

# Motorsport Information



Prof. Dr. rer. nat. Martin Winterkorn

## Foreword

Dear Sir/Madam,

The Volkswagen brand is renowned for its innovation, reliability and uncompromising quality. It is with these high standards that we face the tough competition in the automobile industry on a daily basis – with great passion for our brand and vehicles, and a high level of technical expertise and creativity.

The FIA World Rally Championship now offers Volkswagen the opportunity to demonstrate all this in direct sporting competition. The Polo, one of our most successful global models, is exactly the right protagonist for this role. As of January 2013, we will line up with this car at 13 exciting FIA rallies all over the world – from Australia to Finland and Mexico.

In key markets like Europe, South America and Central America, we will use the production-based Polo R WRC, which has been the subject of uncompromising development to ensure it is ready for competition, to present the brand to a large and enthusiastic public. We cannot wait to line up for the first time at the Rally Monte Carlo from 15th to 20th January 2013. We are delighted to be able to use the following pages to convey to you our sense of anticipation ahead of the debut of the Polo R WRC.

Yours sincerely,

Prof. Dr. rer. nat. Martin Winterkorn  
Chairman of the Board of Management of Volkswagen AG

# Motorsport Information



Dr. Ulrich Hackenberg

## Foreword

Dear Sir/Madam,

When the 2013 FIA World Rally Championship gets underway with the “Monte” in mid-January and the Polo R WRC rolls down the starting ramp for the first time, it will herald a new era of motorsport for Volkswagen. The World Rally Championship offers Volkswagen the opportunity to prove its sporting prowess in an environment, in which our vehicles have always been at home: on real roads. Unlike in other top series held around the world, the World Rally Championship does not feature thoroughbred prototypes, but cars based on production models. This authentic form of motorsport, together with the world championship title, was instrumental in Volkswagen’s decision to commit to rallying.

Mastering gravel, asphalt, ice and snow with production-based technology means concentrating on those virtues during development, which are also the stand-out features of Volkswagen’s production vehicles: clever downsizing with maximum performance on the one hand, ultimate quality for unconditional reliability on the other.

The Polo R WRC is the result of an uncompromising further development of the production car into its rallying equivalent. It is driven by an extremely powerful heart, in the form of a 1.6-litre turbo engine. Small, turbo-charged engines are one of Volkswagen’s core areas of expertise in series production. All the other technical solutions featured on the Polo R WRC are also “typical Volkswagen”. Everything we learn in the World Rally Championship will benefit Volkswagen customers in the form of even more powerful and reliable production models.

Yours sincerely

Dr. Ulrich Hackenberg

Member of the Board of Management of Volkswagen Brand with responsibility for  
'Development'



FIA World Rally Championship – Introduction

## **2013 pace notes: Volkswagen presents its WRC line-up**

Wolfsburg, 08 December 2012. 2 plus, right. Cut. 2013. Flat out. – The next chapter in the successful history of Volkswagen Motorsport is culminating in a new, adrenalin-fuelled challenge. This season, Volkswagen will make its debut in the FIA World Rally Championship (WRC). Gravel, asphalt, ice and snow – the World Rally Championship is the most demanding test of technology and driving ability in motorsport, and one the Wolfsburg-based automobile manufacturer will face for the first time with the Polo R WRC and a strong team at the Rally Monte Carlo from 15 to 20 January. About one month before the start of the 2013 season, Volkswagen presents the fully-developed Polo R WRC in Monaco – together with its production counterpart, the Polo R WRC of the same name.

“We are making our debut in the World Rally Championship with the Polo R WRC in 2013, while our rivals already have two year’s experience with the regulations that came into force in 2011,” said Volkswagen Motorsport Director Jost Capito. “Volkswagen made a conscious decision to take on this new challenge with a squad bolstered in specific areas. WRC rallies are new territory for the team, while the Polo R WRC has basically been redeveloped from scratch and features many innovative ideas. Our goal is to achieve podium finishes in our first year.”

### **Strong driver/co-driver partnerships for the World Rally Championship**

A select driving line-up: Sébastien Ogier – together with co-driver Julien Ingrassia (both France) – and Jari-Matti Latvala and his co-driver Miikka Anttila (both Finland) will line up with the Polo R WRC for Volkswagen in the 2013 World Rally Championship. Ogier/Ingrassia and Latvala/Anttila start the season on equal footing. Both have seven World Rally Championship victories to their name. As of the Rally Portugal, the fourth round on the World Championship calendar, Volkswagen plans to hand outings in a third Polo R WRC to its junior driver Andreas Mikkelsen (Norway, co-driver: Mikko Markkula, Finland), who won the title in the Intercontinental Rally Challenge (IRC) in 2011 and 2012. As such, Volkswagen has assembled a squad of drivers that boasts both experience and youth. At 28, 27 and 23 years of age, Ogier, Latvala and Mikkelsen are among the best drivers of the rally scene.

### **Start of a new era for Volkswagen in motorsport**

After three “Dakar” victories in a row (2009, 2010 and 2011), Volkswagen has turned to the FIA World Rally Championship for a new challenge at the top of professional motorsport. Production-based rally car instead of a thoroughbred off-road prototype – the global commitment with the Polo R WRC represents a paradigm shift in Volkswagen’s alignment. Despite this – or precisely because of this – Volkswagen has fallen back on a vast wealth of experience in its preparations for the World Rally Championship. The know-how acquired in terms of reliability and quality assurance from the “Dakar” project were



incorporated, as was the experience gained from the development of racing engines, which were designed to be used by Volkswagen in Formula 3.

### **Diverse conditions pose sporting challenge**

The torrid heat of South America on the one hand, icy Scandinavian temperatures on the other – the FIA World Rally Championship not only combines climatic extremes in one motorsport series, but also features a diverse range of surfaces, which must be taken into consideration when developing a car for the World Rally Championship. The scope of surfaces encountered in the WRC ranges from gravel, mud and shingle to ice and snow.

The global aspect of the World Rally Championship also represents a complex challenge when it comes to logistics. Here, Volkswagen can call on a wealth of experience gained in previous top-level projects. The result is an efficient system: the supply of the team in the World Rally Championship is divided into European and overseas rallies, with some material and spare parts being taken on the round trip, while others are transported directly to the required destination.

### **Strong partners: R GmbH, Red Bull, Castrol and Michelin define image**

Volkswagen R GmbH lends its name to the Polo R WRC. The company is responsible within Volkswagen for the manufacture of contemporary, sporty cars that push the boundaries in terms of performance, equipment and quality. The brand has demonstrated its close relationship with motorsport since 2010: R GmbH was also a title patron from the launch of the Volkswagen Scirocco R-Cup.

Next phase of a close partnership: the large Red Bull logos on the Polo R WRC not only represent a sponsorship agreement, but an intense cooperation between Volkswagen and the energy drink manufacturer. Volkswagen and Red Bull share the same philosophy when it comes to the marketing and positioning of the sport – and have done for several years: the bulls were also a prominent feature on three victorious Race Touaregs during the “Dakar” project. Red Bull juniors “powered by Volkswagen” also line up in various Formula 3 racing series.

Volkswagen also has Castrol and Michelin on board, with the two companies supporting the World Rally Championship project from Wolfsburg. In 2013, the successful partnerships will now take the next step together – the World Rally Championship.

### **World premiere number two: the road-going version of the Polo R WRC**

As well as the Polo R WRC developed for the World Rally Championship, Volkswagen will also present the production counterpart of the same name in Monaco: the Polo R WRC Street. The civilian version of the rally beast possesses an imposing exterior, with its white paint job, blue/grey stripes, WRC-style bumpers and 18-inch alloy rims. Under the bonnet, the Polo R WRC boasts a powerful drive train: the 2.0-litre TSI engine generates 162 kW (220 hp), produces 350 Nm of torque and accelerates from 0 to 100 km/h in 6.4 seconds.



The Polo R WRC Street goes on sale on 11th December 2012, with the first cars delivered in September 2013.



FIA World Rally Championship (WRC) – Technology

## **Elite athlete with all-rounder qualities: the Polo R WRC**

Wolfsburg, 08 December 2012. Developing a competitive car for the FIA World Rally Championship (WRC) is an extremely complex task. One minute it is crouched low on smooth asphalt, the next it is travelling sideways on ice and snow, then it is tearing over rough gravel on tiptoes – then you have searing heat at one event and icy cold at the next. No other type of international motorsport offers such a wide range of climatic conditions and different surfaces. The cars in the World Rally Championship must overcome all these obstacles. Take this fine example of the flexibility that must be demonstrated by the car's concept: there is a difference of about 100 mm between the ground clearance for gravel and asphalt. The chassis and engine must be as efficient as physically possible in the multitude of different conditions. Strong enough to take the strain, light enough to guarantee the necessary performance.

### **Step by step: the continuous and systematic development of the Polo R WRC**

The Volkswagen engineers applied a minimalist approach during the 17-month development of the Polo R WRC, which was based on the production Polo, from which the basic chassis was used. Every single component was subjected to numerous tests to determine the dimensions and weight, and was continuously improved over the course of the one and a half year development period. A strict schedule was adhered to, in order to ensure the homologated Polo R WRC was ready to be launched in time for the 2013 season: after the launch of the concept car in May 2011, Volkswagen initially tested a so-called 0 car as a component carrier, which completed its roll-out in the vineyards around Trier in autumn 2011. At the wheel of the concept car were Dr. Ulrich Hackenberg, Member of the Board of Management responsible for development, and rally legend Carlos Sainz.

The computer-assisted simulation of the first concept for the actual Polo R WRC began at the same time. The Volkswagen engineers then produced their own very special Christmas present: the first Polo R WRC was delivered to the foyer at Volkswagen Motorsport on Christmas Eve 2011. The roll-out followed at the Volkswagen test track in Ehra-Lessien in January 2012. Initial tests were also performed in Sweden and Spain. From March onwards, the technicians performed constant modifications to the Polo R WRC. This included work on issues such as chassis kinematics and the lightweight construction of the car. The assembly of this improved version of the Polo R WRC, which will line up at the 2013 Rally Monte Carlo, ultimately began in September 2012.

### **A love of detail: development steps “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: the parametric design process on CAD (computer aided design) systems is verified by computer-aided simulations (e.g. CFD – computer fluid dynamics) and tested in practice in wind tunnels



and the Volkswagen Group's altitude environmental test chamber. Only then did the extensive test drives follow. The resources available in Wolfsburg play a key role in designing and testing the chassis. Volkswagen's Design department made a significant contribution with valuable development work focussing on crash tests and safety. Tests on the car in wet conditions were also made possible by the engineers at the headquarters in Wolfsburg.

"Experience plays a major role when developing the chassis," said François-Xavier Demaison, Technical Project Manager WRC. "The know-how acquired in previous years allows you to take short cuts without going through a long simulation and test phase that would otherwise be necessary. This is the case, for example, when it comes to ground clearance, kinematics, suspension or the configuration of the differential. For example, you can spend many kilometres slowly adjusting the dimensions of the undercarriage until you find the optimal configuration. It saves an awful lot of time if you already know how strong you need to make a part."

The result, under the guidance of Volkswagen Motorsport, is a high-tech jigsaw consisting of about 3,000 pieces, of which 1,360 were designed from scratch for use in motorsport – not including the engine and gearbox.

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

When designing the Polo R WRC's engine, which consists of around 300 individual parts, Volkswagen took a completely different approach to that used in the development of the chassis. The result is the 315-hp, 1.6-litre engine. The automated interplay between CAD design and simultaneous simulation using CFD processes led, among other things, to the optimal design of the intake ports. Volkswagen took a strictly analytical approach to decisions for or against various concepts within the strict regulations of the World Rally Championship.

Over the course of the development process, the Engine Development department at Volkswagen Motorsport tested all the options permitted by the regulations and simulated their dependence on each other. "To a very large degree, the engine for the World Rally Championship has been designed using electronically-aided development methods, in order to ensure that the right decisions were made," said Dr. Donatus Wichelhaus, Head of Engine Development at Volkswagen Motorsport. "The cooperation of our colleagues in Volkswagen's Production and Research departments was invaluable here. They were of great assistance, particularly in the automated development steps during the design phase – such as those used for the intake geometry."

Throughout the entire process, Dr. Wichelhaus's team of engineers checked a wide range of different solutions. Two different stroke/bore ratios, three different cylinder head concepts, nine different intake port geometries, countless injector variants, and two different valve diameters were checked, with the best solutions selected for the final engine. This general approach resulted in a largely problem-free engine development,



which produced impressive test results right from the outset. The so-called anti-lag system to reduce turbo lag received particular praise from the Volkswagen drivers during testing.



# Motorsport Information



FIA World Rally Championship – 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	232 kW (315 hp) at 6,250 rpm
Torque	425 Nm at 5,000 rpm
Air restrictor	33 mm (FIA regulation)
Engine control unit	Bosch

### Power transmission

Gearbox	Sequential, six-speed racing gear box, transversally mounted
Final drive	Permanent four-wheel drive with fixed drive between the front and rear axles, multi-plate limited-slip differentials, front and rear
Clutch	Hydraulically actuated double-disk sintered metal clutch

### Chassis/suspension

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

### Chassis/bodywork

Build	FIA-conformant reinforced steel body
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### Dimensions and weight

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

### Performance

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



FIA World Rally Championship – Production car

## **World Rally Championship allure – “transferred” to production**

Wolfsburg, 08 December 2012. The Polo R WRC, which enjoyed its world premiere in the run-up to the legendary Rally Monte Carlo, sees Volkswagen introduce the flair of this absorbing motorsport to the everyday automotive world. At the same time, the company is also adding a new high-performance variant to the portfolio of the successful compact model, which ranges from the Polo BlueMotion to the Polo GTI. With only 2,500 limited editions being produced, the powerhouse will go on offer for advanced sale on 11 December at a price of 33,900 Euros; the first customers will then receive their cars in September 2013.

The Polo R WRC reflects the dynamic character of its namesake the Polo R WRC, with which Volkswagen will make its debut in the World Rally Championship at the Rally Monte Carlo from 15th to 20th January 2013. A 2.0-litre TSI engine producing 162 kW/220 hp ensures the road-going version boasts an extremely sporty driving performance, tailored to the design of the car: the Polo R WRC has a top speed of 243 km/h and accelerates from 0 to 100 km/h in 6.4 seconds.

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

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

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

The interior is also brimming with authentic motorsport flair – including features like racing seats with WRC-specific covers, an Alcantara, multifunctional steering wheel, a black roof liner, and aluminium-style pedals. The special equipment on the production version also includes a centre arm rest (front), cruise control, light and rain sensors, a winter package (heated seats, headlamp cleaner, heated screen wash), Climatronic (climate control), an anti-theft alarm system, head airbags, and a radio/navigation unit with USB/MP3 interface.



### **Valued by the target group: performance and design**

The most powerful Polo of all time will – according to market research – primarily appeal to a male clientele; Volkswagen reckons on 70 per cent of customers being men. 54 per cent of buyers will already have at least one other car at home; 79 per cent live in a two-person household. The driving properties, dynamic character, design and equipment are among the top reasons for purchasing the car.

With the Polo R WRC, Volkswagen is not only adding to its sporty “R” range of products, but is also expanding the Polo family, which ranges from the particularly economical Polo BlueMotion and cheeky Cross Polo to the new Polo BlueGT with ACT (Active Cylinder Technology).



FIA World Rally Championship – Interview

## Five questions for Volkswagen Motorsport Director Jost Capito

Wolfsburg, 08 December 2012. A sporting director with a technical background: Jost Capito took over the reins as Volkswagen Motorsport Director in May 2012 – the next step in a career that has taken him to BMW Motorsport, Porsche, the Sauber Formula 1 Team, Ford, and ultimately the World Rally Championship. A graduate in engineering, Capito brings both his skills as a team leader and a wealth of experience in technical development to the table. Anyone wondering whether he has the necessary amount of petrol in his blood need only take a glance at his sporting career: as well as a successful career in Enduro racing, the 54-year-old also won the Truck class at the legendary Dakar Rally in 1985.

### **The opening event of the World Championship season, and with it the competitive debut of the Polo R WRC, is just one month away. Is Volkswagen ready?**

Capito: “Volkswagen has been fortunate enough to be able to prepare for the World Rally Championship on two fronts. On the one hand we spent a good year and a half developing and optimising the Polo R WRC before putting it through extensive tests. On the other hand, the team has been able to gain experience at virtually every World Championship rally with the Fabia S2000 courtesy of our group brand Škoda. This has allowed the team to literally learn from scratch. Eleven class victories from twelve rallies speak for themselves.”

### **What level of performance has the Polo R WRC achieved at this point?**

Capito: “The Polo R WRC is yet to complete a single competitive kilometre. It will not go head to head against its rivals until the Rally Monte Carlo. As such, it is impossible to accurately judge where we are compared to our rivals, who are undoubtedly both strong and experienced. We are very excited to see how the Polo performs – as, I expect, is everyone on the rally scene. I can, however, assure you that we have done everything in our power to ensure that we are competitive from the word go. Our approach has not changed at all: 2013 will be a learning year with the Polo R WRC.”

### **What exactly are Volkswagen’s goals in the World Rally Championship?**

Capito: “In principal, you cannot plan sporting success. However, you can only achieve goals if you first identify them. They are as such: in 2013 we want to achieve top-three finishes under our own steam. Our objective for 2014 is to win races, and to challenge for the World Championship title is our goal for 2015. You can count on one thing from Volkswagen over the next few years: we will put our heart and soul into achieving these goals.”

### **What do you expect from the World Rally Championship in the 2013 season?**

Capito: “We expect an exciting contest with Citroën, Ford and Mini. That is precisely what the World Rally Championship is all about: it offers spectators a great package and thrilling motorsport. The World Rally Championship has already proven to be immensely popular and the atmosphere out on the route is electrifying. We must do a better job of meeting this



demand in the media. Everyone involved is already working hard to gradually increase the marketing side and media presence of the series.”

**Volkswagen had some talented and very promising team members on board in 2012, who were able to have a trial run at World Rally Championship events with cars from its fellow affiliate Škoda. How do you proceed from here in that regard?**

Capito: “From 2013 we will exclusively be running the Polo R WRC. Our plan is to provide a Polo R WRC for Andreas Mikkelsen as of the fourth round of the 2013 World Rally Championship. We will also continue to maintain good relations with Škoda and will, to the best of our ability, support them in preparing our Volkswagen juniors Sepp Wiegand and Kevin Abbring for the future.”



FIA World Rally Championship – Team

## The team behind the World Rally Championship 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 is assembling a compact team whose passion knows no bounds and which is hungry for success. He has been at the 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 build under his leadership and for 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 World Rally Championship for ten years, thus bringing a wealth of World Championship experience to the Volkswagen team. Sees the opportunity in Wolfsburg to play a key role in the project, from the initial sketches to the World Championship title. Part of the team since 2011.

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

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

### **Peter Utoft** Head of Team Management

... works together with his team to ensure that the rally outfit arrives at its destination on time. As Head of Team Management, he is only too happy to be a part of this team himself, and has been since 2003.

### **Sven Smeets** WRC Team Manager

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

### **Rainer Fleischmann** Team Director Processes/Electrics Development

... loves detail. As Team director, he is particularly proud when processes run seamlessly hand in hand. He is the brains behind a sophisticated electronic logistics set-up and has been involved in motorsport for 25 years. Joined Volkswagen in 2004.

### **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.



**Stefan Moser** Head of Marketing & Communications

... has one major goal: to ensure that journalists and fans are captivated by motorsport. He can call on a wealth of experience in this field. Worked in radio, television and on the Internet before moving to Volkswagen Motorsport. At Volkswagen since 2009.



FIA World Rally Championship (WRC) – Team

## **Sébastien Ogier (F)**

Wolfsburg, 08 December 2012. 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. However, when Sébastien Ogier made his first appearance in the FIA World Rally Championship (WRC) just two years after his first rally, he did not need much time to adapt. He immediately scored a World Championship point on his debut in Mexico – in an S1600 car. However, the dominance he showed in winning the Junior World Rally Championship (JWRC) in the same year was only the start of a spectacular rise in the World Rally Championship, in which Ogier currently has seven race wins to his name.

Prior to his first complete World Championship season in Citroën's junior team in 2009, he made a guest start in the Intercontinental Rally Challenge (IRC) at his home event, the "Monte" – and won at the first attempt. The following year, Ogier claimed his first World Championship victory at the Rally Portugal, and was soon promoted to the French works team as a result. Ogier quickly established himself as world champion Sébastien Loeb's biggest rival and pushed his compatriot all the way in the race for the Drivers' Championship. Despite five wins – the same number as Loeb – and a further two podiums, Ogier ultimately had to settle for third place overall. One nice consolation was his victory at the Race of Champions at the end of the year, which he contested as a Volkswagen works driver.

2012 was Ogier's first full season as a Volkswagen works driver. At the same time as developing the Polo R WRC, he and co-driver Julien Ingrassia lined up in the World Rally Championship in an S2000 Škoda. Competing against more powerful World Rally cars, he underlined the fact that he is still a force to be reckoned with by finishing in the points seven times, winning a special stage at the Rally Italy, and claiming ten class victories.

A qualified ski instructor, Ogier is also an adrenalin junkie away from the rally circuit: he has set his heart on trying one thing in particular – base jumping.





## **Personal data**

Date of birth	17th December 1983
Place of birth	Gap (F)
Residence	Forest Saint Julien (F)
Marital status	Single
Hobbies	Sport, skiing

## **Previous success**

2005	1st in FFSA's talent-spotting competition "Rallye Jeunes"
2007	1st in Peugeot 206 Cup in France
2008	1st in FIA Junior World Rally Championship (JWRC, Citroën)
2009	8th in FIA World Rally Championship (WRC, Citroën) 1st at Rally Monte Carlo (IRC, Peugeot)
2010	4th in FIA World Rally Championship, two wins (WRC, Citroën)
2011	3rd in FIA World Rally Championship, five wins (WRC, Citroën) 1st in Race of Champions
2012	10th in FIA World Rally Championship (WRC, Škoda), with S2000 car

# Motorsport Information



FIA World Rally Championship (WRC) – Team

## **Julien Ingrassia (F)**

Wolfsburg, 08 December 2012. 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 2007 when they won a one-make cup in France. What follows is a modern rallying fairy tale: victory in the 2008 FIA Junior World Rally Championship (JWRC), first outing in a World Rally car, first stage win in the World Championship – and all that in the same year.

Ingrassia's progress as Ogier's co-driver continued at speed. In January 2009 the pair won the iconic Rally Monte Carlo at the first attempt, and then caused a stir in the World Rally Championship whilst driving for Citroën. One year later they won their first World Championship rally together in Portugal, after which they were promoted into the French manufacturer's works team. There too they performed superbly, finishing second and first in their first two starts as works drivers, outperforming their team-mate on both occasions.

In 2011, Ingrassia and Ogier won a further five World Championship rallies and were in with a shout of winning the Drivers' title right down to the final race. The pair then both switched to Volkswagen Motorsport, where they started work on the development of the Polo R WRC, in which they will contest the 2013 World Rally Championship together.

Before starting out on a professional rallying career, Ingrassia completed an economics degree in 2002 and went on to work in the automotive and drinks industry. He enjoys spending his free time on the coast – when not trying his hand behind the wheel of a rally car.



## Personal data

Date of birth	26th November 1979
Place of birth	Aix-en-Provence (F)
Residence	Lattes (F)
Marital status	Single
Hobbies	Swimming, diving

## Previous success

2007	1st in Peugeot 206 Cup in France with Sébastien Ogier
2008	1st in FIA Junior World Rally Championship with Sébastien Ogier (JWRC, Citroën)
2009	8th in FIA World Rally Championship with Sébastien Ogier (WRC, Citroën) 1st at Rally Monte Carlo with Sébastien Ogier (IRC, Peugeot)
2010	3rd in FIA World Rally Championship, two wins, with Sébastien Ogier (WRC, Citroën)
2011	3rd in FIA World Rally Championship, five wins, with Sébastien Ogier (WRC, Citroën)
2012	10th in FIA World Rally Championship with Sébastien Ogier (WRC, Škoda), with S2000 car



FIA World Rally Championship – Team

## **Jari-Matti Latvala (FIN)**

Wolfsburg, 08 December 2012. Even before his birth, there was a very good chance that Jari-Matti Latvala would become a professional rally driver. 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 still mastering the art of walking when he completed his first laps in a go-kart at the age of just four. When he was eight, his father gave him his first rally car. By ten, Jari-Matti was practicing rally driving on a frozen lake in Finland.

Jari-Matti Latvala took his first steps in professional rallying before he even came of age, making his World Rally Championship in Great Britain in 2002. He then spent four years gaining valuable experience with different cars in various teams, before contesting his first full World Championship season for Stobart-Ford in 2007. Latvala regularly finished in the points, with the icing on the cake coming at the Rally Ireland, where he came home in third place. Promoted to a Ford works driver the following year, Latvala and his co-driver Miikka Anttila claimed their first win at a WRC event at the Rally Sweden. At the age of just 22, this made Latvala the youngest winner in the history of the FIA World Rally Championship (WRC) – a record that still stands today. Since then, Latvala has won at least one World Championship rally every season. He has also finished in the top four of the overall standings for the last five years.

In his free time, Latvala likes to relax by playing a lot of sport. This allows him to find a balance between relaxation and the demanding and sometimes hectic life of a rally driver. He is not one for lounging around, although he does prefer to sit about sweating during the summer months – in a sauna, preferably at a lake in his home country of Finland.



## **Personal data**

Date of birth	3rd April 1985
Place of birth	Töysä (FIN)
Residence	Tuuri (FIN)
Marital status	Single
Hobbies	Nature, sauna, films, literature, music, historic rallies

## **Sporting career highlights**

2007	8th in FIA World Rally Championship (WRC, Ford)
2008	4th in FIA World Rally Championship, one win (WRC, Ford)
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)

# Motorsport Information



FIA World Rally Championship – Team

## **Miikka Anttila (FIN)**

Wolfsburg, 08 December 2012. 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. The bond between the two Finns is so deep that Anttila even hissed the birth of his second child in 2011, as he was at the Rally Spain with Latvala.

From the mid-1990s until Anttila established himself as the man at Latvala's side in 2003, he had sat in the passenger seat as the co-driver to many a Finnish rally driver. The fact that Anttila ever became a co-driver in the sport of rallying is down to a complete coincidence. At that time an automotive engineering student, a neighbour invited him to help prepare a rally car in Finland in 1993. However, Anttila was more interested in the job of co-driver, and in 1995 he replied to an advertisement placed in a newspaper by the Finnish Motorsport Federation for a place on a training course for co-drivers – successfully, of course.

Anttila's move to Volkswagen Motorsport in 2013 sees him return to the manufacturer, with whom he celebrated his first success at the start of his rally career. Together with Mikko Hirvonen he won the F2 category of the Finnish Rally Championship in a Golf kit car. He has also been loyal to Volkswagen in his private life for many years: during his free time, he works passionately on his classic Golf GTI.



## **Personal data**

Date of birth 10th September 1972  
Place of birth Janakkala (FIN)  
Residence Lempäälä (FIN)  
Marital status Girlfriend Marita, two children  
Hobbies Skiing, cycling, running, renovation, car restoration

## **Sporting career highlights**

2002 1st in Finnish Rally Championship with Mikko Hirvonen (F2 group, Volkswagen Golf kit car)  
2007 8th in FIA World Rally Championship with Jari-Matti Latvala (WRC, Ford)  
2008 4th in FIA World Rally Championship, one win, with Jari-Matti Latvala (WRC, Ford)  
2009 4th in FIA World Rally Championship, one win, with Jari-Matti Latvala (WRC, Ford)  
2010 2nd in FIA World Rally Championship, two wins, with Jari-Matti Latvala (WRC, Ford)  
2011 4th in FIA World Rally Championship, one win, with Jari-Matti Latvala (WRC, Ford)  
2012 3rd in FIA World Rally Championship, two wins, with Jari-Matti Latvala (WRC, Ford)

# Motorsport Information



FIA World Rally Championship – Team

## **Andreas Mikkelsen (N)**

Wolfsburg, 08 December 2012. 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 also achieved on the motocross scene. However, a knee injury brought his promising downhill skiing career to a premature end, prompting Mikkelsen to switch to rallying when he was 16.

The Norwegian moved to Great Britain in 2006, in order to be able to take his driving test at the age of 17. He passed his test just a few days after his 17th birthday and promptly lined up at the Quinton Stages Rally – which he won to become the youngest winner in the history of the British rally. He made his debut in the FIA World Rally Championship (WRC) in the same year, and went on to finish in the top ten at three of the eight World Championship events he entered in 2007. Fifth place at the 2008 Rally Sweden when just 17 years and 233 days old earned him a place in the rallying history books as the youngest driver ever to win a World Championship point.

In the same year, Mikkelsen worked with two-time World Rally Champion Marcus Grönholm to improve his driving style. This proved to be a successful move: after claiming first place in the 2009 Norwegian Rally Championship, Mikkelsen burst onto the international stage when he won the 2011 Intercontinental Rally Challenge (IRC) at the wheel of a Škoda Fabia S2000. As well as successfully defending his IRC title, he also contested eight rounds of the World Championship for Volkswagen Motorsport in 2012.





### **Personal data**

Date of birth	22nd June 1989
Place of birth	Oslo (N)
Residence	Oslo (N)
Marital status	Single
Hobbies	Motocross, fishing, cycling

### **Sporting career highlights**

2009	1st in Norwegian Rally Championship (group N, Subaru)
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

# Motorsport Information



FIA World Rally Championship – Team

## **Mikko Antero Markkula (FIN)**

Wolfsburg, 08 December 2012. “Everyone always has room for improvement – that is what drives me on,” says Mikko Markkula. A glance at the Finn’s successful record shows that he backs up his words with actions. Before he took part in his first rally in 2000, he had already completed five years of intensive training at the side of Finnish drivers and co-drivers, such as Risto Mannisenmäki and Timo Rautiainen.

Having gained national recognition through success including second place in the 2002 Finnish Rally Championship as Jarkko Miettinen’s co-driver, Markkula has been making a name for himself on the international scene alongside compatriot Juho Hänninen since 2007. The duo made its breakthrough after switching to Škoda Motorsport: the first race win in the Intercontinental Rally Championship (IRC) in 2009 was followed one year later by the title. For the last two years, Markkula has narrowly missed out on the IRC Title, finishing just behind a fellow Škoda driver on both occasions: Andreas Mikkelsen – the man for whom he will read the pace notes at Volkswagen Motorsport from 2013. Markkula already had a taste of things to come with the Polo R WRC in 2011, when he was involved in testing with his former driver Juho Hänninen.

Markkula spends his free time on motorcycles or playing football with friends.



## Personal data

Date of birth	3rd January 1981
Place of birth	Hameenlinna (FIN)
Residence	Riihimaki (FIN)
Marital status	Single, one child
Hobbies	Football, skiing, motorcycles, snowmobiles

## Sporting career highlights

2002	2nd in Finnish Rally Championship with Jarkko Miettinen (group N, Mitsubishi)
2007	5th in FIA Production Car World Rally Championship with Juho Hänninen (PWRC, Mitsubishi)
2008	2nd in FIA Production Car World Rally Championship, three wins, with Juho Hänninen (PWRC, Mitsubishi)
2009	6th in Intercontinental Rally Challenge, one win, with Juho Hänninen (IRC, Škoda)
2010	1st in Intercontinental Rally Challenge, three wins, with Juho Hänninen (IRC, Škoda)
2011	1st in FIA Super 2000 World Rally Championship, four wins, with Juho Hänninen (SWRC, Škoda) 3rd in Intercontinental Rally Challenge, three wins, with Juho Hänninen (IRC, Škoda)
2012	3rd in Intercontinental Rally Challenge, two wins, with Juho Hänninen (IRC, Škoda)



FIA World Rally Championship – The series

## **The World Rally Championship: the pinnacle of rallying**

Wolfsburg, 08 December 2012. Europe, Central America, South America and Australia – the FIA World Rally Championship is exactly that: a true world championship. Alongside Formula One, the World Rally Championship is regarded as one of the most prestigious and popular racing series run by the International Automobile Federation (FIA) in the world.

Also known as the WRC (World Rally Championship) since 1997, the racing series founded in 1973 lives up to its title as the pinnacle of rallying. It is here that this motorsport genre's powerful, 300-hp cars go head to head, and where the most talented drivers and co-drivers assemble year in, year out to determine just who is the number one in their business. Nowhere are the standards and levels of prestige higher.

Unlike in circuit racing, the teams in the World Rally Championship must come to terms with a diverse range of surfaces: an ever-changing combination of asphalt, snow, ice, mud and gravel. Both the driver and co-driver, and the material at their disposal, are put to the ultimate test – whether in the icy cold of Sweden or the scorching heat of Mexico and Greece.

Manufacturers have been contesting World Rally Championships every year since 1973, while the Drivers' Championship first came into existence in 1979. Over the years, the formats of the various rallies have evolved into what is now a predominantly standard format. A WRC event now consists of between 15 and 25 special stages, which are held over three to five days. As a rule, the total distance covered at a World Championship rally is well over 1,000 kilometres, whereby the teams are timed over at least 300 of these. The remaining distance consists of the transport stages between the individual special stages.

### **The points system: as in Formula One – plus bonus points for the “Power Stage”**

The driver with the lowest accumulated time over the course of all the special stages is the winner, and is awarded 25 points towards the World Championship. As in Formula One, the drivers from runner-up down to tenth place receive points in the following format: 18, 15, 12, 10, 8, 6, 4, 2 and 1 point. The three fastest teams on the so-called “Power Stage” – a particularly spectacular stage – also receive an additional 3, 2 and 1 World Championship point. The driver with the most points come the end of the season is crowned World Champion. The same format applies to the co-driver and manufacturer competitions.

### **The WRC has class – actually, it has eleven classes**

Cars in up to eleven different classes compete in the World Championship, with World Championship titles awarded in four categories:

The World Rally Cars (WRC), including the new Polo R WRC, represent the elite of the World Rally Championship. They have the most powerful engines and have been the



subject of the most extensive racing-based developments compared to their production counterparts.

WRC-2 also falls into this class. This will replace the previous SWRC (S2000) class as of 2013. This category of car also boasts thoroughbred rally cars, but they have significantly less power than the World Rally Cars. Four-wheel drive is permitted here, but the cars must be run far more economically than the WRC cars. WRC-2 cars are mainly reserved for private teams in the World Rally Championship.

Even more similar to production cars than the WRC-2 cars are those vehicles in the newly introduced WRC-3 category, which takes the place of the previous Production Car World Rally Championship (PWRC) in 2013. Cars with two-wheel drive are also represented here.

The FIA Junior World Rally Championship (JWRC), which went under the name of the WRC Academy Cup for the last two years, makes its comeback in 2013. The drivers in this junior category must be 25 or under and compete against each other in standard R2-class vehicles. Incidentally, the Volkswagen Motorsport team has a former World Junior Champion in its ranks, in the form of Sébastien Ogier. The Frenchman won the world championship for rookies in 2008, alongside his co-driver Julien Ingrassia.

### **From the “Monte”, to Sardinia, and on to Wales – the 2013 calendar**

Between January and November, the World Rally Championship will combine 13 of the most iconic and demanding rallies in the world. It all gets underway with the oldest rally in the world: the legendary Rally Monte Carlo, which has been held in the French Maritime Alps around the principality of Monaco since 1911. Volkswagen Motorsport’s home event is the Rally Germany in August, at which the field will start their 1,200-kilometre tour of the countryside around Trier.

### **2013 FIA World Rally Championship calendar**

17/01–20/01	Rally Monte Carlo
08/02–10/02	Rally Sweden
08/03–10/03	Rally Mexico
12/04–14/04	Rally Portugal
03/05–05/05	Rally Argentina
31/05–02/06	Rally Greece
21/06–23/06	Rally Italy
02/08–04/08	Rally Finland
23/08–25/08	Rally Germany*
13/09–15/09	Rally Australia
04/10–06/10	Rally France
25/10–27/10	Rally Spain
15/11–17/11	Rally Great Britain

\* Subject to FIA World Motor Sport Council approval.



Volkswagen Motorsport – History

## A success story: Volkswagen in rallying

Wolfsburg, 08 December 2012. When it lines up in the FIA World Rally Championship from 2013 onward, Volkswagen will add another chapter to its successful history in rallying. It was back in the 1970s when Volkswagen began developing rally cars based on the first generation of Golfs, and it was not long before the manufacturer had its hands on its first national rally titles, such as the one in Germany. The brand celebrated its international breakthrough with the second generation of its bestseller: Kenneth Eriksson/Peter Diekmann (S/D) won the title in the newly created Group A World Championship at the wheel of a Golf GTI 16V in 1986. The media attention repeatedly focussed on “David” in the 200-hp Golf taking on the mighty “Goliaths” of the Group B class, with their 500-hp plus prototypes. World Champion Volkswagen played a pioneering role with its production-based Golf GTI 16V: Group A became the new pinnacle of the World Rally Championship in 1987, when the unreserved and cost-intensive Group B was abolished. Eriksson/Diekmann won the Rally Ivory Coast that year, while their fellow Volkswagen pairing of Erwin Weber/Matthias Feltz (D/D) – also in a Golf GTI 16V – also caught the eye with two podium finishes in Argentina and the Ivory Coast.

In 1989, Stig Blomqvist/Björn Cederberg (S/S) claimed another podium finish in the Golf GTI 16V at what was at the time by far the longest and most demanding event on the World Championship calendar – the iconic Safari Rally. One year later, the pairing of Weber/Feltz was back on the podium having finished third at the challenging Rally New Zealand in a Golf Rally G60.

Volkswagen enjoyed its greatest successes in motorsport after the turn of the millennium. The manufacturer’s most recent motorsport history is dominated by the era of Volkswagen on the marathon rally scene. From 2003 onward, Volkswagen concentrated the works side of its activities on outings at desert rallies, particularly the Rally Dakar, which Freddy Kottulinsky/Gerd Löffelmann (S/D) had already won in a production-based Volkswagen Iltis back in 1980. The first machine charged with bringing success to the German manufacturer was the two-wheel drive Tarek buggy, followed in 2004 by the four-wheel drive Race Touareg prototype, both of which featured innovative TDI diesel technology. Jutta Kleinschmidt/Fabrizia Pons (D/I) won the two-wheel drive class on Volkswagen’s return to the legendary marathon in 2003, finishing just ahead of their team-mates Stéphane Henrard/Bobby Willis (B/GB). From then on, Volkswagen’s success at the toughest marathon rally in the world just kept on growing in size from year to year. From 2004, the team achieved an ever-increasing number of day wins with the Race Touareg, as well as places on the overall podium from 2005 on, before completing an impressive hat-trick of titles in 2009, 2010 and 2011. Giniel de Villiers/Dirk von Zitzewitz (ZA/D), Carlos Sainz/Lucas Cruz (E/E) and Nasser Al-Attiyah/Timo Gottschalk (Q/D) were Volkswagen’s winning crews at the first three “Dakars” ever to be held in South America.

Volkswagen can also look back on a successful motorsport history on more traditional racetracks. The basis for this success is formed on the one hand by innovative one-make cups, and on the other hand by the company’s success with production-based models. For example, the Scirocco Cup was responsible for producing talented drivers like Manfred



Winkelhock in the 1970s, while the Scirocco itself has also claimed class victories on the Nürburgring-Nordschleife, courtesy of its innovative drive concepts.



Volkswagen Motorsport – Engagements

## **Typical Volkswagen: High-class, production-based motorsport on all levels**

Wolfsburg, 08 December 2012. The World Rally Championship commitment sees Volkswagen come full circle: the FIA World Rally Championship is the most important and highest-ranked racing series, in which production-based cars are used. Maintaining a close association with production products has always been an integral part of Volkswagen's motorsport strategy: in the 1970s, the Scirocco Cup caused quite a stir with the use of identical one-make cars. In 2013, this innovative concept is now regarded as being "typical Volkswagen".

### **Volkswagen Scirocco R Cup: exhilarating racing, environmentally-friendly technology**

When the Volkswagen Scirocco R Cup was launched in 2010, it combined numerous new ideas in one series. Pure racing with a green heart: the cars' drive train is powered by bio natural gas, thus reducing total CO<sub>2</sub> emissions resulting from racing and logistics by 80 per cent – otherwise unheard of in the world of motor racing. Innovative concepts such as the push-to-pass system, with which, at the push of a button, the drivers can call on an extra 50 hp for a short period, help produce exciting races and a tactical element previously lacking from one-make racing series. Three competitions – Junior, Pro and Legend Cup – also provide variety and ensure a high-class field of drivers. Now in its fourth year, the Scirocco R Cup is reinventing itself again for 2013: in the future, for example, the guest starters in the Legend competition will compete according to a new format.

### **Career catalyst and success bred through tradition: Volkswagen and Formula 3**

Motorsport legends like Michael Schumacher, Tom Kristensen and Bernd Schneider all took their first steps towards Formula One, Le Mans and the DTM in Formula 3 – and "powered by Volkswagen" to boot. In 2013 the demand for the 210-hp career catalyst from Wolfsburg is as great as ever: in keeping with the manufacturer's tradition, Volkswagen is continuing in its role of engine supplier to the most important junior, single-seater series in the world. In 2013, many teams will use Volkswagen engines in the FIA Formula 3 European Championship, the British Formula 3 Championship and the German Formula 3 Cup. Volkswagen also plays a key role at Formula 3 Grands Prix: António Félix da Costa claimed the eighth victory for Volkswagen at the final race of the unofficial Formula 3 World Championship in Macau in 2012. No other engine manufacturer has been more successful at the event.

Between 1982 and 1991, and after returning as engine supplier in 2007, Volkswagen celebrated over 60 international titles in Formula 3 championships. In 2012 Jack Harvey won the British Formula 3 Championship to add another title to Volkswagen's record books. In doing so, he followed in the footsteps of Jean-Eric Vergne and Daniel Ricciardo, who went on to race in Formula One. Edoardo Mortara, who won the Formula 3 Euro Series with Volkswagen in 2010, has also moved up the motorsport ladder: the Italian now has a number of race wins to his name in the DTM.