

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

Pocket Facts 13/2015 Content

FIA World Rally Championship



Green light for Volkswagen winning duos at the Rally Great Britain

Three winners looking for the perfect end to the season: Volkswagen will really go for it once again at the 13th and final event of the 2015 FIA World Rally Championship (WRC). The old and new World Champions* Sébastien Ogier/Julien Ingrassia (F/F), three-time winners this season and current runners-up in the championship, Jari-Matti Latvala/Miikka Anttila (FIN/FIN), and Andreas Mikkelsen/Ola Fløene (N/N), who recently won their first ever rally in Spain, will all put their foot down unbridled by team orders. In the Welsh forests, where the Rally Great Britain is traditionally held, together they could set more records for Volkswagen. Eleven of the twelve rallies to date in 2015 have been won by the Polo R WRC. A twelfth victory this year would see Volkswagen equal their current record of twelve out of 13 possible wins, which they

set in 2014. With 24 podium positions, the 2015 season has already seen more success than the previous year. However, the task will be far from easy: the slippery to muddy gravel surface typical of the Rally Great Britain in Wales makes it unique on the calendar.

"What we have achieved this year is incredible. Out of twelve possible wins, eleven have gone to Wolfsburg," said Volkswagen Motorsport Director Jost Capito. "So there's no doubt that we want to be right at the top again in Wales. And in line with our principle: may the best man win. Without any team orders at all, we can already look back on a year in which all three drivers and co-drivers have won for us. All three of them will try to shine once again in Wales – preferably with a win – and carry this momentum into the next season. So purely from a Volkswagen perspective it will be a very interesting rally. And our rivals will also want to end the season on a positive note – and make our lives as difficult as possible."

Fun in the mud: the classic with unique conditions

This will be no mean feat in North Wales: "Gartheiniog", "Aberhirnant" and "Alwen" – as Welsh as the names sound, the special stages through dense forest are real humdingers and require the utmost concentration. Not least because of the weather conditions that are difficult to assess, making the traditional event on the island one of the biggest challenges on the calendar. The surface in Wales is just as unpredictable as the weather is unforeseeable. On more than one occasion in recent years, the surface has transformed from gravel to mud in a matter of minutes.



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.

08 Technical specifications

Volkswagen Polo R WRC

Engine	
Type	Straight-four engine with turbocharger and intercooling, transversally mounted in front of the front axle
Displacement	1,600 cc
Power output	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	31

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 Great Britain

“Experience shows that every driver wants to get a top result at the final rally of the year, before heading into the well-earned ‘winter break’. The Rally Great Britain suits the Polo R WRC and me. So I think Julien and I are in with a good chance of defending last year’s success.”

 **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	31

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	15

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 Great Britain

"The special stages at the Rally Great Britain mainly stretch through forests and are fast and smooth to drive. I like that because it reminds me of my home rally in Finland. There's often a lot of fog in the forests, which impairs vision and poses a tough challenge for us as drivers."

 **Miikka Anttila**

Date of birth	10/09/1972 (43)
Place of birth	Janakkala (FIN)
Residence	Lempäälä (FIN)
Hobbies	Skiing, mountain biking, classic cars
WRC victories	15

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)



 **Andreas Mikkelsen**

Date of birth	22/06/1989 (26)
Place of birth	Oslo (N)
Residence	Monaco (MC)
Hobbies	Motocross, fishing, cycling
WRC victories	1

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 Great Britain

“I have a special connection with Wales: I moved there at the age of 17 to get my driving license. I also contested my first WRC rally at the Rally Great Britain. I tasted blood after the victory in Spain and now I want to win again as soon as possible.”

 **Ola Fløene**

Date of birth	01/02/1969 (46)
Place of birth	Hamar (N)
Residence	Brumunddal (N)
Hobbies	Motocross, mountain biking
WRC victories	1

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)



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.

Kirsten Zimmermann Managing Director

... 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.

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.

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.

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.

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.

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 Great Britain Chassis used

Volkswagen Polo R WRC #1 Ogier/Ingrassia

Chassis numbers	25 (internal), WVWZZZ6RZEWPO0191, version 2.0
Registration	17/12/2014, WOB-VW 524

Volkswagen Polo R WRC #2 Latvala/Anttila

Chassis numbers	26 (internal), WVWZZZ6RZEWPO0192, version 2.0
Registration	17/12/2014, WOB-VW 525

Volkswagen Polo R WRC #9 Mikkelsen/Fløene

Chassis numbers	31 (internal), WVWZZZ6RZFWPO00014, version 2.0
Registration	02/04/2015, WOB-VW 140

Rally Great Britain Tyres used

Michelin tyres for World Rally Cars

Maximum quantity of tyres: 24 – tyres used during the Shakedown are not included

First choice	Michelin 17/65 15 Latitude Cross S4 L/R (soft)
Alternative choice	Michelin 17/65 15 Latitude Cross H4 L/R (hard)

Rally Great Britain Last five winners

2010	Sébastien Loeb/Daniel Elena (F/MC)	Citroën
2011	Jari-Matti Latvala/Miikka Anttila (FIN/FIN)	Ford
2012	Jari-Matti Latvala/Miikka Anttila (FIN/FIN)	Ford
2013	Sébastien Ogier/Julien Ingrassia (F/F)	Volkswagen
2014	Sébastien Ogier/Julien Ingrassia (F/F)	Volkswagen

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	Ogier	Latvala	Mikkelsen	P1	P2	P3
10	Rally Australia	Ogier	Latvala	Meeke	P1	P2	P4
11	Rally France	Latvala	Evans	Mikkelsen	P15	P1	P3
12	Rally Spain	Mikkelsen	Latvala	Sordo	DNF	P2	P1
13	Rally Great Britain						

2015 WRC Classifications

Drivers		Co-drivers		Manufacturers	
01	Ogier 238	01	Ingrassia 238	01	Volkswagen Motorsport 387
02	Latvala 180	02	Anttila 180	02	Citroën Total Abu Dhabi WRT 206
03	Mikkelsen 154	03	Fløene 154	03	Hyundai Motorsport 202
04	Østberg 110	04	Andersson 110	04	M-Sport 173
05	Meeke 94	05	Nagle 94	05	Volkswagen Motorsport II 116
06	Neuville 90	06	Gilsoul 90	06	Hyundai Motorsport N 67
07	Evans 81	07	Barritt 81		

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

Rally Great Britain Facts and figures

The event

Rally Great Britain was held for the first time in 1932. From 1932 till 1997 it was known as the RAC Rally. Between 2000 and 2012 the event was based in Cardiff in South Wales. In 2013, the gravel rally headquarters and service park moved to Deeside in North Wales, close to the big English cities of Liverpool and Manchester.



The venue

The Rally Great Britain is mostly held on gravel roads and is characterised by slow, tight and twisty corners through forests as well as fast sections through scenic moorlands.

The country

Capital	London
Area	229,848 square kilometres
Population	64.6 million
Language	English, Welsh
Currency	Pound Sterling (10 GBP = 13.87 EUR)
Time zone	UTC ±0

The typical weather

Wales has a changeable, maritime climate and is one of the wettest countries in Europe. The rain usually to be expected in mid-November transforms the gravel roads into a mud-bath, while the fog that hangs menacingly over the forests can severely hamper visibility.



The route

Leaving everything as it was, that seems to be the motto for the 2015 Rally GB route: 88.4 per cent are already known from the previous years. The driver/co-driver duos just have to make new pace notes for 36.13 of the 310.13 competitive kilometres. New in the 2015 edition: Thursday's ceremonial start, 2014 held in northern Wales' Colwyn Bay, which moves to the seaside resort Llandudno. The action starts with "Hafren" on Rally GB's Friday, with 32.14 kilometres in length the longest stage of the rally. However, the classic stages "Myherin" as well as "Great Orme" celebrate its comeback in the 2015 Rally GB schedule. The WRC aces will tackle "Myherin", most parts are known from 2013, two times on Friday, Rally GB's day 1. "Great Orme", the penultimate stage of the rally, will be held on the identical route as 2011. The "Brenig" stage marks the final Power Stage on Sunday.

Food & drink

The Welsh cuisine is very much influenced by other British cuisines. Sheep farming is extensive in Wales, which is the reason why there is a huge variety of lamb dishes. A delicacy is roast lamb with fresh mint sauce.

Speed limit

In Great Britain, the speed limit for cars, motorcycles, buses, coaches and minibuses up to twelve metres is 30 miles per hour (48 kilometres per hour) within in built-up areas and 70 miles per hour (113 kilometres per hour) on motorways as well as on dual carriageways.



Rally Great Britain History

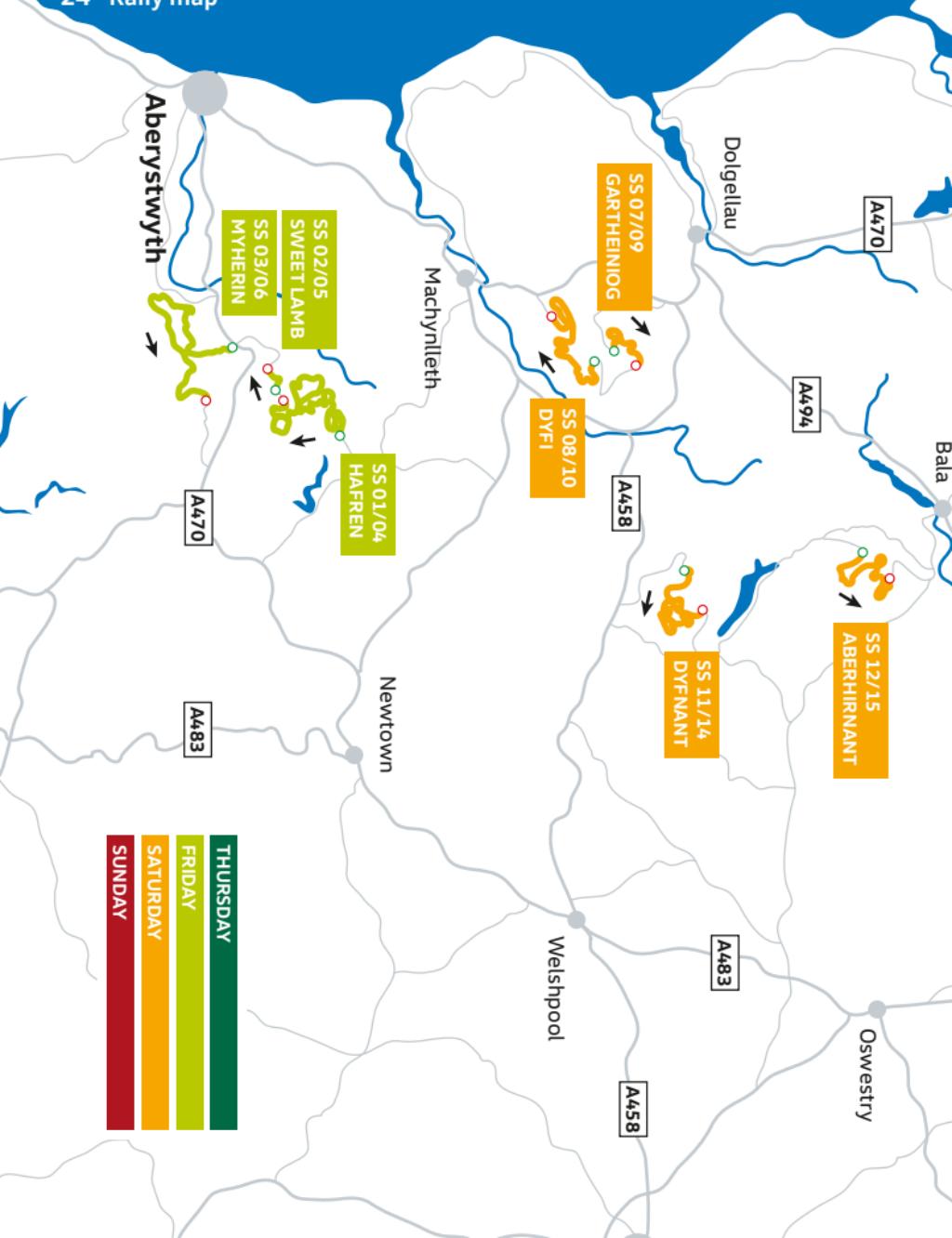
At a glance

- Last year's Rally Great Britain saw Volkswagen set a new record for the number of wins in one single season. Win number eight of the year for Sébastien Ogier/Julien Ingrassia (F/F) presented the Wolfsburg-based manufacturer with its twelfth victory from 13 rallies.
- Well recovered from set-backs: Jari-Matti Latvala and Miikka Anttila (FIN/FIN) slid into a ditch on 2014 Rally Great Britain's Saturday morning and lost over three minutes in the process. They fought back strongly on Sunday, however, winning four of the final day's six special stages – including the closing Power Stage – to climb from tenth to eighth place. Andreas

Mikkelsen/Ola Fløene (N/N) had offs resulting in early retirements on both Friday and Sunday. However, their fightback on Saturday was emphatic proof of what might have been, consisting as it did of five stage wins and four second places in nine stages.

- In 1932, 367 crews and 341 competitors entered the very first Rally Great Britain in unmodified cars started from nine different towns and cities (London, Bath, Norwich, Leamington, Buxton, Harrogate, Liverpool, Newcastle upon Tyne and Edinburgh).
- At the Rally Wales in 2001, Richard Burns became the first Englishman to win the World Rally Championship. The legendary Colin McRae won his home rally three times: in 1994, 1995 and 1997.
- In 2002, Volkswagen driver Jari-Matti Latvala started his WRC career in Wales. And the Finn has already won the British rally: 2011 and 2012 in a Ford Fiesta. Four years later, in 2006, Andreas Mikkelsen enjoyed his maiden start in the FIA World Rally Championship behind the wheel of a Ford Focus.
- Two rally legends share the most Rally Great Britain victories: Hannu Mikkola (FIN) and Petter Solberg (N) won the rally four times, respectively.
- In the last few years the Rally Great Britain used to be the final round of the WRC season. Except for 2012 when it was the tenth round, held in mid-September.

24 Rally map



Liverpool



26 Rally schedule

Rally Great Britain Day by day

	Liaison	SS	Liaison
Thursday, 12 November 2015			
Shakedown (Clocaenog), 180 min.		03.32 km	08:00 hrs
Ceremonial start (Llandudno)			18:30 hrs
Friday, 13 November 2015			
Start (Deeside)			06:30 hrs
SS 01 Hafren 1	139.74 km	32.14 km	09:27 hrs
SS 02 Sweet Lamb 1	02.75 km	03.33 km	10:10 hrs
SS 03 Myherin 1	07.06 km	30.23 km	41.02 km 10:27 hrs
Regrouping (Newtown)			11:56 hrs
Tyre Fitting Zone (Newtown), 15 min.			12:16 hrs
SS 04 Hafren 2	43.00 km	32.14 km	13:29 hrs
SS 05 Sweet Lamb 2	02.75 km	03.33 km	14:12 hrs
SS 06 Myherin 2	07.06 km	30.23 km	138.13 km 14:29 hrs
Flexi service A (Deeside), 45 min.			17:58 hrs
Parc fermé (Deeside)			21:00 hrs
Σ Day 01	381.58 km	131.40 km	Σ512.98 km
Saturday, 14 November 2015			
Service B (Deeside), 15 min.			05:00 hrs
SS 07 Garth einiog 1	105.22 km	11.34 km	07:29 hrs
SS 08 Dyfi 1	07.57 km	25.86 km	08.96 km 07:56 hrs
Regrouping (Corris)			08:41 hrs
SS 09 Garth einiog 2	19.42 km	11.34 km	09:38 hrs
SS 10 Dyfi 2	07.57 km	25.86 km	10:05 hrs
SS 11 Dyfnant 1	58.03 km	19.02 km	11:53 hrs

		Liaison	SS	Liaison
SS 12 Aberhirnant 1	24.89 km	13.91 km		12:51 hrs
SS 13 Chirk Castle	64.47 km	02.06 km	46.76 km	14:31 hrs
Regrouping (Deeside)				15:32 hrs
Service C (Deeside), 30 min.	00.05 km			15:42 hrs
SS 14 Dyfnant 2	104.55 km	19.02 km		18:25 hrs
SS 15 Aberhirnant 2	24.89 km	13.91 km	69.36 km	19:23 hrs
Flexi service D (Deeside), 45 min.				21:17 hrs
Parc fermé (Deeside)				00:15 hrs
Σ Day 02	541.74 km	142.32 km	Σ684.06 km	

Sunday, 15 November 2015

Service E (Deeside), 15 min.			07:00 hrs
SS 16 Brenig 1	54.09 km	10.64 km	08:26 hrs
SS 17 Alwen	07.84 km	10.41 km	08:52 hrs
SS 18 Great Orme	53.24 km	04.74 km	03.45 km 10:20 hrs
Regrouping (Llandudno)			10:31 hrs
SS 19º Brenig 2	55.70 km	10.64 km	61.50 km 12:08 hrs
Service F (Deeside), 10 min.			13:41 hrs
Finish (Deeside)			13:44 hrs
Podium ceremony (Deeside)			14:15 hrs
Σ Day 03	235.82 km	36.43 km	Σ272.25 km
Σ Total distance (day 01, 02, 03)	1,159.14 km	310.15 km	Σ1,469.29 km

Rally Great Britain 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 Mölder (EST)	Ford	M-Sport	RC1
7	Dani Sordo (E) Marc Martí (E)	Hyundai	Hyundai Motorsport	RC1
8	Hayden Paddon (NZ) John Kennard (NZ)	Hyundai	Hyundai Motorsport	RC1
9	Andreas Mikkelsen (N) Ola Fløene (N)	Volkswagen	Volkswagen Motorsport II	RC1
10	Kevin Abbring (NL) Sebastian Marshall (GB)	Hyundai	Hyundai Motorsport N	RC1
12	Stéphane Lefebvre (F) Stéphane Prévot (B)	Citroën	Citroën Total Abu Dhabi WRT	RC1
14	Robert Kubica (PL) Maciek Szczepaniak (PL)	Ford	Robert Kubica	RC1
15	Henning Solberg (N) Ilka Minor (A)	Ford	Henning Solberg	RC1

No	Driver/ co-driver	Car	Entrant	Class
20	Thierry Neuville (B) Nicolas Gilsoul (B)	Hyundai	Hyundai Motorsport N	RC1
21	Martin Prokop (CZ) Jan Tománek (CZ)	Ford	Jipocar Czech National Team	RC1
37	Lorenzo Bertelli (I) Lorenzo Granai (I)	Ford	F.W.R.T srl	RC1
22	Josh Moffett (IRL) John Rowan (IRL)	Ford	Josh Moffett	RC1
23	Sam Moffett (IRL) Karl Atkinson (IRL)	Ford	Sam Moffett	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. And the 2015 Global Rallycross champion is guaranteed to be a driver of the Volkswagen Beetle GRC. A brace of one-twos at Barbados, courtesy of Scott Speed and Tanner Foust, whittled the title contenders in the Red Bull Global Rallycross down to just two men.

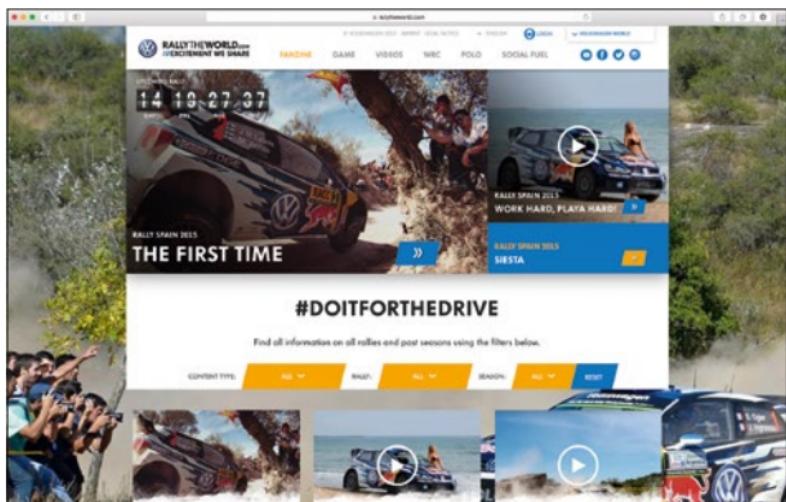
Battles, drifts and rock 'n' roll

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.



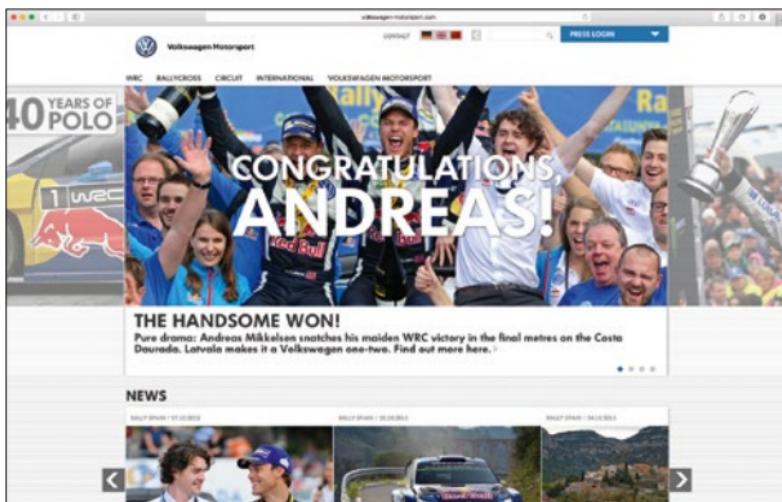


www.rallytheworld.com

Volkswagen won all three world championship titles in the 2013, 2014 and 2015* seasons in one of the toughest challenges in motorsport, the FIA World Rally Championship (WRC). A success 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!

* Subject to the official publication of the results by the FIA.



www.volks**wagen**-motorsport.com

www.volks**wagen**-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 motor-sport 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 CO₂) while the version with a manual 6-speed gearbox needs 6.0 litres every 100 km (139 g/km CO₂).

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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