



Volkswagen

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50 ans de Volkswagen Motorsport

13 septembre 2016
V16/29F



Une exposition spéciale interactive célébrant les 50 ans de Volkswagen Motorsport a officiellement ouvert ses portes à Berlin au DRIVE. Volkswagen Group Forum, au croisement des rues Friedrichstrasse 84 / Unter den Linden.

L'accent est mis sur la présentation de véhicules uniques dont la Golf à double moteur conçue pour l'iconique course de côte du Pikes Peak, le Race Touareg 3 que Gottschalk et Nasser Al-Attiyah (Q) ont mené à la victoire au Dakar 2011 et l'actuelle Polo R WRC victorieuse en Championnat du Monde des Rallyes. Cette exposition interactive se déroulera jusqu'au 30 octobre. Pour plus d'informations, visitez le site: <http://www.drive-volkswagen-group.com/en/>.

Ci-après, vous trouverez le dossier complet sur les 50 ans de Volkswagen Motorsport en anglais.



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Motorsport Information



2016 | Information Package
50 Years of
Volkswagen Motorsport



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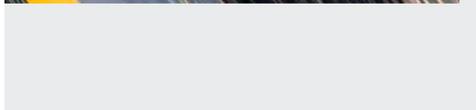
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Formula Vee

“Born in the USA” – and in Germany, from 1966



Touring Cars

“The crazy seventies”: Willi Bergmeister puts pedal to the metal in the Scirocco



Formula 3  Michael Schumacher was not the only person to benefit from Volkswagen's promotion of youngsters



Dakar Rally

■ A hat-trick of wins at the toughest rally in the world: Volkswagen makes its mark in the desert



WRC

Volkswagen's most successful motorsport project to date: nine titles in three years



Milestones

11 July 1966

Ulf von Malberg
General Secretary, 1966–1968

Anton Konrad
General Secretary, 1968–1972

Volkswagen Motorsport is founded in Munich – under the name Formel V Europa e.V.



Historic Formula Vee race on the Nürburgring-Nordschleife: Helmut Marko wins the six-lap race with an average speed of 137.4 km/h, finishing ahead of Niki Lauda.

1969

1971

Klaus-Peter Rosorius
Sporting Director, 1972–1995

More power – with the start of Formula Super Vee. Seen here at the wheel of a Kaimann: Germany's Jochen Mass.



1973

Move to Hannover.

1975

Keke Rosberg wins the German Formula Super Vee championship in a Kaimann Volkswagen.

1976



Inaugural Volkswagen One-Make Cup: the VW Junior Cup lines up in Hockenheim – with identical, 105-hp Scirocco.

1976

Name change to "Formel V Europa – Volkswagen Motorsport e.V."

1977

The Golf I GTI replaces the Scirocco as the cup car.

1978

Klaus-Joachim "Jochi" Kleint wins the Estering Cup and claims the title in the unofficial German Rallycross Championship at the wheel of a Golf GTI 1600. The driver from Hamburg also enters the FIA European Rallycross Championship with Volkswagen in the same year.

1979

Entry into Formula 3 as engine manufacturer.

1980

A Volkswagen Ittis flexes its muscles in the desert! Freddy Kottulinsky and Gerd Löffelmann claim Volkswagen's first overall victory at the Dakar Rally.



1981

Name change to "Volkswagen Motorsport e.V."

1980

The bright-green Golf I GTI – known as "Rheila-Frosch" (Rheila Frog) – wins the German Rally Championship. At the wheel: Alfons Stock/Paul Schmuck.



1982

Denmark's John Nielsen wins the German Formula 3 Championship with Volkswagen.

1983

Green light for the Polo Cup.

1984

Maiden triumph in Macau! Nielsen wins the unofficial Formula 3 World Championship.

1985

The "World Record Polo": Volkswagen sets a new 24-hour speed record of 208.1 km/h with a Polo G40 at the test site in Ehra-Lessien.



1986

Swedish driver Kenneth Eriksson is crowned World Rally Champion in Group A with the Volkswagen Golf II GTI.



1990



Michael Schumacher wins with Volkswagen the German Formula 3 Championship and the World Final in Macau.

1991

- *Victory in the German Rally Championship. At the wheel of the 282-hp Golf G60: Erwin Weber and Manfred Hiemer.*

- *Tom Kristensen is crowned German Formula 3 Champion, "powered by Volkswagen".*

Andre van der Watt
Sporting Director, 1995–2002

1997

Volkswagen enters Formula König as engine supplier.

1998

First race of the ADAC Volkswagen Touring Junior Cup with the Lupo – the birth of the Touring Car School.



9 March 2000

VW Motorsport GmbH founded.

6 April 2000

Renamed Volkswagen Racing GmbH.

Rudolf-Helmut Strozyk
Sporting Director, 2002–2003

Kris Nissen
Motorsport Director, 2003–2012

2003

Return to the Dakar Rally with the Volkswagen Tarek.

20 December 2004

Renamed Volkswagen Motorsport GmbH.

2004

The Polo Cup replaces the Lupo Cup.



2005

Bruno Saby and Michel Périn win the FIA Marathon Rally World Cup with the Volkswagen Race Touareg.

2007

Class victory for the Golf GTI at the 24-hour race at the Nürburgring.



The 300-hp, 2.0-litre TSI car with front wheel drive wins the SP3T class. At the wheel: René Rast, Jimmy Johansson, Florian Gruber and Dieter Depping.

2008

Volkswagen Power for future stars: the ADAC Formula Masters is launched.

2009



Volkswagen becomes the first winner of the "Dakar" with diesel technology! One-two at the classic rally, courtesy of Giniel de Villiers/Dirk von Zitzewitz and Mark Miller/Ralph Pitchford.

2010

• One-two-three at the Dakar Rally! Carlos Sainz/Lucas Cruz win, ahead of Nasser Al-Attiyah/Timo Gottschalk and Miller/Pitchford.

• New star at Touring Car School: the Scirocco replaces the Polo.



2011

Flawless Dakar hat-trick! This time, victory goes to Al-Attiyah/Gottschalk, followed by de Villiers/von Zitzewitz and Sainz/Cruz.



2011

Big announcement in May: Volkswagen will join the FIA World Rally Championship in 2013. The first driveable prototype of the Polo R WRC is presented at the International Motor Show (IAA) in Frankfurt.

2012



Test phase: Volkswagen Motorsport enters the World Rally Championship with the Škoda Fabia S2000.

Jost Capito
Motorsport Director, 2012–today

2013

• Maiden victory in the FIA World Rally Championship! Sébastien Ogier/Julien Ingrassia win the second round in Sweden.



• Ogier/Ingrassia claim the Driver/Co-Driver title at their home rally in France in October. Volkswagen is crowned world champion manufacturer at the following rally in Spain.

2014

Manufacturer title successfully defended with a one-two-three in Australia. Ogier and Ingrassia defend their Driver/Co-Driver title with victory at the Rally Spain.



2015



Hat-trick! Ogier, Ingrassia and Volkswagen are crowned World Rally Champions for the third time in Australia.

**“We want to be
successful in
everything we do”**

Volkswagen Motorsport Director Jost Capito in an interview about developments since 1966, the impact of his predecessors and the anniversary year.





Enough to put a smile on anyone's face: Jost Capito has been Volkswagen Motorsport Director since May 2012. Since then, there have been nine WRC title wins in three years

You were around eight years old when Volkswagen Motorsport was founded in 1966. What are your memories of the early years with Formula Vee?

I've always been interested in motorsport and Formula Vee was the best thing ever for me back then. Looking back, I remember the drivers in particular – names such as Keke Rosberg, Jochen Rindt etc. The Formula Vee of that era is comparable with today's Formula 3. Drivers who wanted to work their way up to Formula One and be a success started their careers in Formula Vee.

When did you discover your passion for motorsport?

It was actually even before Formula Vee, when my mother was expecting me and attended the Isle of Man TT motorcycle

There was also a Volkswagen Iltis parked in the garage at the Capito family home

race. I didn't see anything, but I heard it – and I liked what I heard. (laughs)

You went on to be actively involved in motorsport yourself and took part in the Dakar Rally.





Well done, Jari-Matti:
Capito is always in the thick of
it at the service park

It all started with motorcycle sport for me. I started going to enduro events at the age of three and I knew that when I turned 16 and had a driving licence I would take part in enduro and motocross races.

The first overall win in the Dakar Rally for a Volkswagen came in 1980. What do you remember of that triumph?

Obviously, I remember the Volkswagen Iltis from 1980. My father entered the Dakar Rally for the first time in 1981, so we

had been watching it keenly in the preceding years. Freddy Kottulinsky's victory in the Iltis was obviously sensational. We always had off-road vehicles at home because my father used to go hunting. And at that time, we had an Iltis – it's quite something to have such a model parked in the garage at home.

How professional was motorsport back then compared to today?

Motorsport has always been professional and at a high level. The technology used has been advanced since then. But that's not to say that motorsport was

any easier or more challenging at any particular time. To win, you have to be the best at that particular point in time – and that's never easy. If anyone today did what was done in motorsport ten years ago, it wouldn't be classed as professional – but it was professional back then. Times change and you have to keep up with the times.

Much of the current team has been working together since the Dakar Rally factory involvement in the years 2003 to 2011. Has that been the key to success?

In the Dakar Rally, you learn about and experience all the



Historic home victory: the Volkswagen team scored a three-way win at Rally Germany in 2015

Having an experienced “Dakar” team was the perfect starting point and also a welcome luxury.

many facets of motorsport, no matter what area you are involved in. Those who achieve success in the “Dakar” can also be successful in other areas. Having an experienced “Dakar” team upon which other motorsport activities could then be built up was the perfect starting point and also a welcome luxury.

You joined the team in May 2012. Did you already know some of the team members?

No, I was only familiar with my predecessor Kris Nissen. On my first day, I had to use my satnav to direct me to Ikarusallee in Hannover as I didn’t know where it was. (laughs)

You are the seventh Volkswagen Motorsport Director. What part did your predecessors play in the current development?

Some excellent decisions were made, including to go to Hannover, to enter the Dakar Rally and the World Rally Championship, and to create the infrastructure required for this. We still have team members who worked on the Golf II in the WRC. And their experience is worth its weight in gold. All of my predecessors’ decisions and activities have helped me to achieve success with the team. I took something on that was clearly shaped by my predecessors. Our success would not otherwise have been possible.

In your opinion, what are the areas in which the team has improved the most?

The team has improved across the board, including in the areas of technology, infrastructure, and marketing and communications – among other things to keep apace with the requirements. After Volkswagen won the Dakar Rally three times in a row from 2009 to 2011, the team succeeded in delivering an entirely different kind of motorsport in the World Rally Championship right from the start. It moved away from delivering a focused

performance just once a year to producing exactly the same level of commitment in 13 individual rallies throughout the year. This is a transition which is usually difficult to achieve. But as a team, we admirably rose to this challenge. With the addition of China, we will be competing in another new rally this year. And I am confident that we will tackle this with ease too.

Nine World Rally Championship titles for the Polo R WRC in the past three years – what's your assessment of this success?

It's quite extraordinary for a manufacturer to enter one of the top motorsport series and to establish itself by winning three world championships in a row right of the bat. It's something that's never been seen before in an automobile world championship in this form.

What influence do these successes have on the position of Volkswagen in the international motorsport arena?

Volkswagen has become firmly established in the international motorsport arena thanks to its

 The whole team got together for a group photo after winning its second World Rally Championship title in 2014



involvement in the World Rally Championship. The WRC means we are travelling all over the world from January to November every year. The production-based vehicles can be purchased around the world and offer great potential for identification with the Volkswagen brand. With the exception of in the USA, the Polo is Volkswagen's most distributed car around the world. As such, our taking part in the World Rally Championship with the Polo R WRC makes perfect sense. When Volkswagen moved into the area of SUVs in the early 2000s and launched the Touareg, entering the Dakar Rally was obviously the best thing for the company to do – in spite of the fact that the international perception of the brand was naturally less pronounced when there was only one event a year.

To what extent can success in the World Rally Championship be planned?

You can't plan success. But you can plan when a car is used, how reliable it is and how it performs. And this can then serve as the basis for success. It obviously also depends on who you're up against as well as numerous other factors. And if one of these factors isn't right, you won't be successful.

Unlike other manufacturers, Volkswagen puts its own factory team into events, rather than using an outsourced team for event appearances. What difference does this make?

This results in quick decision making procedures and flat hierarchies, and is therefore highly effective. When you outsource something, you may find there are various different interests

 Jost Capito and his team have had plenty of reasons to celebrate over the past three years



and philosophies. Outsourcing can certainly work too – take our partnership with Andretti Autosport, for example. We share exactly the same interests and philosophy. We adopt both of these approaches at Volkswagen Motorsport – we take part in the WRC ourselves and we are involved in Global Rallycross together with a partner.

■ Jost Capito with Scott Speed after he won the 2015 Global Rallycross Championship with the Beetle GRC



Volkswagen's success here speaks for itself: Scott Speed won the title in 2015 with the Beetle GRC. What makes Volkswagen's partnership with Andretti Autosport so successful?

Andretti Autosport is an established motorsport company

which has racked up numerous successes in the past. Andretti and Volkswagen have identical mindsets and ideas regarding how to engage in motorsport. We are also a good fit in terms of spirit – we both have a desire to win and will do everything to do so. And this is ultimately what clinched it for us in the 2015 season.

■ Starting in the 2016 season, Volkswagen is offering the Golf TCR for use in customer sport



The Golf TCR will now be hitting the racetrack in 2016. What do you hope to achieve with this involvement in customer sport?

We hope to enable interested customers to use a Volkswagen to engage in motorsport relatively inexpensively at various levels. There are national and international championships, for example in the Benelux countries and in Asia. A team can take part in various series with a Golf TCR, improve and expand its involvement from the national to the international level – with the same car and the same technology.

In the last 50 years, drivers such as Niki Lauda, Michael Schumacher and Tom Kristensen have started their careers with Volkswagen power in the rear. And most recently, Max Verstap-

pen managed to move straight up to Formula One. What sets apart Volkswagen's endeavours to promote up-and-coming drivers?

Volkswagen's endeavours in this area are set apart by their authenticity. We're not looking for puppets, but for independent personalities. So we offer up-and-coming drivers competitive materials and the freedom they need to evolve. Only then can talented motorsport individuals develop in both areas – as a driver on the racetrack and also as a personality.

What do you wish for Volkswagen Motorsport as it reaches this milestone birthday?

We want to be successful in everything we do. As Volkswagen Motorsport turns 50, it is in a better position in motorsport than ever before. It also boasts a well-rounded programme: it is active globally with the World Rally Championship, which continues to grow – there's a new rally being held in China in 2016 and Toyota is set to join as a manufacturer in 2017. On the racetrack, we promote new talent

in Formula 3, and we are moving into customer sport with the Golf TCR. The TCR is also getting bigger and bigger, with dozens of championships springing up. And we are well established in Rallycross – a modern, up-and-coming sports discipline – in the USA. As such, Volkswagen has a future-proof and forward-looking motorsport set-up. //

 The boss takes a dip: welcome refreshment after the 2014 Rally Italy win





How it all began – Formula Vee kick-started a success story

From Germany to the USA and back again. From Formula Vee to Formula 3. An international playground for beginners, and for aspiring drivers. This is how the motorsport era began for Volkswagen. A retrospective.

N

iki Lauda,
Keke Ros-
berg and

Slim, light,
swift: the
trademark of the
Formula Vee
race car

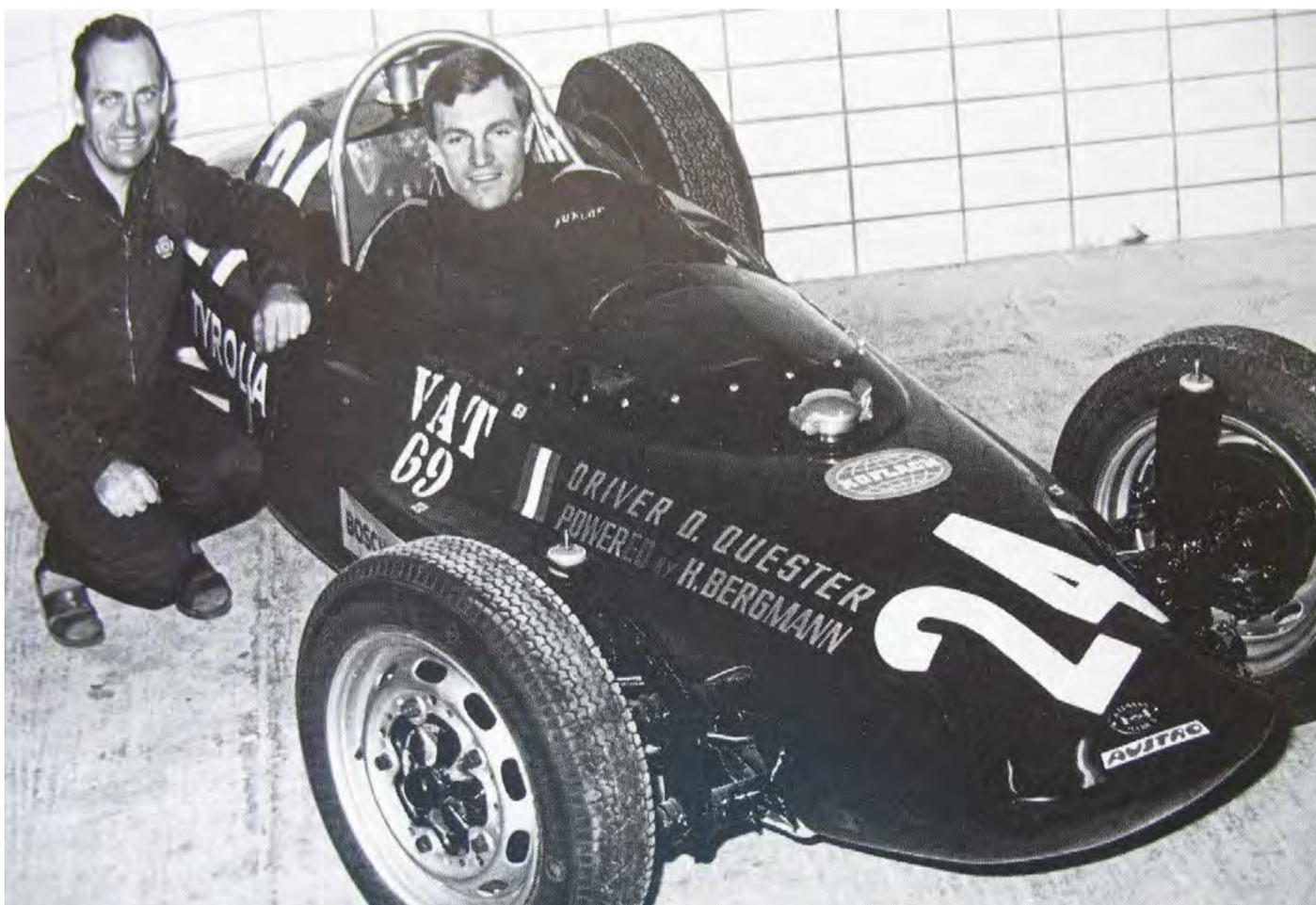


Rolf Stommelen in Formula Vee; Michael Schumacher, Tom Kristensen and Bernd Schneider in Formula 3 – the history of Volkswagen in motorsport is closely linked with these famous names. The development of young talent has been a priority, and an ongoing success story

for the Wolfsburg carmaker throughout more than 50 years of involvement in motorsport.

Even before Volkswagen officially became involved in motorsport,

the know-how associated with the brand in the USA was vital to the establishment of what proved to be the wildest junior racing class: Formula Vee. Stock parts of the VW Beetle, such as



The thinker and the driver: Kaimann team lead Kurt Bergmann with driver Dieter Quester in 1966

the front suspension, steering, transmission and of course the 1.2 litre 40-hp motor made this the ideal vehicle to be used as the basis for the construction of affordable racing cars.

The first Formula Vee race in the USA took place at the Daytona Speedway in 1963. In no time at all, the series became the most popular motor racing class nationwide. When Dr. Ferry Porsche and sporting director Fritz Huschke von Hanstein first heard of these VW runabouts in 1964, they shipped twelve car kits to Germany with the enthusiastic support of Dr. Carl Hahn, the CEO of Volkswagen America and later member of the Executive Board. A press statement by von Hanstein explained: "We want to do something for young German drivers and Formula Vee will provide these youngsters with an affordable option for getting started."

■ A full starting grid for the Formula Super Vee race at the Nürburgring in 1974

Interest in the Formula Vee spread like wildfire around the globe. In addition to national championships and challenge races between the USA and Europe.

Formula Super Vee: more power for young drivers

Interest in this unique racing class spread like wildfire around the globe. In addition to national championships and challenge

races between the USA and Europe, there was also an unofficial world championship. Volkswagen Motorsport was founded on 11 July 1966 – as the European Formula Vee Association (Verband Formel V





Start of the Formula 3 race at the Norisring in 1992 – Volkswagen has only been absent for a short time after joining the junior series in 1979

Europa e.V.) – and continued to act as a first-class talent factory for Formula Vee.

Formula Super Vee started in 1971 with more powerful 120-hp engines and launched a production line of drivers who went on to taste success in other competitions, such as Dakar Rally winner Freddy Kottulinsky and Formula One world champion Keke Rosberg. After 17 years in this series, Volkswagen withdrew to seek new challenges elsewhere.

From one talent factory to the next

In 1979, Volkswagen moved to circuit racing as a constructor

for Formula 3, continuing the talent factory tradition. By 1994, Volkswagen had powered drivers to 92 individual victories, claiming seven overall titles. The most famous names in this list are Michael Schumacher, who went on to become the record Formula One world champion, Le Mans series winner Tom Kristensen or DTM legend Bernd Schneider.

It is not just the drivers who profit from Volkswagen's expertise. The technical staff – race engineers and mechanics – also have the opportunity to work on the development of Formula vehicles and make a name for themselves in the world of motorsport. After taking a long break from Formula 3, Volkswagen returned to the

Amateurs? No way!

Race director Wilhelm Herz wanted to show the two amateur racing drivers the black flag. Anton Konrad and Manfred Jantke used to enter Formula Vee races every now and again, as was the case in Hockenheim in 1969. However, nobody had reckoned on this happening: in a field littered with exceptionally talented drivers, the two amateurs qualified on the front row of the grid. Herz pointed to a fault in the timing equipment. He spoke to Konrad and Jantke and requested that they should move to the side at the start of the race and let their fellow drivers through. He even threatened them with disqualification. What followed caused quite a sensation: the pair pulled away from the rest of the field at the start, with Konrad eventually winning ahead of Jantke. It is worth mentioning that Jantke, who was a journalist at the time, later made his name as Director of Racing at Porsche. Konrad was also heavily involved in the motorsport scene at that time: as coordinator of Volkswagen's Formula Vee activities.



■ Volkswagen on the podium: Edoardo Mortara won the European Formula 3 title in 2010 – he is currently driving for Audi in the DTM

grid in 2007, on three fronts at once. In addition to the European Formula 3 series, Volkswagen

also entered the British Formula 3 Championship and the German ATS Formula 3 Cup.

» Konrad is only too happy to joke about his move to Volkswagen AG in 1972, where he was employed as Communications Director: "I did such a poor job that headquarters called me up." Formula Vee was the starting point for everything that followed at Volkswagen Motorsport, including a hat-trick of titles at the "Dakar" and in the World Rally Championship. Konrad can undoubtedly be considered the father of motorsport at Volkswagen. "Volkswagen made something fantastic out of it," said Konrad. "We can proudly say that it all started with the seed that was Formula Vee."

■ Volkswagen also supports and develops talented young mechanics



Edoardo Mortara enjoyed particular success in this period. The Italian won the unofficial Formula 3 world championship amidst the crash barriers of Macau in 2009 and 2010. 2010 also saw the Italian claim the title in the European Formula 3 series, which ran from 2003 to 2012.

From Formula 3 to the top flight “powered by Volkswagen”

In 2014, Volkswagen introduced a new engine to the FIA Formula 3 European Championship, the

most important junior racing series in Europe. The new generation of 225-hp motors delivered improved performance and greater driveability. Their use in the 2015 season also brought success for the young drivers: Max Verstappen moved up to Formula One directly after the 2014 season. The teenager made a big impression in the top flight in 2015, named as “Rookie of the Year” by the world motor racing governing body FIA.

Throughout the long history of Volkswagen, young drivers had used Formula Vee or Formula 3

Edoardo Mortara (pictured in 2010) twice won the Formula 3 Grand Prix of Macau



Really, they started for Volkswagen?

Jochen Rindt



Back then ...

... Rindt was one of the original Formula Vee drivers in 1966.

Later ...

... the popular Austrian was posthumously crowned 1970 Formula One World Champion.

Keke Rosberg



Back then ...

... winner of the 1973 European Formula Vee 1300 cup.

Later ...

... the Finn became 1982

Formula One World Champion.





Max Verstappen drove for Volkswagen in the 2014 Formula 3 season, and has been making waves in Formula One since 2015

as a springboard to a professional career – powered by the mighty engines from Wolfsburg. It is these engines that remain the driving force behind the stars of tomorrow. //

Smoke signals: Tom Blomqvist and Max Verstappen battle it out for the lead in Hungary in 2014



» Niki Lauda



Back then ...
... the Austrian lined up in Formula Vee. In a Kaimann

run by compatriot Kurt "Master" Bergmann.

Later ...

... Lauda became a triple Formula One World Champion.

Michael Schumacher



Back then ...
... "Schumi" was German Formula 3 champion and won

the World Final in Macau with Volkswagen.

Later ...

... he was record Formula One World Champion, with seven titles.



Tom Kristensen
Back then ...
... the Dane won the German

Formula 3 Championship "powered by Volkswagen" in 1991.

Later ...

... he earned the nickname "Mister Le Mans": with nine overall wins to his name, Kristensen holds the record at the 24-hour classic.

A school for life

On the timetable from 1998 to 2014: a one-make touring car cup to promote talented young drivers, "powered by Volkswagen".



A reasonably priced alternative to Formula 3? Volkswagen had the answer at the end of the 90s: the touring car school. It was here, that countless talented youngsters were given a route into motorsport between 1998 and 2014. Many of the young drivers learned far more than just the basics of motorsport. The touring car school was also about learning for life.

The ADAC Volkswagen Touring Junior Cup was launched in 1998. The Wolfsburg-based manufacturer organised ten races, with the Lupo – brand-new at the time – the car of choice. The goal: equal opportunity and a reasonably priced route into professional touring car racing. In 1999, Volkswagen's touring car school was renamed the ADAC Volkswagen Lupo Cup.

Experienced touring car driver Kris Nissen, who went on to become Volkswagen Motorsport Director, was on hand to offer the students advice and guid-



▲ Lupo royal: Prince Albert von Thurn und Taxis takes a sideways approach

The goal: equal opportunity and a reasonably priced route into professional touring car racing.

ance. He not only gave them tips on how to get round the circuit fastest in the racing version of the Lupo, but also laid down the law – where necessary – if the young guns got carried away out on the track. Safety was always a priority in the junior series. Right

from the outset, the Lupo was equipped with a solid roll cage, a fire extinguisher and a racing harness. In order to ensure equal opportunity, all the models used over the years were maintained and run centrally by auto tuning company Abt Sportsline.

Lupo, Polo and Scirocco: the stars of the touring car school

The ADAC Volkswagen Lupo Cup provided Volkswagen with a spectacular stage, on which to showcase its products. The Lupo, for example, only went on sale in dealerships about half a year after the start of the racing series. That obviously caused quite a stir. In 2004, the ADAC Volkswagen Lupo Cup was replaced by the ADAC Volkswagen Polo Cup. From 2010 to 2014, the 235-hp Scirocco was

the star of the Volkswagen touring school – now known as the Volkswagen Scirocco R-Cup.

The Push-to-Pass system, which was developed in cooperation with series partner Bosch, added another tactical element, with drivers having access to an additional 50 hp for a limited period of time. This could be used to launch, or fend off, overtaking manoeuvres.

There were plenty of lively exchanges in one-make series

Theory and practical lessons: talented motorsport juniors were taught the ins and outs of motor racing in the Volkswagen touring car school



“Panik Udo” on crash course



Remarkable scenes in the VW Junior Cup in 1976. Rock star Udo Lindenberg lined up as a guest starter in the race at the airfield on Sylt. And “Panik Udo” really did live up to his name. He took it easy in practice, finishing a full 45 seconds behind the slowest regular driver. In the race, Udo Lindenberg, who swapped his hat for a helmet for a change, really went for it. Starting from the back of the field, he spun his Scirocco like a spinning top on the opening lap. This completely disorientated “Panik Udo”. Bravely, he drove straight at his colleagues who were hurtling towards him, and only saved himself at the last minute by pulling onto the grass with a sideways manoeuvre.

around the world. Drivers from Japan, South Africa and India travelled to Germany to gain experience. Extra spice was added by the many legendary racing drivers, who lined up as guest starters over the years – from Formula One world champion Damon Hill and World Cup winner Andreas Brehme to Olym-

pic ski-jumping gold medallist Sven Hannawald and stratosphere diver Felix Baumgartner.

Auto tuning company Abt Sportsline (top right) not only took care of the Sciroccos driven by guest starters like Johnny Herbert, Martin Brundle, Derek Bell, Mark Blundell (top left) and Damon Hill (bottom right), but also helped Mikaela Åhlin-Kottulinsky achieve the first race win by a lady in the touring school (bottom left)



“The crazy seventies”: the birth of the Volkswagen one-make cup



The tradition of the Volkswagen one-make cup stretches back to the seventies. It all started with the VW-Junior-Cup in 1976. All the drivers took to the track in identical, 105-hp Sciroccos. This guaranteed absolute equal opportunity and wheel-to-wheel battles – perfect for the “crazy seventies”. The first race was won by future Formula One driver Manfred Winkelhock – in front of a crowd of 80,000 spectators packed into the Motodrom in Hockenheim. The legendary Willi Bergmeister claimed the title in 1976. The Golf I GTI replaced the Scirocco in 1977. The Golf Cup, which was also advertised in the USA at the time, was held until the 1982 season. The Golf then went on to make a name for itself on the rally stages of this world, while the Polo Coupé GT took its place in the Volkswagen one-make cup.

2014, the final season: another first, courtesy of Mikaela Åhlin-Kottulinsky

The racetrack also witnessed its fair share of girl power. 2014 saw four flying ladies put their male counterparts under plenty of pressure: Doreen Seidel, Mikaela Åhlin-Kottulinsky, Lucile Cypriano and Jasmin Preisig. 21-year-old Swedish driver Åhlin-Kottulinsky made a name for herself as the first and only woman to win a race in the 17-year history of the touring school, choosing

none other than the highlight of the season at the Norisring to achieve her feat.

Despite Åhlin-Kottulinsky's best efforts, the final title in the Scirocco R-Cup went to one of her male colleagues: South Africa's Jordan Lee Pepper. When the curtain fell on the 2014 season in Hockenheim, the final group of graduates were sent into the world of motorsport with a top-class education – and the Volkswagen touring car school was closed for business. //



Jordan Lee Pepper (centre) won the final championship in the Volkswagen touring car school

Five-time Le Mans winner and ex Formula One driver Emanuele Pirro also went wheel-to-wheel with the youngsters in the Volkswagen Scirocco R-Cup



24 hours in the “Green Hell”

Volkswagen Motorsport made its mark on the classic endurance race at the Nürburgring. We look back at the highs and lows, and the return of a legend.





■ The evolution of the Golf: 1997 (top) and on its comeback in 2007 (bottom) / Ex Formula One drivers Johnny Herbert and Mark Blundell (centre) drove for Volkswagen in the “Green Hell” in 2011

The conditions? Unforgiving! The weather? Unpredictable! The layout? Ludicrous! That is the Nordschleife for you. 25.378 kilometres, 33 left-handers and 40 right-handers, which put man and machine to the ultimate test. And for how long? 24 gruelling hours!

There is no question about it: the circuit in the Eifel region of Germany is probably the toughest racetrack in the world. Or, to quote a certain Jackie Stewart: the “Green Hell”. As demanding as it may be, the 24 hours on the Nordschleife allows car manufacturers to put their material through its paces in the toughest of all tests. Volkswagen Motorsport is just one of those to have taken advantage of the stage provided by one of the most demanding, and therefore popular, races in the world. And the Wolfsburg-based manufacturer certainly left its mark in the Eifel – starting with its first outing in 1997.

1997:
sporty, economical – successful

Sportiness and economy: those were the keywords when Volkswagen tested the innovative turbo-diesel direct injection engine in the Golf TDI in 1997 – the same engine as was used in the production car. The ensuing success proved the men from Wolfsburg right. The diesel car left many more powerful cars in its wake to finish an outstanding second overall.

2007:
the GTI causes a sensation

Despite the success, it was another ten years before Volkswagen returned to the Eifel with another works team. This time, however, they were back to stay. 2007 heralded a new era on the Nordschleife, in which the Wolfsburg-based manufacturer primarily set its

sights on the class for two-litre turbo engines (SP3T).

Once again it was the Golf that was charged with continuing the success story. René Rast, Jimmy Johansson, Florian Gruber and Dieter Depping caused quite a stir with the GTI, guiding the Golf “R-Line” to eighth place overall. Once again, many more powerful cars could do nothing but watch from behind. It goes without saying that the men from Lower Saxony also won the SP3T class.

2008: a legend returns

The itinerary for 2008 was as bold as it was strange, as Volkswagen Motorsport embarked on a new chapter on the Nordschleife. In the lead role: the Scirocco – the return of a legend. Even before it was launched on the European market, the new car appeared in front of the motorsport world at the Nürburgring marathon.

The driver line-up for the three factory-run racing versions of

Nothing can keep it down: Volkswagen introduced the Scirocco GT24 to the 24-hour classic in 2008



Dieter Depping and the “coolest racetrack in the world”



You were involved in the project from the outset, raced in the Golf GTI in 2007, and lined up in a Scirocco GT24 in 2008 and 2009. How did it all start, and what was the key to the good results?

The decision to compete in the 24-hour race at the Nürburgring was relatively spontaneous. As such, the development work on the Golf only lasted three quarters of a year. Despite this, we were as well prepared as we could be, and it proved to be an extremely successful outing for the entire team: we finished eighth overall and won the SP3T class. It obviously came as a big surprise to finish ahead of many more powerful cars. We came through the full 24 hours without a single technical problem, and we drivers



the Scirocco was also rather eye-catching in 2008. Among those at the wheel of the Scirocco GT24 on its maiden voyage were Hans-Joachim Stuck and Carlos Sainz.

Stuck was in action in two cars and clinched victory in the SP3T class alongside Jimmy Johansson, Florian Gruber and Thomas Mutsch. Second place also went to the three-time overall winner of the 24-hour race. Stuck, Carlos Sainz, Giniel de Villiers and Dieter Depping came home second to complete a very special one-two.

▀ The one-two in the SP3T class in 2008 was celebrated in style on the podium

2009 and 2010: EcoFuel is the new green

What started in 2008 with the natural gas-powered Golf continued the following year. Volkswagen lined up with five Scirocco, two of which were equipped with innovative Eco-Fuel technology. As in 1997, Volkswagen demonstrated that economy and sportiness can go hand in hand. Vanina Ickx, Peter Terting, Klaus Niedzwiedz and Thomas Klenke won their class and finished a notable 17th overall in the Scirocco GT24-CNG.

» *did not make any mistakes. The unsettled weather conditions also played into our hands. That helped us finish so far up the field.*

The fascination of the Nord-schleife – in three words?

Cooltest racetrack in the world.

Five words – okay, we'll let you get away with that. Which bizarre scenes from that time do you remember particularly well?

A contact with Hans-Joachim Stuck. That was in 2009, when "Strietzel" was driving an Audi R8. It was night and I was coming over the jump ahead of the Döttinger Höhe in my Scirocco. He overtook me during the jump. In doing so, he touched me and pushed me to the side. I didn't »





Top: René Rast, current Audi works driver, in the spotlight in 2007 / Bottom: The Golf GTI with its anniversary message in 2011

Jimmy Johansson, Florian Gruber, Nicki Thiim and Martin Karlsrufer fared even better. They lined up in a petrol-driven Scirocco and claimed a third successive victory in the SP3T class for the men and women from Wolfsburg.

The automobile group took another step forward in 2010. Volkswagen sent three natural gas-powered sports coupés into the fray. All three finished the race and finished one-two-

three in the AT class (alternative fuels), whilst achieving 100 per cent reliability with 80 per cent less CO₂.

**2011:
highs and lows**

Volkswagen Motorsport's Nordschleife programme had started

» recognise who it was, but made a note of the livery on the car. Fortunately nothing happened – but I was so mad that I came into the pits two laps later and wanted to know who it was. We thrashed it out between us. Tempers soon calmed down, however – just one year prior to that we had both stood on the podium together for Volkswagen.

You were also born in 1966. Do you have any particular wishes for Volkswagen Motorsport or yourself on your 50th birthdays?

I hope that Volkswagen Motorsport will remain as successful as it has been in recent years. I have been involved for over ten years now, and we have experienced a lot together and enjoyed some great success. For me personally, I hope I stay healthy. You cannot take that for granted when you reach my age. I also hope I can continue like this for another ten years. Only then would I like to retire.



with a Golf, and it ended with the same model. The Wolfsburg-based manufacturer lined up with the Golf GTI in 2011. Although the three 450-hp Golf GTI failed to finish the race, they were certainly eye-catching and popular with the fans.

The Scirocco was once again a perfect example of reliability at the endurance classic in 2011. As in the preceding years, the sports coupé ran like clockwork and claimed another one-two in the AT class, courtesy of touring car legend Klaus Niedzwiedz and “Dakar” aces Carlos Sainz, Nasser Al-Attiyah and Giniel de Villiers. A worthy conclusion to a Volkswagen era at the Nürburgring 24 Hours. //

The Scirocco was once again a perfect example of reliability at the endurance classic.

Thumbs up for two motorsport legends: Hans-Joachim Stuck and Carlos Sainz teamed up for the 24-hour race in 2008



Golf and Bora get the ball rolling

Successful premiere: a 170-hp Golf with a 1.9-litre TDI engine wrote the first chapter in the story of Volkswagen at the Nürburgring 24 Hours in 1997. And it did so in style! The Volkswagen works team, consisting of eventual Motorsport Director Kris Nissen, Christian Abt and Jürgen Hohenester, finished second overall at the first attempt. The trio was in contention for long periods of the race until an unfortunate tyre selection in unsettled conditions late on robbed them of the chance to claim a historic first overall victory for a diesel car. Two years later, another model made its debut on the Nordschleife: the Bora R-TDI. Early on in the race, Nissen, Jean-Francois Hemroulle, Raimund Baumschlager and Jörg Seidel were among the front-runners. Unfortunately, however, the Bora's first outing in the “Green Hell” was not to end in victory. However, despite dropping back through the field following difficulties, the team did manage to finish fourth in the S2 class (diesel and alternative fuels).

Victories and pioneering achievements in adventure land

Volkswagen was unbeatable at the Dakar Rally between 2009 and 2011. And ushered in a new era that is still ongoing.



Either you wear down your rivals and "Dakar". Or they wear you down.

It is regarded as the greatest challenge in motorsport: the Dakar Rally. No other discipline is as multi-dimensional as the desert classic; in no other motorsport genre are so many parameters equally crucial for success and failure. Uncompromising technology that withstands the exertions of 5000 kilometres of varying terrain, endurance, precision and full concentration from the drivers, accurate navigators, cleverly organised logistics and a perfectly choreographed service team are the minimum requirements for being successful here. All this for two weeks non-stop in fine dust



The desert classic is a dusty affair for man and machine

that gets everywhere, relentless blistering heat, biting-exfoliating sandstorms and a minimal amount of sleep – either you wear down your rivals and "Dakar". Or they wear you down. Volkswagen has competed in the toughest test in motorsport with the Race Touareg since 2004. It took five years for the team to become unbeatable.



The Volkswagen Race Touareg 2: the dominant car at the Dakar Rally from 2009 to 2011



▲ Lifting the cup: Giniel de Villiers and his navigator Dirk von Zitzewitz after victory in 2009

2009–2011: victory parade in South America

Volkswagen and the Race Touareg's success story started when the Dakar Rally moved from Africa to South America in 2009. The challenge was multiplied when the organisers A.S.O. (Amaury Sport Organisation) made this decision: the mighty Andes instead of the Moroccan Atlas Mountains, the Atacama Desert instead of Saharan sand, the vastness of the Pampa instead of the barren Mauretania. After 30 years in Africa, a new era started for the "Dakar" in Argentina and Chile. The Volkswagen era.

South Africa's Giniel de Villiers and his German navigator Dirk von Zitzewitz achieved an historic victory in 2009. It was the first time an African had ever won the desert classic – and ironically the first ever "Dakar" not to be held on his home continent. It was also Volkswagen's first ever win. And thereby: the first win for a diesel car in the history of this sport. And a one-two win at that: America's Mark Miller and his South African co-driver Ralph Pitchford finished second in the Race Touareg.

A one-two-three victory followed in 2010. Spain's Carlos Sainz and Lucas Cruz won the

In the beginning: Iltis and Tarek

With respect, things looked a little clumsy at times as he jumped over the dunes in the desert. But on 23 January 1980 he was the star: The Volkswagen Iltis. Freddy Kottulinsky and his co-driver Gerd Löffelmann made sure that Volkswagen were added to the list of winners of the "Rally Oasis" for the first time; that was the name of the Dakar Rally back then. The Volkswagen group brand Audi looked after the four-wheel drive off-road vehicle at that time. 23 years after this victory, in 2003, came Volkswagen's first works involvement in the most difficult rally in the world. Under the new motorsport director, Kris Nissen, three Volkswagen Tarek were sent into the desert. Stéphane Henrard and Bobby Willis finished sixth to secure a respectable debut for the red buggy. Volkswagen Motorsport fielded a Race Touareg for the first time starting in 2004 and the rest, as they say, is history.



closest ever Dakar Rally to date – with a lead of just two minutes and twelve seconds in a 47-hour race against the clock. That is the equivalent of 3.339 metres and 65 centimetres after almost 4,300 kilometres over scree, mountain passes, dizzying heights, towering dunes and descents almost into free fall. The defeated: Qatar’s Nasser Al-Attiyah and his German co-driver Timo Gottschalk, who would get revenge successfully in 2011. Third place went to Miller/ Pitchford.

Al-Attiyah/Gottschalk are superior in 2011, win by being almost 50 minutes ahead of de Villiers/ von Zitzewitz and Sainz/Cruz.

After the 2011 “Dakar” and three wins in a row as a pioneer with diesel technology, Volkswagen withdraws from the project. To date, the diesel technology in South America is unbeaten in the car standings of the Dakar Rally.

**2004–2008:
development in Africa**

The three victories in South America built on Volkswagen’s step-by-step development process in world-class motorsport, which started in 2004. The team was formed under then motorsport director Kris Nissen, working processes were established and construction of the cars,

Signing autographs: Nasser Al-Attiyah and co-driver Timo Gottschalk – 2011 overall winners – take time for the fans



Sausage-related drama



Feeding 85 team members in the desert is more than sweat-inducing. But things got even hotter for team chef Helmut Grassegger in 2009. Since it is not actually allowed to bring food into Argentina, the tins of “Frankfurter” sausages had to be searched. It took a lot of persuasion to move the veterinary inspection office. “So we were granted a ‘sausage permit’ with six stamps and seven signatures,” remembered Grassegger. But all of the sausages still had to be eaten within two days since the onward transport to Chile was prohibited.

Reaching limits

Marc-Christian Bertram couldn’t believe his eyes when he saw him. It was at the 2010 Dakar Rally, in



logistics, team management and quality assurance started with a clean sheet. These days, Sébastien Ogier and Co. in the WRC benefit from what Volkswagen Motorsport learnt during this time. Around half the team on-site in Dakar are still part of the experienced team that has grown significantly.

At the first “Dakar” in 2004, both Race Touareg reached the finish line. At the wheel back then: Bruno Saby/Matthew Stevenson and Jutta Kleinschmidt/Fabrizia Pons, who finished the marathon rally prototype’s first adventure – indeed its first ever rally – in sixth and 21st place. The next milestone came in 2005: the



▀ The “Dakar” sees even rally veteran Carlos Sainz break into a sweat

▀ At night the service park turns into a big campsite – Nasser Al-Attiyah helps feed the team

» *the morning at the border on the way from Chile to Argentina: A border guard came rushing towards the head of electronics and the two team vehicles. “With a weapon in his hand,” said Bertram, “and wearing just a towel around his hips – and that was in temperatures around freezing.” Communication was difficult, “he couldn’t speak any English and we couldn’t speak any Spanish.” The border guard didn’t want to let them continue. Not even the argument that 400 cars would soon show up and also cross the border helped. When the border guard returned to his post shivering to get dressed, the team made an on-the-spot decision to speed things up and bypassed the barrier by going off-road. Bertram: “He came after us swearing, but we were already gone.”*



Powered to the peak: even difficult dune passages are no problem for the 310 hp Race Touareg 2



first podium finish for the diesel underdog, secured by Jutta Kleinschmidt and Fabrizia Pons. Giniel de Villiers/Tina Thörner improved the result with the second generation of the Race Touareg in 2006 and finished a sensational second. The Race Touareg 2 was capable of beating the long-standing power base in marathon rallying, Mitsubishi, by

its own strength for the first time in 2007. But the Volkswagens that were well in the lead retired due to engine problems, or dropped down the field after the

first half of the rally. The Dakar Rally was cancelled in 2008. At the fifth attempt – in South America in 2009 – Volkswagen is unbeatable. //

Sweat, dust, victories: the Dakar Rally demands everything from every single team member



A motorsport fairy tale

Nine World Rally Championship titles in three years. A dream start to a new motorsport era for Volkswagen, prepared in minute detail since withdrawing from the Dakar Rally.





Time for bed: the Volkswagen mechanics tuck in the Polo R WRC every evening in the service park

The FIA World Rally Championship (WRC) is regarded as the biggest test of driving and technical skills in motorsport: the 13 (14 in 2016) races in the season take place on four continents; on gravel, asphalt, ice and snow; in all weathers and in temperatures ranging from minus 20 to plus 40 degrees Celsius. The World Rally Cars have to be real all-rounders. And the one made in Wolfsburg is just that: the Volkswagen Polo R WRC has been victorious at least once in each location, and in each of its first three years in competition. It is also the most successful model in rally history – thanks to the

proportion of wins and the longest sequence of victories.

**2013–2015:
the motorsport fairy tale**

It started with a best time on the very first special stage for

the Polo R WRC. The next successes were an unexpected first podium finish in Monte Carlo and a maiden victory in Sweden. The World Rally Championship season as a whole was a huge surprise for all concerned – no-one had reckoned on Volkswagen victories, let alone a title win in



Routine: the Volkswagen team gathers for a pep talk before every shakedown at a rally



Only flying can top this: Sébastien Ogier at Rally Finland 2013

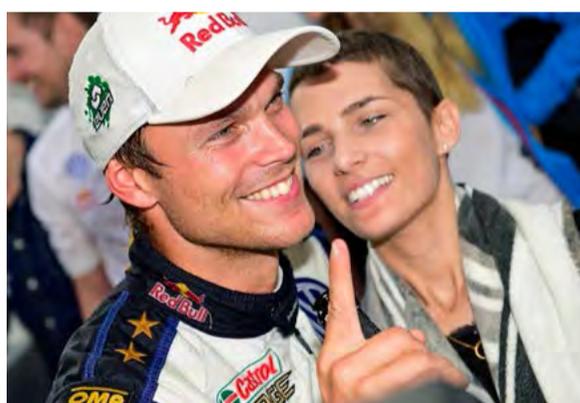
the very first year for the World Rally Car from Wolfsburg. In total, Volkswagen claimed ten of 13 possible wins, and eight more podium finishes ahead of the world championship winning Citroën team and experienced

opposition such as M-Sport-Ford. Sébastien Ogier/Julien Ingrassia provided nine of these ten wins, with Jari-Matti Latvala/Miikka Anttila contributing the tenth. Ogier/Ingrassia fulfilled a long-held dream, becoming world

champions in the very first year with the Polo R WRC.

The longest sequence of victories in World Rally Championship history continued into the next season, and more victories than any

Three reasons to celebrate in 2015: Andreas Mikkelsen after his first World Rally Championship victory in Spain with girlfriend Margrethe (upper left), Jost Capito with the three drivers after VfL Wolfsburg lifted the German FA Cup (lower left) and the Volkswagen team after a home victory at Rally Germany (right)





Drift it like Seb: Ogier at Rally Spain 2015

constructor had ever recorded in a single season: the number twelve twice had special significance for Volkswagen in 2014. The team introduced the next generation of the Polo R WRC, with improved reliability and stability. Sébastien Ogier/Julien Ingrassia chalked up nine wins to defend their title, while Jari-Matti Latvala and Miikka Anttila were close behind in second place. Andreas Mikkelsen and Ola Fløene put the icing on the cake in this outstanding year, claiming third place in the final standings in the third Polo R WRC – thanks to their first podium finishes in the World Rally Championship.

Volkswagen made history once again in 2015, becoming the fifth constructor to win three titles in a row. After Rally Australia, Volkswagen, Sébastien Ogier and Julien Ingrassia were confirmed as reigning and future world champions in the driver and co-driver standings. But that was not all: this was the first time that a team had claimed all world championship titles so early in the season. For the second time in succession, the three Volkswagen driver/co-driver teams racked up twelve victories from a possible 13 to make this a very special season for all concerned.

And let's not forget ...



...
There is snow instead of sand in Sweden. The Polo R WRC only uses one bit of kit from the Volkswagen Race Touareg that triumphed at the Dakar Rally – and this is only used at Rally Sweden: a pair of shovels. Giniel de Villiers, Carlos Sainz and Nasser Al-Attiyah have all used the ultra-light tools to help them get out of tricky situations in the desert, and then to win the legendary Dakar Rally for Volkswagen. The shovel has a similar use in Sweden – if need be, the Volkswagen drivers can use it to dig themselves out of a snow bank. »



Everyone's happy: Latvala, Capito and Ogier at the press conference for Rally Germany 2015

The Polo R WRC was the key to this success. Almost every detail of the championship-winning car from 2013 and 2014 was examined using the SLS ("simple, light, stable") principle, to reveal areas with potential for improvement.

A new transmission with a paddle gearshift made the drivers' job easier. More set-up options ensured that the Polo R WRC could be matched more closely to the driving styles of Ogier, Latvala and Mikkelsen.

Full throttle down under: Jari-Matti Latvala at Rally Australia 2015



» ...

The (un-)usual suspects at Rally Australia 2015. Right after the opening ceremony in downtown Coffs Harbour on Thursday evening, Andreas Mikkelsen had to make an unscheduled stop in his Polo R WRC as he was on his way back to the service park. The local police pulled the Norwegian over for an alcohol test. Mikkelsen passed with flying colours. "I was just under the limit", he joked later – the blood alcohol limit in Australia is 0.01 grams per 100 millilitres.



...

A promotional trip at Rally Monte Carlo 2015. The Volkswagen mechanics had to solve an exceptionally tough problem with the car of Jari-Matti Latvala and Miikka Anttila on Friday night. Two slices of cake – a gift from local bakers to all competitors – had gone missing during Friday's afternoon loop. The technical team finally found the baked goods under the driver's seat.

2011 and 2012: groundwork

Volkswagen leaves nothing to chance in Hannover and Wolfsburg during preparations for the World Rally Championship. Development of the Polo R WRC lasted 17 months before the car's first start at Rally Monte Carlo. The new World Rally Championship team trained itself, using extensive experience gained at the Dakar rally. 2012 was a year of

trials, concentrating on development of the Polo R WRC and the parallel deployment of two vehicles from the Škoda brand in the S2000 category. Service park processes were worked out and established, Sébastien Ogier and Julien Ingrassia remained in rally mode after their switch from Citroën to Volkswagen, junior teams were tested and Andreas Mikkelsen joined as the third Polo R WRC driver for the world championship season. //

Volkswagen leaves nothing to chance in Hannover and Wolfsburg during preparations for the World Rally Championship.



■ In Australia in 2015, Volkswagen claimed the constructors' title in the World Rally Championship for the third time – the drivers answered all questions afterwards

On three wheels if need be:

Golf II GTI claims the Group A world title

After the Group B vehicles caused such a furore at the World Rally Championships between 1982 and 1986, Group A cars stepped into the breach. Volkswagen entered this category in 1986 with the 193HP Golf II GTI. This move was a successful one: three class wins, four second-place finishes and two third places ensured overall victory for Sweden's Kenneth Eriksson and his German co-driver Peter Diekmann – and Volkswagen triumphed in the world rally championship for touring cars. The four-wheel-drive vehicles of the other teams were supported by up technical teams up to 100 strong – Volkswagen had just 15 mechanics. Another taster? At the Acropolis Rally in 1986, the right rear suspension broke on the Golf and the support van was some distance away. But Eriksson refused to throw in the towel, driving on three wheels along the Greek gravel stages at 160 km/h until he reached the service team. The repair was completed quickly and the GTI went on to finish in second place.

Rally action at the racetrack

Wheel-to-wheel battles, victories and titles. Volkswagen's involvement in Rallycross: a success story.



One day in November

Scott Speed climbs out of his 560-hp Volkswagen Beetle GRC and raises his arms to the rainy night sky over Las Vegas. He wrapped up overall victory in the Red Bull Global Rallycross (GRC) on 4 November 2015. Third place at the season finale proved sufficient to stave off fellow Volkswagen

driver Tanner Foust and claim the title. The two Beetle, fielded by Volkswagen of America and given an overhaul after each race by Andretti Autosport, were virtually unbeatable in the second half of the 2015 season, winning four rounds. Going into the season finale in Las Vegas, the title was guaranteed to go to one of the two Volkswagen drivers.

Done it! Scott Speed after winning the title in Las Vegas in 2015



The Andretti duo picked up five victories in the 12 Rallycross events that made up the 2015 season, which saw the GRC elite do battle in Fort Lauderdale, Daytona, New River, Detroit, Washington, Los Angeles, Barbados and Las Vegas. Fascination Rallycross: the races are held at racetracks – on both gravel and asphalt. Spectacular jumps and regular contact in countless explosive wheel-to-wheel battles thrill fans, both at the circuit and watching on television. And the two Volkswagen Beetle GRC were in the thick of the action. But how did it all come about?



■ The title in 2015 was the crowning glory of the cooperation between Andretti Autosport and Volkswagen Motorsport

sis with the catchy title “#000”. At the wheel was experienced racing driver Jordi Gené. In the meantime, Volkswagen was busy testing in Portugal and Sweden with two Polo RX Supercar from the 2013 season, in cooperation with the Swedish Marklund Motorsport team, which lines up in the FIA World Rallycross Championship. This allowed Speed, Foust and Anton Marklund to make valuable findings ahead of the debut season in 2014.

Beetle goes America – how it all began

Retrospective: the decision to enter the Global Rallycross Championship was made on 28 October 2013. Volkswagen Motorsport Director Jost Capito and Technical Director Willy Rampf gave the order to join the series in the name of Volkswagen of America. As Volkswagen Motorsport was already working at full capacity, due to its involvement in the World Rally Championship (WRC), the search began for a development partner for the Beetle GRC. Volkswagen subsidiary Seat was given the nod. Volkswagen presented a Beetle GRC show car to the public

for the first time at the Chicago Auto Show in February 2014.

Four Beetle bodyshells arrived at Seat Sport in Spain in February 2014 and were assembled over the next four months. On 13 June 2014, Spanish Abrera hosted the maiden journey of the chas-

Happy ending: modifications to the Beetle GRC pay dividends

The season began with a bang: Speed won the opening round in Barbados with the Polo RX

■ Piecework: the four Beetle bodyshells were assembled in four months



Supercar. The American then repeated the feat at the second race weekend in Austin. Foust added another success in race four of the season. Foust eventually lined up with the Beetle GRC at the seventh and eighth race weekend, a double-header in Los Angeles. Right from the word go, fast lap times proved the enormous potential of the Rallycross powerhouse. Speed, who was in contention for the title for much of the season, switched to the Beetle for the season finale.

During the winter break, many areas of the Beetle GRC were given an overhaul. Among other things, the front-end package, the intercooling and fresh-air intake, the front and rear of

During the winter break, many areas of the Beetle GRC were given an overhaul.

the undercarriage, the ballast options, and the kinematic and damper area of the chassis were modified. Regulations meant that changes also had to be made to the cage and chassis area. The Beetle was prepared meticulously for the 2015 season at the Volkswagen test facility in Ehra-Lessien and at the Estering in Buxtehude. And with great suc-

cess: Foust claimed the maiden victory with the Beetle GRC at only the car's second race weekend. The American triumphed on the Saturday of the double-header in Daytona. The rest, as they say, is history: Speed raising his fists to the heavens on that rainy November day was the crowning moment of the "Beetle goes America" project. //

Scott Speed was still driving the Polo RX Supercar in 2014



Volkswagen and Marklund: successful partners in World Championship

The partnership between Volkswagen and Marklund Motorsport was not solely focussed on the Global Rallycross Championship. In cooperation with the Swedish team, whose headquarters are in Boliden, the Wolfsburg-based group has lined up with two Polo RX Supercar in the FIA World



Tommy Rustad in the Volkswagen Polo RX Supercar in Italy, 2015

Rallycross Championship since 2014. Volkswagen also works together with Volkswagen Team Sweden, which fields the Polo R WRX.

2014 saw former Finnish Rallycross champion Toomas "Topi" Heikkinen narrowly miss out on the title in Volkswagen's rookie season. Sweden's Anton

Joint celebrations off the track and fierce battles on it: Toomas "Topi" Heikkinen and guest starter Tanner Foust



Both Marklund Motorsport and Volkswagen Team Sweden lined up in the World Rallycross Championship again in 2015.



It did it: Tommy Rustad won the title in the 2015 European Rallycross Championship

Marklund finished sixth overall. In total, Marklund Motorsport won two races, with one of these victories coming courtesy of Tanner Foust, who made three guest appearances in the World Championship. Both Marklund Motorsport and Volkswagen Team Sweden lined up in the World Rallycross Championship again in 2015. Johan Kristoffersson claimed one win, two second

places and two thirds on his way to third place overall, thus proving that the Polo R WRX has what it takes to be competitive at the top international level.

Marklund Motorsport expanded its commitment in 2015, competing in both the World Championship and the European Rallycross Championship at the same time. With success: Nor-

wegian Tommy Rustad was the dominant man, winning three of the season's five rounds to take the title. In 2016, Volkswagen will embark on a new chapter in its Rallycross history: Marklund and Volkswagen Team Sweden have merged and will field two Volkswagen Polo RX Supercar in the World Rallycross Championship under the name Volkswagen RX Sweden. //

The rising sport of Rallycross thrills fans with racetrack and off-road action



And then there was ...

... two debuts for the price of one.

Germany hosted a round of the World Rally Championship for the first time in 2002. In the same year, Volkswagen sent two Polo Super 1600 into action for the first time. Jutta Kleinschmidt/Fabrizia Pons and Dieter Depping/Timo Gottschalk were the crews in the two 215-hp Polo, which were used as zero cars. These not only won the hearts of the spectators at Volkswagen's home event, but also survived the 22 special stages, amounting to 393 kilometres against the clock, without any problems. "We produced an impressive overall performance," was the positive conclusion of Rudolf-Helmut Strozyk, Sporting Director at Volkswagen Racing at the time.



... a special photo shoot for the family album.

With one car that had already been crowned world champion and – although nobody could have envisaged it in November 2012 – one that was destined to be world champion. The Golf II GTI, with which Sweden's Kenneth Eriksson won the 1986 Group A rally championship, and the Polo R WRC that Sébastien Ogier guided to the World Championship title in 2013 were simply radiant on this day. Two generations – both with their own place in Volkswagen Motorsport history.



 Facts and Figures

10,000

A first-generation Formula Vee race car, affectionately known as the “rocket with a Beetle engine”, was yours for around **10,000 DM**. This was the recommended retail price at the time, and it was the most affordable way to get started in motorsport.

9,024.61

They reached the finish line after 15 days, travelling through the desert along a 9,024.61-kilometre route. Volkswagen claimed victory in the 2009 Dakar Rally – the first constructor to use diesel technology. Two years later it was clear that the Volkswagen one-two for Giniel de Villiers/Dirk von Zitzewitz and Mark Miller/Ralph Pitchford was just the beginning ...

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Formula 3 as a springboard, and the development of young talent by Volkswagen – Michael Schumacher, Tom Kristensen and other illustrious names in the world of motorsport have shown the way. **One 33-race season** “powered by Volkswagen” – and Max Verstappen was already on his way up to Formula One. The teenager started the 2014 European Formula 3 Championship season with Van Amersfoort Racing. And what a start it was! Verstappen’s performances impressed the bosses at Toro Rosso so much that they offered the then 17-year-old a driver’s seat in the pinnacle of motorsport for the 2015 season. And since then, Verstappen has been making waves in Formula One – especially with his trademark overtaking manoeuvres.

512

Jimmy Johansson from Gothenburg racked up **512 points in just ten ADAC Volkswagen Polo Cup races** during the 2006 season – a record that has not been bettered in 17 years by anyone else in the Volkswagen Touring Car School.

Facts and Figures

22

The Scirocco R-Cup, held between 2010 and 2014, was the world's only constructors' cup in which the competing vehicles were powered by natural gas, combining sporting entertainment with green credentials. By the way, the natural gas tank in the 235-hp racing version of the Scirocco weighed in at **22 kilograms**.

The current Volkswagen team includes employees from **over 20 nations** – including Australia, Belgium, Germany, England, Finland, France, Ireland, Italy, Lithuania, New Zealand, Netherlands, Norway, Poland, Portugal, Russia, Sweden, Switzerland, Slovenia, Spain, and Hungary.

20

WVWZZZ6RZCWP00036

A very special chassis: The internal "17" with **chassis number WVWZZZ6RZCWP00036**. At the Rally France in 2013, this Polo R WRC drove Sébastien Ogier and Julien Ingrassia to victory, and to the first world championship title. If you take a look at the bodywork in the right light, you can still see the shallow dents in the roof left by the dancing feet of the celebrating Frenchmen after they reached the finish line.

650

Formula Vee competitions were being held in 14 European countries by mid-1967. Around 650 Formula Vee drivers were registered in Europe. At the time, Sweden boasted the largest number of licenses (205), followed by 160 in Germany, and 60 Formula Vee cars in Belgium.

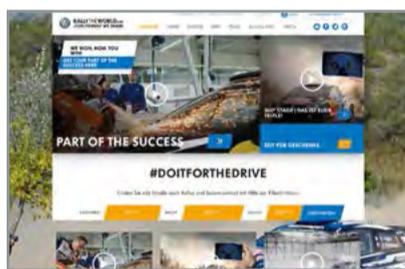
3,9

The 318-hp Volkswagen engine allows the Polo R WRC to accelerate from zero to 100 kilometres per hour in just **3.9 seconds**.

Volkswagen Service for journalists

www.volkswagen-motorsport.com

Volkswagen's Content & Media Pool offers:



- An up-to-date information service on rounds of the Formula 3 and rallycross series, as well as outings in the FIA World Rally Championship with the Volkswagen Polo R WRC – it also provides news, results, the latest standings and high-resolution photo material

- Basic texts and information on every aspect of Volkswagen's motorsport commitment



- Information packages as a PDF document, available for download

- Latest TV footage in various qualities – ready to be broadcast, for mobile devices and the internet



- Sending of media information in German or English

- Portraits of all Volkswagen works drivers

Links

Volkswagen Motorsport  www.volkswagen-motorsport.com (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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