## **Motorsport Information**





FIA WORLD RALLY CHAMPIONSHIP (WRC)

2013 MILESTONES II
INFORMATION PACKAGE

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Guarantors of success

Latvala and Anttila consistently played their part in securing the title





## The World Rally Car from Wolfsburg has tasted victory in nine of the twelve 2013 WRC events to date.



othing less than an excla-

mation mark in the annals of motorsport history. In their debut season, Volkswagen have clinched all three WRC crowns. Never before has a manufacturer started so successfully amid the royalty of rallysport. Sébastien Ogier together with co-driver Julien Ingrassia had already secured the driver and co-driver titles at their home rally in France. Volkswagen confirmed the Manufacturers' World Championship

title ahead of time at the Rally Spain. This feat was also made possible thanks to the outstanding season-long performance of Finland's Jari-Matti Latvala and Miikka Anttila, as well as the team performance in development and

the action of the Polo R WRC. The World Rally Car from Wolfsburg has tasted victory in nine of the twelve 2013 WRC events to date. Volkswagen replaces Citroën as reigning champion in the manufacturer's race.

Pure emotion – Ogier/Ingrassia celebrated their first title for Volkswagen – with Motorsport Director Jost Capito and Chairman Dr. Heinz-Jakob Neußer











Spectacular – the 2013 WRC season turned into a motorsport fairy tale for Volkswagen

Volkswagen Motorsport Director Jost Capito describes how his team "lived through the 2013 season as if it were all a dream. We started with a new car and as a team we initially began in the highest pantheon of WRC. Sébastien Ogier/Julien Ingrassia literally dived in at the deep end this season after having spend a whole year out of action, not behind the wheel of a World Rally Car. None of us could have realistically imagined that the Polo R WRC would be capable of securing three World Championship titles in its very first year. We have our committed and determined team to thank for this

achievement. Any chain is only as strong as its weakest link. During this season, our chain was free of weak links. I am particularly proud of this."

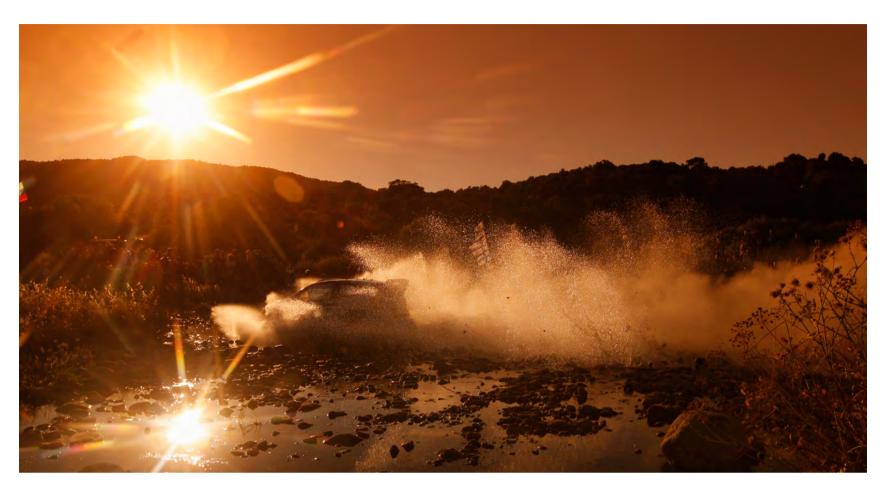
#### The miracle on Ikarusallee -100% homemade success

From construction to quality assurance, from rally action to

Great commotion - the media interest in the World Rally Championship has been huge







Early bird – Volkswagen secured a dream start in the WRC

development and from accountancy to logistics - Volkswagen's WRC titles are 100% homemade. Ikarusallee 7a is the focal point of Volkswagen's history, the location of the motorsport brand and it all began in 2004. Since Volkswagen started competing in the Dakar Rally, it has followed a clear philosophy: whilst other car-makers regularly rely on external or experienced development and racing teams for their motorsport ambitions, Volkswagen has consistently trusted its own human resources to provide vehicle construction and racing expertise at rally events. Volkswagen Motorsport GmbH is an independent

company in all departments, which relies on partners for component manufacture as well as some other services.

#### Give and go - Volkswagen resources perfectly utilized

The Polo R WRC is distinguished by careful and innovative development in every detail. "Das Auto," of the 2013 WRC season has been developed and tested in direct exchange between the technical departments in Hannover and Wolfsburg in the space of 17 months. To achieve the best results, the resources of the experienced motorsport engineers in Hannover were combined with the expertise of the Wolfsburg-based developers of the production line models. The beating heart of the Polo R WRC, the 315 brake hp engine, is the paramount example of this fruitful collaboration. Thanks to computerized methods and detailed simulations, the team around Dr. Donatus Wichelhaus, Director of engine development at Volkswagen Motorsport, and his colleagues from Wolfsburg worked out the ideal solution for a lot of the details – and delivered a high-performance guarantee of victory. The development of the chassis, undercarriage

and drive train took place under the direction of Willy Rampf, Volkswagen Motorsport Technical Director and François-Xavier 'FX' Demaison, the WRC Technical Project Manager. Thanks to their diverse experience garnered in various motorsport disciplines and the meticulous work of the Volkswagen engineers, the Polo R WRC proved competitive and up to the challenge from day 1. Quick reaction times and clever solutions during the course of the season made sure of a world-championship quality pace of development.

#### From one dream to the next the Polo R WRC and the motorsport fairy tale

Going into the season with the original goal of grabbing podium places under their own power in the first year, to snatch victories in the second year and claim the title in the third year, Volkswagen's debut season soon turned into a real-life motorsport fairy tale. The first milestone: a stage victory at the very first SS as well as a first podium finish were already in the bag after the very first race event of the season at the legendary

Rally Monte Carlo. The second milestone: a first victory at the following rally in Sweden. A further seven Volkswagen victories followed, before Sébastien Ogier/ Julien Ingrassia were confirmed as early driver and co-driver World Champions\* at their home rally in France on the 03 October 2013 at 18:47 and one second. The Manufacturers' title, which followed at the Rally Spain, capped a storybook season. It is a real testament to the incredible performance of the technology deployed, since both driver/co-driver pairs contributed to the overall success. A



glance at the car pool is evidence of how reliable the Polo R WRC really is: Volkswagen has registered no engine damage up till now and hasn't lost a single chassis as the result of an accident. All of the cars constructed are still in action today.

#### Dream team in white, grey and blue - driver/co-driver duos at the WRC pinnacle

Six podium finishes for Latvala/ Anttila, ten for Ogier/Ingrassia, the Volkswagen Polo R WRC #7 and #8 are models of consistency. Latvala/Anttila are in third place in the overall WRC driver/ co-driver standings going into 2013 season finale in Wales – behind the World Champions\* Ogier/Ingrassia. Both driver/ co-driver duos were aware of the professional and meticulous groundwork put in by the mechanics and their selfless devotion at the tightly time-limited services during the rally. Even the testing and development team, which function as

an individual unit and whose mechanics are only very rarely called upon during races, are an integral part of the Volkswagen success. Just like Andreas Mikkelsen (N) and his co-drivers Mikko Markkula (FIN) and Paul Nagle (IRL), who had to compete against trials during the race, have also contributed greatly to Volkswagen's success in its debut WRC season and with strong individual performances – most notably fourth place in Greece presented themselves as future rally winners. //

✓✓ Ode to joy – Volkswagen took victory in Mexico and in eight other rallies



## The figureheads at Volkswagen Motorsport



**JOST CAPITO** 

#### **Volkswagen Motorsport Director**

/// ... has a clear philosophy: "to win means everything, coming second is nothing." In order to bestow "everything" upon Volkswagen, he is building a compact team around him, which owing to unconditional love, is hungry for success. He has led the team since May 2012.



WILLY RAMPF

#### **Technical Director**

... considers it his daily mission to be the fastest. This applies to the cars constructed under his direction,

as well as the development itself. His credo is this: "mistakes, which are not dealt with 100%, are 100% certain to crop up again." He has been part of the team since 2011.



#### FRANÇOIS-XAVIER DEMAISON

#### **Technical WRC Project leader**

... has been part of the WRC for ten years. Thus, he brought a lot of WRC experience with him when

he joined the Volkswagen team. In Wolfsburg, he sees the opportunity to take responsibility for guiding the project from the drawing board to the WRC title. He has been doing this since 2011.



DR. DONATUS WICHELHAUS

#### **Director of Engine Development**

... is the father of many successful Volkswagen racing engines. He is also a real team player every step

of the way – he passes on his knowledge within the company, lectures at Stuttgart University in Engine Construction and has been with Volkswagen Motorsport since 2005.



#### **SVEN SMEETS**

#### **WRC Team Manager**

... A love of rallysport was passed on to him whilst still in his crib. His grandfather was an enthu-

siastic spectator at "Monte", whilst his father was a rally driver. From 1995 to 2005, Smeets was a rally co-driver and was victorious on one occasion. He has been chief organizer since 2012.



KIRSTEN ZIMMERMANN

#### **Commercial Director**

... absolutely loves motorsport. However, she is not prepared to spend the earth and has the

Volkswagen Motorsport budget tightly under control. She considers this her dream job, as sport racing is anyway part of her daily repertoire. She has been with the team since 2012.



#### STEFAN MOSER

#### **Head of Communications**

... sets himself a huge goal. He is determined to get journalists and fans excited about motorsport. In the pro-

cess, he has gained a whole lot of experience: radio, television and internet were already on his CV before he took up his position at Volkswagen Motorsport. He has been shaped by Volkswagen since 2009.

## News from the Volkswagen team

#### **WELL OCCUPIED**

#### **HEADING TO THE RACE OF CHAMPIONS AS WORLD CHAMPION**

n 2011, his first official act in the colours of Volkswagen Motorsport was to take victory and he impressed again in 2012. In 2013, he will return as WRC World Champion\* – Sébastien Ogier will be on the starting grid from the 14-15 December in Bangkok for the Race of Champions. In direct competition, the motorsport greats race year on year to discover who will emerge as the best of the best. In a knockout format, Ogier will pit himself against record Formula 1 title holder Michael Schumacher, ten-time Le Mans Champion Tom Kristensen and V8 Superstars ace Jamie Whincup.



Ogier up against prestigious opposition the Race of Champions

#### WELL PAINTED

#### WITH A SPECIAL PAINT JOB FOR THE FINALE

№ World Rally Car #9 driven by Andreas Mikkelsen/Mikko Markkula (N/FIN), will race in Wales with a special paint job. The overprint will be a riot of colour: the faces of almost 4,000 Facebook fans, who have sent in their profile pictures for the action, will be depicted on the 315 hp 4WD vehicle. One particularly lucky fan will win a unforgettable rally weekend at the WRC event in Wales. Perhaps a www.facebook.com/ volkswagen-motorsport follower will be the lucky winner. In the meantime, the fan community has reached over 700,000 people and has grown by a factor of more than ten since the start of the season. For more info about Fan Car visit: www.rallytheworld. com/fancar



#### WELL VISITED

#### AS AMBASSADOR AT THE "RALLY LEGEND"

n front of more than 70,000 enthusiastic spectators, two-time World

Champions Carlos Sainz and Luís Moya led out the field over the stages in San Marino in the lead car. Former rally greats such as Markku Alén (FIN), Per Eklund (S), Miki Biasion (I) and Didier Auriol (F) kept the atmosphere alive in

San Marino with breath-taking drifts. Volkswagen was not only represented with a collection of classic rally vehicles they also showed off the current World Championship winning car, the Polo R WRC.



Star of the moment - the Polo R WRC at the "Rally Legend"

With over 130 vehicles – from the Audi S1 once constructed for Walter Röhrl (D), to Fiats, Ferraris and a selection of Lancia Stratos and Delta Integrale right up to a 037 rally models – fans were treated to an extensive range of classic vehicles.

# CHAMPION MAKER

The Polo R WRC and its journey to becoming a winner



Perfection, down to the smallest detail - every millimetre of the Polo R WRC has been designed for action in the World Rally Championship



Championship is actually down to a truly world-class athlete: the Volkswagen Polo R WRC. A champion maker and a winner from the outset, this 315 hp World Rally Car made in Wolfsburg underwent a lengthy development process. After all, the task of developing a competitive vehicle for the FIA World Rally Championship (WRC) is a highly complex one. In the WRC, the car is perhaps crouched low on asphalt, then spreadeagled on

ice and snow, or standing tall as it traverses rough gravel, and contends with soaring temperatures in one place followed by sub-zero temperatures in the next. No other category in international motorsport presents such a wide variety of climate conditions and different track surfaces. And a World Rally Car has to be able to handle them all. The chassis and engine have to be able to deliver maximum efficiency in all of these different conditions – they have to be robust enough to withstand the stresses and strains, and, at the same time, light enough to guarantee the high performance levels that are needed.

## Bit by bit: the ongoing and thorough development of the Polo R WRC

The Volkswagen engineers developed the Polo R WRC over a period of 17 months following the minimalist principle, basing it on the bodyshell of the production Polo. The dimensions and weight



of each and every component were tested multiple times and the components were continuously improved over the course of the 17-month development period. There was a tight schedule to be met in order for the Polo R WRC to pass homologation for the 2013 season: after the concept vehicle was unveiled in May 2011, Volkswagen started by constructing a so-called 0-vehicle as a component carrier. This had its roll-out in the vineyards around Trier in the autumn of 2011, with rally legend Carlos Sainz, Dr. Ulrich Hackenberg, the former Member of the Board of Management responsible for development, and development driver Dieter Depping at the wheel.

At the same time, work began on a computer-aided simulation of the first concept for the actual Polo R WRC. On 23 December, just in time for Christmas Eve 2011, the first Polo R WRC was parked in the foyer at Volkswagen Motorsport. This vehicle was then rolled out on the Volkswagen proving ground in Ehra-Lessien in January 2012 and tests were also conducted in Sweden and Spain. Starting in March, the Polo R WRC was then subjected to an ongoing overhaul, for example of its suspension kinematics and its lightweight construction. Assembly of this improved version of the Polo R WRC, which has won nine of its twelve rallies so far. then began in September 2012. Homologation was confirmed by the FIA International Automobile Federation on 01 January 2013.

#### A keen eye for detail: development stages powered by Wolfsburg

Every single component on the Polo R WRC underwent a series of fundamental processes on its way to attaining the "ready

to race" status. First up was the theory: parametric design process on CAD (computer aided design) systems was verified by computer-aided simulations (e.g. CFD – computer fluid dynamics) and tested in practice in wind tunnels and the Volkswagen Group's climate altitude chamber. Only then did the extensive test drives follow. The resources available to the team in Wolfsburg played a key role in designing and testing the chassis, with Volkswagen's construction division contributing valuable development insights with regard to kinematics.

Just in time for Christmas Eve 2011, the first Polo R WRC was parked in the foyer at Volkswagen Motorsport.

Under the management of Volkswagen Motorsport, this resulted in a high-tech puzzle comprising some 3,000 parts, 1,360 of which were created from scratch specifically so the Polo could be used in motorsport - not including the engine and the transmission.

#### Nothing is left to chance: state-of-the-art engine development

As with its chassis development, Volkswagen took a goal-oriented approach to constructing the Polo R WRC's 315 hp, 1.6-litre TSI engine, which consists of some 300 individual parts. The automated interplay of CAD construction and simultaneous CFD simulation resulted among other things in the ideal design of the air intake channels. Volkswagen took a highly analytical approach to opting for or against various concepts within the tight constraints of the WRC regulations. Throughout the process, the engineers tested a wide array of solutions. Two different stroke-bore ratios, three different cylinder head concepts, nine different intake channel geometries, countless injector versions and two different valve diameters were all tested, before the best solution in each case was selected for the final engine.

#### **Great support:** securing the championship hand in hand with the partners

Volkswagen's partners played a major role in winning the driver and co-driver titles in the FIA World Rally Championship (WRC). Volkswagen R GmbH and Red Bull have supported the Wolfsburg-based manufacturer in its motorsport activities for many years. The two top global brands Volkswagen and Red Bull benefit from each other, particularly when it comes to worldwide marketing – a win-win situation.

Volkswagen's technical partners also made decisive contributions to the success. The chassis components provided by ZF ensured maximum mechanical grip. Michelin supplied the best tyres for gravel, ice, snow and asphalt, while Castrol ensured the engine in the Polo R WRC was provided with the best possible lubricants.//



Form follows function - the Polo R WRC is consistently designed for functionality

#### The Polo R WRC in detail

#### **III** Engine: the car's 315 hp beating heart

1,600 cm³ engine displacement, 83.0 mm bore, 73.8 mm stroke, 33 mm air restrictors – the corset hiding 315 brake horse power and 425 Nm torque

#### Aerodynamics: hard into the wind

Polished down to the finest detail and enormously important: when jumping as far as 60 metres, this defines the flight characteristics

#### Chassis: the safe working area

A roll cage made of high-tensile airplane-grade steel protects the drivers in case of a pitfall. The carbon bucket seats are customized to the body dimensions of the individual drivers and co-drivers just like a ski boot and are similarly tightly secured thanks to a six-point driving belt



#### Tyres: maximum grip

What is the World Rally Car's only point of contact with the racing surface? The four tyres. Michelin supplies two different compounds for each race and the drivers must decide which to choose

#### Bodywork: the perfect platform

2,500 Polo R WRC parts were built for the road and serve as the base of the World Rally Car

#### **✓** Vibration-proof: the undercarriage

The 8.5 kilo monotube shock absorbers from ZF Friedrichshafen, spring up to five times faster than their production-line counterparts





#### Personal data

Date of birth	03 April 1985 (28)
Place of birth	Töysä (FIN)
Residence	Tuuri (FIN)
Hobbies	Nature, sauna, films
WRC victories	8



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





#### Personal data

Date of birth	10 September 1972 (41)
Place of birth	Janakkala (FIN)
Residence	Lempäälä (FIN)
Hobbies	Skiing, cycling
WRC victories	8



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



Date of birth	17 December 1983 (29)
Place of birth	Gap (F)
Residence	Geneve (CH)
Hobbies	Sport, skiing
WRC victories	15



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, eight wins so far (WRC, Volkswagen)



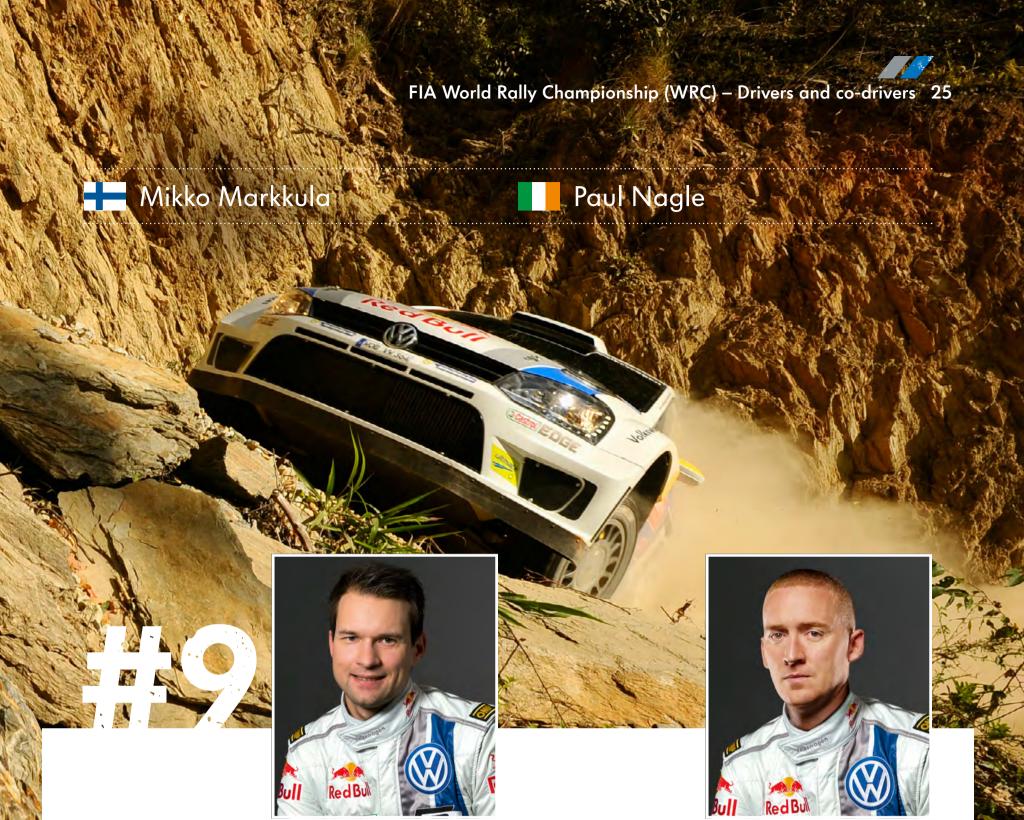
2009	8th in FIA World Rally Championship (WRC, Citroën)
2010	3rd in FIA World Rally Championship, two wins (WRC, Citroën)
2011	3rd in FIA World Rally Championship, five wins (WRC, Citroën)
2012	10th in FIA World Rally Championship (WRC, Škoda), ten wins in \$2000 class
2013	1st in FIA World Rally Championship, eight wins so far (WRC, Volkswagen)



#### Personal data

Date of birth	22 June 1989 (24)
Place of birth	Oslo (N)
Residence	Oslo (N)
Hobbies	Motocross, fishing

2010	7th in Intercontinental Rally Challenge (IRC, Ford)
2011	1st in Intercontinental Rally Challenge, two wins (IRC, Škoda)
2012	1st in Intercontinental Rally Challenge, two wins (IRC, Škoda)
14th in FIA World Rally Championship (WRC, Škoda), with S2000 car	
2013	FIA World Rally Championship, five top ten results in eight starts so far (WRC, Volkswagen)



#### Personal data

Date of birth	03 January 1981 (32)
Place of birth	Hameenlinna (FIN)
Residence	Riihimaki (FIN)
Hobbies	Football, skiing

#### Personal data

Date of birth	28 August 1978 (35)
Place of birth	Killarney (IRL)
Residence	Kerry (IRL)
Hobbies	Running, cycling

#### Sporting career highlights

2010	1st in IRC, three wins (Škoda)
2011	1st in SWRC, four wins (Škoda)
	3rd in IRC, three wins (Škoda)
2012	3rd in IRC, two wins (Škoda)
2013	WRC, four top ten results (Volkswagen)

2009	1st in IRC, four wins (Peugeot)
2010	3rd in IRC, one win (Peugeot)
2011	11th in WRC (Mini)
2012	4th in SWRC, three wins (Ford)
2013	WRC, one top ten result (Volkswagen)

#### The road to the title

#### **FEBRUARY**

#### 22/02/2011

Technical project manager 'FX' Demaison begins work



#### MAY



#### 05/05/2011

Presentation of the design study for the Polo R WRC in Sardinia

#### 01/06-31/08/2011

Concept car #0 is developed based on Seat and Škoda components



#### 30/06/2011

Concept phase is completed

## **JULY**

#### 01/07/2011

Start of the construction process



#### 01/07/2011

Tests with the concept car based on Seat and Škoda components

#### 28/07-30/07/2011

Rally Finland, first test rally (with Škoda S2000)



#### **NOVEMBER**



#### 22/11/2011

Contracts signed with Sébastien Ogier and Julien Ingrassia

## **DECEMBER**

#### 01/12/2011

The engine's first test bed run



#### 23/12/2011

Completion of the first Polo R WRC

#### **JANUARY**

06/01/2012

First wind tunnel test



#### 25/01-31/01/2012

Initial test drives in Ehra-Lessien outside Wolfsburg with chassis 01

#### **FEBRUARY**

#### 13/02-17/02/2012

Test drives in Sweden (snow/ice) with chassis 01



#### 27/02-04/03/2012

Test drives in Spain (gravel) with chassis 01

#### 19/03-23/03/2012

Test drives in Spain (tarmac) with chassis 01



## **APRIL**

#### 01/05/2012

Motorsport Director Jost Capito begins work



#### 02/04-06/04/2012

Test drives in Portugal (gravel) with chassis 01





#### 14/05-18/05/2012

Test drives in Spain (tarmac) with chassis 03

#### JUNE

#### 03/06-09/06/2012

Test drives in Greece (gravel) with chassis 01 and 02



#### 25/06-29/06/2012

Test drives in Finland (gravel) with chassis 03

#### **JULY**

#### 11/07-15/07/2012

Test drives in Germany/Trier (tarmac) with chassis 03



#### 17/07-20/07/2012

Test drives in France (gravel) with chassis 02

#### **SEPTEMBER** 19/09-20/09/2012

Test drives in Finland (gravel) with chassis 04



#### 25/09-29/09/2012

Test drives in Portugal (gravel) with chassis 06

#### **OCTOBER** 08/10-12/10/2012

Test drives in France (tarmac) with chassis 07



#### 17/10/2012

Announcement of the commitment of Jari-Matti Latvala and Miikka Anttila



Test drives in Spain (gravel) with chassis 06



### **NOVEMBER**

#### 08/11-11/11/2012

Rally Spain, 16th and final test rally (with Škoda S2000)



#### 25/11-29/11/2012

Test drives in Mexico (gravel) with chassis 06

#### 13/11-15/11/2012

Rally simulation in Ehra-Lessien outside Wolfsburg with chassis 07





#### **DECEMBER**

#### 03/12-07/12/2012

Test drives in Monte Carlo (tarmac) with chassis 07



#### 08/12/2012

Contract signed with Andreas Mikkelsen



#### 08/12/2012

Presentation of the Volkswagen Polo R WRC in Monte Carlo



#### 16/12-20/12/2012

Test drives in Sweden (snow/Ice) with chassis 06



#### 09/12-12/12/2012

Test drives in Monte Carlo (tarmac) with chassis 07



#### **JANUARY**

#### 15/01-20/01/2013

Rally Monte Carlo, first special stage, first stage win for the Polo R WRC by Ogier/Ingrassia



#### 07/01-08/01/2013

Mechanical training for drivers and co-drivers



#### 21/01-23/01/2013

Fitness tests for drivers and co-drivers

#### FEBRUARY

#### 02/02-03/02/2013

Test drives in Sweden (snow/ice) with chassis 08



#### 07/02-10/10/2013

Rally Sweden, first WRC victory for the Polo R WRC, Ogier/Ingrassia lead the World Championship standings

#### 07/03-10/03/2013

Rally Mexico, first WRC victory for the Polo R WRC on gravel by Ogier/ Ingrassia



## 18/03-23/03/2013

Test drives in Portugal (gravel) with chassis 07 and 08



#### 03/04+04/04/2013

Fitness tests for drivers and co-drivers



## MAY

#### 11/04-14/04/2013

Rally Portugal, third consecutive WRC victory for the Polo R WRC by Ogier/ Ingrassia, Volkswagen go top of the manufacturers' championship standings

## 01/05-04/05/2013

Rally Argentina, fifth consecutive podium finish for Ogier/Ingrassia



#### 31/05-02/06/2013

Rally Greece, first WRC victory for Latvala/Anttila with the Polo R WRC



#### 09/05-14/05/2013

Test drives in Greece (gravel) with chassis 07 and 08



#### 11/06/2013

Test drives in France (gravel) with chassis 08



#### 05/06-07/06/2013

Test drives in Italy (gravel) with chassis 07 and 08



#### 20/06-22/06/2013

Rally Italy, victory for Ogier/Ingrassia

## **JULY**

#### 01/07+02/07/2013

Fitness tests for drivers and co-drivers



#### 03/07-07/07/2013

Test drives in Germany/Trier (tarmac) with chassis 07 and 10

## 23/07-27/07/2013

22/08-25/08/2013

Test drives in Finland (gravel) with chassis 07 and 10



#### **AUGUST**

Rally Germany, Volkswagen misses out on a podium finish for the first time and on home soil of all places





#### 01/08-03/08/2013

Rally Finland, first WRC victory for Ogier/Ingrassia in Finland

Rally Australia, victory for Ogier/Ingrassia

12/09-15/09/2013





#### 02/09-04/09/2013

Test drives in France (gravel) with chassis 08

#### **OCTOBER**

#### 03/10/2013

Rally France, Sébastien Ogier and Julien Ingrassia win the 2013 WRC driver and co-driver titles after taking third place in the power stage

## 03/10-06/10/2013

Rally France, victory for Ogier/Ingrassia





#### 25/10-27/10/2013

RALLY SPAIN,

**VOLKSWAGEN MOTORSPORT WINS THE** 2013 MANUFACTURER'S CHAMPIONSHIP AHEAD OF SCHEDULE



Winning smile – the world champions Sébastien Ogier and Julien Ingrassia with Jost Capito



Capito has a clear philosophy: "to win means everything, coming second is nothing." In order to bestow "everything" upon Volkswagen, he is building a compact team around him, which owing to unconditional love, is hungry for success. World Championship titles in the debut season for the Polo R WRC in the FIA Rally World Championship (WRC) are the rewards for this hunger. In conversation about the moments, the motivation and the motorsport.



A podium finish on your debut, victory in the second rally, stage victories for all driver/ co-driver partnerships, wins on snow, gravel and asphalt – and the World Championship crown ahead of the season finale in Wales. Does this season just seem like a dream to you?

In reality we have lived through the 2013 season as if it were all a dream. We started with a new car and as a team we initially began in the highest pantheon of WRC. Sébastien Ogier/Julien Ingrassia literally dived in at the deep end this season after having spent a whole year out of action, not behind the wheel of a World Rally Car. None of us could have realistically imagined that the Polo R WRC would be capable of securing three World Championship titles in its very first year. We have our committed and determined team to thank for this achievement. Any chain is only as strong as its weakest link. During this season, our chain was free of weak links. I am particularly proud of this.

In France Ogier/Ingrassia clinched the driver and co-driver titles during the Power Stage at the start of the race, they then went on to claim victory at their home rally after a furious catch-up race. Hand on heart, can that even be topped by winning the Manufacturers' World Championship title?

Rally France was the emotional high point of the season, no question. Sébastien and Julien in particular will most likely never forget this rally, in the sporting sense, they have fulfilled their biggest dreams. However, winning the manufacturers' crown is the pinnacle goal for us. For a car-maker, it is the most important, as it shows that it isn't just one driver who has that extra class, but the product itself and the whole team.

At the beginning of the season the objective was to achieve podium finishes, at what point did you decide to revise your goals upwards?

To celebrate a World Championship victory in our very first season, one of the most complex challenges for drivers, co-drivers, engineers and mechanics – we hadn't even dreamt about it. To get onto the podium under one's own steam in a debut season is a very







Dialogue – Sébastien Ogier and Julien Ingrassia

high-set target. Volkswagen is not just competing against anybody, but with experienced teams like Citroën and Ford, both of whom have already won the manufacturers' title in the past. Citroën have most recently won nine driver titles in a row with Sébastien Loeb. In sport, nothing is ever given to you on a plate and it is impossible to plan for success. However, we prepared ourselves for the task ahead as best as possible and in the typical, extremely meticulous Volkswagen fashion. When we won our third consecutive rally in Portugal and had practically taken the maximum points haul with Sébastien Ogier, whilst at the same time our opponents were committing mistakes - from that stage onwards, naturally we also set our sights on the World Championship title.

13 rallies around the globe equals a high frequency for the mechanics, engineers and drivers, as Motorsport Director, how do you keep the motivation levels up?

You shouldn't forget that we are only competing in our first WRC season with the Polo R WRC. For every member of the team, every rally still poses a new challenge and each of us approach it with respect and the utmost determination. We spent one year racing the cars of our subsidiary Škoda in preparation for our debut season. Everyone know the courses, but at the same time they are still hungry to show what we're made of in the top WRC class. We couldn't be any more motivated.





Driven – Jost Capito has already set his sights high for next season

Volkswagen has won the World Championship title with the Polo R WRC right from the outset. What shortcuts did the vehicle development team uncover to be able to so successful so soon?

*Firstly the Polo R WRC's development is never over.* However, the foundation has always been since day one, to be competitive and in contention to win. That is more than we expected. At the birth of the Polo R WRC, many parties found common ground very easily and have mastered this ambitious project together. Not just our motorsport department in Hannover, but also the development wing of the production car line in Wolfsburg have also contributed much. The engine development - one of the key elements to our success, went hand in hand with Dr. Donatus Wichelhaus and experienced motorsport experts, as well as our colleagues in Wolfsburg, who from their side have accelerated the construction and evaluation processes. During the construction of the chassis, we were able to build on the expertise of our new Technical Project Manager 'FX' Demaison, who, in conjunction with our construction department, has implemented many innovative ideas. And we have many more of those.

"At the birth of the Polo R WRC, many parties found common ground very easily and have mastered this ambitious project together."

How do you move on from here? The traditional season finale will take place in Wales in November, in January the legendary Rally Monte Carlo awaits once again. Will there be any time to take a quick breather?

First of all, we will celebrate our World Championship title in style, with everyone from Wolfsburg and Hannover, who has contributed towards this success. This has been more than earned by everyone's efforts. But this does not mean that we will start to relax. On the contrary: at Volkswagen preparations are running at full speed, so we will be able to defend the World Championship title next year.

## Facts and figures about the 2013 World Championship title

Volkswagen prepared meticulously for its first FIA World Rally Championship (WRC) season with the Polo R WRC, notching up around 100 days of testing in nine different countries – Monte Carlo, Sweden, Spain, Portugal, Germany, Finland, Greece, France and Mexico – before the season got under way.

61.39%

The Polo R WRC was the winning car in 132 out of the 215 special stages that it entered in 2013, its debut year. This equates to a success rate of 61.39 per cent.

Rallies involving highly diverse climatic conditions are characteristic of the FIA World Rally Championship (WRC). The temperatures alone have ranged from -12 °C during the legendary Rally Monte Carlo to 32 °C in Rally Italy – i.e. a range of 44 °C.

All three Polo R WRC vehicles finished out in front in three special stages: the seventh special stage of Rally Greece ("Kefalari 2"), the twelfth stage of Rally Italy ("Coiluna-Loelle 1") and on the tenth ("Coffs 4") in Australia. So far, Ogier, Latvala and Mikkelsen have had 139 opportunities to do this.



The track conditions that are encountered in the FIA World Rally Championship (WRC) can be roughly divided into three different categories: ice and snow, gravel, and asphalt. Within these three main categories, you can then make numerous different distinctions.

Up to and including Rally Australia, 4,280.12 KM Up to and including Kally Australia the FIA World Rally Championship (WRC) comprised 4,280.12 timed kilometres during 215 special stages.

## Facts and figures about the 2013 World Championship title

# 23/14

The two rallies with the largest number of special stages - 23 each - were Rally Mexico and Rally Finland. The rallies in Argentina and Greece involved the lowest number of special stages, namely 14.

# 51.66%

Volkswagen's Polo R WRC ranked among the top three finishers in 294 out of the 569 special stages. Only Sébastien Ogier and Jari-Matti Latvala competed for Volkswagen in the first three rallies of the season, after which they were joined by Andreas Mikkelsen. This equates to a success rate of 51.66 per cent.

# 130.75

The new World Champions also won what was by far the fastest special stage of the year – the iconic "Ouninpohja" through the Finnish forests. Ogier, at the wheel of the Polo R WRC, set a new record on the daddy of all stages in 2013, achieving a breath-taking average speed of 130.75 km/h.

On their way to becoming the WRC champion driver and co-driver, Sébastien Ogier and Julien Ingrassia (and all of their opponents too) drove the shortest and the longest special stages

of the season during Rally Mexico. The "Guanajuato Street Stage" at the start of the rally was the shortest, at a mere 1.05 kilometres, while SS21, "Guanajuatito", was the longest stage of the WRC season so far.

## Did you know that ...

July ... Volkswagen took the lead in the overall classification in the Manufacturer's Championship back in the Rally Portugal, the fourth event in the 2013 WRC calendar, and have held on to the lead ever since?



- ... Volkswagen have entered three Polo R WRC cars since Rally Portugal? Andreas Mikkelsen/ Mikko Markkula (N/FIN) debuted at the fourth race of the season. However, Sébastien Ogier/Julien Ingrassia (F/F) and Jari-Matti Latvala/Miikka Anttila (FIN/FIN) have competed in every single rally of the 2013 WRC season.
- ... Andreas Mikkelsen has had two different co-drivers racing alongside him this season? Mikko Markkula, who suffered a fractured vertebra during Rally Finland, was replaced by Paul Nagle (IRL) for the rallies in Australia and France.
- ... Volkswagen has so far clinched 132 of the 215 Special Stages in 2013? There were some significant victories amongst them: Sébastien

- Ogier set the best time in the 50th and 150th SS and Jari-Matti Latvala in the 100th. Success in the remaining "mini celebration" for the 200th SS was denied Jari-Matti Latvala by a margin of iust 0.6 seconds.
- ... each of the Volkswagen drivers has clocked a fastest time in at least one stage during the 2013 season? Sébastien Ogier was fastest on 93 occasions, Jari-Matti Latvala 22 times and Andreas Mikkelsen four times.
- ... all four Volkswagen co-drivers also made the list of stage winners? Julien Ingrassia was there as many times as Sébastien Ogier and the same is true of Jari-Mati Latvala's co-driver Miika Anttila. Mikko Markkula was fastest alongside Andreas Mikkelsen for three stages and Paul Nagle for one.
- ... the Polo R WRC's head lights are constructed from standard parts, but the special combination of LED and Xenon luminescence means that that they shine twice as brightly as normal passenger car headlights? In order to reduce the weight and at the same time increase durability, the headlights are surrounded by a carbon body.
- ... the Polo R WRC's taillights are constructed from 100% standard Polo trend line parts?
- ... this "nightface", which is mounted onto the hood of the Polo R WRC, could easily light up half a football field?

## Did you know that ...

- ... the auxiliary head lamps, which are used during the night event for the legendary "Col de Turini" stages, can theoretically be put together by any home improvement enthusiast? The aluminium-pipe construction known as "nightface", including its four 70-Watt Xenon spotlights, weighs around 4.5 kilos.
- ... the Polo R WRC's doors originate from standard Volkswagen parts, yet are only around half as heavy? Instead of comfortable upholstery and fancy extras such as electric windows, WRC car doors are equipped with light-weight carbon and "safety foam" for crash protection. Weight saving: approx. 13 kilos (12 kg instead of 25 kg).
- // ... the 315 hp 4WD vehicle's doors can be switched at lightning speed? Replacement takes less than 30 seconds.
- ... the Polo R WRC's all-round internally ventilated disc brakes are made out of steel and can withstand temperatures of up 900 °C?
- ... the Polo R WRC's brake callipers are watercooled, as opposed the standard Polo callipers, which are air-cooled?
- … the bucket seats are individually customized for each driver like ski boots?
- ... the Polo R WRC's shock absorbers can heat to a temperature of 150 °C and then spring five times faster than standard model shocks?

- ... the brake pistons are made from titanium?
- ... the Polo R WRC's rear wing isn't just there to supply downforce in the turns, it also provides better flight characteristics during longer jumps?
- ... the Polo R WRC is fitted with approx. 700 metres of cable?
- ... more than 180 people are employed at the Volkswagen Motorsport team headquarters in Hannover? 60 employees are active in development, 50 work in the garage, 20 in logistics and 30 in admin.
- … the Volkswagen Motorsport team is represented by approx. 70 employees on the ground at each WRC rally event?

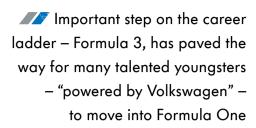


# A GLOBAL PLAYER IN MOTORSPORT CLOSE LINKS TO THE SERIES AROUND THE WORLD

Volkswagen is represented around the world on the motorsport scene



Setting the benchmark – the Volkswagen Scirocco R-Cup has introduced many innovations to one-make racing





#### Volkswagen Scirocco R-Cup: an exemplary forerunner in motorsport

When the Volkswagen Scirocco R-Cup is first held in 2010, it brings together a number of allnew ideas. Pure racing with green appeal, it uses engines powered by natural gas, slashing the total CO<sub>2</sub> emissions generated both during the races and by logistics operations by 80 per cent. This is unique in the world of motorsport. Innovative concepts such as the Push-to-pass system – which enables the driver temporarily to boost the car's performance by 50 hp at the touch of a button – make for thrilling battles on the track and adding a tactical element which was previously absent in one-make cups.

The race-optimised engine is based on the TSI unit fitted in the Scirocco R, the sports version of the coupé. Starting with this technology, the engineers developed a CNG racing version which delivers an impressive power output of 173 kW (235 hp) and 275 Nm of torque. There are three classifications within the Scirocco R-Cup: the Junior, Pro and Legend Cup make for a varied sporting event starring high-calibre drivers.

In the fourth season, competitors in the Legend Cup will include racing greats such as Hans-Joachim Stuck, Christian Danner and Juha Kankkunen. Each and every race in the Scirocco R-Cup brings together yesterday's, today's and tomorrow's racing legends. In the current season, Kelvin van der Linde from South Africa secured the title, the Danish driver Kasper H. Jensen finished second overall, Jordan Lee Pepper (ZA) third.



always been an inherent part of Volkswagen's motorsport strategy: back in the 70s, the Scirocco Cup caused a stir as a one-make racing series. Fast-forward to 2013, and innovative concepts like this are considered typical of Volkswagen. Now, Volkswagen is not just a global player in series production – the car maker is also a giant in the world of motorsport.

#### Volkswagen and Formula 3: turbocharging careers and upholding a tradition of success

Motorsport legends such as Michael Schumacher, Tom Kristensen and Bernd Schneider all started their careers powered by Volkswagen in Formula 3 before moving on to Formula 1, Le Mans or the German Touring Car Masters. The 210-horsepower career turbocharger from Wolfsburg remains as popular as ever in 2013: Volkswagen still supplies engines for the world's most important junior formula racing series and is proud of its own tradition. In 2013, Volkswagen engines will be used by numerous teams in the FIA Formula 3 European Championship, the British Formula 3 Championship and the German Formula 3 Cup.

19-year-old Marvin Kirchhöfer - one of the competitors in the ATS Formula 3 Cup – is a great example of Volkswagen's commitment to supporting up-and-coming talent in formula racing. The Leipzig-born youngster won this year's ATS Formula 3 Cup. He will have the best possible chance of taking part in well-known series such as the German Touring Car Masters, the GP2, various sports car series and, last but not least, Formula 1.

Volkswagen is also involved in the Formula 3 European Championship. The Italian Raffaele Marciello, Felix Rosenqvist from Sweden and the Brit Alex Lynn

are all considered hugely talented at European level – be it in Monza, Silverstone, Hockenheim, Spielberg or Zandvoort. Here too, today's Formula 3 drivers could be tomorrow's Formula 1 stars.

The cars used in Formula 3 are not all the same. The drivers and teams can enhance their racing cars. In the British Formula 3 Championship, drivers with talented race engineers and mechanics can learn how to get the most out of formula racing cars. This championship also twins its role as a training ground with first-class technology. Past winners of this long-standing series include numerous Formula 1 World Champions such as Ayrton Senna and Mika Häkkinen.



Global talent factory -Volkswagen is also involved in the German, British and European Championships

## Volkswagen: a global player in motorsport



#### Scirocco R-Cup China: racing in the Far East

Whether they are racing in the South Korean region of Inje or on Chinese circuits, the Scirocco causes a huge sensation and creates a real spectacle in the People's Republic. The Cuo Scirocco developed in Germany is used in the Chinese version of the Scirocco R-Cup.



#### Racing in India: the Polo R-Cup

Volkswagen is active in India's motorsport scene as well as in China's. In India, the South African driver Jeffrey Kruger keeps local competitors like Prashanth Tharani, Rahil Noorani and Yatin Magu on their toes. Contestants drive the new Polo with a 1.4-litre TFSI engine, which has an output of approximately 150 kW (200 hp) and a DSG gearbox.



#### **Volkswagen Castrol Cup Poland**

24 Volkswagens vie for overall victory in the Volkswagen Castrol Cup Poland over the space of 14 races spanning seven weekends in five different countries. The current racing calendar includes circuits in Poland, the Czech Republic, Slovakia, Hungary and Austria. Competitors drive the 265-horsepower VW Golf 2.0 TSI, which can deliver 315 hp with the Push-to-pass system used in the Scirocco R-Cup.



#### South African Rally Championship

Volkswagen is battling it out with an S2000-class Polo in this season's national South African Rally Championship.

## Volkswagen Service for journalists

# WWW.VOLKSWAGEN-MOTORSPORT.COM VOLKSWAGEN'S CONTENT & MEDIA POOL OFFERS:



- An up-to-date information service on rounds of the Formula 3 series and Scirocco R-Cup, as well as outings in the FIA World Rally Championship with the Volkswagen Polo R WRC it also provides news, results, the latest standings and high-resolution photo material
- Basic texts and information on every aspect of Volkswagen's motorsport commitment



- This Information package
   as a PDF document, available
   for download
- Latest TV footage in various qualities – ready to be broadcast, for mobile devices and the Internet



- Sending of media information in German or English
- Portraits of all Volkswagen works drivers

## LINKS

- Volkswagen Motorsport
- www.volkswagen-motorsport.com (public motorsport website and Content & Media Pool)
- www.facebook.com/VolkswagenMotorsport (Facebook fan page)
- www.twitter.com/VolkswagenRally (Twitter channel for the WRC)
- www.youtube.com/VolkswagenRally (Youtube channel for the WRC)

ADAC formet masters

www.adac-formel-masters.de (ADAC Formula Masters)

www.fiaf3europe.com, www.formel3.de, = www.formula3.co (official F3 websites)

www.wrc.com (official website of the FIA World Rally Championship)

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