



A TASTE OF THINGS TO COME

by Michal Hrabánek, Head of ŠKODA Motorsport

Only four weeks after we pulled the covers off the all-new ŠKODA FABIA RS Rally2 during a very special evening at our headquarters in Mladá Boleslav, the car took part in a rally for the very first time. Ok, Andreas Mikkelsen and co-driver Torstein Eriksen run the Bohemia Rally in the role of a course car. But be-

lieve me, they attacked just like any other competitor and the whole ŠKODA Motorsport team treated the Czech Championship event like a regular rally. In the end, it wouldn't have made any sense to hold back. Of course, we have tested the ŠKODA FABIA RS Rally2 thoroughly for more than one year. But a proper rally is always something different,

even when you are running as course car without any official timing. The conditions during Bohemia Rally were always changing, which made life for Andreas and Torstein as difficult as for the engineers and mechanics of ŠKODA Motorsport. But our new car reacted as expected to setup changes, giving Andreas the confidence to attack on dry and wet tarmac as well as on the gravel parts of the stages. Please read more about the successful rally premiere of the ŠKODA FABIA RS Rally2 on the following pages. The next step is the homologation of the ŠKODA FABIA RS Rally2 by the governing body FIA, after which the car is officially eligible for competition. Keep your fingers crossed that everything goes according to plan. Until then, stay safe and healthy – and enjoy reading our latest Newsletter.



Andreas Mikkelsen and co-driver Torstein Eriksen debuted the all-new ŠKODA FABIA RS Rally2 as course car during Rally Bohemia

CONTENT:

1	Editorial by Michal Hrabánek, Head of ŠKODA Motorsport
2	Review: Rally debut of the ŠKODA FABIA RS Rally2
4	Review: WRC rounds Safari Rally Kenya and Rally Estonia
6	Review: ŠKODA teams in the FIA European Rally Championship
7	Results of ŠKODA Motorsport customer teams
8	Facts about ŠKODA FABIA Rally2 and ŠKODA FABIA Rally2 evo
9	History: ŠKODA Sport from 1950 at the "Le Mans Classic"



During the rally debut, the ŠKODA FABIA RS Rally2 also had to handle some gravel parts

BOHEMIAN RHAPSODY

ŠKODA's home rally in Mladá Boleslav saw the world premiere of the ŠKODA FABIA RS Rally2 on real stages

On the evening of July 8th, a Friday, the ŠKODA FABIA RS Rally2 rolled to the start of a rally stage for the very first time. With WRC2 champion Andreas Mikkelsen at the wheel and his co-driver Torstein Eriksen reading the notes, the all-new Rally2 car from ŠKODA Motorsport headed into the first stage of Bohemia Rally Mladá Boleslav. After a year of testing in secrecy, the fifth round of the Czech Championship provided the background for the ŠKODA FABIA RS Rally2's premiere on a real rally stage in front of spectators. Because the homologation process is not finished yet, Mikkelsen/Eriksen played the role of a course car, entering each stage a couple of minutes ahead of the first competitor. But even

without being officially timed, the two Norwegians as well as the engineers and mechanics of ŠKODA Motorsport treated the 158-stage-kilometres rally

just like any other event on their job list. The Bohemia Rally in the Mladá Boleslav area, literally in the backyard of the ŠKODA factory, has always



The changing weather conditions kept the mechanics busy with frequently changing the car's setup

> REVIEW

played an important role for the manufacturer. The 2022 edition of the tradition-rich event made no exemption. Nine ŠKODA FABIA Rally2 made it into the top 10. Victory went to ŠKODA Motorsport development driver Jan Kopecký and navigator Jan Hloušek of the Agrotec ŠKODA Rally Team, who drove the well-proven ŠKODA FABIA Rally2 evo. ŠKODA was also present with the family-friendly Rally Park in the service area, which offered spectators an interesting entertainment programme. Among the crowd-pullers was also the ŠKODA AFRIQ concept car built by students from ŠKODA AUTO Vocational School.

But the main interest definitely concentrated on the new ŠKODA FABIA RS Rally2. With the weather condi-



“Works great on asphalt,” Andreas Mikkelsen said after the first rally kilometres with the ŠKODA FABIA RS Rally2

tions changing constantly, the crew and the technicians could play with different setups of the car. “The car is

working great on Czech asphalt,” Andreas Mikkelsen commented after the first leg.



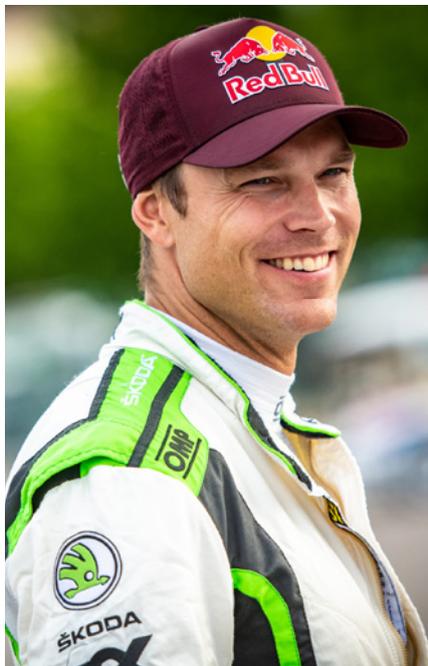
Reigning Czech champions Jan Kopecký/Jan Hloušek (ŠKODA FABIA Rally2 evo) won the event for the tenth time

THE HEAT IS ON

The WRC2 season has reached halftime. At the top of the standings, two ŠKODA drivers are separated by three points only

Seven rallies into the 13 rounds season, two drivers of a ŠKODA FABIA Rally2 evo top the overall standings of the WRC2 Drivers' classification. After the category victory at Rally Estonia, defending champion Andreas Mikkelsen of ŠKODA Motorsport backed team Toksport WRT regained the lead. LOTOS Rally Team's Kajetan Kajetanowicz, WRC2 winner at the Safari Rally Kenya, follows only three points behind.

After two WRC2 victories at Rallye Monte-Carlo and Rally Sweden at the beginning of the season, Mikkelsen had to live with two retirements in Portugal and Italy. The Norwegian and co-driver Torstein Eriksen skipped the WRC rounds in Croatia and Kenya,



Toksport WRT's Andreas Mikkelsen leads the WRC2 Drivers' classification

Standings WRC2 Drivers

- 1. Andreas Mikkelsen (NOR)**
ŠKODA FABIA Rally2 evo, 79 points
- 2. Kajetan Kajetanowicz (POL)**
ŠKODA FABIA Rally2 evo, 76 points
- 3. Yohan Rossel (FRA)**
Citroën C3 Rally2, 63 points
- 4. Nikolay Gryazin (ANA)**
ŠKODA FABIA Rally2 evo, 52 points
- 5. Jari Huttunen (FIN)**
Ford Fiesta Rally2, 45 points

as all WRC2 drivers can anyway score points on not more than seven rallies. Kajetan Kajetanowicz, who had waived Rallye Monte-Carlo, Rally Sweden and Rally Sardinia-Italy, made the clever move and travelled to East Africa, eventually being one of only two leading WRC2 competitors pres-

Andreas Mikkelsen/Torstein Eriksen (ŠKODA FABIA Rally2 evo) won WRC2 at Rally Estonia



Heavy fesh-fesh couldn't stop Kajetan Kajetanowicz/Maciej Szczepaniak of ŠKODA Motorsport customer LOTOS Rally Team from winning WRC2 at Safari Rally Kenya



ent at the Safari Rally Kenya. The Polish ace and co-driver Maciej Szczepaniak survived the fesh-fesh covered stages in the Lake Naivasha area and duly won. "I have never experienced such conditions in my career. This is the hardest WRC round and it's amazing to win", Kajetanowicz beamed at the finish line. With his first ever WRC2 victory, "Kajto" took temporarily over the lead in the WRC2 Drivers' classification.

When Rally Estonia kicked off three weeks later in Tartu, Mikkelsen/Eriksen were back in action. From the word "go", the Norwegians fought for the WRC2 lead, amongst others against their Toksport WRT teammates Emil Lindholm/Reeta Hämäläinen. The reigning Finnish champions occupied P1 for some stages, until a puncture cost them nearly a minute. Now in the lead, Mikkelsen/Eriksen managed to fend off the charging



British ŠKODA driver Chris Ingram holds P1 in the WRC2 Junior rankings

Hyundai crew Teemu Suninen/Mikko Markkula for the remainder of the rally and celebrated their third WRC2 victory of the season. "The conditions were very tricky with lots of standing water in the ruts. We had quite some aquaplaning," Mikkelsen said after the final leg in heavy rain. With Kajetanowicz finishing fifth, Mikkelsen was

back on top of the WRC2 Drivers' classification.

WRC2 Junior saw a Toksport WRT internal duel between Emil Lindholm/Reeta Hämäläinen and Marco Bulacia/Diego Vallejo. After Lindholm's puncture, the newly formed Bolivian-Spanish crew comfortably led the class – until they rolled in the penultimate stage and handed the WRC2 Junior trophies to Lindholm/Hämäläinen. In the overall standings, Lindholm closed the gap to leader Chris Ingram and second placed Nikolay Gryazin, two more drivers of Toksport WRT run ŠKODA FABIA Rally2 evo.

Standings WRC2 Junior

- 1. Chris Ingram (GBR)**
ŠKODA FABIA Rally2 evo, 67 points
- 2. Nikolay Gryazin (ANA)**
ŠKODA FABIA Rally2 evo, 61 points
- 3. Emil Lindholm (FIN)**
ŠKODA FABIA Rally2 evo, 58 points

Spanish ŠKODA crew Efrén Llarena/Sara Fernández (Team MRF Tyres) respectively lead the ERC Drivers' and Co-Drivers' standings



ONE HAND ALREADY ON THE TROPHY

Six rounds into the FIA European Rally Championship, ŠKODA crew Efrén Llarena/Sara Fernández comfortably lead the overall standings

Six of the scheduled eight rounds of the FIA European Rally Championship (ERC) are already in the books. And Efrén Llarena and co-driver Sara Fernández of ŠKODA Motorsport customer team MRF Tyres comfortably lead their respective classifications. So far, the two Spaniards have won one event. At Rally Azores, Llarena/Fernández overtook local ŠKODA compatriots Ricardo Moura/António Costa during the rally ending Power Stage. They won by a mere 2.7 seconds – one of the closest victories in the ERC history and the first ERC success for the Spanish duo and team MRF Tyres.

At the six rallies already contested, ŠKODA crews climbed the highest step on the podium three more times. Mikołaj Marczyk/Szymon Gospordar-

czyk (ORLEN Team) won their home rally Rajd Polski, their first ever ERC victory. Mārtiņš Sesks/Renars Francis of team MRF Tyres pulled off the coup of winning all twelve gravel stages of Rally Liepāja in Latvia. Consequently, the local heroes celebrated a convinc-

ing victory, also a ERC first for Sesks. Last weekend's Rally di Roma Capitale ended with a close victory of Meteco Corse's Damiano de Tommaso/Giorgia Ascalone over Simone Campedelli/Tania Canto of team MRF Tyres.



Local heroes Damiano de Tommaso/Giorgia Ascalone (ŠKODA FABIA Rally2 evo) won last weekend's Rally Roma di Capitale

OTHER RECENT RALLY RESULTS



European Rally

Championship ERC + Latvia

1-2-3 for ŠKODA crews at Rally Liepāja, which counted as round 5 towards the FIA European Championship (ERC) and was also a round of the Latvian Championship (see also page 6). Local heroes Mārtiņš Sesks/Renars Francis (Team MRF Tyres, photo right) won from Spanish ERC leaders Efrén Llarena/Sara Fernández (Team MRF Tyres) and Mikko Heikkilä/Samu Vaaleri from Finland.



North American Central American Championship

NACAM

Mexican crew Miguel Granados/Gabriel Marín of ŠKODA Motorsport customer team VP Garage won Rallye International de Québec-Tour de Portneuf, fourth round of the North American Central American Championship (NACAM).



Argentina

Season victory number two for Alejandro Cancio and co-driver Diego Cagnotti (ŠKODA FABIA Rally2) in the Argentinean Champion-

ship. They finished first at Rally del Poncho.



Bolivia

Sebastian Careaga and co-driver Carlos Montero (ŠKODA FABIA Rally2) won Rally Amazónico Pando, a round of the Bolivian Championship.



Czech Republic

Fourth victory in the Czech Championship for ŠKODA Motorsport development driver Jan Kopecký and navigator Jan Hloušek (Agrotec ŠKODA Rally Team, photo below left).

They won Bohemia Rally from Austrians Simon Wagner/Gerald Winter and Dominik Strítěsky/Jiří Hovorka, both also in ŠKODA FABIA Rally2. Six more ŠKODA crews finished inside top 10.



Italy

1-2-3 for ŠKODA crews at Italian Gravel Championship's round San Marino Rally. Nikolay Gryazin/Konstantin Aleksandrov (Movisport) won from Paolo Andreucci/Rudy Biani (MRF Tyres) and Giacomo Costenaro/Justin Bardini (Hawk Racing Club).



Japan

Former Formula One driver Heikki Kovalainen from Finland and Japanese co-driver Sae Kitagawa won the Japanese Championship round ARK Rally Kamuy with a Rally Team Aicello run ŠKODA FABIA Rally2.



Luxembourg

Three ŠKODA crews on the podium of Rallye Lëtzeburg, fourth round of Luxembourg's championship. Belgians Adrian Fernémont/Samuel Maillen (Ecurie New Racing) won ahead of local crews Ronny Foxius/Luc Arend and Steve Zimmer/Joël Tusch.



OTHER RECENT RALLY RESULTS



Mauritius

Rajesh Ramdenee/Richey Beenessreesingh drove a ŠKODA FABIA to victory at Ronde Toyota on the island of Mauritius.



Romania

Three ŠKODA crews on the podium of Raliul Sibiului, fifth round of the Romanian Championship: Simone

Tempestini/Sergiu Itu won from Bogdan Marisca/Sebastian Itu (both Napoca Rally Academy). Andrei Gîrtofan/Doru Vraja came third.



Russia

Second win of the season in Russian Championship for Artur Muradian/Yaroslav Fedorov. They drove team ASMG's ŠKODA

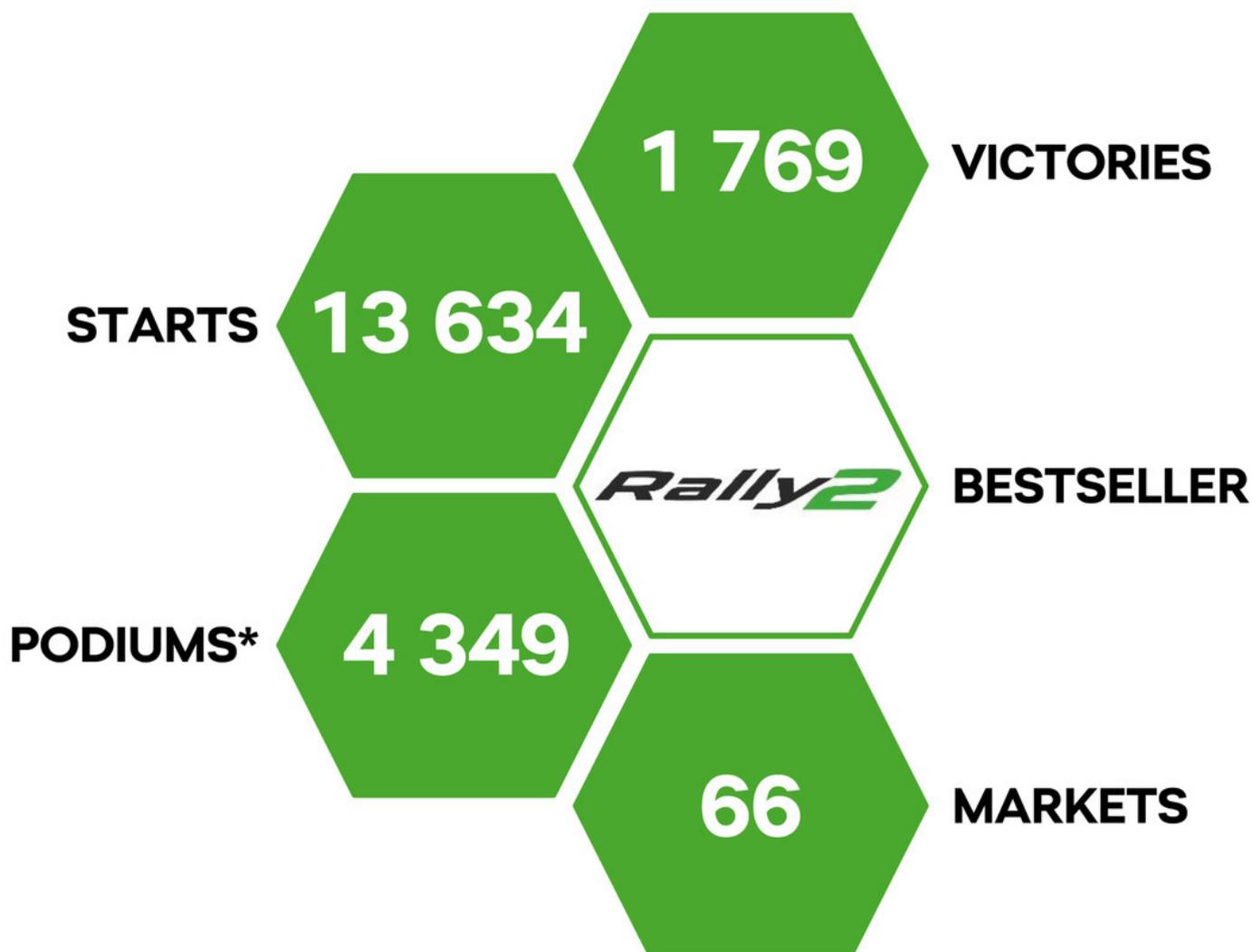
FABIA Rally2 evo to victory at Rally Belye Nochi.



Turkey

Orhan Avcioğlu and co-driver Burcin Korkmaz drove a Toksport WRT run ŠKODA FABIA Rally2 to victory at ETİ ESOK Rally, third round of the Turkish Championship.

FACTS ABOUT THE ŠKODA FABIA RALLY2 AND ŠKODA FABIA RALLY2 EVO**



* 1st to 3rd place

** as of 1/4/2015 to 17/7/2022



Restored to its original condition, the ŠKODA Sport took part in the “2022 Le Mans Classic”

RETURN OF A LEGEND

ŠKODA participated once in the legendary “24 Hours of Le Mans”. Now, the original competition car from 1950 returned to the famed track

Exactly 72 years after its one and only appearance at the “24 Hours of Le Mans”, the ŠKODA Sport was back at the famous Le Sarthe circuit. The original race car from 1950 took part in the “Le Mans Classic”, a historic car event held in remembrance of past editions of the world’s most famous endurance race. “We have been renovating the car for six years with this moment in mind, and a Le Mans run was our dream goal,” said Michal Velebný, who took turns behind the wheel with his colleague Stanislav Kafka. Both men helped to return one of the only two ever built ŠKODA Sport to the exact form in which it raced back in 1950.

The ŠKODA Sport racing car was based on the ŠKODA 1101 Tudor production car from 1946. Its chassis was lightened, the central tube was shortened by 400 mm, and the position of the steering wheel and pedals was modified. The car was given a low, open two-seater body, handmade from aluminium sheet. Due to the low height, the powertrain was repositioned. The car received a new water pump, the fuel tank was moved behind the seats, and fuel was supplied by means of an electric pump. The power of the 1.1-litre four-cylinder engine almost doubled after the modifications: the mass-produced Tudor delivered 32 hp, the racing car version 50 hp.

For Le Mans, the ŠKODA Sport underwent a number of modifications dictated by the endurance nature of the race. The wheelbase was increased by 180 mm, two additional headlights were added to either side of the radiator grille and the car was decked out in the Czech national colours, as recommended by the organisers. In addition, for the sake of symmetry, a second windshield was added to the passenger side and Michelin tyres were put on the



The ŠKODA Sport competed with other Le Mans cars built between 1949 and 1956

> HISTORY



1950 marked the only ever participation of a ŠKODA factory team at the "24 Hours of Le Mans"

wheels for the race. With a full tank and fully equipped with tools and spare parts (any repairs during the race had to use spares carried in the car) it weighed an excellent 700 kg. With the racing fuel common at the time – a mixture of petrol, ethanol and acetone – the ŠKODA Sport could reach speeds of up to 140 km/h, consuming only about 12 litres per 100 km. It was possible to drive for four hours on a full tank, so pilots Václav Bobek and Jaroslav Netušil were able to cover significantly longer distances without fuel stops than their competitors.

ŠKODA's only participation in the 24 Hours of Le Mans came on 24 June 1950. At the traditional start, driver Václav Bobek ran across the starting straight, jumped into car number 44, started it up and set off on his first lap of the 13.65-kilometre circuit. For a long time, ŠKODA's Le Mans

debut exceeded expectations. Bobek and his teammate Jaroslav Netušil had a firm grip on second place in the up to 1,100 cc category and were fifth in the overall standings, based on the balance of performance coefficient. The average speed of the ŠKODA Sport was 126 km/h.

When car number 44 was on its 121st lap, its race was ended by a minor, but in race conditions fatal and irreparable technical fault – a cracked piston pin circlip. Thus, after 13 hours of racing, the dream of success at the famous 24 Hours of Le Mans came to an end. Political tensions in the following years meant that ŠKODA could no longer take part in the race.

The „Le Mans Classic“ is not a 24-hour race. The field of cars of various ages built between 1923 and 1981 is divided into several groups. Each of these grids is racing several times over the course of the weekend, the individual heats lasting for up to one hour. The participation of the original ŠKODA Sport was still a memorable event. After all, it returned to the legendary track for the first time in 72 years, then and now with the same starting number 44.



It was the dream of Michal Velebný and Stanislav Kafka, to bring the original ŠKODA Sport back onto the 13.65 kilometres long track

After 72 years, the ŠKODA Sport was back in action. Scan the QR code to watch a video recap of the "2022 Le Mans Classic"



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MOTORSPORT:



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