

Motorsport Information



2013–2016

**Information Package
Volkswagen in the
FIA World Rally Championship**



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Four golden years

 Volkswagen created a unique success story with the Polo R WRC



Four years in the spotlight

Not only in the Service Park was the focus on the car and team



Four years of solidarity

Team spirit prevailed at Volkswagen, even in extreme situations



Fantastic Four

Four years with the Polo R WRC. A story of exceeded expectations and an insatiable desire to succeed. Four years in fast forward.



▀ Built for the history books: In total, the Volkswagen Polo R WRC amassed 43 victories in four years



| It is not the fact that Volkswagen made its mark on the history of the FIA World Rally Championship (WRC), it is the

manner in which it did so. The team that bid farewell with victory at the 2016 Rally Australia far exceeded all expectations in its 52 rallies – particularly its own: to make it onto the podium in year one, to challenge for victories under its own steam in year two, and to challenge for the WRC title in year three – those were the original goals.

On top from the word go – 2013

Eleven rallies into the WRC project, every one of these goals had already been achieved. First stage win, first podium, first rally win, first world cham-

pionship title – all courtesy of Sébastien Ogier and Julien Ingrassia, who won nine races in the first season. The official car of a changing of the guard in the World Rally Championship is the Polo R WRC.

The very first special stage of the first rally in Monte Carlo gives the first clear indication of things to come: stage win for Ogier and Ingrassia. The service park sits up and takes notice. Ogier/Ingrassia claim their maiden rally win in a bitterly cold Sweden. Record world champions Sébastien Loeb and Daniel

▀ Successful from the word go: Sébastien Ogier won the very first special stage at the Rally Monte Carlo



▀ On home soil: Sébastien Ogier celebrates winning his first WRC title

Elena, who only make sporadic appearances in the world championship, are left chanceless. Back in Wolfsburg, people are rubbing their eyes in disbelief and can hardly comprehend their luck. The team moves on to Mexico, the first gravel rally, and the first real opportunity to test themselves against the opposition in standard rally conditions. Ogier/Ingrassia end the rally 3 minutes and 28.9 seconds clear of Mikko Hirvonen and Jarmo Lehtinen in a world rally car that is used to winning: a Citroën, which had previously helped Loeb to nine WRC titles in a row.

The title follows for Ogier/Ingrassia at the home rally of Loeb/Elena, thus completing a changing of the guard in front of the record world champion's home crowds. And that is not all: Ogier/Ingrassia also win the rally.

▀ Super Sebs: Only Sébastien Loeb (right) could deny Sébastien Ogier victory in Monte Carlo in 2013



Volkswagen no longer starts as the underdog, but begins its title defence as clear favourite.

Role reversal, from the hunter to the hunted – 2014

Volkswagen no longer starts as the underdog, but begins its title defence as clear favourite. The season develops into an all-Volkswagen duel between Sébastien Ogier/Julien Ingrassia and Jari-Matti Latvala/Miikka Anttila – and this despite the fact that the World Rally Championship welcomes a new team in Hyundai, who have signed up the previous year's runners-up, Thierry Neuville/Nicolas Gilsoul (B/B).

"JML" will never come closer to winning the title in his four years with the Wolfsburg-based team than he does in 2014. The Finn is embroiled in a thrilling battle with Ogier, right down to the penultimate rally in Spain. Ultimately, however, it is the Frenchman who comes out on top to take his second successive title.

Superlatives by the dozen – 2015

One year later, Volkswagen is at it again – this time making history with a dozen wins in a row for the Polo R WRC. Volkswagen wins twelve of 13 rallies

▀ Fierce duel: Sébastien Ogier (left) and Jari-Matti Latvala were embroiled in a thrilling battle for the title in 2014



in 2015 – a remarkable feat, and one it will achieve again, over the course of two seasons.

The World Rally Championship has never seen a better Sébastien Ogier than the one it was treated to in 2015. Super Seb, the second, produces some magical moments and breath-taking performances. Take the Rally Mexico, for example, where he overcomes the burden of having to open the route to take a great win – defying any predictions, including those of his own technicians. He repeats this feat in Australia, where he and Volkswagen wrap up their third titles in a row.

Seb is unbeatable, but ... – 2016

A new chapter is added to the Sébastien Ogier story in 2016, despite the regulations doing everything in their power to stop the now three-time world champion. Ogier wastes little time in pulling clear in the WRC standings, winning the opening rounds in Monte Carlo and Sweden, before finishing runner-up in Mexico and Argentina, while other drivers take advantage of their more favourable starting positions – including Jari-Matti Latvala/Miikka Anttila in the Polo R WRC.

■ Hat-trick in the principality: Ogier (right) and Ingrassia win the “Monte” for the third time in a row in 2016



■ End of an era: Andreas Mikkelsen and Anders Jæger win the Rally Australia

Andreas Mikkelsen/Anders Jæger, who share the cockpit of the Polo R WRC for the first time in 2016, emerge as their closest rivals. They have been friends for a long time, but now embark on the title challenge together. Twice they achieve something that other duos are unable to match: to win a round of the WRC at an all-gravel rally from one of the first three starting positions – in Poland and at the finale in Australia. Only a few set-backs prevent the Norwegians from finishing runners-up in the world championship.

End of an era – Volkswagen bows out in style

2016 marks the end of an era in rallying. The age of the second generation of world rally cars in the top class of the World Rally Championship draws to an end. They will be followed in 2017 by broader models with more spectacular aerodynamic features, greater technical freedom and increased safety – it is in this very area that Volkswagen engineers have set new benchmarks, in order to make all the participants' cars safer.

Ogier, Ingrassia and Volkswagen have been crowned champions four years in a row with the Polo R WRC. They exit the rally scene undefeated and will focus more on customer racing in the future. //



Three Duos – Three Stories

They are dependent on one another and trust each other with their lives. They are more than just team-mates. This is how the three Volkswagen duos came together – how it all began.



Eight wins to their name in 2016: Miikka Anttila, Anders Jæger, Julien Ingassia, Sébastien Ogier, Andreas Mikkelsen, Jari-Matti Latvala (from left to right)

They only come as a pair: Sébastien Ogier (right) and Julien Ingrassia during the driver parade on Sardinia



Rallying is all about teamwork. This

applies outside the car, where one immediately thinks of the services during a rally, when every second counts, processes must be well-oiled, and mechanics must be able to depend on each other. However, success is impossible without teamwork inside the car. The driving crews spent over 17,000 kilometres in the car together over the course of last season's rallies. On top of that come tests, appointments

together, briefings, travel, and much more. In other words, many drivers see their co-drivers more than they see their own family. In certain situations, a driver must put his life in the hands of his co-driver – and vice versa. Top performances are only possible when driver and

co-driver work in perfect harmony and from the same page. As such, those who have already found their perfect partner are all the happier. There is no secret recipe: it is often nothing more than fate and coincidence – as it was in the case of the Volkswagen duos.

Sébastien Ogier and Julien Ingrassia



Side by side: For more than eight years, Sébastien Ogier (right) and Julien Ingrassia have been inseparable

I am a young co-driver with little experience and want to be the co-driver for Sébastien Ogier, who has just won the Rallye Jeunes." It is with this sentence, that one of the greatest success stories in the world of rallying opens. Written by Julien Ingrassia,

addressed to the French Federation (FFSA) and Sébastien Ogier. Just a few days previous, Ingrassia had visited the aforementioned Rallye Jeunes. The two met for the first time just a few months later, in early 2006. "We met at his parents' house, introduced ourselves, and had

Well-oiled team: inside and outside the cockpit, every second counts for Sébastien Ogier (left) and Julien Ingrassia



Juha Kankkunen world rally champion 1986, 1987, 1991, 1993

Sébastien is a great guy and an incredible driver. He deserved to win these four titles in a row. It pains me to say it, but the Finnish drivers will have to up their game. We Finns also came out second best in the rivalry between Sébastien Loeb and Mikko Hirvonen. At the moment, I cannot think of a Finnish driver who is capable of ending Ogier's dominance.

Tommi Mäkinen world rally champion 1996, 1997, 1998, 1999

Sébastien is without doubt the best rally driver in the world at the moment. The way he has remained so hungry to win over all these years is admirable. To maintain this level of perfection and motivation year after year is extremely difficult. I know that from my own experience. I would like to say a big well done and: welcome to the club!

Sébastien Loeb world rally champion from 2004 to 2012:

Seb is in a class of his own. Even with the new regulations in the WRC, which were not exactly helpful to him, he won the title again. He is dominating the WRC, and completely deserves this title

a meal together. After that he suggested we go into the town centre for a drink. That never happened, however, because I discovered an old Renault 11 Turbo with studded front tyres in his garage. There was snow outside, so we spent the rest of the night drifting.” The two hit it off immediately, and so began the opening chapter of a remarkable success story. They won their first title in the 2008 Junior World Championship. Their reward: to start in the WRC the following year. Another year later, the French duo climbed onto the top step of the podium for the



▀ The trophy collections in the Ogier and Ingrassia households are impressive, to say the least: The French pair have come out on top at 38 world championship rallies to date

first time at the Rally Portugal. Ogier announced his move to Volkswagen Motorsport at the

end of 2011. The rest is history. And it all began with one little sentence. //

#1

Sébastien Ogier



Date of birth	17/12/1983 (33)
Birthplace	Gap (F)
Residence	St. Gallen (CH)
Hobbies	Sport, skiing
WRC wins	38

Julien Ingrassia



Date of birth	26/11/1979 (37)
Birthplace	Aix-en-Provence (F)
Residence	Genf (CH)
Hobbies	Mountain biking, walking
WRC wins	38

Sporting highlights

2010	4th place (Ogier)/ 3rd place (Ingrassia) in the FIA World Rally Championship, two wins (WRC, Citroën)
2011	3rd place in the FIA World Rally Championship, five wins (WRC, Citroën)
2012	10th place in the FIA World Rally Championship (WRC, Škoda), ten wins in the S2000 class
2013	1st place in the FIA World Rally Championship, nine wins (WRC, Volkswagen)
2014	1st place in the FIA World Rally Championship, eight wins (WRC, Volkswagen)
2015	1st place in the FIA World Rally Championship, eight wins (WRC, Volkswagen)
2016	1st place in the FIA World Rally Championship, six wins (WRC, Volkswagen)

Jari-Matti Latvala and Miikka Anttila

At just 31 years of age, Jari-Matti Latvala still has many years of rallying ahead of him. At the same time, he has also gained a wealth of valuable experience over the past 14 years. JML made his WRC debut in 2002, and has since contested 169 rallies. Only Carlos Sainz and Petter Solberg have started more rallies. At his side throughout this entire period: co-driver Miikka Anttila. The two Finns never actually



Walkabout: Wherever he is in the world, Jari-Matti Latvala is one of the most popular drivers in the WRC field

went looking for each other, but found one another all the same. "At first, I was only supposed to be a temporary solution," says Anttila, casting his mind back

to 2003, when he first took his place in the cockpit next to JML. Back then, Latvala was looking for someone to stand in for his regular co-driver, Carl William-

Accumulated experience: Jari-Matti Latvala (right) and Miikka Anttila have contested 169 WRC rallies together





At home on gravel: Eleven of Jari-Matti Latvala and Miikka Anttila's 16 victories have come on loose ground

son. He found his man in Anttila, who noticed from the very first metre that the two just clicked. "I knew there was potential to

work together professionally. For me, it was then simply a matter of doing my job as well as possible," Anttila recalls. He did such a

good job that Latvala was faced with a tough decision, and ultimately opted for his compatriot. It proved to be a very good decision. The pair claimed their first WRC victory at the 2008 Rally Sweden. 22 years old at the time, Latvala became the youngest winner of a WRC rally ever – an accolade he still holds to this day. By this time, Miikka Anttila was far more than a temporary solution. //

#2

Jari-Matti Latvala



Date of birth	03/04/1985 (31)
Birthplace	Töysä (FIN)
Residence	Tuuri (FIN)
Hobbies	Vintage rallies, running
WRC wins	16

Miikka Anttila



Date of birth	10/09/1972 (44)
Birthplace	Janakkala (FIN)
Residence	Lempäälä (FIN)
Hobbies	Skiing, cycling
WRC wins	16

Sporting highlights

2010	2nd place in the FIA World Rally Championship, two wins (WRC, Ford)
2011	4th place in the FIA World Rally Championship, one win (WRC, Ford)
2012	3rd place in the FIA World Rally Championship, two wins (WRC, Ford)
2013	3rd place in the FIA World Rally Championship, one win (WRC, Volkswagen)
2014	2nd place in the FIA World Rally Championship, four wins (WRC, Volkswagen)
2015	2nd place in the FIA World Rally Championship, three wins (WRC, Volkswagen)
2016	6th place in the FIA World Rally Championship, one win (WRC, Volkswagen)

Andreas Mikkelsen and Anders Jæger

By the time Mikkelsen and Jæger decided that they would one day share a WRC cockpit, they had already been good friends for a number of years. They knew that they were very similar, thought similarly, and shared a lot of interests. In other words: the chemistry was right. "We were sat in his flat in Oslo playing on a games console. Andreas said: 'Do you fancy being my co-driver?' At first, I was not sure quite how serious he was being. However, I reacted quickly and said: 'Of course, just tell me where and when and I'll be there,'" says Jæger, recalling the evening it all began. Whether he

Good friends for a long time, a driving duo since 2016: Andreas Mikkelsen (right) and Anders Jæger



was joking or being serious, the idea of the two of them forming a driver/co-driver pairing was well and truly lodged in their minds. The problem was that Anders had absolutely no experience of

being a co-driver. 24 at the time, he was studying Economics in Oslo. "At some point we started an initial test, just to see whether it was at all possible for me and whether I had a good feel for co-driving. That was the first step on my journey with Andreas. I then called time on my studies. I went 'all in!'" The courage and determinate the pair showed paid dividends. Jæger first gained experience in national rally series. Then, in January 2016, it was time. The two friends finished



Division of labour, Norwegian style: The roles are clear, both in and out of the car

second together at the rally in Monte Carlo. This was the best result every by a co-driver on his debut in the WRC. And there was even better to come: victory in Poland and Australia. //

Well-earned champagne shower: Andreas Mikkelsen (right) and Anders Jæger won two WRC races in their first season together



#9

Andreas Mikkelsen



Date of birth	22/06/1989 (27)
Birthplace	Oslo (N)
Residence	Monaco (MC)
Hobbies	Motocross, fishing, cycling
WRC wins	3

Anders Jæger



Date of birth	29.07.1989 (27)
Birthplace	Oslo (N)
Residence	Oslo (N)
Hobbies	Skiing, cycling, football
WRC wins	2

Sporting highlights – Andreas Mikkelsen

2010	1st place in the Intercontinental Rally Challenge, two wins (IRC, Škoda)
2012	1st place in the Intercontinental Rally Challenge, two wins (IRC, Škoda) 14th place in the FIA World Rally Championship (WRC, Škoda)
2013	10th place in the FIA World Rally Championship (WRC, Volkswagen)
2014	3rd place in the FIA World Rally Championship (WRC, Volkswagen)
2015	3rd place in the FIA World Rally Championship, one win (WRC, Volkswagen)
2016	3rd place in the FIA World Rally Championship, two wins (WRC, Volkswagen)

Sporting highlights – Anders Jæger

2015	2nd place in the Junior WRC championship (JWRC, Citroën)
2016	3rd place in the FIA World Rally Championship, two wins (WRC, Volkswagen)

V are Family

It is a less obvious factor, but one that is just as important as a whole lot of extra horsepower. In no team sport on the planet is it possible to achieve success without a functioning team and a healthy team spirit. Conversely: this team structure, the most successful in the history of the WRC, must be something very special.

It starts with the 'Uwes'. You have gearbox Uwes, mechanic Uwes, logistics Uwes, and even media Uwes. When Volkswagen begins to approach the business of top-class sport with fervour at the Rally Dakar in 2004, a team is formed from scratch. That same team now forms the core of the 200-man troop at Hannover-Langenhagen, Ikarusallee 7a. It is impossible to remember all the names at the drop of a hat, so everyone agrees to simply refer to themselves as Uwe. That way, nobody feels left out.

A dozen years later, these Uwes are not only three-time Dakar winners, they have also won twelve world titles in the World Rally Championship. Multi-cultural meets multi-respect. Volkswagen Motorsport is forged out of employees from roughly 20 countries, and thus boasts at least 20 different mentalities – all of which are reduced to one single common denominator. They all share a burning desire to win – and hate to lose.



▀ The clock is ticking: Service times are limited, so every second counts

Roughly half of the on-site team have contested at least one Rally Dakar with Volkswagen – from mechanics to engineers, from logisticians to team management, electricians, engine, chassis and gearbox experts, designers, purchasers and financiers, and communicators. At the 'Dakar', a year's preparations culminate in three weeks on site – in the most extreme conditions imaginable. Heat, dust, and a lack of sleep are the toughest

adversities you are faced with as a team. Anyone can have a bad day. Only when everybody supports everyone else can everything work for the greater good. Nothing is left to chance, everything is influenced by the tiniest of details.

This machinery is honed consistently right up to January 2011. By the time Volkswagen withdraws from desert racing and announces its intention to join



▀ Dakar veterans: Roughly half of the on-site team have tasted success at the toughest rally in the world



Work together – celebrate together: Former Motorsport Director Jost Capito joins the mechanics in celebrating victory at the Rally Germany

the World Rally Championship, all the cogs fit together perfectly. Over the coming years, more cogs are added cautiously and cleverly. The machinery becomes increasingly sophisticated, but remains as precise as ever – more efficient, even. The most frequently asked question is still “can I help you?”. The attitude of leaving nothing to chance still

lives large. In the World Rally Championship, Volkswagen sets standards that inspire opposing teams to greater things. It is the sum of the details – from the design of the toolbox to the appearance of the service monitors – that makes all the difference. Behind each detail is an employee, advised and assisted by his colleagues.

A culture of cooperation is established at Volkswagen Motorsport, in which every single employee can play an active role, regardless of their place in the general hierarchy. ‘All Hands’ meetings are held every week – a plenary meeting, in which current issues are discussed. Everyone is always well-informed. There are no conflicts between different departments. Management is always happy to lend an ear to its employees. The result is something better described as a family than a team. It is no coincidence that the drivers regularly refer to their ‘family’ when discussing their team.

Rare moment: Team members do not have a lot of time for much variety during a rally



Management is always happy to lend an ear to its employees. The result is something better described as a family than a team.

By the end of the manufacturer’s era in the World Rally Championship, Volkswagen Motorsport has a team of about 200 employees. Their togetherness is used as an example within the Volkswagen Group. Flagship Uwes, you could say.



Moments

The years from 2013 to 2016 will go down in WRC history as the Volkswagen era. They are a success story that ignores any narrative rules. There are quite simply too many highlights. The facets of a long journey, from the first sketches to the icing on the cake at the end of a magnificent era – epitomised in ten moments.



01 | 2011
Car-Launch

The sketches



An air of optimism on Sardinia in May. Volkswagen has invited guests to a launch in Olbia, as a sideshow to the Rally Italy. The car being presented is the Polo R WRC, which will make its debut at the Rally Monte Carlo a year and a half later.

Each of the 300 or so guests cannot fail to notice the ambition behind the Volkswagen project, and the fact that the men and women in Wolfsburg and Hannover are not going to leave anything to chance. Every inch of the rustic warehouse on the harbour in Olbia, to which guests are transported by pleasure boat, has been given the full Volkswagen look.

And on the stage: the concept model of the Polo R WRC, with its huge rear wing and stylish blue and grey stripes on white bodywork. This is zero hour. This is the very start of something special.

02 | 2013 Rally Monte Carlo
and Rally Sweden

Zero hour is followed by win number one

About 17 months of testing have passed. 17 months of meticulous hard work. 17 months without being able to compare oneself against the opposition. The Rally Monte Carlo should bring an end to all the uncertainty and answer the question 'just how good are we really?'. It does precisely that, and the answer is better than anyone had hoped. Sébastien Ogier and Julien Ingrassia clock the fastest time on the new car's very first special stage. Stage by stage, the uncertainty is replaced by a feeling of relief and euphoria. In extremely challenging conditions, Ogier and Ingrassia finish runner-up behind record world champions Sébastien Loeb/ Daniel Elena (F/F, Citroën) – a better result than Volkswagen had even dared to dream of. The

Unveiled to the global public: The Polo R WRC is presented in Olbia in 2011





17 months of hard work are reflected in a fine result for the first time. And there is better to come.

Rally number two, in Sweden, produces the maiden victory – and what a win. Ogier moves into the overall lead on stage two, and never looks back. On ice and snow, in extreme conditions and hunted through the Swedish and Norwegian forests by the greatest ever, Sébastien Loeb, Ogier defies all adversities to present Volkswagen with its first win.

With celebrations in full swing in Karlstad, one aspect is almost overlooked: the three bonus points won on the Power Stage see Sébastien Ogier move to the top of the overall standings in the Drivers' Championship. What few could envisage at this point is that Ogier will occupy this position right through to the end of the season. Only once in the



That moment, when you claim your first win: Much rejoicing in the Volkswagen engineers' truck

■ Tearing through the Swedish forests: Sébastien Ogier and Julien Ingrassia on their way to a first victory

next four years is the name Ogier not to be found at the top of the overall standings in the Drivers' World Championship.

03 | 2013 Rally Mexico

Gate-Gate-Gate

The baptism of fire in the Mexican heat is faced successfully in Mexico: when the Volkswagen Polo R WRC makes its first appearance on gravel, Sébastien Ogier and Julien Ingrassia win with a record lead of 3:28.9 minutes over runners-up Mikko Hirvonen and Jarmo Lehtinen (FIN/FIN, Citroën). This is to remain the largest lead held by a Volkswagen driver over the second-placed car at the end of a rally. Nothing can stop Ogier, Ingrassia and their company car – not the opposition, the searing heat, the thin air at high altitude, nor the gravel surface. Nothing, that is, except for a closed cattle gate and the rolling door of a garage.

The first of these unexpected obstacles comes 32 kilometres into stage 18, "Otates 2". Ogier can hardly believe his eyes. A closed cattle gate stops him in his tracks. Approaching at full rally speed, Ogier is forced to come to a complete standstill. Co-driver Ingrassia must unfasten his harness, climb out and open the gate. Harness back on, and off they go. Ogier goes on to take victory the following day. However, the Frenchman is late arriving



Flat-out on gravel: The success story of the Volkswagen Polo R WRC continues in the most extreme conditions in Mexico

Pure passion: Volkswagen's victory is celebrated frenetically

at the presentation ceremony: on the way to the ceremony he fails to notice a half-open rolling door, which he hits with such force that he suffers a cut above his left eye. Both Volkswagen team doctor and his counterpart at Citroën, Philippe Dury, must tend to the cut immediately before Ogier can take his place on the podium to celebrate his second victory with Volkswagen.

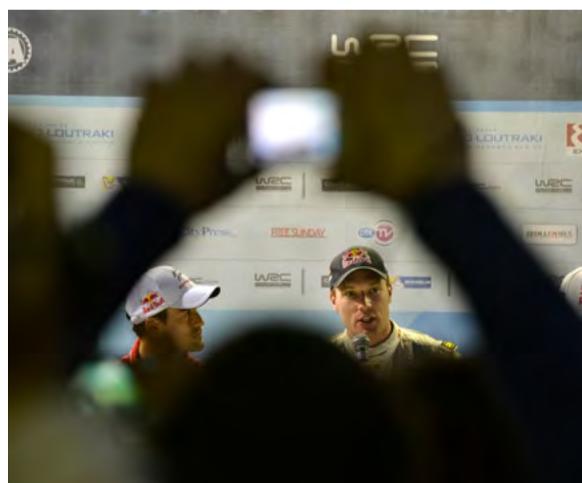
podium result comes after just four rallies, in Portugal. This is followed by a second podium in Argentina. And now: Greece.

Jari-Matti delivers in style, finishing in the top three on the first ten of the rally's 14 special stages – winning four. After 306.53 kilometres against the clock, the Finn emerges as the winner – out on the route, at least. He must then wait until several hours after the end of the race for his win to be confirmed.

04 | 2013 Rally Greece

Live wire

Jari-Matti Latvala's first win, in his sixth rally with Volkswagen. The Finn switches from M-Sport-Ford to Wolfsburg prior to the start of the season, leaving no time for extensive tests or a settling in period. Despite this, Latvala soon finds his feet in the team: his feedback and analysis of the car are valued highly. His first



In focus: Jari-Matti Latvala at the 2013 Rally Greece



■ A nail-biter with a happy ending: Jari-Matti Latvala wins the 2013 Rally Greece

■ Done it: Volkswagen wins its first two titles in France – a further ten are to follow

The final decision regarding who wins the rally is taken around the around the table. The stewards meet late on the Sunday evening of the 2013 Rally Greece to discuss a protest launched by the opposition. The protest is against Volkswagen and a practice that has been standard in the World Rally Championship for years – to put an additional starter battery in the car in Parc Fermé, for all eventualities. Not until after midnight is the result of the rally confirmed. Everything was consistent with the rules. What follows is the wildest party of the year.

05 | 2013
Rally France

World Championship victory – party – rally win

The Power Stage at the 2013 Rally France is not the final stage, but the first. As such, the opening stage in Strasbourg presents Sébastien Ogier and Julien Ingrassia with the opportunity to fulfil their dream of winning a first WRC title. Third place on stage one earns the Frenchmen the solitary point needed to wrap up the world championship. The emotion

knows no bounds. Ogier and Ingrassia leap onto the top of their car in the finish zone. This title win is the ultimate dream of any racing driver.

With the destination of the world championship title decided on the opening Thursday of the rally, the following three days develop into one of the most exciting rallies in years. The main protagonists: Jari-Matti Latvala, Dani Sordo, Sébastien Loeb and Sébastien Ogier, for whom things did not initially go entirely to plan. Hardly any sleep after hurly-burly of winning the world championship, too cautious out on the route, and a tyre selection that was by no means optimal leave the newly-crowned world championship with a lot of work to do. What follows is a fightback worthy of a world champion. Place by place, second by second, Ogier closes in on the front-runners. Going into the final day, he trails the leaders by 1.5 seconds. Just five seconds separate the leader, Latvala, from Loeb in fourth place. This is as exciting as it gets anywhere in 2013. Well and truly in world champion mode, Ogier holds his nerve, wins the opening stage of the day and hangs on to first place to claim another victory. The rally win and the world title – all on home soil. It doesn't get any better than this.

06 | 2014
Rally Finland

The Finnish soul

The Rally Finland is more than just the home of Jari-Matti Latvala. It is also the home of rallying. A place of longing.

Jari-Matti Latvala has already won the Rally Finland once, but it is important for him to repeat that feat with Volkswagen – to boost his chance of winning the championship and for the perennial duel between the rallying nations of Finland and France, represented here and now by “JML” and Sébastien Ogier.

Latvala holds a 31.1-second lead at the halfway point of the rally. By Saturday evening, this has been cut to just 3.4 seconds. The reason is a braking issue on Jari-Matti’s Polo R WRC, which damages the Finn’s chances on Saturday.

Then comes Sunday’s showdown. Three stages remain. A 1.5-second gain is followed by a 1.3-second loss. “JML” and Seb are driving in a different league to everyone else. The rally will be decided on “Ruuhimäki”. The stage win goes to Ogier. The rally to Jari-Matti Latvala.

Important support: Mental coach Christoph Treier (right) has been helping Jari-Matti Latvala since 2014



Flying Finns: Jari-Matti Latvala and Miikka Anttila in action at their home rally

It is to be the closest victory by a Volkswagen driver in the four years with the Polo R WRC. The difference at the end of the rally is just 3.6 seconds. After a good 360 kilometres of special stage, just 122 metres and nine centimetres separate the two Volkswagen drivers. It is also one of Volkswagen’s most spectacular successes in its four years in the World Rally Championship – and one for the Finnish soul.

07 | 2014 Rally Germany and Rally Australia

Responding the Volkswagen way

There were not many low points during the four years that Volkswagen spent in the World Rally Championship – but they did exist. The 2014 Rally Germany is a prime example. Sébastien Ogier is forced to retire following a big crash on the Saturday. He is followed by Jari-Matti Latvala, who comes off the road in the vineyards about 70 kilometres from the finish – whilst leading comfortably. Bitter disappointment for the Finn, who was still battling for the WRC title with team-mate Ogier at the time. And a bitter disappointment for Volkswagen. As in the previous year, they are denied the long-awaited home win.



Emotional rollercoaster: Volkswagen bounces back from the disappointment of the 2014 Rally Germany with a one-two-three in Australia

The run of twelve back-to-back victories comes to an end. The dream of celebrating a second Manufacturers' title in front of Volkswagen's home crowd comes to nothing.

It is a different story three weeks later: get up, straighten your crown, and get back to business. The response to the disappointment of the Rally Germany is a historic one. First, second and third! Sébastien Ogier, ahead of Jari-Matti Latvala and Andreas Mikkelsen. The first one-two-three for the Wolfsburg-based manufacturer also secures a second title in the Manufacturers' Championship – and that despite having completed just 75 per cent of the season.

Polo R WRC" and is thus largely responsible for the success of the car, "FX" prefers to shy away from the limelight. Even in the obligatory winners' photo after a rally, he is often to be found hiding away on the back row. It is a different story at the Rally Monte Carlo on 25 January 2015. François-Xavier Demaison really wants to be at the front.

It is a rare moment in the four-year project – as rare as the success the team has just celebrated. No world championship, no new record, no great drama in a relatively comfortable win – and yet still one of the most remarkable moments of the past four years. Why? Because the "Monte" is the "Monte". The most prestigious and iconic rally on the entire calendar.

08 | 2015
Rally Monte Carlo

In the spotlight for once

Generally known as "FX" Demaison, François-Xavier is quite a humble man. Although, as technical project leader, he is widely regarded as the "father of the

Volkswagen had already won the previous year's "Monte" – but the manner in which it triumphs in 2015 is what makes it such a historic success: first, second and third. Sébastien Ogier, followed by Jari-Matti Latvala and Andreas Mikkelsen. Three of his guys in three rally cars, in the development of which Demaison was heavily involved, are on the podium on 25 January 2015. Renault-Alpine, Lan-



“Monte” master: Volkswagen claims a one-two-three in the principality in 2015

cia, Audi and Citroën: since the foundation of the World Rally Championship, only these four manufacturers – and now Volkswagen – had finished one-two-three at the most famous of all rallies.

09 | 2015 Rally Spain and 2016 Rally Poland

Mikkelsen’s fighting spirit

Second, third or fourth,” Andreas Mikkelsen asks himself as he climbs into his Volkswagen Polo R WRC on the morning of 25 October 2015. Just a few hours and a dramatic conclusion later, he has his answer: “You

are the winner. You have won your first rally ever,” reporter Julian Porter screams at him in his cockpit. Mikkelsen has his maiden WRC victory. He has it, thanks partly to a rare mistake on the Power Stage by Sébastien Ogier, who hits a crash barrier and is forced to retire. He has it, because Mikkelsen has worked his way ahead of Jari-Matti Latvala at the head of the chasing pack. He has it, because he never stopped believing.

It is a similar story when the Norwegian clinches his second victory. “Never give up: we will give it our all again tomorrow. We want to win, even if it looks like being difficult,” he says, announcing his intention for the Sunday of the Rally Poland – despite trailing Ott Tänak (EST, M-Sport) by a large chunk of time. The Estonian then drops a lot of time due to a puncture on the penultimate stage. “AM” takes full advantage, passing him to snatch victory. Once again, he kept believing his chance would come, and was rewarded for his persistence. However, his biggest win is still to come.

Down to the wire: Andreas Mikkelsen’s first two WRC victories could hardly have been more dramatic



10 | 2016 Rally Australia

Mikkelsen – the last win of an era

Rally Finland 2011. Andreas Mikkelsen is the first driver to fire up the engine of a Fabia S2000 for the Volkswagen Motorsport team in the World Rally Championship. The team uses the rallies in the “smaller” S2000 class, with the car from group brand Škoda, to familiarise itself with processes within the World Rally Championship. On 20 November 2016, that very same Andreas Mikkelsen is also the last man to pass a time check in a Polo R WRC. A few moments later, Mikkelsen is confirmed as the winner of the rally.

In the five and a half years between July 2011 and November 2016, the youngster has developed into one of the finest in his sport. Just like the Polo R WRC, Mikkelsen is a project of Volkswagen Motor-



Flying high down under: Andreas Mikkelsen and Anders Jæger at the Rally Australia

sport. A project that has matured to perfection by the time Volkswagen bids farewell to the pinnacle of rallying.

It is perhaps not the biggest triumph in Volkswagen’s remarkable success story. Nor is it the most dramatic. But it is the most emotional. Drivers, mechanics, engineers, marketing and communication staff, chefs, truck drivers – everyone in the team has tears in their eyes, hugs one another, and celebrates the final victory and the end of an era. //

Spring chicken: a 22-year-old Andreas Mikkelsen at the 2011 Rally Finland

Applause, please: Volkswagen celebrates a one-two at the final rally



The Volkswagen Polo R WRC Brothers: Two Generations – Twelve Titles

Built for the phenomenally tough demands of the World Rally Championship. The most successful car ever in the WRC. These two generations have made history.



First generation

How do you convert a production car into a competitive rally car? How do you

develop a car that is up to the rigorous demands of the World Rally Championship? How do you build a world rally car that is quicker than the opposition on gravel, asphalt, snow and ice? How do you design a rally car that is reliable in the bitter cold and extreme heat? These are the questions facing the Volkswagen engineers in the spring of 2011. Just 17 months later, they have found the one correct answer to all of the questions: the Volkswagen Polo R WRC.

The approach taken by the Volkswagen engineers is clear from the very start of the initial plans: first of all, build a fast car, then go about gradually making it more reliable. Willy Rampf, Technical Expert at Volkswagen Motorsport, explains the background to this philosophy: "Once you have a fast car, you can invest a lot of engineering spirit and hard work to make it reliable. However, if you discover that



Eye candy: Visually too, the Volkswagen Polo R WRC is in a league of its own

you have a durable car, but that the concept of that car is lacking in terms of performance, it is virtually impossible to tease any more performance out once it has been homologated. The modification options within the WRC regulations are too limited to allow that. That is why our philosophy was to give performance the utmost priority."

When developing all the parts, the Volkswagen engineers employ a minimalistic approach. The size and weight of all the components of the Polo are tested several times, and the parts are continuously further developed throughout the development phase. For this purpose, Volkswagen initially builds a zero car as a test vehicle for all the individual parts.



Unbeatable on snow and ice: The Volkswagen Polo R WRC won the Rally Sweden four years in a row

Causing a stir: The Volkswagen Polo stunned the rally scene in its first season



Back-to-back: Volkswagen successfully defends the Manufacturers' title in Australia in 2014

“Our philosophy was to give performance the utmost priority.”

Willy Rampf, Technical Expert at Volkswagen Motorsport

obsession with details. Whether in Ehra-Lessien, Sweden or Spain – the team is busy testing, analysing and improving.

As the name gives away, the world rally car is based on the road-going version of the Volkswagen Polo. Derived from this street version is the body shell, which FIA regulations stipulate cannot be modified. Only minimal changes are made to the bonnet and tailgate. A wider fender, a larger rear wing, front and rear skirts, and a partially disguised underbody give the rally Polo better aerodynamic qualities. Under the bonnet, a 1.6-litre, four-cylinder turbo engine generates the 315 hp permitted by the regulations.

Bit by bit, the first Polo R WRC comes together. In total, the world rally car consists of roughly 3,300 parts. In January 2012, the Polo R WRC is given a baptism of fire at Volkswagen's test track in Ehra-Lessien. One year remains until the first start in the WRC – a whole year of meticulous hard work and

From the moment the new car first takes on the opposition, at the Rally Monte Carlo in January 2013, the Volkswagen team is rewarded for its commitment and hard work. The men and women from Wolfsburg finish on the top step of the podium eleven times in the first season, winning the titles in the Drivers', Co-Drivers' and Manufacturers' Championships.

“Never change a winning car” is the motto for the 2014 season – and, in this case, changes to the world rally car are not permitted anyway. All the manufacturers involved in the WRC agree not to homologate any new world rally cars for the 2014 season. With only limited modifications permitted, the Volkswagen engineers focus primarily on improving the durability of the car, which successfully defends the world championship title. The second generation of the Volkswagen Polo R WRC first sees the light of day in 2015. //

Second generation

The subject of constant further developments, the new car follows on where the old one left off. The most striking difference is a visual one: the base colour of white gives way to dark blue. Volkswagen's partners in the World Rally Championship are an integral part of the new, more aggressive design: Red Bull, lubricant partner Castrol, Volkswagen Financial Services, tyre partner Michelin, chassis and clutch specialists ZF, and supplier OMP.

However, the most important new feature on the Volkswagen Polo R WRC affects the cockpit and gearbox. Now permitted by the FIA regulations, the second generation of Polo R WRC has a hydraulically-activated gearbox, which is operated using a shift paddle on the steering wheel.



Perfect start: The very first outing for the second generation of the Volkswagen Polo R WRC produces a one-two-three for the new car

This aside, the Volkswagen engineers primarily pursue the idea of evolution during the development process – however, this by no means makes the modifications less important. In contrast: true to

Even quicker, even more reliable and a real looker: The 2015 Volkswagen Polo R WRC



Approximately 75 per cent of the car's predecessor is checked in great detail to discover any potential for improvement.



the motto “simpler, lighter, sturdier”, approximately 75 per cent of the car's predecessor is checked in great detail to discover any potential for improvement, and is modified accordingly. Another goal is achieved when developing the second generation of the Volkswagen Polo R WRC: flexibility. The chassis components can be tailored more flexibly to the circumstances and driving styles of the three drivers. The chassis of the Polo R WRC is also adapted under this premise. A new fender and rear wing help improve the aerodynamic efficiency of Sébastien Ogier, Jari-Matti Latvala and Andreas Mikkelsen's new company car for 2015 and beyond.

Home speed home: Volkswagen claims its first home win at the 2015 Rally Germany

As with its predecessor, only limited, but targeted, modifications are made to the 2016 Volkswagen Polo R WRC – such as fine-tuning the chassis: the front subframe and wishbone on the rear axle are strengthened for the gravel set-up. The design also remains virtually identical: white stripes and white areas give the front a more vivid appearance and emphasise the clear lines and striking design of the bestseller from Wolfsburg. //

Four years of flying high: The two generations win 12 titles between 2013 and 2016 – a clean sweep



Volkswagen Polo R WRC – technical data

	Polo R WRC, 1st generation (2013–2014)	Polo R WRC, 2nd generation (2015–2016)
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	234 kW (318 hp) at 6,250 rpm
Torque	425 Nm at 5,000 rpm	430 Nm at 5,000 rpm
Bore/stroke	83.0 mm/73.8 mm	
Air restrictor	33 mm (FIA regulation)	
Power transmission		
Gearbox	Sequential six-speed racing gearbox, transversally mounted	Sequential six-speed racing gearbox, transversally mounted, hydraulically activated, shift paddle steering wheel
Final drive	Permanent four-wheel drive with equal torque split between the front and rear axles, multi-plate limited-slip differentials, front and rear	
Clutch	Hydraulically actuated double-disk sintered metal clutch from ZF	
Chassis/suspension		
Front/rear axle	McPherson struts, dampers from ZF	
Suspension travel	approx. 180 mm on asphalt, approx. 275 mm on gravel	
Steering	Servo-assisted rack and pinion steering	
Braking system	Ventilated disc brakes	
	(Ø 355 mm front and Ø 350 mm rear on asphalt),	(Ø 355 mm front and Ø 350 mm rear on asphalt),
	(front and rear Ø 300 mm on gravel),	
	aluminium brake callipers (four callipers front and rear)	
Wheels	Size 8 x 18 inch for asphalt, 7 x 15 inch for gravel	
Tyres	235/40-R18 on asphalt, 215/60-R15 on gravel	225/40-R18 on asphalt, 205/65-R15 on gravel
Dimensions and weight		
Length/width/height	3,976/1,820/1,356 mm	
Track width/wheelbase	1,610/2,480 mm	
Minimum weight	1,200 kg	
Performance		
Acceleration	0–100 km/h in approx. 3.9 seconds	
Top speed	approx. 200 km/h	

First generation

Engine: 1,600 cc displacement, 83.0 mm bore, 73.8 mm stroke, 33 mm air restrictor – the corset, in which 315 hp of power and 425 Nm of torque are contained

Chassis: A roll cage made of high-tensile aircraft-grade steel protects the driver in a worst-case scenario. The carbon bucket seat is, like a ski boot, adjusted to the body shape of the driver and co-driver, and is similarly tight, thanks to a six-point harness

Aerodynamics: Refined to the last detail and incredibly important. When jumping up to 60 metres through the air, flight characteristics are all-important



Tyres: The sole point of contact between car and road surface. Michelin provided two different compounds per rally

Body: 2,500 parts of the Polo R WRC were designed for the road-going Polo, which formed the basis for the first generation of the world rally car

Suspension: The ultra-light monotube shock absorbers from ZF Friedrichshafen sprung up to five times faster than their counterparts on the production car

Second generation

▀ **Engine:** The new engine complied with the weight limit of 81.5 kilograms in 2015, and generated three horsepower more

▀ **Aerodynamics:** Small modifications were made compared to the first generation to achieve greater efficiency. These included the modified fenders, the lips of which were two centimetres higher

▀ **Rear wing:** The most striking aerodynamic alteration to the second generation. The goal: greater aerodynamic efficiency



▀ **Transmission:** Shift paddles on the steering wheel were permitted again as of 2015. Gear changes were transmitted electronically to the hydraulically-activated system

▀ **Details:** Ahead of the 2015 season, the Polo R WRC was the subject of further development, in accordance with the SLS principle – simpler, lighter, sturdier

Facts and Figures

48,723.52

48,723.52 kilometres of special stage were completed between the moment the world rally car from Wolfsburg started its first special stage – at 09:07 on 16 January, with Jari-Matti Latvala at the wheel – and the moment Andreas Mikkelson crossed the finish line for the final time with the Polo R WRC at 13:47 and 41 seconds (local time in Australia) on 16 January 2013. That is the equivalent of almost exactly three times the distance between Ikarusallee 7a in Hannover and Coffs Harbour, where the Volkswagen service area was located at the Rally Australia.

17.5

The Volkswagen engineers certainly had plenty of reading matter: they analysed roughly 17.5 gigabytes of data per rally year. That is the equivalent of about 3.1 million pages of pure text.

900

The brake disks on the Polo R WRC can withstand temperatures of up to 900 degrees Celsius. Internally-ventilated, steel disk brakes are used in the World Rally Championship. English company Alcon manufactures the high-performance brakes with a diameter (front) of 355 millimetres.

75

The maximum brake pressure in the Polo R WRC was measured at about 75 bar. To experience this kind of pressure, you would have to dive to a depth of 748 metres. Beware though, not all submarines can withstand that pressure.

1,312,565,550

One of the nimblest mechanical components on the Polo R WRC is the turbocharger. Over the course of a WRC season, the three turbo paddle wheels on each of the three Volkswagen Polo R WRCs complete a total of 1,312,565,550 revolutions.

76,000

The three Polo R WRCs suck in the equivalent of about 20 hot air balloons worth of air in a rally season: over the course of the 13 rallies, the 318-hp engine “breathes” about 76,000 m³ of air through the air restrictors.

66

Only 66 different tools are needed to service the Polo R WRC – from impact wrench to wire brush, from spare blades for the utility knife to torque spanner, from screwdriver to tape measure. A further 15 are required to assemble the car and prepare it for the rallies.

5.4

On 01 January 2013, the Wolfsburg-based manufacturer started out with 51,759 fans on its motorsport page on Facebook. By the end of the final round of the 2016 season in Australia, this figure had risen to 5.4 million on [Facebook.com/volkswagenmotorsport](https://www.facebook.com/volkswagenmotorsport). During this time, the text, photo and video content on this page achieved roughly 472 million contacts and prompted over 15 million interactions.

Facts and Figures

400

- Anders Jæger, co-driver for Andreas Mikkelsen since the 2016 season, prepared for the tempo in the top class of the WRC World Rally Championship by **studying videos** over a period of several years. On average, he spent a total of 400 hours per year on this activity. In comparison: this equates to half the average amount of time a person spends watching television in his home country, Norway.

240

- The Volkswagen mechanics and guests drink a total of **240 litres of coffee** during each rally. Another vital elixir is provided for the World Rally Championship team by drinks producer and Volkswagen partner Red Bull: around 1,400 cans of the energy drink are consumed during each rally.

600

- The Volkswagen team brings its own washing system for spare parts and wheels to each rally. The waste water is collected in a gigantic **600-litre tank**, to ensure that all environmental regulations are respected.

1,570

- A **Volkswagen driver finished in the top three** on a special stage on 1,570 occasions. Even more impressive: Volkswagen drivers made up the top three 109 times.

350

- The **complete construction process** for a new Polo R WRC, from an unpainted car body without a roof to a world rally car that is ready for action, takes around 350 hours.

79

- The unladen weight of the **seven shipping containers** that Volkswagen takes to overseas rallies is no less than 48 tonnes. These high-cube containers are 40 feet long and once loaded with equipment, spare parts, a workshop, the recce cars, service tents, the kitchen and the office for the team management, they weigh in at 79 tonnes. Air freight for an overseas rally currently weighs in at 18 tonnes. This includes the three Polo R WRCs and the limited number of spare parts as defined in the regulations.

18.67

- The Polo R WRC completed a total of 958 special stages over four years in the World Rally Championship. The **average distance** covered was 18.67 kilometres..

968

- By the end of the last Volkswagen rally in Australia, Sébastien Ogier and Julien Ingrassia had spent **968 consecutive days at the top of the driver and co-driver standings**. Volkswagen retained first place in the Manufacturers' Championship for even longer: 1,346 days.

2013–2016 General overview

General successes		#1 Sébastien Ogier	#2 Jari-Matti Latvala	#9 Andreas Mikkelsen	Volkswagen
Total WRC starts		110 52 with Volkswagen	169 52 with Volkswagen	78 48 with Volkswagen	152
Rally successes	1st places	38 31 with Volkswagen	16 09 with Volkswagen	03 03 with Volkswagen	43
	2nd places	12 09 with Volkswagen	21 11 with Volkswagen	06 06 with Volkswagen	26
	3rd places	06 02 with Volkswagen	20 05 with Volkswagen	11 11 with Volkswagen	18
	One-tuos				20 (incl. one-two-threes)
	One-two-threes				04
Total number of podium results	56 42 with Volkswagen	58 25 with Volkswagen	20 20 with Volkswagen	87	
Total number of stage wins	477 370 with Volkswagen	466 202 with Volkswagen	72 71 with Volkswagen	640*	
Power Stage	1st places	33 29 with Volkswagen	11 08 with Volkswagen	02 02 with Volkswagen	39
	2nd places	08 06 with Volkswagen	22 15 with Volkswagen	06 06 with Volkswagen	27
	3rd places	07 05 with Volkswagen	18 13 with Volkswagen	09 08 with Volkswagen	26
Bonus points won on Power Stages	119 104 with Volkswagen	95 67 with Volkswagen	27 26 with Volkswagen	197	

* In the case of two Volkswagen drivers clocking identical times, only one was classified for the manufacturer.

Successes, runs and peculiarities	
Longest winning run in WRC history	12 Volkswagen From the 2013 Rally Australia to the 2014 Rally Finland
	12 Volkswagen From the 2015 Rally Portugal to the 2016 Rally Mexico
	08 Citroën From the 2011 Rally Mexico to the 2011 Rally Germany
	07 Volkswagen From the 2014 Rally Australia to the 2015 Rally Mexico
	06 Mitsubishi, 2x Citroën, Lancia
Longest run of podium finishes in WRC history	38 Citroën From the 2008 Rally Mexico to the 2010 Rally Great Britain
	25 Citroën From the 2005 Rally New Zealand to the 2006 Rally Cyprus
	24 Ford From the 2008 Rally Jordan to the 2010 Rally Sweden
	22 Volkswagen From the 2015 Rally Portugal to the 2016 Rally Australia
	20 Volkswagen From the 2013 Rally Australia to the 2015 Rally Mexico
	20 Volkswagen From the 2013 Rally Australia to the 2015 Rally Mexico
Longest run of points finishes in WRC history	210 Ford From the 2002 Rally Monte Carlo to the 2016 Rally Australia
	183 Citroën From the 2003 Rally Monte Carlo to the 2015 Rally Great Britain
	52 Volkswagen From the 2013 Rally Monte Carlo to the 2016 Rally Australia
	38 Subaru From the 2006 Rally Finland mto the 2008 Rally Great Britain
	38 Hyundai From the 2014 Rally Sweden to the 2016 Rally Australia
Most wins in one season	12 Volkswagen 2014: Monte Carlo, Sweden, Mexico, Portugal, Argentina, Italy, Poland, Finland, Australia, France, Spain, Great Britain
	12 Volkswagen 2015: Monte Carlo, Sweden, Mexico, Portugal, Italy, Poland, Finland, Germany, Australia, France, Spain, Great Britain
	11 Citroën 2005: Monte Carlo, New Zealand, Italy, Cyprus, Turkey, Greece, Argentina, Germany, France, Spain, Australia
	11 Citroën 2008: Monte Carlo, Mexico, Argentina, Italy, Greece, Finland, Germany, New Zealand, Spain, France, Great Britain
	10 3x Citroën, 1x Volkswagen
Manufacturers' Championship, earliest title wins	60,0% of the season (Lancia) 1989, Runner-up: Toyota – after 06 of 10 runs
	76,9% of the season (Volkswagen) 2014, Runner-up: Citroën – after 10 of 13 runs
	76,9% of the season (Volkswagen) 2015, Runner-up: Citroën – after 10 of 13 runs
	77,8% of the season (Subaru) 1996, Runner-up: Mitsubishi – after 07 of 09 runs
	80,0% of the season (Fiat and Lancia) 1980, Runner-up: Fiat vs. Datsun and 1992 Lancia vs. Toyota – after 08 of 10 runs
Manufacturers' Championship, multiple world rally champions	10 Lancia 1974, 1975, 1976, 1983, 1987, 1988, 1989, 1990, 1991, 1992
	08 Citroën 2003, 2004, 2005, 2008, 2009, 2010, 2011, 2012
	05 Peugeot 1985, 1986, 2000, 2001, 2002
	04 Volkswagen 2013, 2014, 2015, 2016
	03 Ford 1979, 2006, 2007
	03 Fiat 1977, 1978, 1980
	03 Subaru 1995, 1996, 1997
	03 Toyota 1993, 1994, 1999
	02 Audi 1982, 1984
	09 Sébastien Loeb 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012
	04 Juha Kankkunen 1986, 1987, 1991, 1993
	04 Tommi Mäkinen 1996, 1997, 1998, 1999
	04 Sébastien Ogier 2013, 2014, 2015, 2016
02 Massimo Biasion 1988, 1989	
02 Marcus Grönholm 2000, 2002	
02 Walter Röhrl 1980, 1982	
02 Carlos Sainz 1990, 1992	

List of all Volkswagen victories with the Polo R WRC

2013
Rally Sweden
Rally Mexico
Rally Portugal
Rally Greece
Rally Italy
Rally Finland
Rally Australia
Rally France
Rally Spain
Rally Great Britain

2014

Rally Monte Carlo
Rally Sweden
Rally Mexico
Rally Portugal
Rally Argentina
Rally Italy
Rally Poland
Rally Finland
Rally Australia
Rally France
Rally Spain
Rally Great Britain

2015

Rally Monte Carlo
Rally Sweden
Rally Mexico
Rally Portugal
Rally Italy
Rally Poland
Rally Finland
Rally Germany
Rally Australia
Rally France
Rally Spain
Rally Great Britain

2016

Rally Monte Carlo
Rally Sweden
Rally Mexico
Rally Poland
Rally Germany
Rally France
Rally Spain
Rally Great Britain
Rally Australia

2013 Rally overview

	01	02	03	04	05	06	07	08	09	10	11	12	13	
General	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Portugal	Rally Argentina	Rally Greece	Rally Italy	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	Total
Rally type	Asphalt, ice and snow	Ice and snow	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Asphalt	Gravel	Asphalt	Asphalt and gravel	Gravel	
Special stages														
Distance against the clock	428.57 km	342.90 km	401.15 km	391.71 km	412.23 km	309.63 km	308.36 km	328.83 km	330.78 km	357.90 km	312.14 km	355.92 km	314.26 km	4,594.38 km
Number	16	22	23	15	14	14	16	23	15	22	20	15	22	237
Longest	37.10 km	27.07 km	54.85 km	52.30 km	51.88 km	47.70 km	31.08 km	33.01 km	41.08 km	49.90 km	34.34 km	42.04 km	32.14 km	54.85 km
Shortest	18.95 km	1.87 km	1.05 km	3.27 km	4.59 km	3.10 km	3.86 km	2.06 km	9.23 km	1.60 km	4.55 km	2.24 km	2.06 km	1.05 km

General result	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Portugal	Rally Argentina	Rally Greece	Rally Italy	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	
First	S. Loeb (Citroën)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	S. Loeb (Citroën)	J.-M. Latvala (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	D. Sordo (Citroën)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	
Total time	5h 18m 57.2s	3h 11m 41.9s	4h 30m 27.0s	4h 07m 38.7s	4h 35m 56.7s	3h 31m 01.2s	3h 22m 57.9s	2h 43m 10.4s	3h 15m 19.4s	3h 19m 55.0s	2h 53m 07.6s	3h 33m 21.2s	3h 03m 36.7s	
Average speed	80.62 kph	107.32 kph	89 kph	94.9 kph	89.63 kph	88.04 kph	91.16 kph	120.91 kph	101.61 kph	107.41 kph	108.18 kph	100.09 kph	102.69 kph	
Second	S. Ogier (Volkswagen)	S. Loeb (Citroën)	M. Hirvonen (Citroën)	M. Hirvonen (Citroën)	S. Ogier (Volkswagen)	D. Sordo (Citroën)	T. Neuville (M-Sport-Ford)	T. Neuville (M-Sport-Ford)	T. Neuville (M-Sport-Ford)	T. Neuville (M-Sport-Ford)	D. Sordo (Citroën)	J.-M. Latvala (Volkswagen)	J.-M. Latvala (Volkswagen)	
Difference	+ 1m 39.9s	+ 41.8s	+ 3m 28.9s	+ 58.2s	+ 55.0s	+ 1m 50.0s	+ 1m 16.8s	+ 36.6s	+ 53.0s	+ 1m 32.1s	+ 12.2s	+ 32.9s	+ 21.8s	
Third	D. Sordo (Citroën)	M. Østberg (M-Sport-Ford)	T. Neuville (M-Sport-Ford)	J.-M. Latvala (Volkswagen)	J.-M. Latvala (Volkswagen)	T. Neuville (M-Sport-Ford)	J.-M. Latvala (Volkswagen)	M. Østberg (M-Sport-Ford)	M. Hirvonen (Citroën)	M. Hirvonen (Citroën)	J.-M. Latvala (Volkswagen)	M. Hirvonen (Citroën)	T. Neuville (M-Sport-Ford)	
Difference	+ 3m 49.0s	+ 1m 24.5s	+ 4m 23.8s	+ 4m 04.5s	+ 2m 00.8s	+ 2m 14.1s	+ 1m 48.0s	+ 57.6s	+ 2m 36.1s	+ 2m 02.1s	+ 19.5s	+ 1m 13.7s	+ 1m 24.5s	

Result of Volkswagen duos	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Portugal	Rally Argentina	Rally Greece	Rally Italy	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	Total
Overall standings														
#7 – J.-M. Latvala/M. Anttila	DNF	P04	P16	P03	P03	P01	P03	P17	P07	P04	P03	P02	P02	01 victory
#8 – S. Ogier/J. Ingrassia	P02	P01	P01	P01	P02	P10	P01	P01	P17	P01	P01	P01	P01	09 victories
#9 – A. Mikkelsen/M. Markkula*	DNF	DNF	DNF	P06	P08	P04	DNF	P10	DNF	P06	P07	DNF	P05	00 victories
Power Stage result														
#7 – J.-M. Latvala/M. Anttila		P02	P03	P03	P01	P04	P03	P03	P03	P08	P06	P03	P05	01 Power Stage win
#8 – S. Ogier/J. Ingrassia	cancelled	P01	P01	P01	P02	P01	P01	P02	P01	P01	P03	P02	P04	07 Power Stage wins
#9 – A. Mikkelsen/M. Markkula*		DNF	DNF	P08	P05	P03	DNF	DNF	DNF	P05	P05	DNF	P09	00 Power Stage wins
Stage wins	2	12	15	8	10	9	13	12	8	21	9	13	16	148 out of 237 possible
Top-three times	14	28	25	23	18	23	30	24	21	36	25	26	41	334 out of 635 possible

Chassis numbers	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Portugal	Rally Argentina	Rally Greece	Rally Italy	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	
#7 – J.-M. Latvala/M. Anttila	WVWZZZ6RZCWP00028 (#10)	WVWZZZ6RZCWP00030 (#12)	WVWZZZ6RZCWP00031 (#14)	WVWZZZ6RZCWP00030 (#12)	WVWZZZ6RZCWP00031 (#14)	WVWZZZ6RZCWP00030 (#12)	WVWZZZ6RZCWP00031 (#14)	WVWZZZ6RZCWP00030 (#12)	WVWZZZ6RZCWP00031 (#18)	WVWZZZ6RZCWP00030 (#12)	WVWZZZ6RZCWP00031 (#14)	WVWZZZ6RZCWP00030 (#12)	WVWZZZ6RZCWP00031 (#14)	
#8 – S. Ogier/J. Ingrassia	WVWZZZ6RZCWP00027 (#09)	WVWZZZ6RZCWP00029 (#11)	WVWZZZ6RZCWP00027 (#09)	WVWZZZ6RZCWP00029 (#11)	WVWZZZ6RZCWP00027 (#09)	WVWZZZ6RZCWP00029 (#11)	WVWZZZ6RZCWP00027 (#09)	WVWZZZ6RZCWP00029 (#11)	WVWZZZ6RZCWP00036 (#17)	WVWZZZ6RZCWP00029 (#11)	WVWZZZ6RZCWP00036 (#17)	WVWZZZ6RZCWP00029 (#11)	WVWZZZ6RZCWP00027 (#09)	
#9 – A. Mikkelsen/M. Markkula*	DNF	DNF	DNF	WVWZZZ6RZCWP00032 (#15)	WVWZZZ6RZCWP00033 (#16)									

* Mikko Markkula was replaced by Paul Nagle at the Rally Australia and Rally France in 2013.

2014 Rally overview

	01	02	03	04	05	06	07	08	09	10	11	12	13	
General	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Portugal	Rally Argentina	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	Total
Rally type	Asphalt, ice and snow	Ice and snow	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Asphalt	Gravel	Asphalt	Asphalt and gravel	Gravel	
Special stages														
Distance against the clock	360.48 km	312.22 km	399.93 km	330.78 km	405.1 km	364.92 km	304.21 km	360.94 km	313.77 km	302.26 km	303.63 km	372.96 km	305.64 km	4,478.81 km
Number	14	23	22	16	14	17	22	26	17	20	18	17	23	196
Longest	49.03 km	24.63 km	55.92 km	31.90 km	51.88 km	59.13 km	35.17 km	23.44 km	42.51 km	48.92 km	34.34 km	50.00 km	23.55 km	59.13 km
Shortest	16.55 km	1.87 km	1.01 km	3.27 km	6.04 km	1.30 km	2.50 km	2.27 km	3.03 km	1.56 km	4.67 km	2.24 km	2.06 km	1.01 km

General result	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Portugal	Rally Argentina	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	
First	S. Ogier (Volkswagen)	J.-M. Latvala (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	J.-M. Latvala (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	J.-M. Latvala (Volkswagen)	T. Neuville (Hyundai)	S. Ogier (Volkswagen)	J.-M. Latvala (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	
Total time	3h 55m 14.4s	3m 00m 31.1s	4h 27m 41.8s	3h 33m 20.4s	4h 41m 24.8s	4h 02m 37.8s	2h 34m 02.0s	2h 57m 23.2s	3h 07m 20.2s	2h 53m 18.0s	2h 38m 19.1s	3h 46m 44.6s	3h 03m 08.2s	
Average speed	91.94 kph	103.77 kph	89.64 kph	93.03 kph	86.37 kph	90.24 kph	118.5 kph	122.09 kph	104.04 kph	104.65 kph	115.07 kph	98.69 kph	100.14 kph	
Second	B. Bouffier (M-Sport-Ford)	A. Mikkelsen (Volkswagen)	J.-M. Latvala (Volkswagen)	M. Hirvonen (M-Sport-Ford)	S. Ogier (Volkswagen)	M. Østberg (Citroën)	A. Mikkelsen (Volkswagen)	S. Ogier (Volkswagen)	D. Sordo (Hyundai)	J.-M. Latvala (Volkswagen)	A. Mikkelsen (Volkswagen)	J.-M. Latvala (Volkswagen)	M. Hirvonen (M-Sport-Ford)	
Difference	+ 1m 18.9s	+ 53.6s	+ 1m 12.6s	+ 43.2s	+ 1m 26.9s	+ 1m 23.1s	+ 1m 07.7s	+ 3.6s	+ 40.7s	+ 6.8s	+ 44.8s	+ 11.3s	+ 37.6s	
Third	K. Meeke (Citroën)	M. Østberg (Citroën)	T. Neuville (Hyundai)	M. Østberg (Citroën)	K. Meeke (Citroën)	J.-M. Latvala (Volkswagen)	T. Neuville (Hyundai)	K. Meeke (Citroën)	A. Mikkelsen (Volkswagen)	A. Mikkelsen (Volkswagen)	K. Meeke (Citroën)	M. Hirvonen (M-Sport-Ford)	M. Østberg (Citroën)	
Difference	+ 1m 54.3s	+ 59.5s	+ 5m 28.6s	+ 1m 12.4s	+ 5m 54.7s	+ 1m 32.8s	+ 2m 13.5s	+ 50.6s	+ 58.0s	+ 1m 18.0s	+ 1m 05.3s	+ 1m 30.9s	+ 1m 03.6s	

Result of Volkswagen duos	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Portugal	Rally Argentina	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	Total
Overall standings														
#1 – S. Ogier/J. Ingrassia	P01	P06	P01	P01	P02	P01	P01	P02	DNF	P01	P13	P01	P01	08 victories
#2 – J.-M. Latvala/M. Anttila	P05	P01	P02	P14	P01	P03	P05	P01	DNF	P02	P01	P02	P08	04 victories
#9 – A. Mikkelsen/O. Fløene*	P07	P02	P19	P04	P04	P04	P02	P04	P03	P03	P02	P07	DNF	04 victories
Power Stage result														
#1 – S. Ogier/J. Ingrassia	P02	P04	P01	P01	P01	P03	P01	P01	DNS	P02	P01	P04	P10	06 Power Stage wins
#2 – J.-M. Latvala/M. Anttila	P01	P02	P02	P02	P03	P02	P03	P02	DNS	P01	P03	P01	P01	04 Power Stage wins
#9 – A. Mikkelsen/O. Fløene*	P05	P07	(P10)	P05	P04	P01	P02	P04	P05	P05	P10	P03	DNS	01 Power Stage win
Stage wins	10	18	16	11	10	12	18	25	11	17	16	14	18	196 out of 249 possible
Top-three times	20	43	38	20	32	30	44	54	18	42	38	34	35	448 out of 747 possible

Chassis numbers	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Portugal	Rally Argentina	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	
#1 – S. Ogier/J. Ingrassia	WVWZZZ6RZDWPO0036 (#17)	WVWZZZ6RZEWP00187 (#21)	WVWZZZ6RZEWP00189 (#23)	WVWZZZ6RZEWP00187 (#21)	WVWZZZ6RZDWPO0036 (#17)	WVWZZZ6RZEWP00187 (#21)	WVWZZZ6RZDWPO0036 (#17)							
#2 – J.-M. Latvala/M. Anttila	WVWZZZ6RZCWP00031 (#18)	WVWZZZ6RZEWP00186 (#20)	WVWZZZ6RZEWP00188 (#22)	WVWZZZ6RZEWP00186 (#20)	WVWZZZ6RZCWP00031 (#18)	WVWZZZ6RZEWP00188 (#22)	WVWZZZ6RZCWP00031 (#18)							
#9 – A. Mikkelsen/O. Fløene*	WVWZZZ6RZCWP00032 (#15)	WVWZZZ6RZCWP00033 (#16)	WVWZZZ6RZCWP00032 (#15)	WVWZZZ6RZCWP00033 (#16)	WVWZZZ6RZCWP00031 (#14)									

* Mikko Markkula was replaced by Ola Fløene from the Rally Italy on.

2015 Rally overview

	01	02	03	04	05	06	07	08	09	10	11	12	13	
General	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Argentina	Rally Portugal	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	Total
Rally type	Asphalt, ice and snow	Ice and snow	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Asphalt	Gravel	Asphalt	Asphalt and gravel	Gravel	
Special stages														
Distance against the clock	335.55 km	308.00 km	394.21 km	315.96 km	324.18 km	394.63 km	295.83 km	320.00 km	374.43 km	311.36 km	245.35 km	331.25 km	309.87 km	4,393.23 km
Number	14	21	21	12	15	23	18	20	21	17	7	23	19	231
Longest	51.70 km	24.63 km	55.82 km	51.99 km	37.67 km	42.22 km	39.12 km	34.39 km	45.61 km	50.80 km	4.77 km	35.68 km	32.14 km	55.82 km
Shortest	10.16 km	1.87 km	1.01 km	2.68 km	3.36 km	1.40 km	2.50 km	2.27 km	2.87 km	6.40 km	16.74 km	2.24 km	2.06 km	1.01 km

General result	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Argentina	Rally Portugal	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	
First	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	K. Meeke (Citroën)	J.-M. Latvala (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	J.-M. Latvala (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	J.-M. Latvala (Volkswagen)	A. Mikkelsen (Volkswagen)	S. Ogier (Volkswagen)	
Total time	3h 36m 40.2s	2h 55m 30.5s	4h 19m 13.4s	3h 41m 44.9s	3h 30m 35.3s	4h 25m 54.3s	2h 26m 11.5s	2h 33m 03.8s	3h 35m 49.5s	2h 59m 16.4s	2h 39m 46.7s	3h 21m 04.8s	3h 03m 02.0s	
Average speed	92.92 kph	105.29 kph	91.24 kph	85.49 kph	101.52 kph	89.05 kph	116.00 kph	127.25 kph	105.36 kph	104.21 kph	124.95 kph	98.84 kph	101.58 kph	
Second	J.-M. Latvala (Volkswagen)	T. Neuville (Hyundai)	M. Østberg (Citroën)	M. Østberg (Citroën)	S. Ogier (Volkswagen)	H. Paddon (Hyundai)	A. Mikkelsen (Volkswagen)	S. Ogier (Volkswagen)	J.-M. Latvala (Volkswagen)	J.-M. Latvala (Volkswagen)	E. Evans (M-Sport-Ford)	J.-M. Latvala (Volkswagen)	K. Meeke (Citroën)	
Difference	+ 58.0s	+ 6.4s	+ 1m 18.8s	+ 18.1s	+ 8.2s	+ 3m 05.4s	+ 11.9s	+ 13.7s	+ 23.0s	+ 12.3s	+ 43.1s	+ 3.1s	+ 26.0s	
Third	A. Mikkelsen (Volkswagen)	A. Mikkelsen (Volkswagen)	A. Mikkelsen (Volkswagen)	E. Evans (M-Sport-Ford)	A. Mikkelsen (Volkswagen)	T. Neuville (Hyundai)	O. Tänak (M-Sport-Ford)	M. Østberg (Citroën)	A. Mikkelsen (Volkswagen)	K. Meeke (Citroën)	A. Mikkelsen (Volkswagen)	D. Sordo (Hyundai)	A. Mikkelsen (Volkswagen)	
Difference	+ 2m 12.3s	+ 39m 8s	+ 1m 25.1s	+ 3m 27.4s	+ 28.6s	+ 4m 22.5s	+ 23.0s	+ 1m 36.8s	+ 1m 56.6s	+ 32.6s	+ 46.3s	+ 21.2s	+ 36.2s	

Result of Volkswagen duos	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Argentina	Rally Portugal	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	Total
Overall standings														
#1 – S. Ogier/J. Ingrassia	P01	P01	P01	P17	P02	P01	P01	P02	P01	P01	P15	DNF	P01	08 victories
#2 – J.-M. Latvala/M. Anttila	P02	DNF	P15	DNF	P01	P06	P05	P01	P02	P02	P01	P02	P51	03 victories
#9 – A. Mikkelsen/O. Fløene	P03	P03	P03	DNF	P03	P13	P02	DNF	P03	P04	P03	P01	P03	01 victory
Power Stage result														
#1 – S. Ogier/J. Ingrassia	P04	P01	P01	P01	P01	P01	P01	P01	P06	P01	P01	DNF	P09	09 Power Stage wins
#2 – J.-M. Latvala/M. Anttila	P03	P04	P04	DNS	P02	P02	P17	P02	P01	P02	P03	P02	P01	02 Power Stage wins
#9 – A. Mikkelsen/O. Fløene	P05	P19	P02	DNF	P03	P03	P03	DNS	P10	P03	P05	P01	P02	01 Power Stage win
Stage wins	2	14	11	8	11	14	11	19	20	11	5	17	15	158 out of 231 possible
Top-three times	14	34	39	17	34	33	34	38	46	32	13	41	32	407 out of 693 possible

Chassis numbers	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Argentina	Rally Portugal	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally Australia	Rally France	Rally Spain	Rally Great Britain	
#1 – S. Ogier/J. Ingrassia	WVWZZZ6RZEWP00191 (#25)	WVWZZZ6RZEWP00193 (#27)	WVWZZZ6RZEWP00191 (#25)											
#2 – J.-M. Latvala/M. Anttila	WVWZZZ6RZEWP00192 (#26)	WVWZZZ6RZEWP00194 (#28)	WVWZZZ6RZEWP00192 (#26)											
#9 – A. Mikkelsen/O. Fløene	WVWZZZ6RZEWP00189 (#23)	WVWZZZ6RZEWP00188 (#22)	WVWZZZ6RZEWP00189 (#23)	WVWZZZ6RZEWP00188 (#22)	WVWZZZ6RZFWP00014 (#31)	WVWZZZ6RZFWP00015 (#32)	WVWZZZ6RZFWP00014 (#31)							

2016 Rally overview

	01	02	03	04	05	06	07	08	09	10	11	12	13	
General	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Argentina	Rally Portugal	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally France	Rally Spain	Rally Great Britain	Rally Australia	Total
Rally type	Asphalt, ice and snow	Ice and snow	Gravel	Gravel	Gravel	Gravel	Gravel	Gravel	Asphalt	Asphalt	Asphalt and gravel	Gravel	Gravel	
Special stages														
Distance against the clock	377.79 km	226.48 km	399.71 km	364.68 km	368.00 km	324.60 km	306.10 km	333.60 km	292.01 km	390.92 km	321.08 km	330.21 km	283.36 km	4,432.27 km
Number	16	12	21	18	19	19	21	24	17	10	19	22	23	241
Longest	51.55 km	24.70 km	80.00 km	38.68 km	37.67 km	44.26 km	25.27 km	33.00 km	40.80 km	53.78 km	38.95 km	35.14 km	50.80 km	80.00 km
Shortest	12.07 km	1.87 km	1.09 km	1.50 km	1.85 km	2.00 km	2.50 km	2.31 km	2.87 km	5.40 km	2.24 km	1.80 km	1.27 km	1.09 km

General result	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Argentina	Rally Portugal	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally France	Rally Spain	Rally Great Britain	Rally Australia	
First	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	J.-M. Latvala (Volkswagen)	H. Paddon (Hyundai)	K. Meeke (Citroën)	T. Neuville (Hyundai)	A. Mikkelsen (Volkswagen)	K. Meeke (Citroën)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	A. Mikkelsen (Volkswagen)	
Total time	3h 49m 53.1s	1h 59m 47.4 s	4h 25m 57.4 s	3h 40m 52.9s	3h 59m 01.0s	3h 35m 25.8s	2h 37m 34.4s	2h 38m 05.8s	3h 00m 26.7s	4h 07m 17.0s	3h 13m 03.6s	3h 14m 30.2s	2h 46m 05.7s	
Average speed	98.6 kph	165.9 kph	90.17 kph	99.06 kph	92.38 kph	90.41 kph	104.79 kph	126.61 kph	102.01 kph	94.85 kph	99.79 kph	101.86 kph	102.36 kph	
Second	A. Mikkelsen (Volkswagen)	H. Paddon (Hyundai)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	A. Mikkelsen (Volkswagen)	J.-M. Latvala (Volkswagen)	O. Tänak (M-Sport-Ford)	J.-M. Latvala (Volkswagen)	D. Sordo (Hyundai)	T. Neuville (Hyundai)	D. Sordo (Hyundai)	O. Tänak (M-Sport-Ford)	S. Ogier (Volkswagen)	
Difference	+ 1m 54.5s	+ 29.8s	+ 1m 05.0s	+ 14.3s	+ 29.7s	+ 24.8s	+ 26.2s	+ 29.1s	+ 20.3s	+ 46.4s	+ 15.6s	+ 10.2s	+ 14.9s	
Third	T. Neuville (Hyundai)	M. Østberg (M-Sport-Ford)	D. Sordo (Hyundai)	A. Mikkelsen (Volkswagen)	S. Ogier (Volkswagen)	S. Ogier (Volkswagen)	H. Paddon (Hyundai)	C. Breen (Citroën)	T. Neuville (Hyundai)	A. Mikkelsen (Volkswagen)	T. Neuville (Hyundai)	T. Neuville (Hyundai)	T. Neuville (Hyundai)	
Difference	+ 3m 17.9s	+ 55.6s	+ 3m 37.9s	+ 1m 05.2s	+ 34.5s	+ 1m 37.8s	+ 28.5s	+ 1m 41.3s	+ 20.4s	+ 1m 10.0s	+ 1m 15.0s	+ 1m 25.2s	+ 1m 12.6s	

Result of Volkswagen duos	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Argentina	Rally Portugal	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally France	Rally Spain	Rally Great Britain	Rally Australia	Total
Overall standings														
#1 – S. Ogier/J. Ingrassia	P01	P01	P02	P02	P03	P03	P06	P24	P01	P01	P01	P01	P02	06 victories
#2 – J.-M. Latvala/M. Anttila	DNF	P26	P01	P16	P06	P02	P05	P02	P48	P04	P14	P07	P09	01 victory
#9 – A. Mikkelsen/A. Jæger	P02	P04	DNF	P03	P02	P13	P01	P07	P04	P03	DNF	P12	P01	02 victories
Power Stage result														
#1 – S. Ogier/J. Ingrassia	P01	P01	P01	P03	P01	P01	P01	P05	P03	P03	P02	P05	P01	07 Power Stage wins
#2 – J.-M. Latvala/M. Anttila	DNF	P05	P02	P23	P02	P03	P02	P03	P02	P04	P01	P04	P05	01 Power Stage win
#9 – A. Mikkelsen/A. Jæger	P03	P02	DNF	P04	P03	P12	P05	P04	P05	P02	DNF	P02	P06	00 Power Stage wins
Stage wins	8	9	18	11	9	6	8	8	10	7	13	8	20	135 out of 241 possible
Top-three times	29	17	39	29	35	28	29	31	22	16	27	29	46	377 out of 723 possible

Chassis numbers	Rally Monte Carlo	Rally Sweden	Rally Mexico	Rally Argentina	Rally Portugal	Rally Italy	Rally Poland	Rally Finland	Rally Germany	Rally France	Rally Spain	Rally Great Britain	Rally Australia	
#1 – S. Ogier/J. Ingrassia	WVWZZZ6RZEWPO0195 (#29)	WVWZZZ6RZFWP00016 (#33)	WVWZZZ6RZEWPO0195 (#29)											
#2 – J.-M. Latvala/M. Anttila	WVWZZZ6RZEWPO0196 (#30)	WVWZZZ6RZFWP00017 (#34)	WVWZZZ6RZEWPO0196 (#30)	WVWZZZ6RZFWP00017 (#34)	WVWZZZ6RZEWPO0196 (#30)	WVWZZZ6RZEWPO0194 (#28)	WVWZZZ6RZEWPO0196 (#30)	WVWZZZ6RZEWPO0194 (#28)	WVWZZZ6RZEWPO0196 (#30)	WVWZZZ6RZFWP00017 (#34)	WVWZZZ6RZEWPO0196 (#30)	WVWZZZ6RZFWP00017 (#34)	WVWZZZ6RZEWPO0196 (#30)	
#9 – A. Mikkelsen/A. Jæger	WVWZZZ6RZFWP00015 (#32)	WVWZZZ6RZFWP00014 (#31)	WVWZZZ6RZFWP00015 (#32)	WVWZZZ6RZEWPO0191 (#25)	WVWZZZ6RZFWP00014 (#31)	WVWZZZ6RZEWPO0191 (#25)	WVWZZZ6RZFWP00014 (#31)	WVWZZZ6RZEWPO0191 (#25)	WVWZZZ6RZFWP00015 (#32)	WVWZZZ6RZEWPO0191 (#25)	WVWZZZ6RZFWP00015 (#32)	WVWZZZ6RZEWPO0191 (#25)	WVWZZZ6RZFWP00014 (#31)	



“You felt closer to the sport!”

After four historic years, Volkswagen withdraws from the World Rally Championship. The regret is great – as is the acknowledgement of what has been achieved. Long-time cohorts, rivals and greats of the sport show their respect.

“It’s obviously sad for them, but one thing everybody will always remember is the record they have created. Nobody – not even Lancia or the great teams from before – has ever dominated like Volkswagen and Sébastien Ogier did.”

Petter Solberg, 2003 Rally World Champion

“Thank you for everything, Volkswagen. You will be missed.”

Dani Sordo, Hyundai driver

“Obviously, this is bad news for the Volkswagen team. Along with Red Bull, Volkswagen have worked really hard to build the WRC up and they’ve done a great job in terms of promotion. It would have been really interesting to see what we could do against them next season.”

Kris Meeke, Citroën Driver

“It’s a pity to see that Volkswagen is pulling out of WRC. We were looking forward to 2017 with great fights. Feeling sorry for the team.”

Toyota Motorsport

“This manufacturer brought a level of performance, dedication and professionalism to the championship, and it’s that which will prove to be its legacy. Oh, how we are going to miss Volkswagen Motorsport.”

Colin Clark, WRC Live reporter

“What made them stand out from the rest – apart from a bloody brilliant car and engineering nous – was their ability to include the average rally fan on their journey. Through social media engagement, clever marketing and their outstanding video content, we discovered the drivers’ personalities. You felt like you were part of the team. You felt closer to the sport.”

Becs Williams, WRC Live presenter

“We’re sad after Volkswagens announcement, as we were hoping for a fierce battle in the coming WRC seasons. We remain focussed on our aim.”

Citroën Racing

“We have a lot to thank Volkswagen for – not many manufacturers make such a big commitment to be winning in Dakar and then come to the World Rally Championship and win there as well. I tested the Polo for the first year before it started competing and I have to say, it was an incredible car. It was no surprise there was so much success from a team that worked so hard.”

Carlos Sainz, three-time world rally champion and Rally Dakar winner with Volkswagen

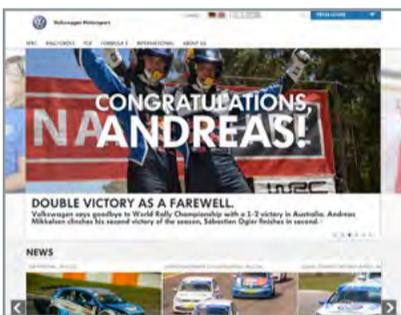
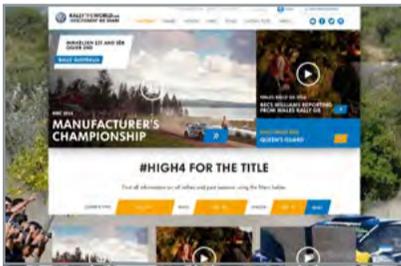
“All of us at Hyundai Motorsport are sad to hear the news that Volkswagen Motorsport are leaving the WRC at the end of this season. They have been fierce competitors and, for a new team coming into the sport like ours, have been a real inspiration. We have thrived on raising our own level to match theirs in the past three seasons, and had looked forward to competing against them in 2017 with new cars for all of us. Their impressive achievements in recent years will continue to motivate us.”

Michel Nandan, team principal at Hyundai Motorsport

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- Sending of media information in German or English

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Links

Volkswagen Motorsport  www.volkswagen-motorsport.com (official 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)

 www.fiaf3europe.com

 www.redbullglobalrallycross.com,  www.fiaworldrallycross.com

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

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