












Motorsport Information



**POCKET  
FACTS** 2014

## 2014 FIA World Rally Championship calendar

<b>Date</b>	<b>Country</b>	<b>Event</b>	<b>Surface</b>
<b>14/01–19/01/2014</b>		Rally Monte Carlo	Asphalt/snow
<b>05/02–08/02/2014</b>		Rally Sweden	Ice & snow
<b>06/03–09/03/2014</b>		Rally Mexico	Gravel
<b>03/04–06/04/2014</b>		Rally Portugal	Gravel
<b>08/05–11/05/2014</b>		Rally Argentina	Gravel
<b>05/06–08/06/2014</b>		Rally Italy	Gravel
<b>26/06–29/06/2014</b>		Rally Poland	Gravel
<b>31/07–03/08/2014</b>		Rally Finland	Gravel
<b>22/08–24/08/2014</b>		Rally Germany	Asphalt
<b>12/09–14/09/2014</b>		Rally Australia	Gravel
<b>03/10–05/10/2014</b>		Rally France	Asphalt
<b>24/10–26/10/2014</b>		Rally Spain	Gravel/asphalt
<b>14/11–16/11/2014</b>		Rally Great Britain	Gravel



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## Volkswagen pairings hungry for victory

Will the title be clinched early? Or will there be a nail-biting finale? The all-decisive phase of the battle for the drivers' and co-drivers' title in the FIA World Rally Championship (WRC) will begin at the Rally Spain (23–26/10). Two of Volkswagen's duos – overall leaders Sébastien Ogier/Julien Ingrassia (F/F) and second-placed Jari-Matti Latvala/Miikka Anttila (FIN/FIN) – will be in the limelight at the twelfth of this season's 13 rounds. As the only two pairings who could now lift the trophy, they share a simple formula for success: whoever finishes ahead of his direct competitor will have achieved a key goal. If reigning champion Ogier bags one point more than his challenger Latvala, the drivers' and co-drivers' titles will definitely go to him and his navigator. If Latvala finishes ahead, however, the scene will be set for the ultimate showdown three weeks later at the Rally Great

Britain. In another development which could only happen in the run-up to the WRC finale, Latvala/Anttila may well secretly have become huge fans of Andreas Mikkelsen/Ola Fløene (N/N), currently third overall in the WRC. If the Norwegians manage to finish ahead of Ogier/Ingrassia – like they did in Sweden and, more recently, France – but behind the Finnish duo, that will further increase Latvala/Anttila's chances of nabbing the title. However, there is no chance of Mikkelsen/Fløene slowing down for the sake of their fellow Nordics: after five podium finishes, they are also desperate to claim their very first win.

"I've never felt such a great hunger for victory among our drivers and co-drivers as I have since we started competing with the Polo R WRC," said Volkswagen Motorsport Director Jost Capito. "A win would be a huge achievement for each of them. Sébastien Ogier could clinch his second WRC title in a row – preferably by winning. By contrast, Jari-Matti Latvala wants to keep the WRC title race open – preferably by winning as well. Andreas Mikkelsen has already far exceeded the targets of claiming three podium finishes for Wolfsburg this season by finishing in the top three five times. They want the perfect finish to their fabulous season as well – preferably by winning. No team could hope for greater motivation. We're looking forward to a real showdown."

### **Defending champion Ogier makes a bid for the WRC title**

Ogier and Ingrassia will be hoping to make it second time lucky at the Rally Spain. A single point is all it would take for them to make the most of their second chance to clinch the title early in Spain. If Ogier/Ingrassia score one point more than Latvala/Anttila, the reigning World Champions will retain their title.



### **More dynamic than ever: the Polo R WRC**

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

#### **Technical fine-tuning and a new design**

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

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

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

### **If you don't go forwards, you go backwards**

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

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

## Volkswagen Polo R WRC

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





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

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



## Sébastien Ogier



**Date of birth** 17/12/1983 (30)

**Place of birth** Gap (F)

**Residence** St. Gallen (CH)

**Hobbies** Sport, skiing

**WRC victories** 22

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

### Sporting career highlights

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

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

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

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

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

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### Sébastien Ogier on Rally Spain:

“I’m absolutely convinced that we will defend our title in Spain. We won in Spain last year too and I feel fantastic. I’m doing a lot of exercise and I’m in great shape. The test in Spain further boosted our confidence too.”

## Julien Ingrassia



<b>Date of birth</b>	26/11/1979 (34)
<b>Place of birth</b>	Aix-en-Provence (F)
<b>Residence</b>	Geneva (CH)
<b>Hobbies</b>	Mountain biking, hiking
<b>WRC victories</b>	22

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

### Sporting career highlights

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



## 12 Volkswagen Team

### Jari-Matti Latvala



<b>Date of birth</b>	03/04/1985 (29)
<b>Place of birth</b>	Töysä (FIN)
<b>Residence</b>	Tuuri (FIN)
<b>Hobbies</b>	Cross-country skiing, historic rallies, running
<b>WRC victories</b>	12

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

#### **Sporting career highlights**

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

#### **Jari-Matti Latvala on Rally Spain:**

“I’ll fight as long as I’ve got a chance to keep the title race open until the season finale in the UK. We’ve won on both gravel and asphalt this season, so why shouldn’t we win a rally that features both surfaces too?”

## Miikka Anttila



<b>Date of birth</b>	10/09/1972 (42)
<b>Place of birth</b>	Janakkala (FIN)
<b>Residence</b>	Lempäälä (FIN)
<b>Hobbies</b>	Skiing, mountain biking, classic cars
<b>WRC victories</b>	12

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

### Sporting career highlights

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

## 14 Volkswagen Team

### **Andreas Mikkelsen**



<b>Date of birth</b>	22/06/1989 (25)
<b>Place of birth</b>	Oslo (N)
<b>Residence</b>	Monaco (MC)
<b>Hobbies</b>	Motocross, fishing, cycling

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

#### **Sporting career highlights**

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

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#### **Andreas Mikkelsen on Rally Spain:**

“I’ll probably take a few more risks at the Rally Spain to achieve my next goal. I’ve celebrated three second places this season and I’m getting closer and closer to my first win now. If I don’t manage it in Spain, hopefully I’ll pull it off in the UK.”


**Ola Fløene**


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

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

### Sporting career highlights

<b>2010</b>	7th in Intercontinental Rally Challenge (IRC, Ford)
<b>2011</b>	1st in Intercontinental Rally Challenge, two wins (IRC, Škoda)
<b>2012</b>	1st in Intercontinental Rally Challenge, two wins (IRC, Škoda) 14th in FIA World Rally Championship (WRC, Škoda)
<b>2013</b>	1st in FIA Junior World Rally Championship, three wins (JWRC, Ford)



## The team behind the WRC commitment

### **Jost Capito Volkswagen Motorsport Director**

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

### **Willy Rampf Technical Director**

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

### **François-Xavier Demaison Technical Project Manager WRC**

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

### **Dr. Donatus Wichelhaus Head of Engine Development**

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





**Sven Smeets WRC Team Manager**

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

**Kirsten Zimmermann Commercial Manager**

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

**Andre Dietzel Head of Communications and Marketing**

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

## Rally Spain Chassis used

### Volkswagen Polo R WRC #1 Ogier/Ingrassia

Internal number	21
Chassis number	WVWZZZ6RZEWP00187
Chassis version	1.1
Initial registration	12/11/2013
Number plate	WOB-VW 520

### Volkswagen Polo R WRC #2 Latvala/Anttila

Internal number	22
Chassis number	WVWZZZ6RZEWP00188
Chassis version	1.1
Initial registration	05/05/2014
Number plate	WOB-VW 521

### Volkswagen Polo R WRC #9 Mikkelsen/Fløene

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

## Rally Spain Last five winners

2009	Sébastien Loeb/Daniel Elena (F/MC)	Citroën
2010	Sébastien Loeb/Daniel Elena (F/MC)	Citroën
2011	Sébastien Loeb/Daniel Elena (F/MC)	Citroën
2012	Sébastien Loeb/Daniel Elena (F/MC)	Citroën
2013	Sébastien Ogier/Julien Ingrassia (F/F)	Volkswagen



## 2014 WRC Season matrix

Event	1st	2nd	3rd	Ogier	Latvala	Mikkelsen
<b>01 Rally Monte Carlo</b>	Ogier	Bouffier	Meeke	P1	P5	P7
<b>02 Rally Sweden</b>	Latvala	Mikkelsen	Østberg	P6	P1	P2
<b>03 Rally Mexico</b>	Ogier	Latvala	Neuville	P1	P2	P19
<b>04 Rally Portugal</b>	Ogier	Hirvonen	Østberg	P1	P14	P4
<b>05 Rally Argentina</b>	Latvala	Ogier	Meeke	P2	P1	P4
<b>06 Rally Italy</b>	Ogier	Østberg	Latvala	P1	P3	P4
<b>07 Rally Poland</b>	Ogier	Mikkelsen	Neuville	P1	P5	P2
<b>08 Rally Finland</b>	Latvala	Ogier	Meeke	P2	P1	P4
<b>09 Rally Germany</b>	Neuville	Sordo	Mikkelsen	DNF	DNF	P3
<b>10 Rally Australia</b>	Ogier	Latvala	Mikkelsen	P1	P2	P3
<b>11 Rally France</b>	Latvala	Mikkelsen	Meeke	P13	P1	P2
<b>12 Rally Spain</b>						
<b>13 Rally Great Britain</b>						

## 2014 WRC Classifications

### Drivers

<b>01</b>	<b>Ogier</b>	<b>217</b>
<b>02</b>	<b>Latvala</b>	<b>190</b>
<b>03</b>	<b>Mikkelsen</b>	<b>143</b>
<b>04</b>	Hirvonen	93
<b>05</b>	Neuville	83
<b>06</b>	Meeke	82
<b>07</b>	Østberg	80

### Co-drivers

<b>01</b>	<b>Ingrassia</b>	<b>217</b>
<b>02</b>	<b>Anttila</b>	<b>190</b>
<b>03</b>	<b>Fløene</b>	<b>99</b>
<b>04</b>	Lehtinen	93
<b>05</b>	Gilsoul	83
<b>06</b>	Nagle	82
<b>07</b>	Andersson	80

### Manufacturers

<b>01</b>	<b>Volkswagen Motorsport</b>	<b>373</b>
<b>02</b>	Citroën WRT	175
<b>03</b>	M-Sport	164
<b>04</b>	Hyundai Motorsport	157
<b>05</b>	<b>Volkswagen Motorsport II</b>	<b>127</b>
<b>06</b>	Jipocar Czech National Team	41
<b>07</b>	RK M-Sport WRT	25

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

# Rally Spain Facts and figures

### The event

The Rally Spain was first held in 1957 and became part of the WRC calendar in 1991. Until 2004, the event took place at the Costa Brava and moved to the Costa Daurada in 2005. It is now held on wide, smooth and sweeping asphalt and gravel roads around the town of Salou in the Tarragona region. The fact that it is a mixed event makes it extremely challenging for drivers, co-drivers, engineers and mechanics.



### The venue

The Rally Spain is the only event on the WRC calendar which is held on two different surfaces.

### The country

<b>Capital</b>	Madrid
<b>Area</b>	505,929 square kilometres
<b>Population</b>	46.7 million
<b>Language</b>	Spanish
<b>Currency</b>	Euro
<b>Time zone</b>	UTC +1 hour

### The typical weather

Catalonia is characterized by a Mediterranean climate with dry and warm summers with hot winds which originate over North Africa. In spring and autumn temperatures can still reach up to or even over 30 °C. In winter the weather is much cooler and sometimes also rainy.



### **The route**

The 2014 edition of Rally Spain features some very special tests for both man and machine. Action kicks off on Thursday afternoon with a truly iconic stage in terms of scenery. SS1 will be held at Barcelona's Montjuïc where the Olympic Summer Games have been staged in 1992 and well known architecture like Santiago Calatrava's communication tower will witness the very short first tarmac test of the event. Rally Spain switches from superb panoramic view to intense gravel action on Friday morning and "Gandesa", "Pesells" and "Terra Alta" stages. On Saturday and Sunday drivers and co-drivers will have to change their mindset to asphalt mode. Saturday "Escaladei" and "Colldejou" bring on some true tests on tarmac, Sunday the "La Mussara" and "Riudecanyes" stages host the final showdown. The second running of "Riudecanyes" also defines the Power Stage where the top three drivers and co-drivers will be rewarded with extra points.

### **Food & drink**

The Spanish cuisine in the coastal region of Catalonia is heavily influenced by seafood. The most famous seafood dishes are *pescado frito* or *espetos*. Cold soups like *gazpacho* as well as the rice-based dish *paella* from Valencia are also very popular.

### **Speed limit**

On Spanish motorways you are not allowed to go faster than 120 kilometres per hour in a car. On standard roads the limit is 100 kilometres per hour. In built-up areas the speed limit for all motor vehicles is 50 kilometres per hour.

## 22 Rally history



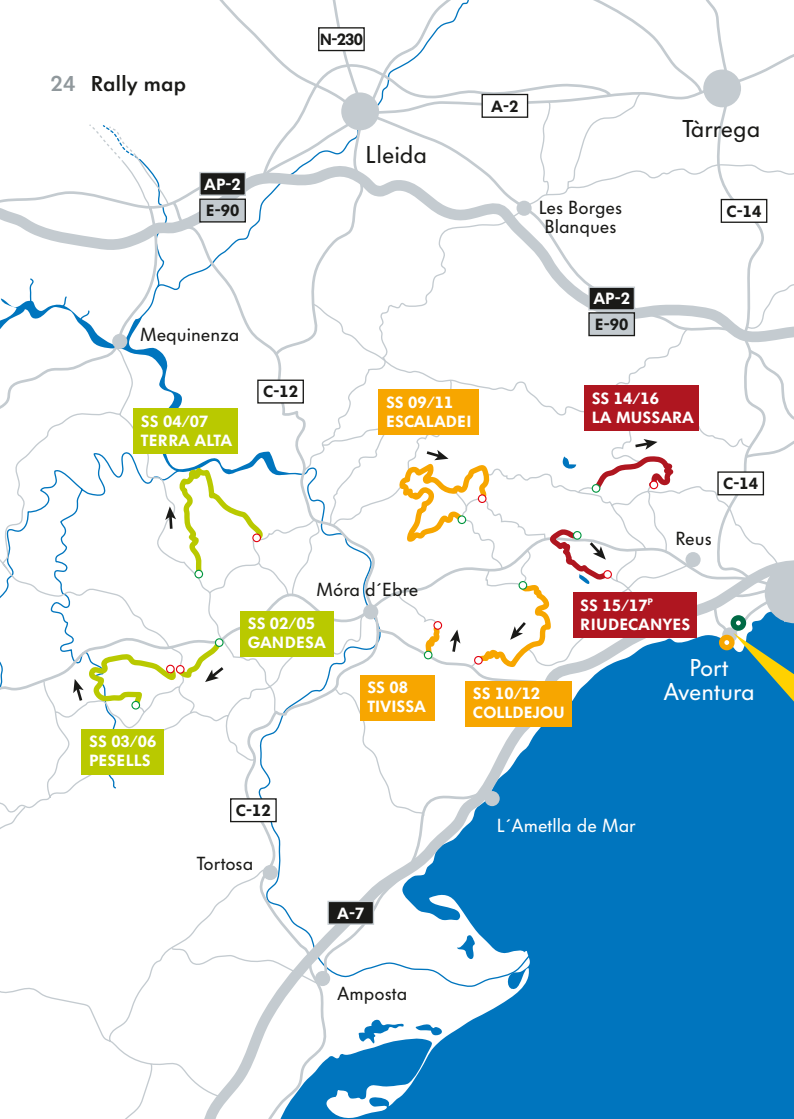
## Rally Spain History

### At a glance

- /// The Rally Spain was first held in 1957 and became part of the WRC calendar in 1991 (winners: German rally ace Armin Schwarz with his Swedish co-driver Arne Hertz, Toyota Celica). Sebastián Salvadó was the winner of the first-ever Rally Spain: He won the event in 1957 (Alfa Romeo).
- /// Carlos Sainz won his home event twice, in 1992 and 1995. His co-driver at that time, Luís Moya, now works for the Volkswagen team.
- /// In 1983, Adertico Vudafieri was the first non-Spanish driver to win the Rally Spain in a Lancia Rally 037 car.

- /// In 2012, Volkswagen driver Jari-Matti Latvala finished second at the Rally Spain at the wheel of a Ford Focus. He was just seven seconds behind World Champion Sébastien Loeb.
- /// Quite the same story in 2013 when he was narrowly beaten by his Volkswagen team-mate Sébastien Ogier.
- /// For Volkswagen the 2013 success has been the first 1-2 in the history of the Polo R WRC. To date yet another seven 1-2s and the 1-2-3 at the 2014 Rally Australia have followed.
- /// Fond memories: Volkswagen also clinched the title in the manufacturers classification of the FIA World Rally Championship at the Rally Spain in 2013.
- /// Since 1991, the event has been part of the World Rally Championship 22 times. In 1994, the rally only counted for the 2-Litre World Cup.
- /// The most successful nation at the Rally Spain is France. Since 1991, the event was won by a French driver 15 times.
- /// Andreas Mikkelsen's best result at the Rally Spain was an eighth place in 2008. In 2013 Mikkelsen had to retire due to an incident on the last day. However, the Volkswagen driver is looking forward to the 2014 edition as he has been given green light to push for his first ever WRC victory. In 2014 Mikkelsen clinched as much as five podium results including second places on ice and snow (Sweden), gravel (Poland) and tarmac (Spain).

## 24 Rally map







Rally Spain 25

Tarragona

RALLY HEADQUARTER  
PRESS DEPARTMENT  
SERVICE A-I

START

FINISH

SHAKEDOWN

SS 13  
SALOU

THURSDAY

FRIDAY

SATURDAY

SUNDAY

## 26 Rally schedule

### Rally Spain Day by day

	Liaison	SS	Liaison
<b>Thursday, 23 October 2014</b>			
Shakedown (Salou), 90 min.		02.97 km	08:00 hrs
Ceremonial Start (Salou)			13:00 hrs
Regroup (Barcelona)	111.12 km		15:00 hrs
<b>SS 01 Barcelona (asphalt)</b>		<b>03.20 km</b>	<b>107.76 km 18:08 hrs</b>
Parc fermé (Salou)			20:08 hrs
	218.88 km	<b>03.20 km</b>	$\Sigma$ 222.08 km

<b>Friday, 24 October 2014</b>			
Service A (Salou), 15 min.			07:00 hrs
<b>SS 02 Gandesa 1 (gravel)</b>	79.93 km	<b>07.00 km</b>	<b>08:33 hrs</b>
<b>SS 03 Pesells 1 (gravel)</b>	10.07 km	<b>26.59 km</b>	<b>08:58 hrs</b>
<b>SS 04 Terra Alta 1 (gravel/asphalt)</b>	22.14 km	<b>35.68 km</b>	79.72 km <b>10:01 hrs</b>
Regroup (Salou)			11:46 hrs
Service B (Salou), 30 min.			12:06 hrs
<b>SS 05 Gandesa 2 (gravel)</b>	79.93 km	<b>07.00 km</b>	<b>13:54 hrs</b>
<b>SS 06 Pesells 2 (gravel)</b>	10.07 km	<b>26.59 km</b>	<b>14:19 hrs</b>
<b>SS 07 Terra Alta 2 (gravel/asphalt)</b>	22.14 km	<b>35.68 km</b>	81.54 km <b>15:22 hrs</b>
Flexi service C (Salou), 75 min.			17:22 hrs
Parc fermé (Salou)			22:30 hrs
	385.54 km	<b>138.54 km</b>	$\Sigma$ 524.08 km

<b>Saturday, 25 October 2014</b>			
Service D (Salou), 15 min.			08:00 hrs
<b>SS 08 Tivissa (asphalt)</b>	46.88 km	<b>03.96 km</b>	<b>09:08 hrs</b>

	Liaison	SS	Liaison	
<b>SS 09 Escaladei 1 (asphalt)</b>	31.29 km	<b>50.00 km</b>	15.28 km	<b>09:51 hrs</b>
<b>SS 10 Colldejou 1 (asphalt)</b>	09.29 km	<b>26.48 km</b>	41.23 km	<b>11:14 hrs</b>
Regroup (Salou)				12:21 hrs
Service E (Salou), 30 min.				12:51 hrs
<b>SS 11 Escaladei 2 (asphalt)</b>	49.12 km	<b>50.00 km</b>	15.28 km	<b>14:16 hrs</b>
<b>SS 12 Colldejou 2 (asphalt)</b>	09.29 km	<b>26.48 km</b>	38.55 km	<b>15:39 hrs</b>
Regroup (Salou)				16:44 hrs
<b>SS 13 Salou (asphalt)</b>		<b>02.24 km</b>	01.46 km	<b>17:07 hrs</b>
Flexi service F (Salou), 45 min.				17:32 hrs
Parc fermé (Salou)				21:30 hrs
	257.67 km	<b>159.16 km</b>	$\Sigma$ 416.83 km	

**Sunday, 26 October 2014**

Service G (Salou), 15 min.				06:30 hrs
<b>SS 14 La Mussara 1 (asphalt)</b>	34.67 km	<b>20.48 km</b>		<b>07:30 hrs</b>
<b>SS 15 Riudecanyes 1 (asphalt)</b>	20.05 km	<b>15.55 km</b>	22.76 km	<b>08:20 hrs</b>
Regroup (Salou)				09:05 hrs
Service H (Salou), 30 min.				09:30 hrs
<b>SS 16 La Mussara 2 (asphalt)</b>	34.67 km	<b>20.48 km</b>	09.15 km	<b>11:20 hrs</b>
Regroup (Las Borges del Camp)				11:20 hrs
<b>SS 17<sup>P</sup> Riudecanyes 2 (asphalt)</b>	10.43 km	<b>15.55 km</b>	22.76 km	<b>12:08 hrs</b>
Service I (Salou), 10 min.			01.99 km	12:56 hrs
Podium ceremony (Salou)				13:30 hrs
	156.48 km	<b>72.06 km</b>	$\Sigma$ 228.54 km	
	1,018.57 km	<b>372.96 km</b>	$\Sigma$ 1,391.53 km	

## Rally Spain Entry list

No	Driver/ co-driver	Car	Entrant	Class
<b>1</b>	<b>Sébastien Ogier (F)</b> <b>Julien Ingrassia (F)</b>	<b>Volkswagen</b>	<b>Volkswagen Motorsport</b>	<b>RC1</b>
<b>2</b>	<b>Jari-Matti Latvala (FIN)</b> <b>Miikka Anttila (FIN)</b>	<b>Volkswagen</b>	<b>Volkswagen Motorsport</b>	<b>RC1</b>
<b>3</b>	Kris Meeke (GB) Paul Nagle (IRL)	Citroën	Citroën Total Abu Dhabi WRT	RC1
<b>4</b>	Mads Østberg (N) Jonas Andersson (S)	Citroën	Citroën Total Abu Dhabi WRT	RC1
<b>5</b>	Mikko Hirvonen (FIN) Jarmo Lehtinen (FIN)	Ford	M-Sport	RC1
<b>6</b>	Elfyn Evans (GB) Daniel Barritt (GB)	Ford	M-Sport	RC1
<b>7</b>	Thierry Neuville (B) Nicolas Gilsoul (B)	Hyundai	Hyundai Motorsport	RC1
<b>8</b>	Dani Sordo (E) Marc Martí (E)	Hyundai	Hyundai Motorsport	RC1
<b>9</b>	<b>Andreas Mikkelsen (N)</b> <b>Ola Fløene (N)</b>	<b>Volkswagen</b>	<b>Volkswagen Motorsport II</b>	<b>RC1</b>
<b>10</b>	Robert Kubica (PL) Maciej Szczepaniak (PL)	Ford	RK M-Sport WRT	RC1
<b>12</b>	Khalid Al Qassimi (UAE) Chris Patterson (IRL)	Citroën	Citroën Total Abu Dhabi WRT	RC1
<b>14</b>	Yuriy Protasov (UA) Pavlo Cherepin (UA)	Ford	M-Sport	RC1
<b>15</b>	Ken Block (USA) Alex Gelsomino (I)	Ford	M-Sport	RC1

<b>16</b>	Henning Solberg (N) Ilka Minor (A)	Ford	Henning Solberg	RC1
<b>20</b>	Hayden Paddon (NZ) John Kennard (NZ)	Hyundai	Hyundai Motorsport N	RC1
<b>21</b>	Martin Prokop (CZ) Jan Tománek (CZ)	Ford	Jipocar Czech National Team	RC1

A total of 74 entries.



## Typical Volkswagen

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

### **Volkswagen Scirocco R Cup: exhilarating racing**

Pure racing with a green heart: the cars' drive train is powered by bio natural gas, thus reducing total CO<sub>2</sub> emissions resulting from racing and logistics by 80 per cent – otherwise unheard of in the world of motor racing. Innovative concepts such as the push-to-pass

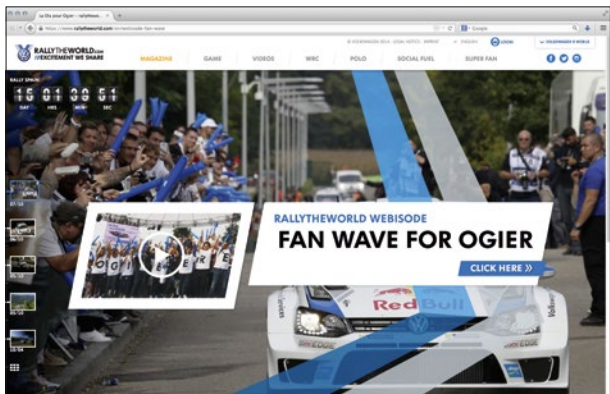
system, with which, at the push of a button, the drivers can call on an extra 50 hp for a short period, help produce exciting races and a tactical element previously lacking from one-make racing series.

### **Success bred through tradition: Volkswagen and Formula 3**

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



## 32 RALLY THE WORLD campaign



### Excitement we share

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

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





## Useful links

### Volkswagen Motorsport

- Internet** [www.volkswagen-motorsport.com](http://www.volkswagen-motorsport.com)  
**Facebook** [www.facebook.com/volkswagenmotorsport](http://www.facebook.com/volkswagenmotorsport)  
**Twitter** [www.twitter.com/volkswagenrally](http://www.twitter.com/volkswagenrally)  
**Youtube** [www.youtube.com/volkswagenrally](http://www.youtube.com/volkswagenrally)

### RALLY THE WORLD campaign

- Internet** [www.rallytheworld.com](http://www.rallytheworld.com)  
**Facebook** [www.facebook.com/rallytheworldcom](http://www.facebook.com/rallytheworldcom)  
**Twitter** [www.twitter.com/vwrallytheworld](http://www.twitter.com/vwrallytheworld)

### Sébastien Ogier

- Internet** [www.sebastien-ogier.com](http://www.sebastien-ogier.com)  
**Facebook** [www.facebook.com/sebastien.ogier](http://www.facebook.com/sebastien.ogier)  
**Twitter** [www.twitter.com/sebogier](http://www.twitter.com/sebogier)

### Jari-Matti Latvala

- Internet** [www.jmlatvala.com](http://www.jmlatvala.com)  
**Facebook** [www.facebook.com/jarimattilatvala](http://www.facebook.com/jarimattilatvala)  
**Twitter** [www.twitter.com/jarimattiwrc](http://www.twitter.com/jarimattiwrc)

### Andreas Mikkelsen

- Internet** [www.andreasmikkelsen.no](http://www.andreasmikkelsen.no)  
**Facebook** [www.facebook.com/andreasmikkelsenrally](http://www.facebook.com/andreasmikkelsenrally)  
**Twitter** [www.twitter.com/amikkelsenrally](http://www.twitter.com/amikkelsenrally)



## **WRC allure – “transferred” to production**

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

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



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

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

### **350 Nm ensure a broad torque curve**

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

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

## 36 Partners

**Volkswagen R**

[www.volkswagen-r.de](http://www.volkswagen-r.de)



**Red Bull**

[www.redbull.com](http://www.redbull.com)



**Castrol**

[www.castrol.com](http://www.castrol.com)



**Volkswagen Financial Services**

[www.vwfsag.com](http://www.vwfsag.com)

Volkswagen Financial Services

**Michelin**

[www.michelin.com](http://www.michelin.com)



**Aral/BP**

[www.bp.com](http://www.bp.com)



**Salomon**

[www.salomon.com](http://www.salomon.com)



**ZF**

[www.zf.com](http://www.zf.com)



**OMP**

[www.ompracing.it](http://www.ompracing.it)



**Motorsport-Total.com**

[www.motorsport-total.com](http://www.motorsport-total.com)



**Stilo**

[www.stilo.it](http://www.stilo.it)





## 38 Notes





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## 42 Notes





## 44 Notes





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