Motorsport **Information**

2015 Pocket Facts

2015 FIA World Rally Championship calendar

Date	Country	Event	Surface
22/01–25/01/2015		Rally Monte Carlo	Asphalt/snow
12/02–15/02/2015		Rally Sweden	Ice & snow
05/03–08/03/2015		Rally Mexico	Gravel
23/04–26/04/2015		Rally Argentina	Gravel
21/05–24/05/2015		Rally Portugal	Gravel
11/06–14/06/2015		Rally Italy	Gravel
02/07–05/07/2015		Rally Poland	Gravel
30/07–02/08/2015		Rally Finland	Gravel
20/08–23/08/2015		Rally Germany	Asphalt
10/09–13/09/2015		Rally Australia	Gravel
01/10–04/10/2015		Rally France	Asphalt
22/10–25/10/2015		Rally Spain	Gravel/asphalt
12/11–15/11/2015		Rally Great Britain	Gravel

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No compromise for Volkswagen in Trier

They have tasted victory everywhere so far, except in Germany – were Volkswagen to have it their way, Sébastien Ogier/Julien Ingrassia (F/F), Jari-Matti Latvala/Miikka Anttila (FIN/FIN) and Andreas Mikkelsen/Ola Fløene (N/N) would fill a small but significant gap in the CV of the Polo R WRC from 20 to 23 August 2015. The Rally Germany is the only round the 318-hp World Rally Car is yet to win. Although Volkswagen has not exactly been blessed with luck at its home event around Trier, with two different leaders retiring whilst leading the rally in 2013 and 2014, the team has prepared as meticulously as ever and is particularly motivated to succeed this time round. The Rally Germany is the first genuine asphalt race of the 2015 World Rally Championship and regarded as a real 'beast', which throws up more than its fair share of drama.

"One thing is clear: our record at our home race reflects neither our high goals nor our performances in Germany so far," said Volkswagen Motorsport Director Jost Capito. "At no other round of the WRC is our desire to win so great, and yet so unsatisfied. In both 2013 and 2014 we had victory in our own hands, but both Sébastien Ogier and Jari-Matti Latvala retired whilst leading the rally. However, even though luck has not exactly been on our side at home, there is no reason why we should not be in contention to win again this year. In Sébastien Ogier and Jari-Matti Latvala we line up with two natural born winners on asphalt, whilst Andreas Mikkelsen is ready for his first win and is fast on any surface. And the team behind this trio is also made up of winners. It will not make any compromises at the Rally Germany, and every single one of them will raise the bar even higher in terms of application and perfection."

Four cracks at the Panzerplatte and two classics to end with
The drivers and co-drivers in the World Rally Championship will be familiar with much of what awaits them at the 2015 Rally Germany. Not one of the special stages is completely new to the competitors. The notorious Panzerplatte at the Baumholder military training ground will feature on Saturday's itinerary four times, with two different special stages each tackled twice. The world's best rally drivers will approach these two stages – at 2.87 km and 45.61 km the longest and shortest stages at the Rally Germany – with the respect they deserve. However, the highlight of the rally looks set to be the final two special stages on Sunday. "Stein & Wein" and "Dhrontal" both take place on the kind of winding roads through vineyards that have become symbolic of the Rally Germany.



The Polo R WRC, Version 2.0

The World Championship winning Polo has a younger brother: the new Volkswagen Polo R WRC for the 2015 FIA World Rally Championship (WRC) shares the same genes as its predecessor, but has been painstakingly further developed in many areas. While the new blue, blue, white appearance of the production-based shell represents a visual revolution, the optimisation process under the bonnet was at the heart of the precise evolution. The Volkswagen engineers meticulously inspected 75 per cent of the car that won the championship in 2013 and 2014, seeking out any potential for improvement and gradually pushing ahead with its further development. As well as the complete optimisation of larger modules – such as the sequential gearbox with shift paddles, which is permitted again in 2015 – the chassis and engine of the Polo R WRC have also taken another step forward

technologically, thanks to the sum of many detailed improvements made ahead of the 2015 season.

"When developing the first Polo R WRC, our priority was first to develop a fast car, which we then gradually improved until it was also reliable," said Volkswagen Motorsport Director Jost Capito. "This philosophy proved its worth, and has also been applied to the evolutionary further development of the second generation of the Polo R WRC. When we started to improve our World Championship winning car, we did so from an outstanding basis. Our engineers went about their work meticulously and with absolute commitment, and the result makes a perfect impression. We are excited to see how our World Rally Car fares against the opposition."

Getting a shift on – new shift-paddle gearbox

Like its predecessor, the 2015 version of the Polo R WRC is based on the same basic car – the roadworthy Polo R WRC. While the principle idea behind the development process was one of evolution, one component was very much the exception: the shift-paddle gearbox, which is permitted again in 2015. This represents a new development in every sense.

In the future, the driver will no longer exert energy shifting gear by pushing and pulling the gear lever. From now on, he will change gear using a shift paddle, which is permanently incorporated in the steering column and electronically conveys the gear change to the hydraulic gearbox. The major benefit: from now on, the driver can always have both hands on the steering wheel.

Volkswagen Polo R WRC

Engine	
Type	Straight-four engine with turbocharger and intercooling, transversally mounted in front of the front axle
Displacement	1,600 cc
Power output	234 kW (318 hp) at 6,250 rpm
Torque	430 Nm at 5,000 rpm
Bore/stroke	83.0 mm/73.8 mm
Air restrictor	33 mm (FIA regulation)

Power transmission	
Gearbox	Sequential, six-speed racing gear box, transversally mounted, hydraulically activated, paddle on the steering
Final drive	Permanent four-wheel drive with equal torque split between the front and rear axles, multi-plate limited-slip differentials, front and rear
Clutch	Hydraulically actuated double-disk sintered metal clutch by ZF

Chassis/suspension	
Front/rear	McPherson struts, dampers from ZF
Suspension travel	approx. 180 mm on asphalt, approx. 275 mm on gravel
Steering	Servo-assisted rack and pinion steering
Braking system	Ventilated disc brakes (front Ø 355 mm and rear Ø 350 mm on asphalt; front and rear Ø 300 mm on gravel), aluminium brake callipers (four callipers, front and rear)
Wheels	Size 8 x 18 inch for asphalt, 7 x 15 inch for gravel

Chassis/bodywork	
Length/width/height	3,998/1,820/1,356 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	200 km/h



Sébastien Ogier



Date of birth	17/12/1983 (31)
Place of birth	Gap (F)
Residence	St. Gallen (CH)
Hobbies	Sport, skiing
WRC victories	29

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

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)
2014	1st in FIA World Rally Championship, eight wins (WRC, Volkswagen)

Sébastien Ogier on Rally Germany

"I have mixed feelings about the Rally Germany. On the one hand, I won there in 2011 and have always been fast. On the other hand, in 2014 I learned the hard way that any little mistake can be punished immediately. We are determined to do better this year."

Julien Ingrassia



Date of birth	26/11/1979 (35)
Place of birth	Aix-en-Provence (F)
Residence	Geneva (CH)
Hobbies	Mountain biking, hiking
WRC victories	29

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

2010	3rd in FIA World Rally Championship, two wins (WRC, Citroën)
2011	3rd in FIA World Rally Championship, five wins (WRC, Citroën)
2012	10th in FIA World Rally Championship (WRC, Škoda), ten wins in S2000 class
2013	1st in FIA World Rally Championship, nine wins (WRC, Volkswagen)
2014	1st in FIA World Rally Championship, eight wins (WRC, Volkswagen)

Jari-Matti Latvala



Date of birth	03/04/1985 (30)
Place of birth	Töysä (FIN)
Residence	Tuuri (FIN)
Hobbies	Cross-country skiing, historic rallies, running
WRC victories	14

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

2010	2nd in FIA World Rally Championship, two wins (WRC, Ford)
2011	4th in FIA World Rally Championship, one win (WRC, Ford)
2012	3rd in FIA World Rally Championship, two wins (WRC, Ford)
2013	3rd in FIA World Rally Championship, one win (WRC, Volkswagen)
2014	2nd in FIA World Rally Championship, four wins (WRC, Volkswagen)

Jari-Matti Latvala on Rally Germany

"The home race in Germany is obviously very special for the team. I am definitely ready for it. The win in Finland has given me an enormous boost. A top-three finish is realistic. That is my goal."

Miikka Anttila



Date of birth	10/09/1972 (42)
Place of birth	Janakkala (FIN)
Residence	Lempäälä (FIN)
Hobbies	Skiing, mountain biking, classic cars
WRC victories	14

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

2010	2nd in FIA World Rally Championship, two wins (WRC, Ford)
2011	4th in FIA World Rally Championship, one win (WRC, Ford)
2012	3rd in FIA World Rally Championship, two wins (WRC, Ford)
2013	3rd FIA World Rally Championship, one win (WRC, Volkswagen)
2014	2nd in FIA World Rally Championship, four wins (WRC, Volkswagen)

#2

Andreas Mikkelsen



Date of birth	22/06/1989 (26)
Place of birth	Oslo (N)
Residence	Monaco (MC)
Hobbies	Motocross, fishing, cycling

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

Sporting career highlights

2011	1st in Intercontinental Rally Challenge, two wins (IRC, Škoda)
2012	1st in Intercontinental Rally Challenge, two wins (IRC, Škoda)
	14th in FIA World Rally Championship (WRC, Škoda)
2013	10th in FIA World Rally Championship (WRC, Volkswagen)
2014	3rd in FIA World Rally Championship (WRC, Volkswagen)

Andreas Mikkelsen on Rally Germany

"We basically drive three asphalt rallies in one weekend at the Rally Germany, as the surfaces are very different on each of the three days. I like the special stages in Germany and hope that I can find my rhythm quickly. My goal is to challenge for a place in the top three."

Ola Fløene



Date of birth	01/02/1969 (46)
Place of birth	Hamar (N)
Residence	Brumunddal (N)
Hobbies	Motocross, mountain biking

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

Sporting career highlights

2011	1st in Intercontinental Rally Challenge, two wins (IRC, Škoda)
2012	1st in Intercontinental Rally Challenge, two wins (IRC, Škoda)
	14th in FIA World Rally Championship (WRC, Škoda)
2013	1st in FIA Junior World Rally Championship, three wins (JWRC, Ford)
2014	5th in FIA World Rally Championship (WRC, Volkswagen)

#9

The team behind the WRC commitment

Jost Capito Volkswagen Motorsport Director
... has a clear philosophy. "Winning is everything. Second is nothing," he says. To ensure Volkswagen comes away with "everything", he assembled a compact team, 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 experience to the Volkswagen team. Sees the opportunity in Wolfsburg to play a key role in the project, from the initial sketches to WRC titles. 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. A part of Volkswagen Motorsport since 2005.

Sven Smeets WRC Team Manager
... was born with rallying in his genes. His grandfather: an avid follower of the "Monte". His father: a rally driver. Smeets was involved as a co-driver from 1995 to 2005. Team member since 2012.

Eduard Weidl Head of Customer Racing
... is the creator of many extraordinary Volkswagens on racetracks and rally tracks. Designed the first Race Touareg from scratch, which went on to win the Rally Dakar three times. His latest coup: the racing version of the Golf for customer racing.

Matthias Meyer Head of Workshops
... is "the new face" in Volkswagen Motorsport management. But brings 15 years of experience of development in Wolfsburg to Hannover with him. Progressed from fitter to mechanical engineer. Has been a perfect fit since mid 2015.

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 Germany Chassis used

Volkswagen Polo R WRC #1 Ogier/Ingrassia

Chassis numbers	25 (internal), WVWZZZ6RZEWP00191, version 2.0
Registration	17/12/2014, WOB-VW 524

Volkswagen Polo R WRC #2 Latvala/Anttila

Chassis numbers	26 (internal), WVWZZZ6RZEWP00192, version 2.0
Registration	17/12/2014, WOB-VW 525

Volkswagen Polo R WRC #9 Mikkelsen/Fløene

Chassis numbers	31 (internal), WVWZZZ6RZFWP00014, version 2.0
Registration	02/04/2015, WOB-VW 140

Rally Germany Tyres used

Michelin tyres for World Rally Cars

Maximum quantity of tyres: 28+4 (maximum 22 soft)

First choice	Michelin 20/65 18 Pilot Sport H4 (hard)
Alternative choice	Michelin 20/65 18 Pilot Sport S4 (soft)

Rally Germany Last five winners

2010	Sébastien Loeb/Daniel Elena (F/MC)	Citroën
2011	Sébastien Ogier/Julien Ingrassia (F/F)	Citroën
2012	Sébastien Loeb/Daniel Elena (F/MC)	Citroën
2013	Daniel Sordo/Carlos del Barrio (E/E)	Citroën
2014	Thierry Neuville/Nicolas Gilsoul (B/B)	Hyundai

2015 WRC Season matrix

	Event	1st	2nd	3rd	Ogier	Latvala	Mikkelsen
01	**Rally Monte Carlo**	Ogier	Latvala	Mikkelsen	P1	P2	P3
02	**Rally Sweden**	Ogier	Neuville	Mikkelsen	P1	DNF	P3
03	**Rally Mexico**	Ogier	Østberg	Mikkelsen	P1	P15	P3
04	**Rally Argentina**	Meeke	Østberg	Evans	P17	DNF	DNF
05	**Rally Portugal**	Latvala	Ogier	Mikkelsen	P2	P1	P3
06	**Rally Italy**	Ogier	Paddon	Neuville	P1	P6	P36
07	**Rally Poland**	Ogier	Mikkelsen	Tänak	P1	P5	P2
08	**Rally Finland**	Latvala	Ogier	Østberg	P2	P1	DNF
09	**Rally Germany**						
10	**Rally Australia**						
11	**Rally France**						
12	**Rally Spain**						
13	**Rally Great Britain**						

2015 WRC Classifications

Drivers

01	**Ogier**	**182**
02	**Latvala**	**93**
03	Østberg	84
04	**Mikkelsen**	**83**
05	Neuville	70
06	Meeke	54
07	Evans	53

Co-drivers

01	**Ingrassia**	**182**
02	**Anttila**	**93**
03	Andersson	84
04	**Fløene**	**83**
05	Gilsoul	70
06	Nagle	54
07	Barritt	53

Manufacturers

01	**Volkswagen Motorsport**	**257**
02	Citroën Total Abu Dhabi WRT	141
03	Hyundai Motorsport	139
04	M-Sport	126
05	**Volkswagen Motorsport II**	**49**
06	Hyundai Motorsport N	43

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

Rally Germany Facts and figures

The event



The Rally Germany was first held in 1982 and was originally hosted by Frankfurt, Mainz and Koblenz. In 2000 the event moved to Trier. In 2002 the rally became part of the FIA World Rally Championship (WRC) calendar.

The venue

The rally event is entirely held on asphalt. It consists of tight and twisted roads with short straights and tight hairpins through scenic vineyards which are typical for the region around the river Moselle. This stages are especially popular: approximately 200,000 spectators are visiting the Rally Germany each year.

The country

Capital	Berlin
Area	357,168 square kilometres
Population	81.1 million
Language	German
Currency	Euro

The typical weather

Most parts of Germany have a temperate seasonal climate, which is moderated by North Atlantic Drift. Winters in Germany are mild, summers tend to be warm while rainfall occurs year-round. The region around Trier has a climate varying from moderately oceanic to continental.

The route

The 33th edition of the Rally Germany consists of 21 Special Stages with 374.43 competitive and 1,020.07 liaison kilometres. The event is held on tight, twisty asphalt roads through scenic vineyards as well as on the “Panzerplatte” on the military training ground near Baumholder. As in 2014, this legendary stage is separated into two parts: “Arena Panzerplatte” (2.87 kilometres) and “Panzerplatte Long”, with 45.61 kilometres the longest stage of the rally. This year, the “Dhrontal” stage (14.08 km) marks the final Power Stage on Sunday.

Food & drink

German cuisine is quite versatile. In southern regions red meat is especially popular. In northern and coastal regions fish is really popular. Pork, beef and poultry are the main varieties of meat consumed in Germany. Organic food has also been on the rise in recent years. The region around the river Moselle, where the Rally Germany is held, is well-known for its delicious vine. However, the most popular national alcoholic drink is still beer.

Speed limit

There are two default speed limits in Germany: 50 kilometres per hour inside built-up areas and 100 kilometres per hour outside built-up areas. On the world-famous autobahns there is no general speed limit. Parts of the autobahns and many other highways have a posted limit of usually 130 kilometres per hour.



Rally Germany History

At a glance

- Andreas Mikkelsen/Ola Fløene (N/N) finished third in the 2014 edition. For his team-mates Sébastien Ogier/Julien Ingrassia (F/F) and Jari-Matti Latvala/Miikka Anttila (FIN/FIN) it was a weekend to forget. A massive accident on Saturday's SS 8 terminated Ogier's rally. The dream of victory ended for Latvala/Anttila with a mistake on stage 15 of 18, "Drohntal": in difficult conditions, with the route extremely slippery in places, the Finn left the road in a long left-hander and skidded into a vineyard.

- The Volkswagen mechanics congratulated Thierry Neuville/ Nicolas Gilsoul (B/B) and Hyundai by forming a guard of honour

for the winning team at the 2014 Rally Germany – including confetti. It was Hyundai's first victory in the WRC since it joined the championship at the 2014 Rally Monte Carlo.

- Volkswagen test and developer driver Dieter Depping, three victories in 1994, 1996 and 1997, once held the record of most wins at Rally Germany – before Sébastien Loeb came to better Depping's number of wins. The French record world champion won the Rally Germany nine times.

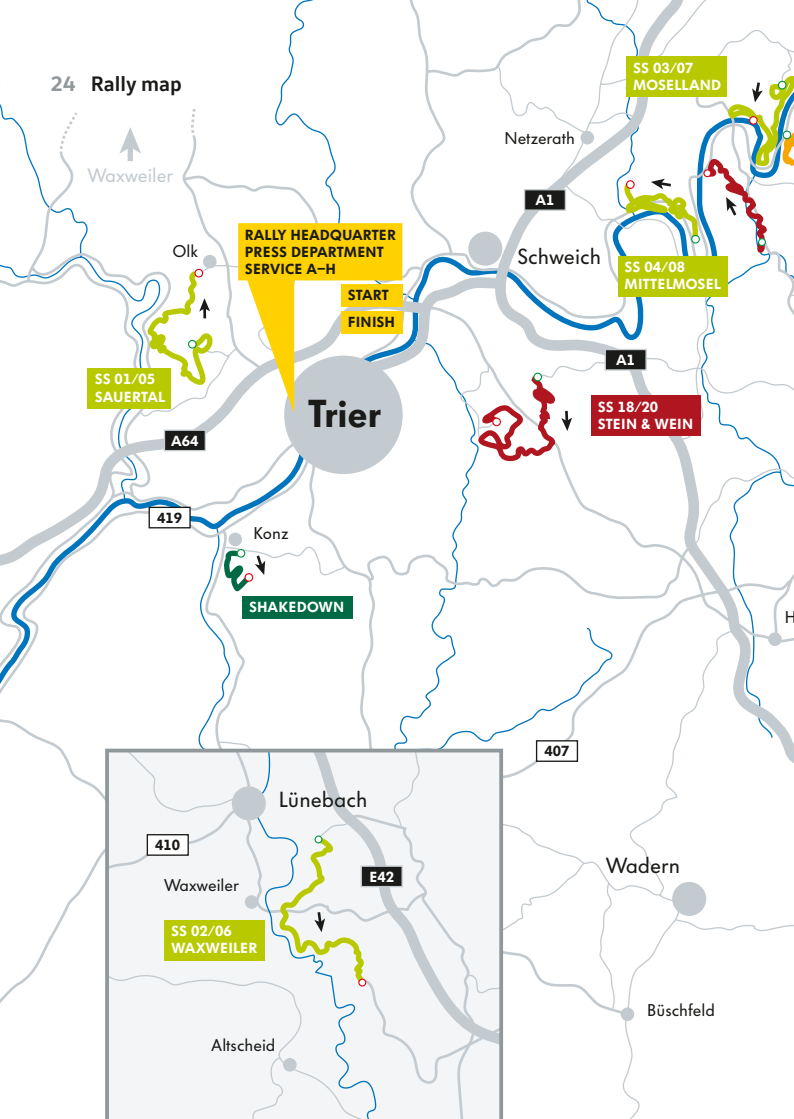
- In 1982, the German duo Erwin Weber/Matthias Berg won the first Rally Germany at the wheel of an Opel Ascona 400.

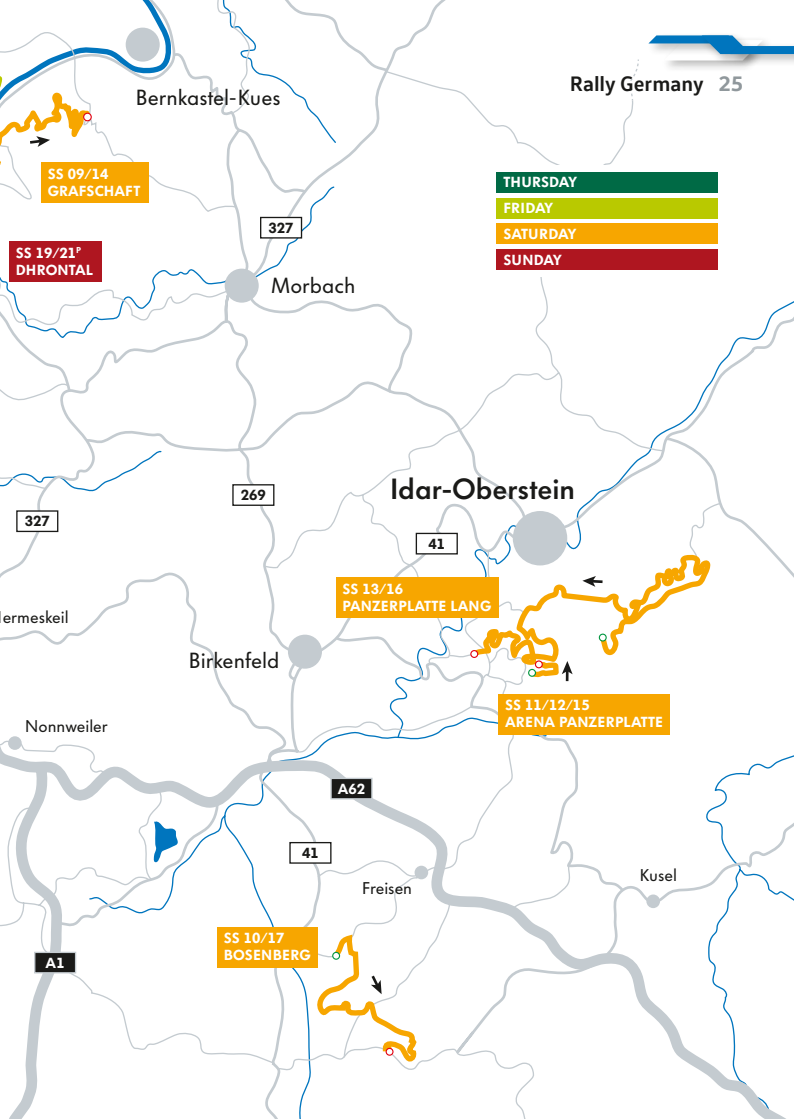
- In 2002, the event, which is organized by the German automobile club ADAC, became part of the WRC.

- Due to a cutback in the number of World Championship rallies, Rally Germany was not part of the 2009 WRC calendar.

- In 2011, Sébastien Ogier/Julien Ingrassia (F/F) won the Rally Germany with a Citroën DS3 WRC.

- Rally Germany received a makeover for the 2013 season. For the first time since its introduction to the WRC calendar in 2002, the rally started with a presentation of cars, drivers and co-drivers at Roncalliplatz in Cologne. As in 2014, the show start as well as the podium ceremony will be back in Trier, in front of the UNESCO world heritage "Porta Nigra".


Waxweiler
Olk
RALLY HEADQUARTER
PRESS DEPARTMENT
SERVICE A–H
START
FINISH
Trier
SS 01/05
SAUERTAL
A64
419
Konz
SHAKEDOWN
Netzerath
A1
Schweich
SS 03/07
MOSELLAND
SS 04/08
MITTELMOSEL
A1
SS 18/20
STEIN & WEIN
407
Lünebach
410
Waxweiler
E42
SS 02/06
WAXWEILER
Altscheid
Wadern
Büschfeld


THURSDAY
FRIDAY
SATURDAY
SUNDAY
Bernkastel-Kues
SS 09/14
GRAFSCHAFT
SS 19/21ᴾ
DHRONTAL
327
Morbach
269
327
Idar-Oberstein
41
SS 13/16
PANZERPLATTE LANG
SS 11/12/15
ARENA PANZERPLATTE
Birkenfeld
Nonnweiler
A62
41
Freisen
Kusel
SS 10/17
BOSENBERG
A1

Rally Germany Day by day

	Liaison	SS	Liaison	
Thursday, 20 August 2015				
Shakedown (Konz), 210 min.		04.55 km		09:30 hrs
Ceremonial start (Porta Nigra, Trier)				20:50 hrs
Friday, 21 August 2015				
Start (Messepark Trier)				08:00 hrs
SS 01 Sauertal 1	18.35 km	**14.84 km**		**08:30 hrs**
SS 02 Waxweiler 1	47.70 km	**16.40 km**		**09:43 hrs**
SS 03 Moselland 1	56.72 km	**23.24 km**		**11:05 hrs**
SS 04 Mittelmosel 1	10.05 km	**13.67 km**	36.93 km	**11:50 hrs**
Regrouping				13:10 hrs
Service A (Messepark Trier), 30 min.				13:40 hrs
SS 05 Sauertal 2	18.35 km	**14.84 km**		**14:40 hrs**
SS 06 Waxweiler 2	47.70 km	**16.40 km**		**15:53 hrs**
SS 07 Moselland 2	56.72 km	**23.24 km**		**17:15 hrs**
SS 08 Mittelmosel 2	10.05 km	**13.67 km**	36.93 km	**18:00 hrs**
Flexi service B (Messepark Trier), 45 min.				19:30 hrs
Overnight Parc fermé (Messepark Tier)				23:15 hrs
∑ Day 01	339.50 km	**136.30 km**	∑ 475.80 km	
Saturday, 22 August 2015				
Service C (Messepark Trier), 15 min.		00.29 km		06:12 hrs
SS 09 Grafschaft 1	44.48 km	**18.35 km**		**07:34 hrs**
SS 10 Bosenberg 1	60.31 km	**17.13 km**		**09:02 hrs**
SS 11 Arena Panzerplatte 1	46.11 km	**02.87 km**		**10:32 hrs**
SS 12 Arena Panzerplatte 2	00.37 km	**02.87 km**		**10:45 hrs**

	Liaison	SS	Liaison	
SS 13 Panzerplatte Long 1	09.31 km	**45.61 km**	57.68 km	**11:05 hrs**
Regrouping			26.90 km	12:54 hrs
Service D (Messepark Trier), 30 min.				13:54 hrs
SS 14 Grafschaft 2	44.48 km	**18.35 km**		**15:31 hrs**
SS 15 Arena Panzerplatte 3	55.21 km	**02.87 km**		**17:06 hrs**
SS 16 Panzerplatte Long 2	09.31 km	**45.61 km**		**17:26 hrs**
SS 17 Bosenberg 2	33.47 km	**17.13 km**	82.15 km	**18:47 hrs**
Flexi service E (Messepark Trier), 45 min.				20:52 hrs
Overnight Parc fermé (Messepark Trier)				00:30 hrs
∑ Day 02	470.07 km	**170.79 km**	∑ 640.86 km	

Sunday, 23 August 2015				
Service F (Messepark Trier), 15 min.		00.29 km		06:12 hrs
SS 18 Stein & Wein 1	28.92 km	**19.59 km**		**07:07 hrs**
SS 19 Dhrontal 1	39.69 km	**14.08 km**	35.82 km	**08:11 hrs**
Regrouping				09:11 hrs
Service G (Messepark Trier), 30 min.				09:21 hrs
SS 20 Stein & Wein 2	28.92 km	**19.59 km**	22.99 km	**10:31 hrs**
Regrouping				11:15 hrs
SS 21[P] Dhrontal 2	18.05 km	**14.08 km**	35.82 km	**12:08 hrs**
Service H (Messepark Trier), 10 min.				13:11 hrs
Podium ceremony (Porta Nigra, Trier)				15:00 hrs
∑ Day 03	210.50 km	**67.34 km**	∑ 277.84 km	
∑ Total distance (day 01, 02, 03)	1,020.07 km	**374.43 km**	∑ 1,394.50 km	

Rally Germany Entry list

No	Driver/ co-driver	Car	Entrant	Class
1	**Sébastien Ogier (F)** **Julien Ingrassia (F)**	**Volkswagen**	**Volkswagen Motorsport**	**RC1**
2	**Jari-Matti Latvala (FIN)** **Miikka Anttila (FIN)**	**Volkswagen**	**Volkswagen Motorsport**	**RC1**
3	Kris Meeke (GB) Paul Nagle (IRL)	Citroën	Citroën Total Abu Dhabi WRT	RC1
4	Mads Østberg (N) Jonas Andersson (S)	Citroën	Citroën Total Abu Dhabi WRT	RC1
5	Elfyn Evans (GB) Daniel Barritt (GB)	Ford	M-Sport	RC1
6	Ott Tänak (EST) Raigo Mõlder (EST)	Ford	M-Sport	RC1
7	Thierry Neuville (B) Nicolas Gilsoul (B)	Hyundai	Hyundai Motorsport	RC1
8	Dani Sordo (E) Marc Martí (E)	Hyundai	Hyundai Motorsport	RC1
9	**Andreas Mikkelsen (N)** **Ola Fløene (N)**	**Volkswagen**	**Volkswagen Motorsport II**	**RC1**
10	Kevin Abbring (NL) Sebastian Marshal (GB)	Hyundai	Hyundai Motorsport N	RC1
12	Stéphane Lefebvre (F) Stéphane Prévot (B)	Citroën	Citroën Total Abu Dhabi WRT	RC1
14	Robert Kubica (PL) Maciej Szczepaniak (PL)	Ford	Robert Kubica	RC1
20	Hayden Paddon (NZ) John Kennard (NZ)	Hyundai	Hyundai Motorsport N	RC1

No	Driver/ co-driver	Car	Entrant	Class
21	Martin Prokop (CZ) Jan Tománek (CZ)	Ford	Jipocar Czech National Team	RC1
22	Jaroslav Melichárek (SK) Erik Melichárek (SK)	Ford	Jaroslav Melichárek	RC1
37	Lorenzo Bertelli (I) Lorenzo Granai (I)	Ford	FWRT SRL	RC1
79	Graham Coffey (GB) Jenny Gäbler (D)	Ford	Graham Coffey	RC1

A total of 78 entries.



Typical Volkswagen

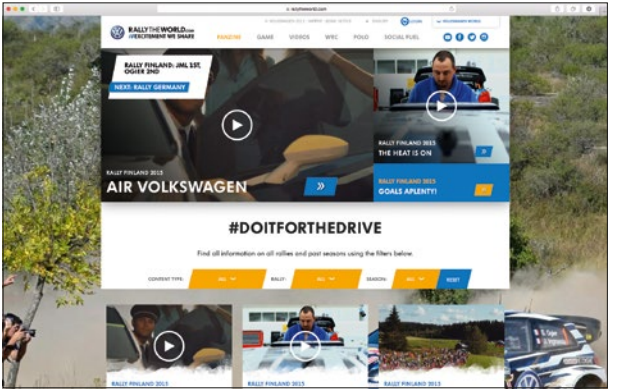
The World Rally Championship commitment sees Volkswagen come full circle: the FIA World Rally Championship is the most important and highest-ranked racing series, in which production-based cars are used. Maintaining a close association with production products has always been an integral part of Volkswagen's motorsport strategy.

Beetle goes America
In 2014, Volkswagen of America has joined forces with Andretti Autosport to form the Volkswagen Andretti Rallycross Team. The Rallycross Beetle with four-wheel drive, a TSI engine generating more than 560 hp (412 kW) is driven by Tanner Foust and Scott Speed. Excitement and pure racing are guaranteed. In early June 2015, Speed won the gold medal at the X-Games in Austin.

Battles, drifts and rock 'n' roll
Since the 2014 season, Volkswagen Motorsport has an exclusive three-year partnership with Swedish rallycross team Marklund Motorsport in the World Rallycross Championship. At the wheel of the Polo RX Supercar: Toomas "Toopi" Heikkinen (FIN) and Per-Gunnar "P-G" Andersson (S). Since this season, the Volkswagen Team Sweden competes with Johan Kristoffersson (S) and Tord Linnerud (N). Battles, drifts and rock 'n' roll guaranteed – powered by Volkswagen.

Success bred through tradition: Volkswagen and Formula 3
Not only in Formula V but also later as engine supplier in Formula 3 from 1979 until nowadays, Volkswagen always focusses on supporting young drivers leading towards big careers in Formula One, Le Mans or DTM. Motorsport legends like Michael Schumacher, Tom Kristensen or Bernd Schneider are among the big names. Also current talents as Max Verstappen, Daniel Ricciardo, Carlos Sainz junior, Felipe Nasr or Jean-Eric Vergne or took their first steps in a Volkswagen powered single-seater in the FIA Formula 3 European Championship or British Formula 3 Championship.

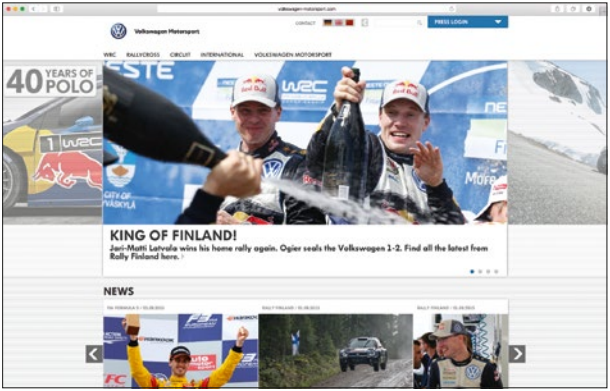




www.rallytheworld.com

Volkswagen won all three world championship titles in both 2013 and 2014 seasons in one of the toughest challenges in motorsport, the FIA World Rally Championship (WRC). Defending these titles in 2015 becomes our new target. 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!



www.volkswagen-motorsport.com

www.volkswagen-motorsport.com was recognised as the winner of the "Digital" category in the Automotive Brand Contest.

The Automotive Brand Contest is the most renowned design competition for automobile brands in the world. The initiator and organiser is the German Design Council, which uses the competition to honour outstanding product and communication design in the automobile industry – with particular focus on the fields of brands and brand design. The foundation, which was founded in 1953, is one of the world's leading centres of expertise for communication and knowledge transfer in the area of design. Its list of benefactors currently includes over 200 companies, with a combined total of more than two million employees.



GTI: Volkswagen's sportiest Polo

With the Polo R WRC, Volkswagen has become involved in motorsport in the world championship that is most like series vehicles – the World Rally Championship. Its genes can also be found in Volkswagen's product portfolio. Such sporting automobile icons have the initials "GTI" at Volkswagen – for example, the Polo GTI, whose new generation made its debut at the Paris motor show last year. The new Polo GTI comes with a multitude of technical innovations – from a 192 hp EU-6 engine to the infotainment system with MirrorLink™.

The latest addition to the GTI series, with an impressive 141 kW/192 hp from a 1.8-litre TSI engine is 9 kW/12 hp more powerful than its predecessor. The "young wild one" sparkles with a driving performance typical of GTI. In only 6.7 seconds, the

Polo GTI accelerates from zero to 100 km/h, its top speed peaks at 236 km/h. A maximum torque of up to 320 Nm ensures agility no matter what happens on the road. Meanwhile, the extreme efficiency of the Polo GTI can be seen in its consumption data: the Polo GTI with DSG uses 5.6 litres every 100 km (129 g/km CO_2) while the version with a manual 6-speed gearbox needs 6.0 litres every 100 km (139 g/km CO_2).

Standalone bumpers, red GTI emblem, distinctive side skirts and the rear spoiler unique to the GTI make the Polo GTI distinctive at first sight. A sport chassis, 17 inch alloy wheels and fog lights also come as standard. In the interior, a sporty steering wheel, the combination instrument and sporty seats in the style of the larger Golf GTI testify to its sporting genes. The driving experience in the Polo GTI is even more dynamic with the new optional “Sport Select” chassis (electronically adjustable dampers) with the “Sport Performance Kit”.

The infotainment pallet has also been completely redesigned, with three radio CD systems and a radio CD navigation system. Depending on the version, the devices come with functions such as Bluetooth audio streaming (in conjunction with a smartphone incl. cover display and touchscreen control), a parking sensor and connecting a mobile phone to the external antenna of the vehicle via an inductive interface. MirrorLink also lets you use special smartphone apps via the touchscreen.

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Volkswagen Financial Services
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Stilo
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Useful links

Volkswagen Motorsport

Internet	www.volkswagen-motorsport.com
Facebook	www.facebook.com/volkswagenmotorsport
Twitter	www.twitter.com/volkswagenrally
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RALLY THE WORLD campaign

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