

# Class Register



Touring Car School

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First Grade

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Class of: *1998-2014*

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Volkswagen Motorsport GmbH, Ikarusallee 7a, D-30179 Hannover





## Dear parents, touring car students and motorsport friends!

**T**he season finale of the 2014 Volkswagen Scirocco R-Cup sees us send our very last group of graduates into the world of motorsport on the back of an outstanding education. Volkswagen's touring car school is closing, and can look back on some exciting, successful, and sometimes wild years with the Lupo, Polo and Scirocco Cup.

And so the final chapter is added to the class register, and it is time to hand it over to you. It is full of summa cum laudae performances. It is full of fantastic memories and "Oh yes, you remember when ..." experiences. It is full of stories and anecdotes. And here and there you will also find the odd reprimand, a reference to one touring car student or another crossing the line. Whatever happens, every line is worth reading. We have rummaged through the archives and dug out the remarkable, the curious, and the stories worth telling, and have put them together for you on the following pages.

The class register for the touring car school is being closed once and for all. Elsewhere, another book is being opened for a completely new motorsport story, and is waiting for the first page to be filled with others' experiences. From 2015, the Audi brand will continue the tradition of one-make touring car cups within the Volkswagen Group, and will host a new series for motorsport juniors in the form of the TT Cup. And maybe one or two of our touring car students will occupy more than just the school bench in this 'secondary' school, but will take their place in the driver's seat.

I hope you enjoy reading our class register.

Yours sincerely,

A handwritten signature in blue ink that reads "Jost Capito". The signature is stylized and cursive.

**Jost Capito**

Volkswagen Motorsport Director

# Promoting talented youngsters, “powered by Volkswagen”

*When the ADAC Volkswagen Touring Junior Cup was conceived in 1998, the German motorsport talents were delighted.*

The Wolfsburg-based manufacturer cooperated with the ADAC to organise ten races with the brand new Lupo. The goal: an affordable way into professional touring car racing with absolute equal opportunities for all involved. From 1999, the name of Volkswagen’s touring car school was changed to ADAC Volkswagen Lupo Cup.

Back then, experienced touring car and sports car driver Kris Nissen was on hand to offer help and advice to the young drivers, aged between 16 and 24. He not only gave them tips on how to manoeuvre the Cup Lupos around a racetrack the quickest, but also laid down the law – when necessary – if the young whippersnappers got a little carried away out on the track. Over the years, the many legends who made guest appearances in the series certainly added a little extra spice – from Formula One world champion Damon Hill, football World Cup winner Andreas Brehme and Olympic ski-jumping gold medallist Sven Hannawald to stratosphere jumper Felix Baumgartner.

The models driven by the youngsters and VIPs not only changed visually over the years, but also from a technical point of view. For example, the Scirocco R-Cup ran on environmentally-sound natural gas from 2010 onwards – the most revolutionary



Part of the training programme at Volkswagen’s touring car school in 2013 involved taking an exclusive look at the race car of Formula One world champion Sebastian Vettel.

innovation to be introduced to Volkswagen’s junior competition over the years.

The Push-to-Pass system, which was developed in cooperation with series partner Bosch, required the drivers to employ clever tactics in deciding when to use the additional 50 hp, which could be called upon for a limited time. Overtaking manoeuvres could be implemented, and countered, in this way. This innovative technology made the 235-hp Scirocco R even more powerful.

## Equal opportunities and safety given top priority at Volkswagen

Over the years, Volkswagen also remained true to its concept of using experienced racing drivers as instructors. The latest to offer the talented youngsters useful tips and accompany them through their development was former DTM driver and Le Mans winner Manuel Reuter.

Great emphasis was always placed on preserving equal opportunities. Whether Lupo, Polo or Scirocco: all the cars were looked

after centrally by tuning company Abt Sportsline. The only thing the participants were permitted to change on the identical cars was the tyre pressure.

Safety was also always of utmost priority in the junior cup. Even the Lupo had a robust roll cage, fire extinguisher and racing harness. The Polo also featured lateral head protectors on the Recaro racing seat, as well as a racing steering wheel with airbag. To ensure the Cup cars remained on track, even when pushed to the very limit, all three models also had a racing ABS system. //

Each race is evaluated by experienced instructors such as Manuel Reuter or Fabian Plentz.



## Kris Nissen: a father of the one-make cup

**K**ris Nissen is one of the most important founding fathers of the Volkswagen touring car school. He had been sitting on the idea of a specialised motorsport talent series for a long



/// Kris Nissen talking to former Formula One world champion Damon Hill.

time – and implemented it together with the now ADAC and Volkswagen sports president Hermann Tomczyk as his perfect accomplices. The structure of the one-make cup was and has remained unique in its 17 years on the scene: cost-effective motorsport with cars of identical construction and used centrally. The completely level playing field is reinforced by the ban on testing and the balance of weight. It's the accelerating foot and not the wallet that wins here. Nissen accompanied his "baby" as the chief instructor as of 1998. From 2003 to 2012 the Dane worked as the director of motorsport at Volkswagen, in this time there were three overall victories at the legendary Dakar Rally and class victories with innovative drive technology at the 24 hour race at the Nürburgring, among other victories. //



/// Hans Top was the most important point of contact for the drivers at Abt Sportsline for more than 17 years.

## “The concept of equal opportunity is perfect”

**What made Volkswagen's one-make cup so special?**

**Hans Top:** With the Lupo, Polo and Scirocco, we had three different types of cars, which all worked very well. The young drivers were provided with a superb car, but the rest was down to them. The concept of equal opportunity is a perfect way to see who is really a good driver. The other major plus point is that entering Volkswagen's one-make cup has always remained affordable.

**Volkswagen's involvement went way beyond allowing the youngsters to enter the touring car school ...**

**Top:** Yes. We also taught the young people a lot of discipline. It was all about paving the way for them to enjoy a successful future and, for example, teaching them how to deal with the media. After his son had spent two years with us at the touring car school, one Volkswagen dealer told me: I can employ him in my business too now.

**And how did you personally, as the head of the project at Abt Sportsline, enjoy the 17 years of the Volkswagen one-make cup?**

**Top:** The time has flown by. They are without any doubt some of the best years of my professional life. It is great to work with young people, and I take great pleasure in seeing the careers that many drivers have made for themselves either on or off the racetrack.” //

## Abt Sportsline and Volkswagen – long-term partners in the junior cup

**A**bt Sportsline has always been a permanent and able partner of the Volkswagen Cup series, right from the word go. The automobile tuner from Kempten didn't just make the race versions of the Lupo, Polo and Scirocco developed by Volkswagen Motorsport fit for the race track, but was also responsible for the technical support and transportation. This degree of expertise is no coincidence: the company can look back on many successful years in touring car racing, during which it has won numerous titles. //





# Motorsport with a green heart

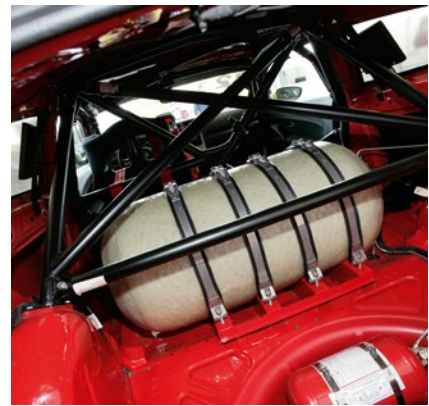
*There have been many changes between the first race of the ADAC Volkswagen Lupo Cup and the Volkswagen Scirocco R-Cup, particularly on a technical front.*

**T**he Cup cars “powered by Volkswagen” not only became more powerful, but also more efficient. Over the last five years, the Volkswagen Scirocco R-Cup has combined motorsport and environmental conservation in a unique manner.

Volkswagen is the market leader when it comes to natural-gas powered production cars, and consistently transfers this technology to its motorsport activities. Between 2010 and 2014 the Scirocco R-Cup was the only one-make cup to use standard cars

powered by natural gas, thus offering top-class sporting action with a green heart. The CO<sub>2</sub> emissions were significantly lower than in racing series using conventional fuel.

One of the biggest advocates of this concept is Hans-Joachim “Strietzel” Stuck, President of the German Motor Sport Federation and Volkswagen Motorsport representative. “The cup shows that high performance, environmental awareness and emotion can go hand in hand – the sound of the natural gas-powered Scirocco is a joy for any motorsport fan.”



/// The issue of safety has always been top priority in the Volkswagen one-make cup – even with regard to the natural gas tank.

## Environmentally sound – and a genuine racer

The world’s largest producer of natural gas, Gazprom, was involved in 2013 and 2014 as an exclusive partner. The power source in the Cup Scirocco was a two-litre turbo engine. The TSI basis engine found in the Scirocco R, the sports version of the popular coupé, formed the basis for the power train, which was optimised for use in motor racing. From this, the engineers developed a CNG racing version, which generated up to 285 hp.

In contrast to conventional drive trains, the natural gas version uses special valves. The system pressure of 200 bar is the same as that found in the production cars. The crash test-approved fuel tank holds 22 kilograms of natural gas – the equivalent of about 35 litres of conventional petrol. It is located in the interior of the car, behind the driver’s seat and protected by the roll cage. The production car was also the inspiration for the power transmission, for which the DSG gearbox is used.

Throughout the years, great emphasis has obviously also been placed on safety in Volkswagen’s one-make cup. For example, a roll cage and fire extinguishing system that complied with the International Automobile Federation FIA standards were installed in the Cup Scirocco. The racing seat also had a cushioned head protector. A six-point harness and the mandatory HANS system protected the drivers in case of a crash. //



/// Lupo, Polo and here the Scirocco: the engine in the Volkswagen race cars has become more and more powerful and efficient over the years.

## Volkswagen Lupo – racing version



### Technical specifications

<b>Engine</b>	4-cylinder inline engine
<b>Positioning</b>	front, cross
<b>Displacement</b>	1,600 cc
<b>Valves per cylinder</b>	4
<b>Power output</b>	from 2000: 92 kW (125 hp)
<b>Max. engine speed</b>	7,100 rpm
<b>Max. torque</b>	140 Nm
<b>Engine control unit</b>	Siemens (Simos)
<b>Tank</b>	series tank and partition
<b>Fuel</b>	Super Plus unleaded
<b>Gearbox</b>	six-speed sports transmission
<b>Clutch</b>	single disk sintered metal clutch
<b>Chassis</b>	Bilstein H&R performance handling system, height adjustable
<b>Braking system</b>	ATE racing ABS
<b>Wheels</b>	OZ 7 x 15 Superturismo
<b>Tyres</b>	185/555-15 (slicks + wets)
<b>Safety equipment</b>	Roll cage, fire extinguishing system, FIA approved safety harness, towing eyes front and rear
<b>Length/width/height</b>	3,524/1,640/1,385 mm
<b>Track width (f/r)</b>	1,420/1,400 mm
<b>Wheelbase</b>	2,300 mm

## Volkswagen Polo – racing version



### Technical specifications

<b>Engine</b>	4-cylinder inline petrol engine with FSI direct injection
<b>Positioning</b>	front, across
<b>Displacement</b>	1,984 cc
<b>Valves per cylinder</b>	4
<b>Power output</b>	110 kW (150 hp)
<b>Max. engine speed</b>	6,000 rpm
<b>Max. torque</b>	200 Nm
<b>Engine control unit</b>	Bosch MED9 with E-Gas
<b>Fuel</b>	Aral Ultimate
<b>Gearbox</b>	six-speed gearbox, light weight disk flywheel, differential lock
<b>Clutch</b>	hydraulically operated sintered metal racing clutch
<b>Chassis</b>	Front axle: McPherson struts with wishbones, Rear axle: Multilink rear axle with pull rods
<b>Braking system</b>	ATE racing ABS, internally ventilated floating calliper disk brakes front and rear
<b>Tyres</b>	Dunlop 200/605-17 (slicks + wets)
<b>Safety equipment</b>	FIA approved roll cage, fire extinguishing system, FIA approved safety harness, Recaro racing seat with head protector, Airbag sporty steering wheel, Safety grid
<b>Length/width/height</b>	3,897/1,670/1,420 mm

## Volkswagen Scirocco R – racing version



### Technical specifications

<b>Engine</b>	4-cylinder inline engine with natural gas multi-point injection
<b>Displacement</b>	1,984 cc
<b>Valves per cylinder</b>	4
<b>Power output</b>	173 kW (235 hp) extra 50 hp with Push-to-Pass
<b>Max. engine speed</b>	6,000 rpm
<b>Max. torque</b>	275 Nm
<b>Engine control unit</b>	Bosch MS4
<b>Tank</b>	22 kg natural gas tank
<b>Fuel</b>	Natural gas
<b>Gearbox</b>	six-speed dual-clutch DSG, steering wheel gearshift paddles, modified gear ratio and software, limited-slip differential
<b>Clutch</b>	DSG gearbox with dual clutch
<b>Chassis</b>	Front axle: McPherson struts, wishbones, Rear axle: Multilink rear axle with Uniball joints
<b>Braking system</b>	Internally ventilates, six-piston fixed calliper disk brakes at front, one-piston floating calliper rear, racing ABS
<b>Wheels</b>	ATS alloy wheels, 9 x 18 inches
<b>Tyres</b>	Dunlop 235/640/18 (slicks and wets)
<b>Safety equipment</b>	Roll cage, fire extinguishing system, FIA approved safety harness, Towing eyes front and rear
<b>Length/width/height</b>	4,256/1,810/1,380 mm
<b>Track width (f/r)</b>	1,571/1,567 mm
<b>Wheelbase</b>	2,578 mm



2003 in the ADAC Volkswagen Lupo Cup:  
Matthias Meyer led the field at the Norisring. The next year he was champion in the Polo.



2005 in the ADAC Volkswagen Polo Cup:  
the later champion René Rast, Jimmy Johansson and Fabian Plentz wheel to wheel in "Franconian Monaco". Plentz later become an instructor in the Scirocco R-Cup.





2012 in the Volkswagen Scirocco R-Cup: Moritz Oestreich battling hard against his colleagues at the Norisring. The crowds of spectators are as delighted as every year.





/// Flying higher with Volkswagen – for many stars like Kelvin van der Linde the one-make cup was a springboard to a successful career.







**Frenchman Yann Ehrlicher stays focussed amid the mass of crash barriers at Oschersleben.**





The Class of 1998 //

# The first champion: from the Lupo Cup to the Bundeswehr “powered by Volkswagen”

*Erik Schwarz was so excited by the new ADAC Volkswagen Lupo Cup that he returned from a one-year break from motorsport.*

In 1997 he turned his attention to a degree in mechanical engineering at the military academy. “There really was a lot going on. There was a lot to learn,” Schwarz recalls. “There was no time left for other things like motorsport.” In his successful season in the Lupo Cup and in the following years, the German military always supported his motorsport activities and released him from service for the necessary race dates. “That was absolutely no problem, it was great.”

And it paid off for him. He developed into a multiple winner, racking up five victories in the inaugural Lupo Cup in 1998 – a record that was to stand until the final season of the Lupo Cup in 2003.

Erik Schwarz had previously been through the classic ADAC path into motorsport. In 1988 he won the ADAC Kart School. Between 1989 and 1992 he won three Central Rhineland karting championships and successfully made the step up to the next level, winning the ADAC Formula School. In the ADAC Formula Junior series, he claimed two fourth places overall between 1993 and 1996. During this time



/// Champion Erik Schwarz was often at the front in the debut season.

he also completed his military service and went on to sign up for the army.

Then came the victory in the ADAC Volkswagen Lupo Cup. And it was not to be Erik's only title in the Volkswagen junior programme. The winner of the Volkswagen Lupo Cup was rewarded with a place in the Volkswagen New Beetle Cup, in which Schwarz lined up in 1999 – and won at the first time of asking. Over the course of the ten-race season, he came through to triumph against some considerably more experienced drivers. Regular points finishes proved the key to his overall victory.

In 2000 and 2001 he made multiple appearances in the Porsche Carrera Cup and various other cup racing series. Erik Schwarz is a fine example that motorsport and education can go hand in hand. Between 1997 and 2000 he excelled in

both his passion and his studies. By the end of this time he was a proud graduate engineer.

Nowadays, Erik Schwarz lives in Kaisersesch in the Eifel region of Germany, very close to the iconic Nürburgring, where he still takes part in endurance races when the opportunity arises. “Preferably in Volkswagen cars.” He still works in the Bundeswehr, and also trained as an officially recognised authority on automobile traffic on top of his studies. He recently spent four and a half months working abroad in Kosovo, where he looked after the NATO fleet of vehicles. And what type of vehicle? “Rather appropriately I am mainly responsible for the Volkswagen Touareg and Tiguan models,” says Schwarz. The connection with the brand from Wolfsburg, that initially started in the debut year of the ADAC Volkswagen Lupo Cup, is still going strong. //



Snapshots //



1 // Nicole Lüttecke celebrated after her second place in Lahr. 2 // There was already plenty going on in the debut year of the ADAC Volkswagen Lupo Cup – here in Zweibrücken.

# 19

*Over 19 laps on 19 April:* That’s how the success story of the Volkswagen one-make cup started in Hockenheim.

## The mysterious Lupo

The new era of the ADAC Volkswagen Lupo Cup started in spectacular fashion, not least because the car used in the competition was not yet available to purchase as a production model. That’s why the Seat Arosa on the same vehicle platform was used for testing before the new one-make cup series started. Only half a year after the

season kick off did the Lupo start appearing in dealerships, having first been the subject of some serious promotion out on the racetrack. Incidentally, all the cars were white in the first year. The uniformity of the livery only changed later after a visit to the Lupo Cup from chairman of the board Ferdinand Piëch – the boss demanded “more colour and noise”. //

## The first time



The inaugural season of the Volkswagen Lupo Cup, 1998, featured ten rounds, taking in such renowned racetracks as the Nürburgring, Sachsenring and Hockenheimring. The Lupo Cup also crossed the border to visit the Salzburgring. 24-year-old Erik Schwarz won five races and was ultimately crowned champion with a commanding 243 points. Patrick Michels won twice and finished runner-up overall with 186 points to his name. Third place went to Daniel Bauer (164). Speedy lady Nicole Lüttecke was convincing in ninth place. //



// Lots of white cars, great duels, thrilling races – that’s how the Volkswagen one-make cup era started in 1998.



*The Class of 1999 //*

## The Doppelreiter principle: from Lupo Cup to Volkswagen's WRC-winning team

*Sometimes even David Doppelreiter marvels at the exciting twists and turns his life has taken.*

Particularly the fact that Volkswagen has almost always played a role, from his year in the Lupo Cup in 1999 to his role in the team that won the World Rally Championship in 2013. "Somehow, I have always been in contact with Volkswagen, right from the start of my rally career through to today. And they have always been exciting projects," said the Austrian.

It all began with a Matura present – a gift presented for successfully passing his school leaving examinations. The erstwhile national junior snowboard champion got it into his head that he wanted to drive a rally. This dream came true, when he lined up in the Spring Rally near the Formula One circuit in Spielberg, Austria. It goes without saying that this first venture into rallying was at the wheel of a Volkswagen – a Golf 4 diesel with original tyres, to be precise. To everyone's surprise, the young whipper-snapper won his class.

His talent was spotted by a professional team. Doppelreiter was the first to admit that he had almost no racing experience, so he was sent off to the ADAC Volkswagen Lupo Cup for a year's training. "I learned a lot of basics there – from the importance of tyre pressure and car technology to tricks specific to circuit racing, such as slipstreaming. As a youngster from the country it was really exciting to share the bill with the German Super Touring Car Championship."

Despite this, his real passion was rallying. He was crowned Austrian champion twice, and lined up in the World Rally Championship and Asia-Pacific Championship. His co-driver from 2002 to 2006 was a certain Ola Fløene. In 2007 his former co-driver phoned him to ask whether he fancied helping the talented Andreas Mikkelsen as mentor and coach. Doppelreiter agreed to take on the role, and his advice on such issues as professionalism and mental focus yielded spectacular success. Mikkelsen



David Doppelreiter – 1999 in the Lupo Cup and 2013 dressed in Volkswagen.

won the IRC in a Fabia Super 2000 provided by Volkswagen's group brand Skoda in 2011 and 2012. In 2013 he switched to the Wolfsburg-based manufacturer for Volkswagen's debut year in the World Rally Championship.

Mikkelsen obviously took Doppelreiter with him, making him a member of Volkswagen's World Championship-winning team. "For example, we provided Séb Ogier and Jari-Matti Latvala with information as gravel spies, so we did our bit towards winning the title. It was just great to be involved with the best team in the world," says Doppelreiter. Because the travelling required in the WRC no longer fits in with his full-time job in the oil and gas industry, Doppelreiter has spent this year working alongside German rally hope Sepp Wiegand at Skoda.



David Doppelreiter made it onto the podium twice during his year in the ADAC Volkswagen Lupo Cup: he finished in third at both the Salzburgring and in Hockenheim.

He has taken a few top tips with him from Volkswagen's World Championship-winning team, however. "One reason for their success is that a lot of people are prepared to take responsibility for their area. Everyone works independently, but is still part of the team. Also, there is a constant, positive desire to be better than everyone else." This is something that has also accompanied David Doppelreiter on his wondrous, winding road through life – from the Lupo Cup to the World Championship title as part of the Volkswagen team. //





# Big Bauer

**N**ewcomer Daniel Bauer distanced himself from his much more experienced colleagues in the second season in the ADAC Volkswagen Lupo Cup. The car mechanic won the third race in Oschersleben, and a further three victories were to follow at the Norisring, Nürburgring and in Hockenheim. Bauer had some help on the way to winning the title. He benefitted from the newly-introduced "Novice Bonus": to make it easier for newcomers to find their feet in the series, only half points were awarded for the opening two races at the Sachsenring and in Zweibrücken. //



/// Daniel Bauer celebrates with his colleagues after finishing third in Misano.

# 6,800

The 120-hp, 1.6-litre Volkswagen engine was capable of producing up to *6,800 rpm* in 1999. //

## Servus Austria, buongiorno Italy



**T**he ADAC Volkswagen Lupo Cup was a more international affair in 1999. As well as the race at the Salzburgring in Austria, the junior cup also made its debut in Misano, Italy. The Lupo was also the subject of modifications: the 1.6-litre Volkswagen engine was made more powerful and was now capable of generating 120 hp. Weight was also saved through the use of aluminium doors and bonnet, considerably improving the car's cornering. Champion Daniel Bauer won four races and scored a total 373 points. Second place went to Poland's Jacek Henschke, who climbed onto the top step of the podium on two occasions. Alexander Kühnast claimed one victory on his way to third place overall. //

### Snapshots //



1 //



2 //



3 //

- 1 // The second season of the ADAC Volkswagen Lupo Cup was a bit more colourful.
- 2 // The ten races of the season were action packed.
- 3 // Group photo at the Salzburgring.



## The Class of 2000 //



/// Champion Björn-Felix Hansen at the Norisring. He only finished second in this race.

# The Hansens make history

*In the initial three years of the ADAC Volkswagen Lupo Cup, the Hansens were largely responsible for making the early history of the one-make cup.*

In 2000, Björn-Felix Hansen won the title. He is the offspring of the fruit and vegetable business of the same name in Flensburg. In the two previous years, Per-Christian Hansen competed. Also from the same area, but the son of Volkswagen dealer Hansen. Björn-Felix and Per-Christian are neither related nor in-laws. And the latter, alongside his father Hans-Peter – double-barrelled names appear to be compulsory for the Hansens – also played

a major role off the track in these early years.

For example, as the first driver to register for the one-make cup. In the autumn holidays of 1997, Hansen senior was on his way to Lake Garda with his son when Per-Christian discovered an article about the new ADAC Volkswagen Lupo Cup in a magazine. The general enthusiasm in the car was so great that the Hansens spontaneously changed direction and went

straight to the ADAC headquarters in Munich. No one there really knew much about the new one-make cup, but the first step had been taken.

In the following two years, Per-Christian Hansen followed in the motorsport footsteps of his father, who was the German rallycross champion in 1989. “I really wanted my son to get involved in motorsport. He wasn’t up there with the best, and now as a controller in a foundation he doesn’t have anything to do with motorsport anymore,” remembered father Hans-Peter Hansen: “But they were two really good years that also brought us even closer together as father and son.” They travelled to the races throughout Europe together in a camper van. And the Hansen family always brought nice gifts with them. And it wasn’t just fruit like Björn-Felix Hansen ... //





Snapshots



# 125

The Cup Lupo engines had *125 hp* in the 2000 season. This made them five hp more powerful than in 1999.

## Hansen makes a meal of it



1 // Björn-Felix Hansen battling with Michael Weber and Holger Pohlen.

**B**jörn-Felix Hansen may have only won one race in the ADAC Volkswagen Lupo Cup in 2000 at the Nürburgring. But five second places and a third place turned out to be enough for the 18-year-old blond to win the title in the Volkswagen junior talent cup. "I was so nervous right to the end, but fortunately it worked out," said the teenager: "This is the biggest success of my career to date – but I feel really bad for Tim Mende." Mende threw away the title win that was so close at the last minute when he made an error at the final in Hockenheim. //



1 // The 2000 vintage of the Volkswagen touring school having the traditional class photo taken. 2 // Thrilling wheel to wheel duels were standard again this year – here Joachim Burgard fights for his position at the Sachsenring.

## Mende unhappy in the gravel

**T**here wasn't a more dramatic season of the ADAC Volkswagen Lupo Cup than the 2000 edition. Tim Mende picked up a total of three victories that season and led the championship up until the final in Hockenheim. Mende looked set for overall victory. But it wasn't to be. Mende collided with Holger Pohlen and spun into the gravel. Björn-Felix Hansen benefitted from this, who managed only one race victory in 2000, but regularly finished on the podium. Mende ended up only third overall. In second place was Thomas Henkel, who celebrated five victories that season. //







The Class of 2001 //

# A right royal line-up

2001 saw a royal edition of the ADAC Volkswagen Lupo Cup.



/// Alexander Prinz, Prince Albert of Thurn and Taxis and Katharina König provide “royal moments” in the 2001 ADAC Volkswagen Lupo Cup.

In name at least: Prinz (German: Prince), an actual prince and König (German: King) were in the lineup. The best of them, from a sporting perspective, was Alexander Prinz. After the ten races of the season, the youngster from Rütten finished in second place in the rookie standings of the one-make cup, with 309 points. The trained physiotherapist went on to cause a stir in the ADAC Procar series.

Katharina König added the female touch to the “royal trio”. The pretty dark-haired woman from Nordhausen has petrol running through her veins. As a small child she hassled her dad from the back seat, telling him to hurry up and put his foot down. When she was older she completed an apprenticeship as an operation assistant for automobile mechanics at the family’s car dealership. And passed her driving test. Since it was known that Katharina liked to put her foot down, her father Thorsten was

a bit worried and sent his daughter on a driver safety training course.

It was there that the driving skills of the woman who was 20 at that time attracted attention, and her future manager. König was invited to an assessment for the Lupo Cup and quickly prevailed over several ambitious racing talents. On a rally training course she picked up experience before starting her first year as a racing driver, and then she got going in the Lupo Cup. “I will remember my first race for the rest of my life,” she said years later. She delivered a respectable performance and was awarded the title of “Fastest Woman in Germany” two years later. For her victory in the “Speed Woman Cup”, a classification of female drivers in various racing classes, the car lover was presented with a brand new MG Rover.

And then there was Prince Albert of Thurn and Taxis who was also part of this royal

year, the only true blue-blooded competitor. He started his motorsport career in 2001 and 2002, with Volkswagen naturally. His mother Gloria of Thurn and Taxis was usually found at the race track, actively supporting her son. Albert of Thurn and Taxis was at a slight competitive disadvantage due to his height in a rather small Lupo, but this didn’t stop him from laying the foundations for his later successes in motorsport.

After two second places in the overall standings of the ADAC GT Masters in 2007 and 2008, he won the title in 2010 with the team Reiter Engineering. The head of the royal house of Thurn and Taxis was also at the grand finale of the Volkswagen touring car school in Hockenheim: “This meant I drove the Lupo, as well as the Polo once, and now finally the Scirocco. I can proudly say that I witnessed a part of motorsport history in the Volkswagen one-make cup.” //



Snapshots //



**16** The ADAC Volkswagen Lupo Cup participants had to be at least *16 years* old.

- 1 // A detailed look at the tyres during a pit stop.
- 2 // Florian Gruber won the races at the Sachsenring and the Lausitzring in the 2001 season.
- 3 // Proper racing driver gloves are tools of the trade.

## The rise of the east

In 2001 Carsten Seifert was the first champion of the Volkswagen Lupo Cup to come from East Germany. The man from Dresden, who in Jacques Villeneuve has a world champion as a role model, won three races in the fourth year of the Lupo Cup, including the highlight of

the season at the Norisring. The 20-year-old was mainly distinguished by his tactically clever way of driving. At the season finale at the Hockenheimring Seifert didn't take any risks. Fourth place was enough for overall victory and promotion into the next class up – the Volkswagen New Beetle Cup. //



// Carsten Seifert had at least one thing in common with his role model Jacques Villeneuve: glasses. He won in Oschersleben, at the Norisring and at the guest race in Austria.

## Lup Holland Lup!



The fourth season of the Volkswagen Lupo Cup brought a new highlight to the racing calendar, the dune track in Zandvoort, in the Netherlands. The race series also made a guest appearance at the Austrian A1-Ring in Spielberg. With three victories that season, Carsten Seifert was champion with a total of 342 points, Thomas Kappeler won twice, and with 307 points finished second in the overall standings. In third place: Florian Gruber with 291 points. //





*The Class of 2002 //*

/// Tering won the races in Belgium and Austria, as well as in Hockenheim.

# The fairytale rise of Peter Terting

*The young man from the Allgäu, Peter Terting, managed to go straight from the ADAC Volkswagen Lupo Cup to the DTM.*

It's safe to say it was a jump start. Not at the starting lights on the race track, but in his motorsport career. After young Peter Terting from Kempten won the German karting championship in 1998, the years that followed were like a fairytale.

At just 18 years of age, Terting won the championship in the ADAC Volkswagen Lupo Cup in 2002. With 420 points he was out of sight of his rivals Michael Bohrer (332) and Andreas Kolb (295). For Terting, who listed DTM drivers Christian Abt and Laurent Aiello as his role models back then, this championship and its trappings were "an incredible feeling".

Terting did particularly well in the final five races, of which he won three. The suc-

cess didn't come from nowhere. The spring chicken knew the ins and outs of his shiny blue tool: back then his father Rainer earned his crust at Abt Sportsline, Peter was an apprentice in the tuning department of the company based in his home town of Kempten, which looked after, transported and tuned the Cup Lupo in all ten races.

In the 2003 season, Terting climbed the motorsport ladder in leaps and bounds. As a reward for winning the Lupo Cup, he was allowed to test drive the Abt Audi TT-R – and left a lasting impression. "Peter was quick from the start and didn't make a single mistake," reported team principal Hans-Jürgen Abt. The star was given a second chance to test. Terting completed a good 600 kilometres in a row, quickly and without error. Abt was convinced.

"It's a dream come true for me, I can't quite believe it yet", said the blond teenager who rose from an apprentice at Abt Sportsline to a regular driver in the Abt DTM team. "I worked next to the motorsport arena every day and always hoped that I would part of this team one day," said Terting. Straight from the Lupo Cup to the DTM. Terting did it – and alongside others, drove in the same team as his idols Laurent Aiello and Christian Abt in the 2003 season.

In the same year Terting became an instructor in the Lupo Cup and led his own successors to victory. This may have been so successful because Terting spoke the same language. With his knowledge and experience he was able to give the junior talents at Volkswagen a lot of advice. After ten races in the DTM, Terting's own path led him to the World Touring Car Championship, where he celebrated a victory, and then to the ADAC GT Masters. Even though it was just a short interlude in the top German touring car series, Peter Terting's career jump start will never be forgotten in the history of the Volkswagen one-make cup. //





# The Lupo on shuttle duty

In the 17 years of the touring car school, Volkswagen was well known for its legendary parties. Even the racing Lupos played a major role at a party at the Lausitzring that was spontaneously organised by all of the teams at

the end of the DTM race weekend. There weren't any toilets in the hospitality areas back then – and it was a long way through the paddocks to reach the restrooms. So the boys at Abt Sportsline were asked to find a solution. And did it their way: without further ado, a couple of racing Lupos were presented as special shuttles. The party guests were delighted with the most unusual trip to the toilet of their lives. //

At Volkswagen the fights on the race track were fair, and followed by joint celebrations.



4 this was the number of colours, in which the Cup Lupo was available in 2002: *green, blue, yellow and red.*



## Bohrer below

Michael Bohrer dominated the first half of the 2002 season. The German won two races and was a regular in the top three. The second half of the season, however, was all about Peter Terting, who leapfrogged ahead of Bohrer in the overall standings courtesy of three victories. One particular highlight of the 2002 ADAC Volkswagen Lupo Cup was the race at the iconic, and extremely demanding, Spa-Francorchamps circuit in the Ardennes. The winner of this spectacular race was one Peter Terting. The man from the Allgäu ended the year on top of the overall standings with 420 points, followed by Bohrer (332) and Andreas Kolb (295). //

### Snapshots //



1 // Carsten Schröder sliding into the gravel. 2 // Starting on a wet track in Zolder. 3 // Class photo with a lady. 4 // Franziska Nickoleit's autograph is the one that all the fans want.



*The Class of 2003 //*

## 26,500 Euro the going rate for a pole position

*It truly was an extraordinary race that brought the curtain down on the era of the ADAC Volkswagen Lupo Cup after six successful years.*

**A** charity race, featuring many DTM legends and other motorsport greats was held in Hockenheim under the motto "Bye, Bye Lupo Cup". It raised almost 100,000 Euros for the "Eine Stunde für die Zukunft" federation (An Hour for the Future), which was founded by Volkswagen and "Terre des Hommes" and helps street children.

"It was great fun for the spectators, and an event the likes of which had never been seen before," said Volkswagen Motorsport Director Kris Nissen. The former DTM driver was one of the fathers of the Lupo Cup and an important instructor, and he sent the 125-hp pocket powerhouse into retirement with a bang. As well as the winners of the last two Lupo Cups, the distinguished field also included DTM legends like Klaus Ludwig (overall winner in 1988, 1992 and 1994), Hans-Joachim Stuck (champion 1990) and Kurt Thiim (champion 1986), ex Formula One driver Christian Danner, Emanuele Pirro, who went on to win five times in Le Mans, Jörg van Ommen, Roland Asch, Harald Grohs, Altfried Heger and Gerd Ruch. Former Volkswagen works driver Jutta Kleinschmidt, winner of the 2001 Rally Dakar, also made a guest appearance in this unique race.



**//** The starting line-up of the final race of the ADAC Volkswagen Lupo Cup included numerous stars from Klaus Ludwig to Jutta Kleinschmidt.

Last but not least, Walter Mertes – now Executive Board Member, Marketing and Sponsoring, in the DTM – was also involved. He was to play one of the most important roles at this extraordinary spectacle. Pole position for this race was actually auctioned off. Each participant had to submit a sum of money in a sealed envelope – and Mertes, who switched from the racetrack to the DTM marketing department, had the fattest envelope. He won pole position with a sum of 26,500 Euro. He was unable to hang on to his lead at the start, but did work his way back to the front of the field – by taking a short cut. After all, he had promised his mother that she would be able to watch him lead the race on television.

He was given a 1000-Euro penalty by the race management for his 'questionable' manoeuvre – even more money for the good cause. The other penalties were also extremely imaginative: a false start was

punished by a 30-minute autograph session in the stands and a fine of 250 Euro. Harald Grohs was more than happy to accept that punishment and slipped into the lead – briefly. Anyone caught overtaking under yellow flag conditions had to operate the display board for a DTM team during the DTM race.

It was great fun, and an eventful race. Emanuele Pirro climbed from eleventh on the grid to end in second place. Former DTM/STW driver Roland Asch was even more delighted with his dramatic eight-laps, emerging as the winner. The old hand had started from down in P14. "The race was ludicrously good fun. Because we Swabians are rather thrifty, I had to start from well down the grid." After crossing the finish line the legends did reverse doughnuts with the front-wheel driven Lupo, much to the delight of the fans – the unusual finale to an extraordinary race. //





# 2

The maximum *number of seasons* drivers were permitted to race in the ADAC Volkswagen Lupo Cup.

## Champion Kolb: it doesn't get any closer



/// In the 2003 season, Andreas Kolb won at the Hockenheimring, the Adria Raceway and the Norising.

**T**he final year of the ADAC Volkswagen Lupo Cup was treated to a breath-taking finale: Andreas Kolb snatched overall victory by a whisker at the finale of the 2003 season at the Hockenheimring. Kolb, who was in his second season in the Lupo Cup, collided with guest starter Takaya Tsubayashi from Japan and was eventually awarded 19th place. However, because guest starters do not receive points in the

championship, Kolb was promoted to 18th place and picked up one valuable point. That was enough. Kolb, who won three races over the course of the season, ended the year just one solitary point ahead of runner-up Matthias Meyer, who claimed five race victories in 2003. Third place went to Florian Plöching with 289 points. //

## All good things come to an end



**2**003 saw the sixth and final edition of the ADAC Volkswagen Lupo Cup. And it's hard to imagine a much more exciting season. Andreas Kolb won the first two races of the season, then Matthias Meyer managed a hat-trick of victories. At the Norising Kolb won again, after a battle between the two that lasted an entire lap. In the final two races it was Meyer at the top of the podium, but Kolb finished number 1 overall. However, the end of the Lupo Cup by no means meant the end of Volkswagen's involvement in the promotion of young racing drivers: it was replaced in 2004 by the ADAC Volkswagen Polo Cup – different car, same concept. //

### Snapshots //



1 /// In the final season of the ADAC Volkswagen Lupo Cup there was a great deal of excitement and colour. 2 /// Jan-Erik Slooten and Jürgen Konold go head to head at the narrow Norising.





The Class of 2004 //

# Mighty Meyer

*It was hard work, but Matthias Meyer's fourth victory of the season at the final race in Hockenheim was enough to earn him the title – the first in the ADAC Volkswagen Polo Cup.*

**T**his was the greatest success in the fledgling career of the young man from Kaltenkirchen, whose motorsport ambitions had nearly amounted to nothing.

Meyer first came into contact with motor racing at the age of just four: his father built him a go-kart with an engine from a lawnmower. This whet Meyer junior's appetite and he soon started racing in kart slaloms. At 14 he switched to circuit racing, but the Meyer family struggled to come up with the funds required to succeed in the expensive German Kart Championship. The plan was to move into single-seater racing in 1998 but, despite good tests, the sponsors were



simply not interested. "That was frustrating. I spent four years in vain attempting to stump up the cash for a season of single-seater racing," said Meyer.

The tide turned with the Lupo Cup: Meyer decided to try his luck in touring cars. "Volkswagen makes it possible to start out

at a very reasonable price, and the environment is very professional." He took part in a trial, which he won, earning sponsorship for the 2003 season in the process. "Without the support of my partners, particularly ADAC and Volkswagen, these two successful years would not have been possible," said the appreciative driver from Schleswig-Holstein.

He was in contention for the championship in his very first year. "Unfortunately I just missed out on the title by one point. That made winning the championship my goal for 2004," said Meyer, who won the 2003 Rookie competition and thus secured sponsorship for a further season in the junior series – now in a Polo. He began his second year with a cool head. "As a newcomer, I took unnecessary risks and dropped a lot of points that way," admitted a self-critical Meyer. "The following year I still set my sights on winning, but if I noticed that that was not going to be possible, I opted instead to make sure I left with some points in the bag." The reward was consistent results: Meyer made it onto the podium at eight of the ten races, finishing sixth and ninth in the remaining two.

His family supported his motor racing plans right from the word go, and they allowed Meyer, who had trained as a forwarding merchant, the time to pursue his dream. He married his girlfriend Kathrin before he turned 20. His wife travelled to every race. "She always took care of the air pressure in my Polo," said the proud husband. "Kathrin is a great pillar of support and helps me to achieve my greatest dream." His goal was the title in the Polo Cup – and nobody can take that away from Meyer now. //



**// Matthias Meyer was unbeatable in his blue Polo.**



# The 1000th race with car number 1000

**G**erman racing legend Hans Heyer had actually ended his career in 1997 with, by his own calculations, 999 races to his name. However, the man with the virtually omni-

present Tyrolean hat made his comeback at the Norisring on 27 June 2004 – in the ADAC Volkswagen Polo Cup, of course. He lined up for the historic 1000th race of his career in car number 1000 – a first in Volkswagen’s one-make cup. And despite seven years away from the track, he came home a remarkable 14th – three places ahead of the current head instructor in the Scirocco R-Cup, Fabian Plentz. Heyer was crowned European Champion four times in a row and also won the German Formula K championship, as well as being crowned German Racing Champion on three occasions. Now a businessman, he made twelve appearances in Le Mans, lined up at the Formula One German Grand Prix in 1977 – and contested his iconic 1000th race in the ADAC Volkswagen Polo Cup. //



1 // Hans Heyer celebrated numerous successes throughout his career.

# 1,984

The Cup Polo, which was used from the 2004 season onwards, had a *1,984-cc engine*. This was 284 cc larger than its predecessor, the Lupo. //

## Stuck Jr. learns from Volkswagen



**H**ans-Joachim “Strietzel” Stuck is an ambassador for Volkswagen Motorsport, so it was no surprise that he sent his son Johannes to the Volkswagen touring car school at the start of his career in motorsport. After a year as an apprentice in the ADAC Volkswagen Lupo Cup, Johannes Stuck made it onto the podium in third place at Hockenheim in the first season of the Polo Cup. It was the start of his motorsport career, which led him to victory in the SP6 category in the 24 hour race at the Nürburgring, among other things. Alongside his brother Ferdinand Stuck, he was German GT champion and runner-up in the ADAC GT Masters in 2011. //

### Snapshots //



1 // Safety was also of utmost importance in the ADAC Volkswagen Polo Cup. 2 // A look at the engine of the racing machine. 3 // A total of 25 drivers started the first season with the new Polo.



The Class of 2005 //

# Rapid Rast: clear head and a sunny disposition

*Even under the greatest pressure, René Rast is still able to keep a clear head: at the age of 18 the young man from Steyerberg in Germany won his sixth race of the 2005 ADAC Volkswagen Polo Cup in Hockenheim to clinch the title – and with it the most important success of his fledgling career at that time.*



Two thumbs up: with six victories, René Rast was convincing in the second year of the ADAC Volkswagen Polo Cup.

There were definite reasons for his impressive record: behind the pleasant smile on the face of the slim racing driver lies a determined worker, unwilling to leave anything to chance in pursuit of his goals.

Rast soon earned the respect of his peers in the junior racing series, thanks to the professional way he went about his work at the wheel of the 150-hp Polo. Together with dad

Rüdiger – his manager, mentor and mechanic – he worked his way through a meticulous programme right from the first second of free practice. “This allows us to take full advantage of the short practice time,” said the young Rast. “My dad is a perfectionist. He collects as much data as possible, analyses it, and uses it to plan for the next race.”

The economics student did not originally plan to embark on a career in touring car

racing: after winning the German ADAC Junior Karting Championship in 2002, the next step was to be single-seater racing. However, that did not prove to be a suitable springboard for René. “The difference between the individual teams was huge. Crashes, for which I was in no way to blame, cost a fortune and were extremely frustrating,” Rast recalls. The father-son team made the best of a bad situation and turned its attention to touring car racing from that moment on.

After winning the title in the ADAC Volkswagen Polo Cup, “Rapid Rast” was accepted in Volkswagen’s junior programme and the “Deutsche Post Speed Academy”. His career also developed rapidly: Rast was runner-up in his rookie year in the Seat Cup in 2006, only missing out on the title he looked almost certain to win in the final race. However, Rast was not to be deterred. In 2007 he switched to the Porsche Carrera Cup, in which he was the number one rookie at the first attempt. In 2008 Rast won the championship with the MRS Racing team. He then moved to the Porsche Super Cup, whose races formed part of the support programme for Formula One – and won the championship in 2011 and 2012. The success was not to end there, either: in 2012 Rast claimed the title in the German Porsche Carrera Cup.

The man born in Minden, who lists Ayrton Senna as his role model, has made a name for himself in motorsport circles. In 2014 Rast won the title in the ADAC GT Masters at the wheel of an Audi R8 LMS ultra – alongside a certain Kelvin van der Linde, 2013 Volkswagen Scirocco R-Cup champion. What do the two have in common? Van der Linde also has a motorsport-mad father – and at 18 years of age, the South Africa also has a pretty cool head. //





# A famous name

In 2005, a familiar name appeared in the list of starters in the Volkswagen Polo Cup: Marlene Dietrich. As beautiful and blond as the famous film star, but with a very different passion.



/// Marlene Dietrich also looks good off the track.

Her father used to drive karts with her on his lap when she was but a small child, so it came as no surprise when Marlene also developed a love of motorsport. Her racing career obviously began in Volkswagen's legendary touring car school. The young lady learned the hard way in her first year, but the girl from Mannheim soon showed what she was capable of in year two. For example, she led imperiously from start to finish when she made a guest appearance in the Turkish Volkswagen Polo Ladies Cup, which formed part of the support programme for the Formula One Grand Prix. Incidentally, Marlene Dietrich always found her famous name to be "more positive than negative". It goes without saying that it was often a subject of conversation, but few actually believed that this was really her name. //

## 2005 season: René races to title



René Rast claimed four pole positions in the all-important qualifying and started every race from one of the front two rows of the grid during his championship-winning season. This was to form the basis for his six wins and ultimately the title. However, even Rast had his lows: he failed to pick up points twice in a row after collisions in Oschersleben and Nuremberg – but this was to be but a brief hitch en route to the title. When it came down to it, the opposition, including Jimmy Johansson, Philipp Leisen and Fabian Plentz, had no chance against the man from Minden. //

# 55.808

The longest racing distance of the 2005

season was *55.808 kilometres* in Spa-Francorchamps. Even though "only" a total of 8 laps (6.976 kilometres each) were completed.

### Snapshots //



1 /// Philipp Leisen in the thick of it at the race in Zandvoort. 2 /// The class of 2005 in the ADAC Volkswagen Polo Cup at a training camp before the start of the season.



*The Class of 2006 //*

# Learn English with Shane

/// South African Shane Williams usually has a smile on his face.



*It was a fortunate coincidence that Shane Williams got chatting to Hans Top during his guest appearance in the ADAC Volkswagen Polo Cup at the end of October 2006.*

**S**hane asked me how much it would cost to drive in the Polo Cup for the entire year. When I told him 50,000 he replied: 'I have that. But can you give me a job?'," said Hans Top, who led the crew of Abt Sportline mechanics throughout their time in Volkswagen's one-make cup, describing the first meeting with the talented racing driver from South Africa.

Shane Williams did indeed register for the Polo Cup the following year, and reminded Top of their conversation at the traditional fitness camp prior to the start of the season. He invited the likeable young man to spend a few days with him and his family in the Allgäu region of Germany. When Williams arrived, he was as excited as a kid in a sweetshop by the spectacular scenery and snow-capped hills – he had never seen

snow before. The charming South African moved in with the Top family – and stayed for two years.

"He lived with us free of charge that entire time. The agreement was that he would help my wife around the house, do the gardening and teach our children to speak English," Top explained. "He did that brilliantly. He helped us move house and the kids came away with an A in English." Williams also regularly used the family car, and drove more kilometres in it than the actual owners. Maybe he was just getting some practice ahead of his exciting races in the Polo Cup.

Shane Williams was renowned for being very fast – but also for having the odd big crash. Despite this, the witty young man with the sunny disposition was popular with everyone in the Volkswagen paddock,

which was becoming increasingly international at the time. After finishing seventh overall in his first season, the season featured drivers from nine different countries in 2008. Shane Williams won two races, in Oschersleben and at the Norisring, and narrowly missed out on the title, finishing just two points behind Alexander Rambow.

Despite this, he never stopped smiling – just one of the reasons why he remains one of the most popular drivers in the history of Volkswagen's one-make cup. And he never lost contact: whether driving the race taxi for Volkswagen VIPs or taking care of the Legends in 2013, Shane Williams always remained a member of the family. And there was always plenty to chat about, particularly with Hans Top – whether the mileage he did in the family car or the children's English ... //





# Snapshots //



# 512

Jimmy Johansson scored *512 points* in ten races in 2006 – a record in the 17-year history of Volkswagen’s one-make cup.



## Champion “JJ”: a model student with the record points tally

**J**immy Johansson wasted no time impressing people in his debut year in 2005. The Swede won the opening race of the season, claimed a further five podiums, and also showcased his talent in Japan, where he picked up the winner’s trophy as an “exchange student” in the Golf GTI Cup. Johansson’s speed, professional manner and confident appearance were the result of concentration, discipline and hard work in the 2006 season. Values that are just as important at “touring car school” as they are at everyday school. “If you want to be successful in motorsport, you have to be better than the rest – in more areas than simply the foot you use for accelerating,” said the model student at the time. Away from his own race outings, “JJ” swapped the steering wheel for a screwdriver and stopwatch: he worked with “Team Cavalli” in the Swedish Touring Car Championship – as a mechanic and race engineer rolled into one, so to speak. //

1 // Speedy Volkswagen’s on the dune circuit in Zandvoort. 2 // Jimmy Johansson at the front, as so often this year. 3 // The motorsport stars completed a special kind of race preparation at the Norisring.

**In Swedish, please.**



**E**ight wins in ten races, the title with races still to go, and a new record score – Sweden’s Jimmy Johansson was clearly the best driver in the 2006 season. The fair-haired driver ended the year a massive 172 points clear of the runner-up in the overall standings, his compatriot Patrik Olsson. Only in Lausitz and Zandvoort did Johansson not take his customary place on the very top step of the podium – that went to Olsson, who ensured that every single winner’s trophy went to Sweden in 2006. //





*The Class of 2007 //*

## From the Polo Cup to Formula One

*As a small child, little Marleen had a big dream: "I wanted to be a racing driver."*

**S**o, at the age of five, she bombed around the family's vineyard in a baby kart. Her uncle built it, then later on her dad gave her another kart. When Marleen Seilheimer was old enough to attend a real touring car school, the family did some research. They were looking for training that was top class and affordable. And the ADAC Volkswagen Polo Cup was exactly what they were looking for.



"The cost/performance package in Volkswagen's touring car school is very lucrative for young racing drivers. The budget required is affordable, yet the series offers a platform with plenty of media coverage as part of the events surrounding the DTM," said Marleen Seilheimer, full of praise. She was just 18 years old when she celebrated her debut in the Polo. The first year was difficult, after all the hobby racer first had to reach the high standard of the others. Despite that she finished fourth in the rookie standings after an exciting and eventful year.



**//** Communication was always one of Marleen Seilheimer's strengths as a racing driver. Now communication is her profession.

In the second year the driver with the blonde locks finished in a strong tenth place in the overall standings – and even walked away from a spectacular take-off and roll in Oschersleben without injury. "The vehicles are very safe," said Seilheimer, who only has good memories of her two years in the Polo Cup. "It was a great and educational period. The support from Volkswagen was very good – also with regard to the press. This pointed me in the right professional direction."

In her second year at Volkswagen's touring car school, the intelligent woman also started a sports economics course at the University of Bayreuth. During internships in (motor)sport journalism she realised how much she loved writing. So after a year in the VLN Endurance Championship she ended her career as a driver and started her new career. "I realised that it would be extremely difficult to make it into Formula

One as a female driver. So my new goal was to at least work in Formula One."

To put herself in an even better position, after she completed her bachelor degree in Bayreuth she went on to study for a masters in international marketing in the US. Marleen continued to write texts for motorsport media on the side, which is how she ended up with an interview for the Sauber F1 team. At the end of the meeting, the former racing driver revealed her desire to work in the elite class as a member of Sauber's Formula One team. And then one day the phone rang. Marleen Seilheimer has been working as the Communications Manager at Sauber for seven months now.

"It's so much fun working with the drivers in Formula One," said the former driver. "I've found my dream job." Even though she isn't sitting behind the wheel of an F1 car herself, young Marleen's dream did come true after all. //



# 2 x 54

The Kern brothers each had *54 points* to their name at the end of

the season. Markus ended up ahead of his brother Thomas – based on his better results.



/// In his third year in the ADAC Volkswagen Polo Cup, Constantin Dressler was finally able to celebrate winning the title.

## The laid-back man from Göttingen



**H**is composure is what won Constantin Dressler his recent title: others such as Stian Paulsen claimed more victories, drove more fastest laps, and picked up more pole positions – but they took more risks. In contrast, the young man from Göttingen tried to defend his lead, drive with his head and stay out of tough battles wherever possible. Even a serious car accident on the way to the finale, which he got caught up in through no fault of his own, wasn't enough to ruffle his feathers. Dressler's lead was reduced, but in the end he prevailed over his main rivals Andreas Pfister and Stian Paulsen. //

## Dressler: successful behind the wheel and a desk

**I**'ve finally done it," celebrated Constantin Dressler after his 30th and final race in the 150-hp racing Polo. "I learnt so much in the Polo Cup, on and off the track. I want to implement it successfully," said the Göttingen-born man after winning the title. Göttingen's slogan is "The city that educates" and it certainly

applies to Dressler. He followed up with a degree in economics, having already sent his application to the Volkswagen corporate brand Audi during the season. These days, Dressler has swapped the steering wheel for a desk and, among other things, is successfully working in product marketing at Audi e-tron. //

### Snapshots //



1 // Norwegian Stian Paulsen in his blazing red Polo. 2 // A look at the Volkswagen racing machine. 3 // The Abt Sportsline mechanics had the cars at their best, both internally and externally.





/// Max Sandritter finished in eighth place overall in his first year in the ADAC Volkswagen Polo Cup.

## South African adventure with a bungee legend

*This season of the ADAC Volkswagen Polo Cup was meant to be over, but it went to extra time for Max Sandritter.*

In recognition of his good PR work, the “Rookie Champion” was allowed to take part in the South African equivalent of the Polo Cup in November, alongside regular champion Alexander Rambow. Sandritter was joined on this adventure by his famous father Jochen Schweizer, in his capacity as the king of experience gifts.

In a roundabout way he got his son into racing. His dad surprised him with a voucher for a touring car driving experience at the Salzburgring for his birthday. “I loved speed as a child. I used to do well in ski races,” Sandritter said. “Before the Salzburgring I only really knew motorsport from computer games and TV.”

He must have been paying attention: On his debut, Sandritter literally tailgated instructor Ronny Wechselberger. The experienced Formula driver recognised that the voucher driver had talent and recommended that he take part in an assessment for the ADAC Volkswagen Polo Cup in Kempten. Sandritter soon secured a starting place, which after a successful debut year was to end with the trip to the former Formula 1 race track in Kyalami.

The surrounding events included a safari. However, on the trip through the country it was the small German Volkswagen group’s experience on the Bloukrans River Bridge that was more wild. This bridge spanned a gorge 220 metres deep and is now one of

the most popular bungee jump locations in the world. When Jochen Schweizer turned up there, the daring jumpers waiting to leap from a platform into the depths and some of the spectators recognised him immediately. And with good reason: the bungee pioneer was the first person to have risked this spectacular jump.

The advert for the German bank Postbank, in which he let himself fall from the railings dressed in a black suit and with a large camera in his hand made him famous in South Africa. The story captured in a unique video (<https://www.youtube.com/watch?v=SW4iboYxxFo>) was a stepping stone in the extreme athlete and stuntman’s successful career.

These days he makes these experiences available to a wide audience – and since joining Volkswagen, his son Max Sandritter has shown the stories that are made. In the year after the rookie title he came second in the Polo Cup. In the last two years he has driven in the ADAC GT Masters – powered by the bungee legend Jochen Schweizer from his own family. //



Snapshots // //



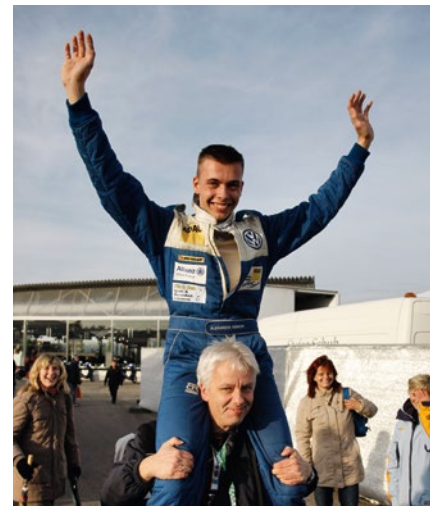
1 // Vivien Volk and her male rivals on the race track. 2 // Thor Qualmann finished fourth in the overall standings.

Only *two points* separated champion Alexander Rambow and Shane Williams in the overall standings at the end of the season.

# 2

## A Rambo(w) is rarely alone

**W**hen Alexander Rambow was asked how things were going and what he hoped for in his championship season, the boy from Zehdenick in Brandenburg often spoke in the plural. His parents Birgit and Michael were his trusty companions at the race track. "Rambo" was modest behind the wheel of his Cup Polo. Clearly blessed with a nimble accelerator foot, proved by three victories and three fastest laps, his driving style is nothing like that of the fighter from Hollywood – Rambow didn't drop out at all in 2008. "Fairness first," has always been his motto. His victories have reinforced this ideology for Rambow, who says that the "Doctor" Valentino Rossi is his role model. //



// Alexander Rambow was carried through the paddock after winning the championship. //



## Down to the wire

**N**othing was certain until the season finale at Hockenheim – and it was incredibly close. In the end, finishing in fifth place was enough for Alexander Rambow to clinch the championship. His main rival Shane Williams finished ahead of Rambow, but the South African ended up being beaten by two points. With victories in Oschersleben, at his home race in Lusatia and at the Nürburgring, Rambow laid the foundations – and, after winning the Rookie Cup in 2006 and finishing fifth in 2007, he secured overall victory in the ADAC Volkswagen Polo Cup in 2008. //





*The Class of 2009 //*

# Window? Or, why journalists write better than they drive ...

*Ingo Roersch had actually made a perfect start to his adventure as a guest starter in the 2009 ADAC Volkswagen Polo Cup.*

**T**he Formula One reporter for the Sport Bild magazine did everything right at the test day in Oschersleben and was clocking decent lap times. As such, he was full of optimism as he headed to the race at the Nürburgring – an event that was to prove unforgettable, and not just for him.

“I had only passed my licence one year beforehand,” recalls Roersch, now a press officer at Volkswagen Motorsport. “I was obviously somewhat more excited than I would otherwise be going into a race

weekend.” Free practice ran smoothly, the key being to gain as much experience as possible behind the wheel. And the same approach was applied in qualifying: drive, drive, drive. He agreed with the mechanic in Hans Top’s crew to stay out for the entire session. Without any pit stops. It was a hot August day, so Roersch opened the passenger window before leaving the pit lane, just to let in some fresh air. A mistake with serious consequences ...

After a short time, the marshals out on the track realised that there was a Polo hurtling

around the circuit with a window open. Out came the black and orange flag, instructing the driver to return to the pits on the next lap due to a technical problem. But the marshals’ efforts were fruitless. Ingo Roersch ploughed on. After watching him tear past the flag three times without a response, the race management brandished the black flag. Game over. Disqualification. His baffled chief engineer, Benedikt große Darrelmann, gesticulated wildly on the pit wall, but Ingo Roersch continued on his way.

“I was so focussed on driving that I just didn’t see the flags,” said the rookie racer. In the end, race management took drastic measures and cut short qualifying. Red flag. And then a miracle ... Ingo Roersch actually stopped. “I was just on a flying lap and my first thought was: which fool has spun while I was on such a good lap?” The answer to that question was a quick as it was a surprise to him: he was that fool. After pulling into the pits he was given a good dressing down, followed by an audience with the race management – and another dressing down.

“I obviously felt bad for the other drivers, and it was embarrassing. What is the point in the excellent flag system if you don’t actually see the flags? Since then I have had far greater respect for what racing drivers do,” said Roersch. He apologised to all his fellow drivers at the debriefing, while the race management only allowed him to race after the Volkswagen team intervened in his favour. To ensure that nothing else went wrong, the mechanics stuck a sticker on his dashboard. Written on it: “Window?” Having eventually finished 22nd in the race, the penalty notice for his “Black Flag” incident was proudly framed as a fitting memento.

One year later, the Hamburg resident sprung another surprise when he arrived for work in the Volkswagen Motorsport Communications department. Roersch: “I was given a big hello at the first Scirocco R-Cup race. There was one advantage to the whole story, however: I did not have to introduce myself.” //

**//** He’s still smiling here: Ingo Roersch caused a stir on his guest start.





Snapshots //



1 // Darkness over the Volkswagen paddock at the Lausitzring. 2 // The junior drivers inspecting the track in Oschersleben. 3 // It also looks good from behind: the Polo in its final year in action in the one-make cup in Germany.

**59** Full throttle into retirement – after *59 races*, the ADAC Volkswagen Cup Polo went into retirement and was replaced in 2010 by the Scirocco R-Cup.

# Champion Steinhof: motorsport a lesson for life

**M**aciek Steinhof was rarely to be found on his own in the paddock. He was usually surrounded by his crew: brother Bartek, cousin Kristofer, dad Tomek and friend Piotr, who looked after the set-up of the Cup Polo. The Pole knows his roots – the entire family has petrol in its blood. His championship win in 2009 was also the result of a clear vision. “For me, motorsport is first and foremost

about believing in oneself, setting a clear goal, and doing everything in your power to achieve that goal,” said Steinhof, who was studying business at the time. He went on to reveal his professional ambitions: “I would like to run my own company later on in life, and believe that motorsport will help me in that respect: concentration, mental strength, a cool head in stressful situations – these are all attributes that I will use later in life.” //

// Champion Maciek Steinhof poses proudly with his home nation’s flag.

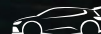


## Perfect start to the season clinches it



**F**ifth place at the season finale in Hockenheim was sufficient for Maciek Steinhof to secure the title. This made the man from Krakow the last Polo Cup champion in the history of Volkswagen’s one-make cup. Steinhof was particularly impressive early on in the season, following victories in the first four races with two runner-up finishes. His rival Max Sandritter did managed to close the gap with two wins and a second place in the next three races, but Steinhof held on to win by nine points, thanks largely to his spectacular start to the season. //





*The Class of 2010* //

## Panik Udo on crash course



/// The first edition of a Scirocco one-make cup in 1976 was very rustic – here Manfred Winkelhock and others. The legendary Willi Bergmeister was the champion back then.

*When Willi Bergmeister crossed the finish line at the season finale of the first season of the Scirocco R-Cup in 2010, he was transported back over three decades.*

**M**y comeback in the Scirocco was so much fun," said the man who discovered Michael Schumacher and who died far too young. "So much has happened from a technical perspective since my first year in a Scirocco. The engine power, in particular, has more than doubled. The car is much more fun to drive than it was back then."

Sciroccos were already racing competitively back in 1976. The racing series was called the VW Junior Cup back then and Bergmeister was crowned champion at the end of the year. But it was others who made the headlines. At the start of the season it was the cars. The carefully chosen, unorthodox suspension set-up made for unusual scenes at the opener in Hockenheim.

In particular it was the motorsport rookies in the field who were overwhelmed by the car, which was tricky to keep on the track. The result was multiple Sciroccos side by side

/// Two main players from 1976: Willi Bergmeister and Udo Lindenberg.



and piled on top of each other at the end of the second chicane – with the car driven by guest starter and skiing legend Christian Neureuther right on top. Incidentally, a certain Manfred Winkelhock won the race, and went on to enjoy a career in Formula One. 4.5 million amused spectators tuned in to ARD's sports news, although the bosses from Volkswagen in Wolfsburg were not quite so amused. It later turned out that a journalist with a passion for motorsport had been responsible

for tuning the cars, with the approval of Volkswagen Motorsport in Hannover.

However, without a doubt, the most memorable story of the year took place during the airfield race on Sylt. Rock star Udo Lindenberg took part as a guest starter. And Panik Udo really did live up to his name. In the practice session he took it easy on the track, which is a little less than 3000 metres long, and ended up a full 45 seconds behind the slowest regular driver. In the race, Udo Lindenberg, who swapped his hat for a helmet for a change, really went for it. Starting from the back of the field, he spun his Scirocco like a spinning top on the opening lap. This resulted in Panik Udo losing his bearings: bravely, he drove straight at his colleagues who were hurtling towards him, and only saved himself at the last minute by pulling onto the grass with a sideways manoeuvre. Fortunately, this made Udo Lindenberg realise that he should cut this truly historic venture into the world of motorsport short after the first lap.

34 years after these scenes the Scirocco made its comeback as a race car – in the Volkswagen Scirocco R-Cup. It was another special car, distinguished by its use of biomethane, which reduces the CO<sub>2</sub> emissions of the vehicles by up to 80 per cent. The comeback was a great success – although there was no convincing Udo Lindenberg to return to the racetrack. //



Snapshots //



1 // Legends Klaus Niedzwiedz, Kurt Thiim, Harald Grohs, Jan Lammers and Slim Borgudd. 2 // American Timmy Megenbier on the finishing straight at Brands Hatch.

34

It took exactly *34 years* after the VW Junior Cup for another champion to be crowned in a Volkswagen Scirocco.

# Champion Heidorn: steadfast and grounded

**T**he unofficial anthem of Lower Saxony, which made it into the German charts sung by folk singer Heino, includes the lyrics “steadfast and grounded”. This also applies to Kris Heidorn. The man from Wunstorf in Germany was the first champion of the new Scirocco R-Cup. His success was largely down to his family: father Bernd and mother Sabine went to every race with their son. Heidorn fell in love with cars as a child: “When I was really young, I went to truck races with my dad. At six years of age I drove a kart for the first time and from then on I was bitten by the motorsport bug.” To keep fit, the passionate PlayStation gamer spends a lot of time riding his mountain bike, and regularly goes to the gym and sauna. His hero is Alessandro Zanardi: “His fighting spirit, his ambition, how he fought his way back to life, it’s all so impressive,” said the man from Lower Saxony. //



// Kris Heidorn and Willi Bergmeister in Hockenheim.



## 356 points for a hallelujah

**F**ourth place was enough for Kris Heidorn to secure the title in an exciting season finale at a rainy Hockenheimring. The man from Lower Saxony bagged a total of 356 points, was the first to cross the finish line in three of the nine races, and pulled away from his rivals Jann-Hendrik Ubben and Maciek Steinhof. There were famous guest starters once again, including Schumacher’s former team-mate Johnny Herbert, TV chef Mario Kotaska and actor Axel Stein. //





The Class of 2011 //

## Better than 007: the “Racing Beatles” delight fans

*The performance of the British racing legends at Brands Hatch, the track steeped in tradition, on this first weekend of September in 2011 really was top notch.*

**J**ohnny Herbert, who finished fourth in the Formula One world championship as Michael Schumacher's team-mate in 1995, finished highest in his Cup Scirocco, in a fabulous fifth place. Mark Blundell, Tiff Needell and Mark Higgins were also well involved in the race action.

What the old hands then delivered in the Volkswagen hospitality area that evening was even more legendary and went down in history as one of the best acts on this stage. “The Upbeat Beatles” were the band booked to play; they had made their name

in the UK as one of the leading Beatles tribute bands. They performed the major hits of John Lennon, Paul McCartney, George Harrison and Ringo Starr, the “Fab Four”.

The audience was really buzzing, but they were even more excited when the “Racing Beatles” took to the stage. Johnny Herbert sat down at the keyboard. With former Formula 1 driver Mark Blundell as the perfect partner, also as a background singer. Tiff Needell, who in addition to his motorsport career had mainly made his name as a TV presenter of the cult show “Top Gear”, was on one of the microphones.

/// Former Formula 1 stars Johnny Herbert and Mark Blundell delighted on the keyboard and with their vocal power.

For vocal support, the other one was shared by ex-Formula 1 driver and TV commentator Perry McCarthy and Mark Higgins. The several times British Rally Champion collaborated on the legendary James Bond film “Quantum of Solace” as a stuntman in 2008. The man from Wales followed 007 Daniel Craig in the spectacular chase at Lake Garda at the start of the action-packed film.

On this evening however, the audience felt that the action hero Higgins and his colleagues were at least as good as John Lennon and Paul McCartney. Befitting the occasion, the “Racing Beatles” performed the former number 1 hit “Ticket to Ride”. The sound was fantastic, the waves of enthusiasm showed no sign of letting up. The only critical and not all that serious question from the fans in the audience was why such talented musicians had ever started racing. //



# Two-year cycle Lisowski: from rookie to champion



## Snapshot //



1 // Mateusz Lisowski celebrates his victory.



- 1 // Fabian Danz at the Lausitzring.
- 2 // Scirocco project lead Florian Pauleit at a sunny fitness camp.
- 3 // Jenny Elvers and Katharina Samsel.

It was his first season in the Volkswagen Scirocco R-Cup – and at the end of it, after four victories and a total of nine podium places in ten races, there was every reason to celebrate. Rookie Mateusz Lisowski was a commanding champion in his debut season, finishing with 61 points more than Sweden’s Ola Nilsson. The Pole worked in a two-year cycle: In 2007 he won the H-3500 class in the Polish Touring Car Championship, in 2009 the skiing and fitness enthusiast secured the title in the Škoda Octavia Cup. Then in 2011 came the title with the Cup Scirocco. Two years later Lisowski, who lists Fernando Alonso as one of his role models, struck again: in the Volkswagen Castrol Cup. //

# 1.740

At the final race of the season in Hockenheim, the gap between winner Daniel Lloyd and third-placed Ola Nilsson was just *1.740 seconds*. Dennis Trebing in second place crossed the finish line only 0.441 seconds after Lloyd.



## Saving the best for last

There was more action at the finale: while Mateusz Lisowski had secured his position as the 2011 champion at the penultimate race weekend in Oschersleben, four drivers were still in with a chance of second place in the overall standings going into the tenth and final race of the one-make cup: Ola Nilsson, Daniel Lloyd, Stefano Proetto and Aditya Patel. It was a nail-biting finale in Hockenheim: Lloyd was the winner of the most spectacular race of the season. After a dramatic battle lasting ten laps, the Brit prevailed over Dennis Trebing and Nilsson, but just missed out on second place in the championship. The man smiling from the sidelines was Nilsson, who secured second place in the overall standings – just four points ahead of Lloyd. //





The Class of 2012 //

# Indian adventure: lost on the road and piste

*Sandeep Kumar Ambalavanan – a poetic name. Indian drivers have always been a great asset to the starting field in the Volkswagen one-make cup, and not just because of their exotic sounding names in the starting line-up.*



There was plenty of variety at the fitness camp in Oberjoch – not just Indian Aditya Patel's infamous journey.

the Scirocco R-Cup season, the Indian took a wrong turn on the cross-country skiing circuit around the Hochmoor. This started his wild ride to the Tannheim valley, many kilometres downhill. When he arrived at the bottom, Patel knew that he had gone wrong somewhere.

He asked a couple of winter sports enthusiasts, who were not used to seeing an Indian on cross-country skis, for help. However, after their initial shock, they recommended that Patel take the ski shuttle back. That spared him the difficult task of climbing the many kilometres back up and returned him safely to the Volkswagen camp, where a warm welcome awaited the missing Indian. This memorable piste experience also inspired Patel on the racetrack. Having already claimed a sensational victory at the Nürburgring in 2010, he was victorious in the race in Oschersleben in 2011. Finishing fifth in the overall standings this year, he was the best of the Indian drivers in the history of the Volkswagen one-make cup.

This success was a great example of the fruitful exchange of Volkswagen talents between the world-wide one-make cup race series in the 17 years of the touring car school. Drivers from many countries such as Japan, South Africa, or even India picked up experience in Germany, and likewise many German drivers were welcome guests in Volkswagen one-make cups around the world. //

Over the years, the most talented drivers from the subcontinent were not only known for being quick, but also extremely friendly and eager to learn. And they were also good for a few unusual stories.

For example, Osham Kothadiya, who went in pursuit of points in the 2012 season of the Scirocco R-Cup with the support of Volkswagen India. The dark-haired man with the mischievous smile went straight from the airport to the iconic Brands Hatch racetrack for the third race of the season. Kothadiya wanted to go from there to his hotel. "I'll walk that bit," he told the Volkswagen team on the phone.

On a main road. After all, it was only 30 kilometres to the hotel. However, the thrifty Indian didn't know that. But initially the Volkswagen crew, led by team principal Florian Pauleit, rang Kothadiya again to let him know that the route might be a bit too far for a short walk. They booked him a taxi and Kothadiya arrived at the hotel safe and sound. The bonus fitness session obviously helped him: at Brands Hatch he achieved his best position at that time in the Volkswagen Scirocco R-Cup.

Kothadiya's fellow countryman Aditya Patel's performance on the track also clearly benefitted from some additional physical training – although not by choice. At the traditional fitness camp before the start of



# 199

199 points separated champion Ola Nilsson and second-placed American Dennis Trebing at the end of the season.

## Wow!

**H**e didn't give his rivals a look in his third season: after finishing sixth in 2010 and second a year later, Ola Nilsson secured the title with a commanding display in 2012. And what a performance it was! The blond-haired Swede didn't let his rivals get a look-in. He won eight out of ten races and, with six victories in a row, set a record that still stands in the Scirocco R-Cup. Winning the title saw the man from Helsingborg get a little bit closer to fulfilling his dream of winning the Le Mans 24 Hours. //

1 // Title holder Ola Nilsson finally clinched the winners trophy at his third attempt.



## Hill, Hannawald and Co. provide entertainment

**O**la Nilsson may have dominated the 2012 season, but everyone had a lot of fun. Not least because of the guest drivers who staged tough battles and provided top entertainment. Motorsport legends such as Schumi's perennial rival Damon Hill, Mika Salo and Christian Danner took the wheel of the Cup Scirocco, as did ski jumper and Olympic gold medalist Sven Hannawald and footballer Karl-Heinz "Air" Riedle. Ex Formula One driver Markus Winkelhock even won a race as a guest starter – the second race of the season, at the Lausitzring. //

### Snapshots



1 // Oshan Kothadiya mentally preparing for racing. 2 // Berke Bayindir from Turkey leading a trio. 3 // Markus Winkelhock presses the button.







The Class of 2013 //

# High-flyer van der Linde: congratulations from above

*When high-flyer Kelvin van der Linde was crowned Scirocco champion in Hockenheim in 2013, he was congratulated from on high.*

**O**n the winners' podium, skydiver Felix Baumgartner congratulated the 17-year-old on his remarkable performance. "What this young lad has achieved is fantastic. I didn't stand a chance on the racetrack," said Baumgartner, who finished in 19th place on his guest appearance at the Hockenheimring. "Rookie" van der Linde celebrated five victories in nine races that season – proving his exceptional talent once again.

"It was just such a terrific year for me. I am so proud to be the Scirocco R-Cup champion. The Volkswagen family really took me under their wing in my first season in Europe," said van der Linde afterwards. Incidentally, he only received his driving licence for the road on the Monday before the crucial race in Hockenheim and was delighted after his victory. "I'd like to thank everyone who has supported me. But my biggest thanks go to my family who made all this possible for me."

The teenager comes from one of the most successful families in motorsport in his home country. His grandfather Hennie, father Shaun and uncle Etienne celebrated championship victories in various racing series in South Africa. His brother Sheldon



// Number 1 at just 17: South Africa's Kelvin van der Linde was unbeatable in 2013.

van der Linde, aged 15, is also already one of the best drivers in the country and is competing for overall victory in the Volkswagen Polo Cup South Africa in 2014.

But Kelvin van der Linde has topped all of the successes in the family after being voted driver of the year in South Africa following his victory in the Volkswagen Scirocco R-Cup. The Volkswagen junior achieved the historic feat of winning three different championship titles in three successive years as a teenager and before finishing school.

Before his victory in the Scirocco R-Cup, van der Linde triumphed in the Polo Cup in his home country in 2012. The two titles were

the springboard to the ADAC GT Masters. And there, van der Linde also secured the title straight away as a "rookie" in 2014, alongside Rene Rast, the 2005 Scirocco Cup champion. The governing body for world motor sport, the FIA, also voted him driver of the year among ten extremely talented stars in the Young Driver Excellence Academy.

And what's the next step for Kelvin van der Linde? "I might have won three championships, but the most important thing at the moment is for me to finish school. In the coming years I want to get closer to my aim of competing in the Endurance World Championship for sports cars." It would be another step on high-flyer Kelvin van der Linde's path to success. //



Snapshots // //



1 // World Rally Champion Sébastien Ogier delighted fans with a demo in the Polo R WRC. 2 // In Spielberg the junior drivers took a look at the racer of Formula One world champion Sebastian Vettel. 3 // Dennis Trebing's mini take-off.

# 16,606

They both started in Spielberg, but on paper the difference

in age between Kelvin van der Linde and Hans-Joachim "Strietzel" Stuck is about 46 years – or to be precise *16,606 days*.

## Self-incrimination from president "Strietzel"

**H**ans-Joachim "Strietzel" Stuck won't forget his racing comeback on the first weekend of June in 2013 in Spielberg, Austria, any time soon. Not because it was the weekend on which the majority of Germany pretty much disappeared under floods. Rather, because the return to the racetrack after a break of two years was much more eventful than expected. "First I had a sleepless night because my son Johannes was almost two seconds faster than me in the Cup Scirocco in the practice session," recalled the ex Formula One driver.

Then in the race, in his Cup Scirocco, "Strietzel" prevailed bravely in a duel with his old friend Klaus Niedzwiedz, beat his son and delighted in the champagne shower for his victory in the legends' standings. But the sense of achievement was followed by a special kind of surprise at the presentation

ceremony on Saturday evening. There, amid laughter from the audience, the president of the German Association of Motorsport was presented with a beautifully framed ticket on behalf of his own association. "Strietzel" Stuck had skipped the drivers' briefing – a crime for which, in accordance with the rules of his own association, he had to pay a fine. //



// Everybody wants to talk to Hans-Joachim "Strietzel" Stuck.

## The 2013 vintage – fun, games and excitement



**L**egends at every weekend, excitement down to the final race and a 17-year-old champion – the 2013 season had a lot to offer. Kelvin van der Linde won five of the nine races that year and was crowned champion. Going into the final at the Hockenheimring, as well as van der Linde, his fellow countryman Jordan Lee Pepper and Denmark's Kasper H. Jensen were still in with a chance of winning the title. On top of that, guest starters such as Felix Baumgartner and motorsport legends à la Laurent Aiello piled pressure on the talented youngster and provided entertainment both on and off the track. Italian Nicola Larini even won the opening race in Hockenheim. //





*The Class of 2014 //*



/// Mikaela Ahlin-Kottulinsky was the first woman to win a race in the history of the Scirocco R-Cup – and at the highlight of the season at the Norisring. She also looks good off the track.

## Girl power: when the Playboy bunny pops up in your rear-view mirror

*They will obviously always deny it, but no man enjoys being overtaken by a woman.*

**A**nd yet this was a regular scene in the 2014 Scirocco R-Cup – in fact, it occurred more frequently than ever before in the history of Volkswagen's one-make cup. Not only did more ladies contest the entire season than ever before, but Mikaela Ahlin-Kottulinsky, Lucile Cypriano, Jasmin Preisig and Doreen Seidel were often to be found putting a move on their male counterparts out on the track.

"We had to fight much harder as women. I always had the feeling that the men pulled no punches in their efforts to avoid being overtaken by a lady," explained Doreen Seidel with a grin. The attractive blonde has been the focus of much attention in the male-dominated world of racing drivers this year. As 2008 Playmate of the Year, she was more used to making headlines away from the track. "At first the guys

would tease each other: haha, you were overtaken by the Playboy bunny. But we girls earned their respect over the course of the season."

Seidel and Preisig came through their battle with what was originally 19 men, and were often knocking on the door of the top ten. 18-year-old Lucile Cypriano, who earned her ticket into the Scirocco R-Cup through a talent competition run by the FIA Women in Motorsport Commission, was practically a regular among the top ten. However, Mikaela Ahlin-Kottulinsky, who became the first and only lady so far to have won a race in the 17-year history of the one-make cup, was undoubtedly the most compelling evidence of the new girl power at the racetrack. And her moment of glory came at the highlight of the season: the iconic Norisring. When the blonde Swede arrived in Volkswagen Hospital-

ity after her win, she was received with a standing ovation. From all the men too, of course.

"That was an incredible feeling. The success was very important for my confidence as a racing driver," said the Swede. Maybe the fact that the male colleagues were a little distracted by the quartet of attractive ladies might have complimented the extraordinary talent of Ahlin-Kottulinsky, who has established herself as something of an overtaking expert. "They were really nice to us off the track. And it goes without saying that we were treated like ladies," revealed Doreen Seidel.

However, sexual equality is starting to find its way into proceedings both on and off the racetracks of this world. The four ladies, who incidentally got on "like a house on fire, without any bitchiness" (Seidel), certainly did their bit in this regard in 2014. "A lot of men did not expect us to perform as we did," said Playmate Seidel. "Mikaela, in particular, made quite a statement with her victory, and did a lot to encourage many more women into motorsport." So look out men: you may find yourselves being overtaken by the 'fairer sex' even more frequently in the future. //



# 42

After *42 attempts*, Mikaela Ahlin-Kottulinsky triumphed at the Norisring to become the first lady ever to win a race in the Scirocco R-Cup.



/// Title holder Jordan Lee Pepper kisses the winners' trophy.

## A hot season, Pepper style

All good things come in threes: the 2014 season kicked off with a flawless hat-trick from Jordan Lee Pepper. However, the 18-year-old was unable to live up to his own high standards in the following three races, failing to add to his tally of wins. However, he then ignited the turbo and ruthlessly turned the screw. He consistently scored heavily in the remaining races and had already secured the title even before the grand finale in Hockenheim. The South African dominated the opposition, seemingly able to out-perform the likes of Jason Kremer and Victor Bouveng at will. He was not afraid to roll his sleeves up and get his hands dirty when necessary, however, producing some heated wheel-to-wheel duels with his rivals – Pepper style. //



## The last champion

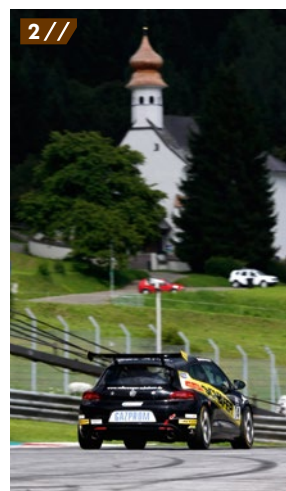
With one race still to run, it was already a done deal. Jordan Lee Pepper had wrapped up the title ahead of schedule, and thus takes his place in the history books as the most recent Volkswagen Scirocco R-Cup champion. The South African, whose father and sister are also at home on the racetrack, began his career in a baby kart at the ripe old age of four. After a decade on

the karting circuit, he lined up in the 2012 Volkswagen Polo Cup South Africa and was immediately crowned best rookie. Pepper's motorsport role models include his father and ex Formula One world champion Kimi Räikkönen. Away from motor racing, the South African also feels right at home on the golf course. His handicap of 3 shows that his extraordinary talents are not restricted to the racetrack. //

### Snapshots //



1 /// A dramatic backdrop in Spielberg with Pascal Hoffmann's Scirocco.



2 /// Nicolaj Møller Madsen has no time for the beauty off the track.



3 /// Royal visit: Pierre Casiraghi was a guest starter in Hockenheim at the first and final weekends of the season.



# All races, all winners

## ADAC Volkswagen Touring Junior Cup

### Winners 1998

01	Hockenheim	Jacek Henschke
02	Nürburgring	Erik Schwarz
03	Sachsenring	Erik Schwarz
04	Norising	Erik Schwarz
05	Lahr	Jacek Henschke
06	Wunstorf	Patrick Michels
07	Zweibrücken	Erik Schwarz
08	Salzburgring	Denis Morozov
09	Oschersleben	Patrick Michels
10	Nürburgring	Erik Schwarz

### Final standings 1998

1.	Erik Schwarz	243
2.	Patrick Michels	186
3.	Daniel Bauer	164

## ADAC Volkswagen Lupo Cup

### Winners 1999

01	Sachsenring	Alexander Kühnast
02	Zweibrücken	Denis Morozov
03	Oschersleben	Daniel Bauer
04	Norising	Daniel Bauer
05	Misano	Jacek Henschke
06	Nürburgring	Daniel Bauer
07	Salzburgring	Sascha Morozov
08	Oschersleben	Jacek Henschke
09	Hockenheim	Daniel Bauer
10	Nürburgring	Stefan Ebert

### Final standings 1999

1.	Daniel Bauer	373
2.	Jacek Henschke	342
3.	Alexander Kühnast	303

### Winners 2000

01	Hockenheim	Tim Mende
02	Oschersleben	Thomas Henkel
03	Norising	Tim Mende
04	Spa-Francorchamps	Tim Mende
05	Sachsenring	Thomas Henkel
06	Nürburgring	Thomas Henkel
07	Oschersleben	Thomas Henkel
08	Nürburgring	Björn-Felix Hansen
09	Hockenheim	Thomas Henkel

### Final standings 2000

1.	Björn-Felix Hansen	369
2.	Thomas Henkel	349
3.	Tim Mende	329

## ADAC Volkswagen Polo Cup

### Winners 2004

01	Hockenheim	Manuel Lauck
02	Lausitzring	Patric Lachmann
03	Lausitzring	Matthias Meyer
04	Norising	Matthias Meyer
05	Nürburgring	Florian Plöching
06	Oschersleben	Patric Lachmann
07	Oschersleben	Manuel Lauck
08	Zandvoort	Matthias Meyer
09	Brünn	Patric Lachmann
10	Hockenheim	Matthias Meyer

### Final standings 2004

1.	Matthias Meyer	443
2.	Patric Lachmann	414
3.	Florian Plöching	313

### Winners 2005

01	Hockenheim	Jimmy Johansson
02	Lausitzring	René Rast
03	Lausitzring	René Rast
04	Spa-Francorchamps	René Rast
05	Oschersleben	René Rast
06	Oschersleben	Fabian Plentz
07	Norising	Fabian Plentz
08	Nürburgring	René Rast
09	Zandvoort	Jaap van Lagen
10	Hockenheim	René Rast

### Final standings 2005

1.	René Rast	395
2.	Jimmy Johansson	350
3.	Philipp Leisen	332

### Winners 2006

01	Hockenheim	Jimmy Johansson
02	Lausitzring	Patrik Olsson
03	Lausitzring	Jimmy Johansson
04	Oschersleben	Jimmy Johansson
05	Oschersleben	Jimmy Johansson
06	Norising	Jimmy Johansson
07	Nürburgring	Casper Elgaard
08	Zandvoort	Patrik Olsson
09	Zandvoort	Jimmy Johansson
10	Hockenheim	Jimmy Johansson

### Final standings 2006

1.	Jimmy Johansson	512
2.	Patrik Olsson	340
3.	Niclas Kantenich	326

## Volkswagen Scirocco R-Cup

### Winners 2010

01	Hockenheim	Maciek Steinhof
02	Lausitzring	Maciek Steinhof
03	Norising	Stefano Proetto
04	Nürburgring	Aditya Patel
05	Nürburgring	Arne Larisch
06	Brands Hatch	Kris Heidorn
07	Oschersleben	René Rast
08	Oschersleben	René Rast
09	Hockenheim	Daniel la Rosa

### Final standings 2010

1.	Kris Heidorn	356
2.	Jann-Hendrik Ubben	301
3.	Maciek Steinhof	276

### Winners 2011

01	Hockenheim	Mateusz Lisowski
02	Spielberg	Mateusz Lisowski
03	Spielberg	Stefano Proetto
04	Lausitzring	Daniel Lloyd
05	Norising	Ola Nilsson
06	Nürburgring	Mateusz Lisowski
07	Brands Hatch	Ola Nilsson
08	Oschersleben	Mateusz Lisowski
09	Oschersleben	Aditya Patel
10	Hockenheim	Daniel Lloyd

### Final standings 2011

1.	Mateusz Lisowski	416
2.	Ola Nilsson	355
3.	Daniel Lloyd	351

### Winners 2012

01	Hockenheim	Ola Nilsson
02	Lausitzring	Markus Winkelhock
03	Brands Hatch	Ola Nilsson
04	Spielberg	Ola Nilsson
05	Spielberg	Ola Nilsson
06	Norising	Ola Nilsson
07	Nürburgring	Ola Nilsson
08	Oschersleben	Ola Nilsson
09	Oschersleben	Rasmus Mårthen
10	Hockenheim	Ola Nilsson

### Final standings 2012

1.	Ola Nilsson	502
2.	Dennis Trebing	303
3.	Kasper H. Jensen	298

**Winners 2001**

01	Hockenheim	Andre Lips
02	Nürburgring	Thomas Kappeler
03	Oschersleben	Carsten Seifert
04	Sachsenring	Florian Gruber
05	Norising	Carsten Seifert
06	Lausitzring	Florian Gruber
07	Nürburgring	Thomas Kappeler
08	Spielberg	Carsten Seifert
09	Zandvoort	Patrick Lüllau
10	Hockenheim	Daniel Zils

**Final standings 2001**

1.	Carsten Seifert	342
2.	Thomas Kappeler	307
3.	Florian Gruber	291

**Winners 2002**

01	Hockenheim	Michael Bohrer
02	Zolder	Patrick Hinte
03	Sachsenring	Michael Bohrer
04	Norising	Florian Plöchinger
05	Lausitzring	Patrick Hinte
06	Spa-Francorchamps	Peter Terting
07	Nürburgring	Andreas Kolb
08	Spielberg	Peter Terting
09	Zandvoort	Patrick Hinte
10	Hockenheim	Peter Terting

**Final standings 2002**

1.	Peter Terting	420
2.	Michael Bohrer	332
3.	Andreas Kolb	295

**Winners 2003**

01	Hockenheim	Andrea Kolb
02	Adria Raceway	Andrea Kolb
03	Nürburgring	Matthias Meyer
04	Lausitzring	Matthias Meyer
05	Lausitzring	Matthias Meyer
06	Norising	Andrea Kolb
07	Nürburgring	Quirin Müller
08	Spielberg	Patric Lachmann
09	Zandvoort	Matthias Meyer
10	Hockenheim	Matthias Meyer

**Final standings 2003**

1.	Andrea Kolb	364
2.	Matthias Meyer	363
3.	Florian Plöchinger	289

**Winners 2007**

01	Hockenheim	Andreas Pfister
02	Oschersleben	Andreas Simonsen
03	Oschersleben	Andreas Simonsen
04	Lausitzring	Constantin Dressler
05	Lausitzring	Stian Paulsen
06	Norising	Stian Paulsen
07	Zandvoort	Constantin Dressler
08	Nürburgring	Stian Paulsen
09	Barcelona	Stian Paulsen
10	Hockenheim	Alexander Rambow

**Final standings 2007**

1.	Constantin Dressler	379
2.	Andreas Pfister	353
3.	Stian Paulsen	341

**Winners 2008**

01	Hockenheim	Niclas Olsson
02	Oschersleben	Alexander Rambow
03	Oschersleben	Shane Williams
04	Lausitzring	Thor Qualmann
05	Lausitzring	Alexander Rambow
06	Norising	Shane Williams
07	Nürburgring	Alexander Rambow
08	Brands Hatch	Maciek Steinhof
09	Sachsenring	Maciek Steinhof
10	Hockenheim	Andreas Simonsen

**Final standings 2008**

1.	Alexander Rambow	382
2.	Shane Williams	380
3.	Andreas Simonsen	314

**Winners 2009**

01	Hockenheim	Maciek Steinhof
02	Lausitzring	Maciek Steinhof
03	Lausitzring	Maciek Steinhof
04	Norising	Maciek Steinhof
05	Oschersleben	Max Sandritter
06	Oschersleben	Max Sandritter
07	Nürburgring	Max Sandritter
08	Barcelona	David Jahn
09	Hockenheim	Max Sandritter

**Final standings 2009**

1.	Maciek Steinhof	376
2.	Max Sandritter	367
3.	Elia Erhart	276

**Winners 2013**

01	Hockenheim	Nicola Larini
02	Spielberg	Kelvin van der Linde
03	Spielberg	Kelvin van der Linde
04	Norising	Kelvin van der Linde
05	Nürburgring	Kelvin van der Linde
06	Nürburgring	Jordan Lee Pepper
07	Oschersleben	Kasper H. Jensen
08	Oschersleben	Dennis Trebing
09	Hockenheim	Kelvin van der Linde

**Final standings 2013**

1.	Kelvin van der Linde	348
2.	Kasper H. Jensen	295
3.	Jordan Lee Pepper	256

**Winners 2014**

01	Hockenheim	Jordan Lee Pepper
02	Hockenheim	Jordan Lee Pepper
03	Oschersleben	Jordan Lee Pepper
04	Oschersleben	Jason Kremer
05	Norising	Mikaela Ahlin-Kottulinsky
06	Spielberg	Chris Smiley
07	Spielberg	Jordan Lee Pepper
08	Nürburgring	Jason Kremer
09	Nürburgring	Jordan Lee Pepper
10	Hockenheim	Jordan Lee Pepper

**Final standings 2014**

1.	Jordan Lee Pepper	379
2.	Jason Kremer	321
3.	Victor Bouveng	295



# The most unusual way to sit ...



... in 17 years of the Volkswagen one-make cup was without a doubt demonstrated by *Emanuele Pirro*. The five-time Le Mans winner retired the Lupo at the final race in Hockenheim with this stunt.

*"Bye-bye Volkswagen touring car school!"*

## Imprint

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