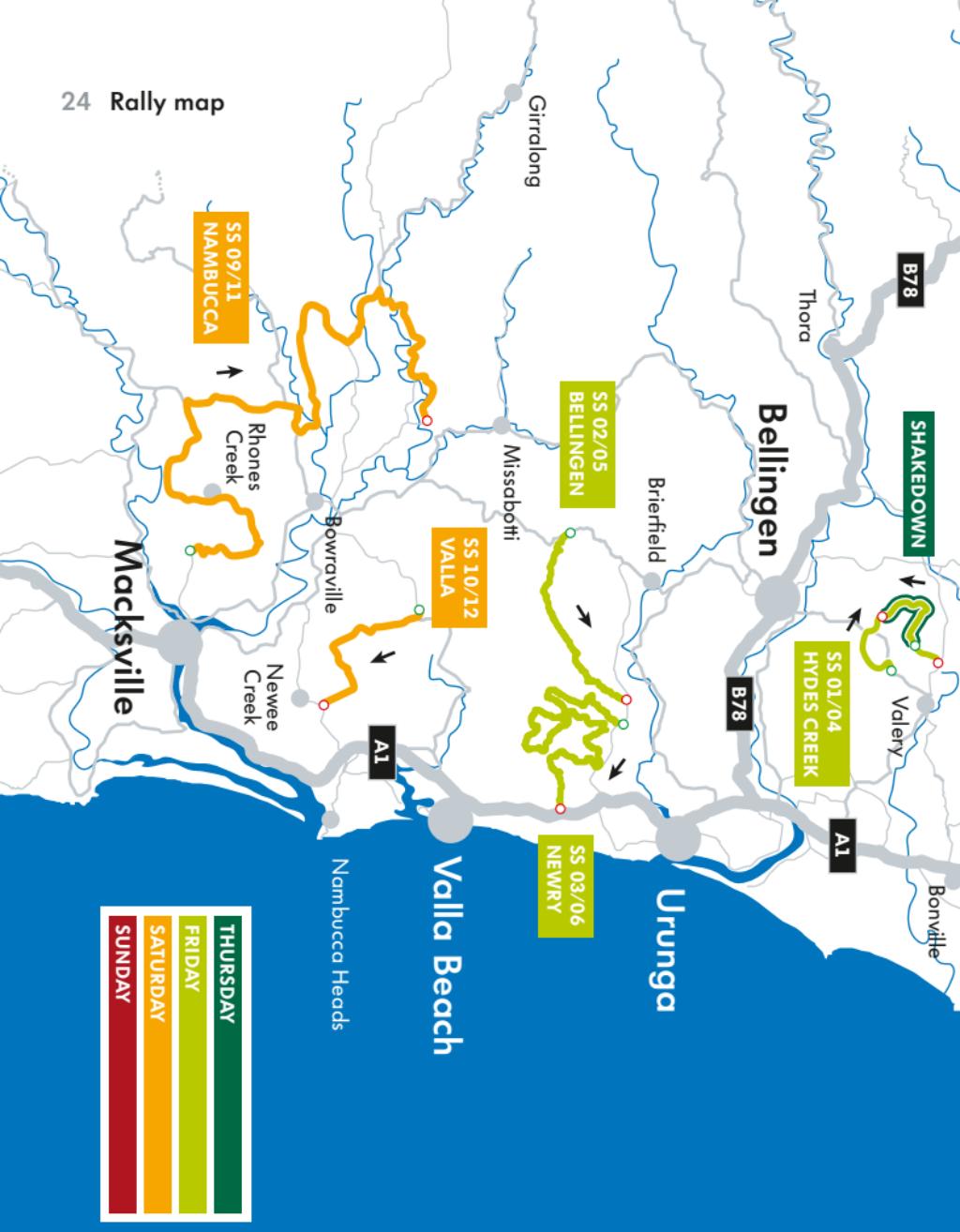
Food & drink

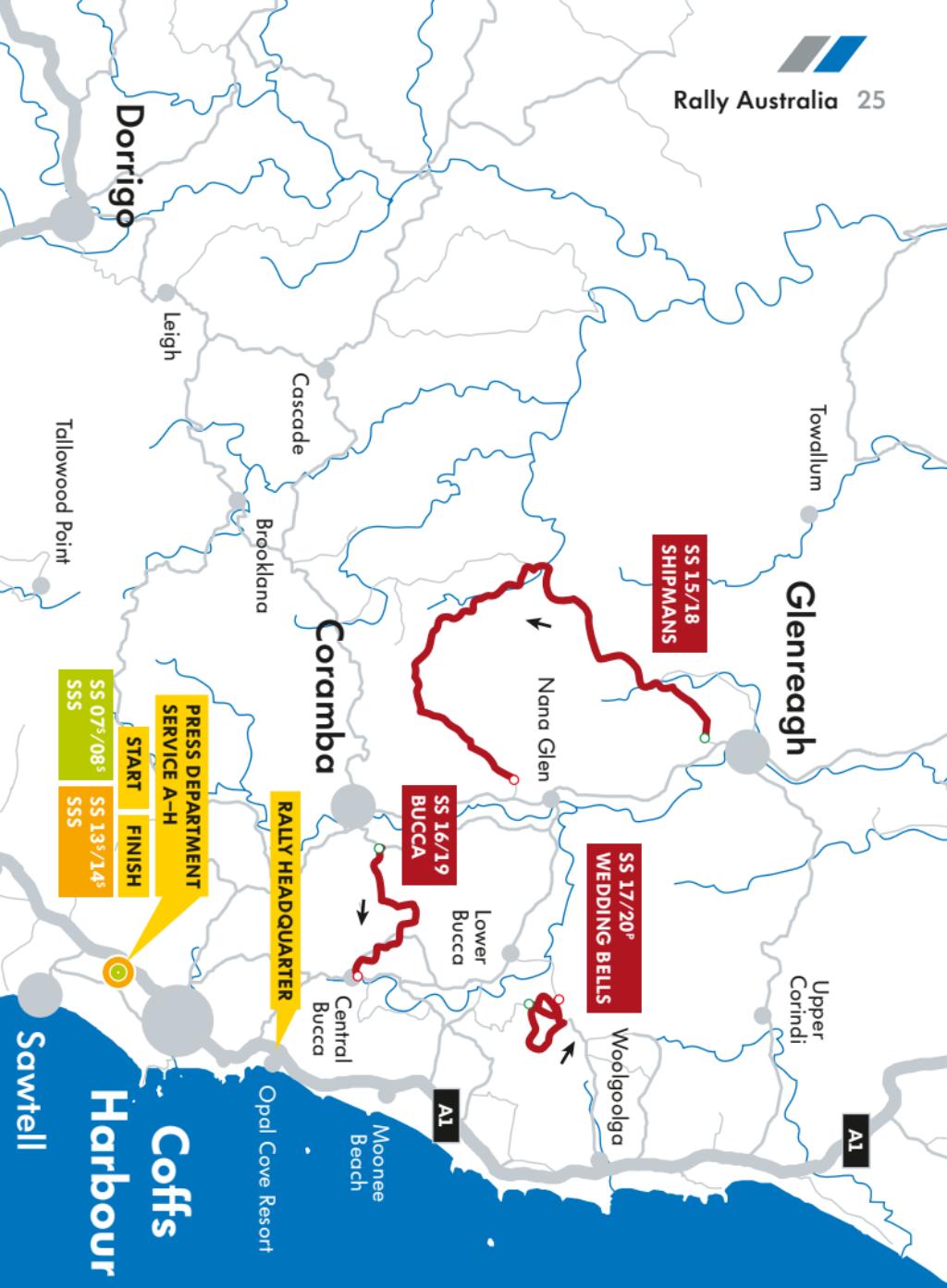
The Australian cuisine is influenced by the indigenous and colonial societies of the country. Over thousands of years the Indigenous Australians had developed a unique hinter gatherer diet, drawn from regional flora and fauna. Australia used to be a British colony, so its cuisine is strongly influenced by British and Irish traditions. Famous Australian dishes are made of kangaroo, wallaby, emu and crocodile, which are often also grilled. Australians love to drink beer. However, there are also many vineyards in different parts of the country. Predominant varieties are Shiraz, Cabernet Sauvignon, Chardonnay, Riesling or Merlot.

Speed limit

Within built-up areas speed limit in Australia is 50 kilometres per hour. Outside built-up areas you are not allowed to go faster than 100 kilometres per hour.

- Rally Australia was three times voted “Rally of the Year” by the WRC teams: in 1995, 1999 and 2000.
- Finnish drivers have been noticeably successful in Australia in the past: 12 of the 22 events were won by drivers from the Scandinavian country. Rally legend Juha Kankkunen won the rally four times and is the most successful driver in Down Under of all time. Mikko “Mr Australia” Hirvonen won three times (2006, 2009 and 2011) – no other current WRC driver has been more successful in Australia.
- Sébastien Ogier/Julien Ingrassia (F/F) won the 2013 Rally Australia in a dominating way: 22 Special Stages, 19 best times and second place twice. Even more impressively: the French duo were just 1.8 seconds shy of the ideal combination of all best times. A sporting drama unfolded in the very last minute: two of the duo’s competitors had punctures in the last 15 kilometres of the Power Stage, which prevented Ogier/Ingrassia from claiming the title in Australia.
- Jari-Matti Latvala has really good memories to the Rally Australia. In 2009 he finished fourth, in 2011 second, just 14 seconds behind winner Mikko Hirvonen, and last year the Finn scored fourth place with the Polo R WRC. Latvala/ Anttila won one of the Special Stages and finished in the top three a further ten times.
- In 2013, the duo Andreas Mikkelsen (N) and Paul Nagle (IRL), standing in for Mikko Markkula (FIN) due to the recovery from two injured vertebrae, finished sixth overall.





Rally Australia Day by day

	Liaison	SS	Liaison
Thursday, 11 September 2014			
Shakedown (Hydes Creek), 210 min.		04.98 km	08:00 hrs
Ceremonial Start (Coffs Harbour)			16:00 hrs
Friday, 12 September 2014			
Start (Coffs Harbour)			08:30 hrs
SS 01 Hydes Creek I	22.08 km	10.73 km	09:18 hrs
SS 02 Bellingen I	30.14 km	10.72 km	10:11 hrs
SS 03 Newry I	01.87 km	24.91 km	31.29 km 10:39 hrs
Service A (Coffs Harbour), 30 min.			13:09 hrs
SS 04 Hydes Creek II	22.08 km	10.73 km	14:27 hrs
SS 05 Bellingen II	30.14 km	10.72 km	15:20 hrs
SS 06 Newry II	01.87 km	24.91 km	15:48 hrs
SS 07^s SSS I	31.52 km	01.56 km	18:30 hrs
SS 08^s SSS II		01.56 km	00.54 km 18:38 hrs
Flexi service B (Coffs Harbour), 45 min.			18:50 hrs
Parc fermé (Coffs Harbour)			23:00 hrs
	171.53 km	95.84 km	Σ 267.37 km

		SS	Liaison
Saturday, 13 September 2014			
Service C (Coffs Harbour), 15 min.			06:45 hrs
SS 09 Nambucca I	61.81 km	48.92 km	08:18 hrs
SS 10 Valla I	18.05 km	08.96 km	45.70 km 10:06 hrs
Service D (Coffs Harbour), 30 min.			12:36 hrs
SS 11 Nambucca II	61.81 km	48.92 km	14:24 hrs
SS 12 Valla II	18.05 km	08.96 km	15:52 hrs
SS 13^s SSS III	45.93 km	01.56 km	18:30 hrs
SS 14^s SSS IV		01.56 km	00.54 km 18:38 hrs
Flexi service E (Coffs Harbour), 45 min.			18:50 hrs
Parc fermé (Coffs Harbour)			23:00 hrs
251.89 km 118.88 km Σ 370.77 km			
Sunday, 14 September 2014			
Service F (Coffs Harbour), 15 min.			06:50 hrs
SS 15 Shipmans I	42.30 km	30.20 km	08:08 hrs
SS 16 Bucca I	15.54 km	10.86 km	09:16 hrs
SS 17 Wedding Bells I	14.06 km	09.23 km	32.79 km 10:06 hrs
Service G (Coffs Harbour), 30 min.			11:19 hrs
SS 18 Shipmans II	42.30 km	30.20 km	12:52 hrs
SS 19 Bucca II	15.54 km	10.86 km	14:00 hrs
SS 20^p Wedding Bells II	14.06 km	09.23 km	32.79 km 15:06 hrs
Service H (Coffs Harbour), 10 min.			16:02 hrs
Podium ceremony (Coffs Harbour)			17:00 hrs
209.38 km 100.58 km Σ 309.96 km			
632.80 km 315.30 km Σ 948.10 km			

Rally Australia 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) Stephane Prevot (B)	Hyundai	Hyundai Motorsport	RC1
9	Andreas Mikkelsen (N) Ola Fløene (N)	Volkswagen	Volkswagen Motorsport II	RC1
10	Robert Kubica (PL) Maciej Szczepaniak (PL)	Ford	RK M-Sport WRT	RC1
20	Hayden Paddon (NZ) John Kennard (NZ)	Hyundai	Hyundai Motorsport N	RC1

A total of 30 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

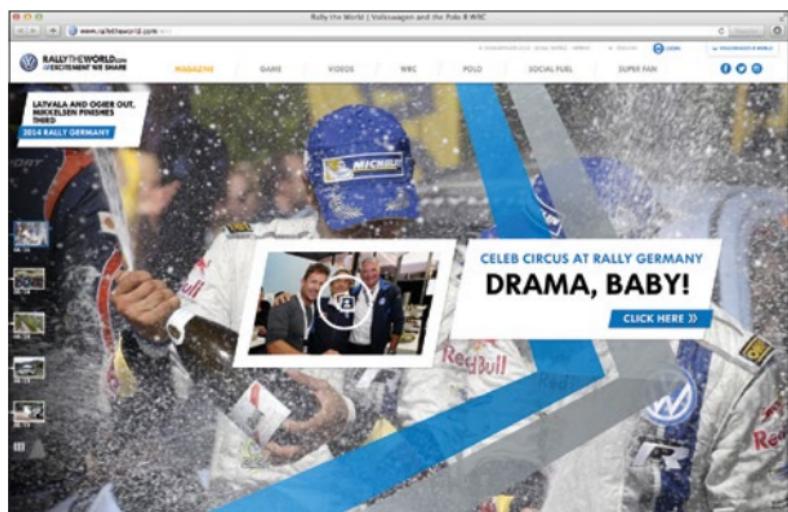
Pure racing with a green heart: the cars' drive train is powered by bio natural gas, thus reducing total CO₂ emissions resulting from racing and logistics by 80 per cent – otherwise unheard of in the world of motor racing. Innovative concepts such as the push-to-pass

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.





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

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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.

Volkswagen R
www.volksr.de



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www.redbull.com



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Rally Australia contacts

FIA World Rally Championship Media Delegate

Hayley Gallagher

Phone +44 1252 781431

Mobile +44 7887 508890

Fax +44 870 1123279

E-mail hgallagher@fia.com

Internet www.fia.com

Rally Australia Rally HQ

Opal Cove Resort, Pacific Highway, Coffs Harbour NSW 2450

E-mail services@rallyaustralia.com.au

Rally Australia Media Centre

Coffs Harbour Education Campus, Cnr Hogbin & Stadium Drive

National Media Manager Chris Nixon

Phone +61 2 6648 4972

Mobile +61 418 759 417

E-mail media@rallyaustralia.com.au

Internet www.rallyaustralia.com.au

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



Andre Dietzel

Head of 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

