

Škoda Motorsport NEWSLETTER

> 3rd issue 2025



Congratulations!

by **Michal Hrabánek**, Head of Škoda Motorsport

Now that October has begun, most of the international rally championships are entering their final stages. I'm really proud of all the success that the Škoda Motorsport customer teams and their drivers have already achieved during the season. My sincere congratulations go to Polish Škoda Fabia RS Rally2 crew Mikołaj Marczyk and co-driver Szymon Gospodarczyk, who became FIA European Rally Champions (*see page 5*).

With the Central European Rally approaching, the FIA World Rally Championship has only three events

left. Škoda crews still have the opportunity to win one of the remaining World Championship titles. The WRC2 Challenger classification is one area in which Škoda drivers and co-drivers are well positioned (*see also page 4*). Marc Martí has already been awarded the WRC Masters Cup co-drivers' classification trophy. Congratulations to our friend from Spain, who is one of the most experienced navigators in the business. Fingers crossed that his driver, Miguel Granados, will follow suit and win the title in this category too.

Škoda began to play a role in international rallying and racing at the start of the 1960s. John Haugland from Norway was one of the first European drivers to compete in one of the cars from behind the so-called 'iron curtain'. The affable 79-year-old is one of the most prominent figures in the early history of Škoda Motorsport. We were honoured to have him as our guest at the Sosnová Classic 2025. Talking to him was like travelling back in time (*see page 13*).

For now, I hope you enjoy reading our latest Newsletter.



Celebrations for Topp-Cars Rally Team: Mikołaj Marczyk and co-driver Szymon Gospodarczyk won the FIA European Rally Championship.

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Toksport WRT's Robert Virves and navigator Jakko Viilo celebrated their first ever WRC2 victory at Rally Estonia.

Škoda Drivers and Co-Drivers Chase Titles

While WRC2 is already decided, WRC2 Challenger and WRC Masters Cup are still open

The first two rounds of the FIA World Rally Championship after the summer break favoured the brave. Rally Finland and Rally Estonia are the fastest events of the season. Estonians Robert Virves and co-driver Jakko Viilo showcased their talent on

Northern Europe's gravel roads. Sharing a Toksport WRT-run Škoda Fabia RS Rally2, the pair won the WRC2 category at their home event with an average speed of 111.9 kph. Two weeks later, they achieved an even faster 122.5 kph. However, this

incredible speed only earned them third place in WRC2. At the following Rally del Paraguay, a newcomer to the championship, Robert Virves and Jakko Viilo were again in contention for WRC2 victory. A late puncture dropped the Estonians



25-year-old Robert Virves delivered his best season so far.



Nikolay Gryazin and co-driver Konstantin Aleksandrov still have chances of becoming WRC2 Challenger champions.

to fifth position of the category.

"We came to this rally to finish and gain experience," Robert Virves took it philosophically.

Their Toksport WRT teammate Nikolay Gryazin as well as Gus Greensmith of Škoda Motorsport customer team RaceSeven travelled to South America with slim chances of taking the WRC2 title from Oliver Solberg. However, third place at Rally del Paraguay and second position at the following Rally Chile were not enough for Nikolay Gryazin to fulfil this goal. After failing to score points in both events, Englishman Gus Greensmith and Swedish co-driver Jonas Andersson also had to abandon their title hopes.

While Oliver Solberg was crowned WRC2 champion, Nikolay Gryazin and co-driver Konstantin Aleksandrov aim at a different title: overall victory in the WRC2 Challenger classification. With three points-scoring events remaining, their chances of winning the drivers' and co-drivers' titles in this category are good.

One man sitting in a Škoda Fabia RS Rally2 has already won a title. After Rally Chile, Marc Martí was presented with the trophy for the WRC Masters Cup co-drivers' champion. This category is essentially reserved for drivers over the age of 50. As the experienced Spaniard meets this condition, he is eligible to score points. Martí reads the notes to Miguel Granados. The 56-year-old Mexican leads the WRC Masters Cup drivers' standings and already has one hand on the respective trophy. With the points from Rally Chile, Škoda Motorsport customer Toksport WRT leapfrogged PH Sport to the lead of the WRC2 Teams' standings. Both teams have only one points-scoring event left, leaving Toksport WRT with a good chance to win the title. Next up is the Central European Rally during the third weekend of October (*see following page*).

Rally Estonia, Result WRC2

- 1 **Robert Virves/Jakko Viilo (EST/EST), Škoda**
- 2 Georg Linnamäe/James Morgan (EST/GBR), Toyota
- 3 Roope Korhonen/Anssi Viinikka (FIN/FIN), Toyota

Rally Finland, Result WRC2

- 1 Roope Korhonen/Anssi Viinikka (FIN/FIN), Toyota
- 2 Jari-Matti Latvala/Janni Huzzi (FIN/FIN), Toyota
- 3 **Robert Virves/Jakko Viilo (EST/EST), Škoda**

Rally del Paraguay, Result WRC2

- 1 Oliver Solberg/Elliott Edmondson (SWE/GBR), Toyota
- 2 Yohan Rossel/Arnaud Dunand (FRA/FRA), Citroën
- 3 **Nikolay Gryazin/Konstantin Aleksandrov (BUL/KGZ), Škoda**

Rally Chile, Result WRC2

- 1 Oliver Solberg/Elliott Edmondson (SWE/GBR), Toyota
- 2 **Nikolay Gryazin/Konstantin Aleksandrov (BUL/KGZ), Škoda**
- 3 Jan Solans/Rodrigo Sanjuan (ESP/ESP), Toyota

Standings WRC2/Drivers (after 11 of 14 rallies)

1	Oliver Solberg (SWE), Toyota	135 points
2	Yohan Rossel (FRA), Citroën	99 points
3	Roope Korhonen (FIN), Toyota	69 points
4	Robert Virves (EST), Škoda	60 points
5	Gus Greensmith (GBR), Škoda	57 points

Standings WRC2/Teams (after 11 of 14 rallies)

1	Toksport WRT, Škoda	198 points
2	PH Sport, Citroën	178 points
3	Toyota Gazoo Racing WRT NG, Toyota	89 points
4	Sarrazin Motorsport-Iron Lynx, Citroën	64 points



Mexican Miguel Granados and Spanish co-driver Marc Martí won the WRC Masters Cup classification three times across the 2025 season.

Match Point for Toksport WRT

The Škoda Motorsport customer team can win the WRC2 Teams' title at the Central European Rally

The upcoming round of the FIA World Rally Championship, the Central European Rally (16 to 19 October 2025) will decide the WRC2 Teams' Championship. In one corner: Škoda Motorsport customer team Toksport WRT. On the opposite side: PH Sport. Toksport WRT has a clear advantage, leading PH Sport by a comfortable margin of 20 points. The all-asphalt stages take place in Germany, the Czech Republic and Austria. Toksport WRT's hopes rest with Bulgarian Nikolay Gryazin and co-driver Konstantin Aleksandrov from Kyrgyzstan. They won the WRC2 category at last year's Central European Rally, albeit with a different brand. Sharing a Škoda Fabia RS Rally2, they also finished third in the RC2 class at the only tarmac event of the current WRC season so far, Rally Islas Canarias. Nikolay Gryazin and Konstantin Aleksandrov are also among the



Nikolay Gryazin is one of the fastest WRC2 drivers on asphalt stages.

favourites to win the WRC2 Challenger classification at the Central European Rally. They are 23 points behind the leaders, Roope Korhonen and Anssi Viinikka. However, the Škoda crew can score points in one more event than their Finnish competitors. Victory would boost their title hopes.

The Central European Rally begins on Thursday 16 October with the shakedown and the first two stages, which take place in Germany. On Friday, there will be two runs over three stages in all three host countries. Saturday's route comprises three stages run twice in Germany and the Czech Republic. The event concludes on Sunday with two more stages in Austria and Germany, both run twice. The total competitive distance is planned at around 307 kilometres. The main challenges for the crews will be the unstable autumn weather as well as from leaves and dirt dragged onto the roads by corner-cutting.

More info
about the
Central
European Rally



Nikolay Gryazin and co-driver Konstantin Aleksandrov aim to save the WRC2 Teams' title for Toksport WRT.

Under difficult conditions, Polish Škoda crew Mikołaj Marczyk/Szymon Gospodarczyk finished the season ending Croatia Rally in third position.



Champions!

Mikołaj Marczyk and co-driver Szymon Gospodarczyk win the drivers' and co-drivers' section of the 2025 FIA European Rally Championship*

The decision came down to the final stage of the last round of the FIA European Rally Championship (ERC). Heading into the power stage of the Croatia Rally, the Škoda crew of Mikołaj Marczyk/Szymon Gospodarczyk from Poland, as well as their Irish rivals Jon Armstrong/Shane Byrne, were still in contention for the title. Mikołaj Marczyk kept his nerve, bringing his Škoda Fabia RS Rally2 to the finish line unscathed. Third place

Mikołaj Marczyk and co-driver Szymon Gospodarczyk were crowned FIA European Rally Champions of their respective categories.



* subject to confirmation of the results by the FIA

Barum Czech Rally Zlín (CZE), Result ERC

- 1 Jan Kopecký/Jiří Hovorka (CZE/CZE), Škoda
- 2 Jon Armstrong/Shane Byrne (IRL/IRL), Ford
- 3 Andrea Mabellini/Virginia Lenzi (ITA/ITA), Škoda

JDS Machinery Rali Ceredigion (GBR), Result ERC

- 1 Jon Armstrong/Shane Byrne (IRL/IRL), Ford
- 2 Romet Jürgenson/Oja Siim (EST/EST), Ford
- 3 Mikołaj Marczyk/Szymon Gospodarczyk (POL/POL), Škoda

Croatia Rally (HRV), Result ERC

- 1 Jon Armstrong/Shane Byrne (IRL/IRL), Ford
- 2 Mads Østberg /Lorcan Moore (NOR/IRL), Citroën
- 3 Mikołaj Marczyk/Szymon Gospodarczyk (POL/POL), Škoda

Final Drivers' Standings ERC* (after 8 events)

- | | | |
|---|-------------------------------|------------|
| 1 | Mikołaj Marczyk (POL), Škoda | 154 points |
| 2 | Jon Armstrong (IRL), Ford | 148 points |
| 3 | Andrea Mabellini (ITA), Škoda | 131 points |
| 4 | Mads Østberg (NOR), Citroën | 104 points |
| 5 | Roope Korhonen (FIN), Toyota | 60 points |
| 6 | Isak Reiersen (SWE), Škoda | 60 points |

was enough to hand him the drivers' title. At the same time, Szymon Gospodarczyk was crowned European Champion of the co-drivers. "A dream has come true," said Mikołaj Marczyk.

The Polish pair arrived at the final round of the ERC in first place overall, having finished seventh at the Barum Czech Rally Zlín and third at the JDS Machinery Rali Ceredigion. Mean-

while, the Italian Škoda crew of Andrea Mabellini and Virginia Lenzi became their main rivals for the title after finishing third in the Czech Republic and sixth in Wales. Heading to the season finale in Croatia, Jon Armstrong/Shane Byrne also joined the fight for the title. Unfortunately, Andrea Mabellini/Virginia Lenzi lost all their chances with an accident during the first leg

(see also interview, page 7). Meanwhile, Jon Armstrong/Shane Byrne were unbeatable on the tarmac roads in the Zagreb area. However, with a clever drive to third position, Mikołaj Marczyk and co-driver Szymon Gospodarczyk collected enough points to finally bag the titles of their respective categories. Third place overall went to Andrea Mabellini/Virginia Lenzi, while Škoda driver Isak Reiersen from Sweden took the sixth position of the final standings. Four of the eight ERC events have been won by Škoda crews. Nikolay Gryazin and co-driver Konstantin Aleksandrov took victory at the season-opening Rally Sierra Morena in Spain. ORLEN OIL Rally Poland went to Mārtiņš Sesks and navigator Renārs Francis from Latvia. Rally di Roma Capitale saw locals Giandomenico Basso/Lorenzo Granai winning. And Barum Czech Rally Zlín ended with victory for national champions Jan Kopecký/Jiří Hovorka. Croatia Rally was the last ERC round, where teams entered into the Škoda Motorsport ERC Bonus Programme could score. Thanks to Mikołaj Marczyk's success, his team Topp-Cars Rally Team has won the top prize. The Racing Factory, the team of Andrea Mabellini, will get the reward for their drivers' third position overall.



Isak Reiersen finished the ERC season sixth in the drivers' standings, navigator Stefan Gustavsson came fifth among the co-drivers.



Andrea Mabellini and partner Virginia Lenzi compete together.

"I love Gravel"

We talk to Andrea Mabellini and navigator Virginia Lenzi, who drove a Škoda Fabia RS Rally2 to third place in the FIA European Rally Championship

Italian Andrea Mabellini entered the world of sports through tennis at the age of eight. He later switched to racing simulators, before quickly moving behind the wheel of actual rally cars. With co-driver and partner Virginia Lenzi by his side, he finished third overall in the 2025 FIA European Rally Championship (ERC) with a Škoda Fabia RS Rally2 of team The Racing Factory.

Do you remember your first experience with a Škoda Fabia rally car?

Of course. It was at the Adria Rally Show in Italy in 2021, with the Škoda Fabia Rally2 evo. I finished third in the R5 class and first among drivers under 25. The car impressed me immediately – easy to drive and extremely user-friendly.

At the end of 2023 you first tested the new Škoda Fabia RS Rally2. What impressed you about the car?

Compared to the Fabia Rally2 evo, it's a big step forward. It feels more professional, offers more settings and driving modes, has a more modern interior, and the engine delivers torque more smoothly. With the longer wheelbase, the chassis provides greater stability in fast corners, giving the driver more confidence.

And how do you rate the car after almost two full seasons?

I really like its ergonomics, and its reliability is outstanding. During my ERC seasons, I have not experienced a single mechanical issue with the car.

Your regular co-driver, Virginia Lenzi, is also your partner.

How do you get along?

Virginia knows me better than anyone else and knows how to get 100 % out of me. Of course, during rallies it's important to leave everyday worries behind and focus only on the rally.

Do you prefer gravel or tarmac?

I love gravel, but I feel more confident and faster on tarmac.

What is your favourite rally?

Barum Czech Rally Zlín is fantastic. So many fans, so much emotion – I love it!

Until Croatia Rally, the final round of 2025 FIA European Rally Championship, you were in contention for the title.

What went wrong?

After a crest, I lost the back of the car and touched a small patch of grass, which caused us to spin. There was a rock waiting which broke the radiator. The engine started to leak oil and we were unable to continue. That was the end of our dream of winning the title.

What is your conclusion of the 2025 season?

I can certainly be proud of what we have achieved this year. But I also feel very sad for everyone involved in this programme. Everyone was expecting a different ending after all the bad luck we've had this year. But that's just part of the game.

At Your Service

Škoda Motorsport supports its customer teams competing in WRC and ERC with a dedicated spare parts truck

For the fifth year in a row, Škoda Motorsport is sending its truck full of spare parts to selected events of the FIA World Rally Championship (WRC) and FIA European Rally Championship (ERC). With this dedicated service, customer teams can buy parts directly inside the service area. During the 2025 season, it will be present at a total of 15 competitions. Kateřina Hálová and Lukáš Paták are in charge of this project.

"We are now running a second identical truck, which makes the logistics easier when the events are immediately following each other," Lukáš Paták describes. "Customers can place an order online, by e-mail or WhatsApp, or they can come and check the availability of the part in person. We will prepare the order, and the teams can pick up the purchased parts at the event," Kateřina Hálová adds.

Škoda Motorsport customer RaceSeven is one of the teams serving the WRC2 category of the World Championship and the ERC in parallel. "There are situations where the truck really helps. It has happened to us: If it hadn't been there, we would have had to withdraw," explains team owner Victor Pérez. And Simone Scattolin, coordinator of the Delta Rally Team, agrees: "If we don't have something in our own stock, we can sort it out in minutes. It's a big help and the truck crew is always well prepared."

Most Škoda Motorsport customer teams competing in the WRC2 and

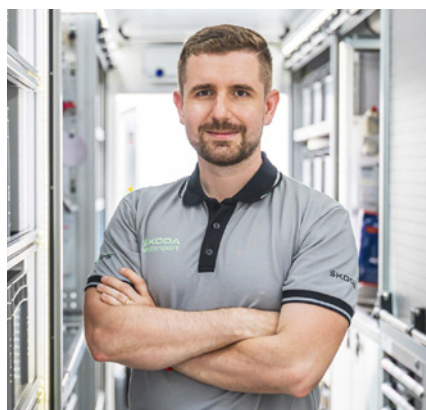


Škoda Motorsport's spare parts truck is placed right in the service park.

ERC use the latest specification car. "So, most of our range is made up of parts for the Škoda Fabia RS Rally2. But we also have parts for the previous generation Škoda Fabia Rally2 evo," Kateřina Hálová emphasises. "We try to cover the maximum of what our customers may need: from fasteners, chassis, engine and body parts to complete transmissions, gearboxes and differentials." The teams have become accustomed to the presence of the Škoda Motorsport truck over several years of operation. "They mainly buy parts that they need urgently during the race. But they also buy parts for reserve," Kateřina Hálová continues.

Especially for the teams competing in WRC2 and ERC in parallel it is sometimes logistically very challenging to prepare a car for the next event the following weekend. "They are happy to take the opportunity to purchase parts to repair the car from our truck," says Kateřina Hálová. "This will save them the time it would take to deliver the parts from our headquarters in Mladá Boleslav."

Read the full story



Lukáš Paták, Head of Škoda Motorsport Customer Programme



Kateřina Hálová, Sales and Customer Care/Commercial Programme

“Fun to Drive”

Former rally champion Emil Lindholm takes to the wheel of the motorsport concept Škoda Enyaq RS Race and the new road car Škoda Elroq RS

The Škoda Enyaq RS Race, an electric concept race car unveiled last year, is a truly extraordinary car. The race car-style modifications show not only the potential of electric cars, but also the high-tech solutions that can come in handy on the circuit, during a special stage but also in everyday life. The Škoda Enyaq RS Race is the epitome of how Škoda Motorsport can entertain and evoke emotions.

Škoda Motorsport has also innovated the Enyaq RS Race concept car as part of the refinement of its competition specials. In particular, the special has been given a new look in the style of the Modern Solid design language and engineers have fine-tuned its technology. Emil Lindholm, the 2022 WRC2 Champion, took it into action on the Škoda test track. The Enyaq RS Race demonstrates that it is a car that could boldly take to the track in an endurance test. The car holds the road perfectly but manages a superbly controlled



“Like a rally special” - Emil Lindholm at the wheel of the Škoda Enyaq RS Race.

sideways drive on command. “The Enyaq RS Race sits nice and low and is very responsive during turns. I feel like I'm in a rally special when I am inside. It's fun to drive. It even has a handbrake lever,” laughs Emil Lindholm.

The former WRC2 Champion also got behind the wheel of the brand-new Škoda Elroq RS. The Finn took the fully electric road car on a drive through Prague and the Czech countryside, showcasing just how versatile Škoda's new sporty SUV

Rally professional Emil Lindholm and the Škoda Enyaq RS Race.



The Finn also tested the Škoda Elroq RS road car.



truly is. "Up front, there's the Tech-Deck Face grille and a sportier RS bumper with signature black accents we know from other RS models," Emil Lindholm comments on the design, which reflects Škoda's new Modern Solid language. He then heads into the heart of the city, where centuries-old cobblestones put the Elroq's chassis to the test. "The Elroq RS is comfortable and quiet. The sporty seats are amazing – they've even got a massage function. Super comfy and they really hold you in place," Emil Lindholm describes the cabin comfort.

But for the rally professional, it's the technical tweaks that really matter on a sporty drive. With a lowered sport suspension, 21-inch wheels, bigger brakes, and progressive steering, the Škoda Elroq RS is built for more than just urban cruising. "It all comes together perfectly on twisty roads. The car feels planted, and the damping is spot on. The compact size and 340-horsepower output are a great match," Emil Lindholm sums up his verdict.

Emil Lindholm hits the test track with the Škoda Enyaq RS Race



Emil Lindholm takes the Škoda Elroq RS for a spin



The Škoda Elroq RS delivers 250 kW of electric power.

OTHER RECENT RALLY RESULTS



North American Central American Championship

Double victory for local Škoda crews at the Rally Sierra Juárez in Mexico, fifth round of the North American Central American Championship (NACAM): Alejandro Mauro/David Hernández won from Char García/Eduardo Solís.



African Rally Championship

Three victories in a row for Škoda crews in the African Rally Championship. Samman Singh Vohra/Drew Sturrock won the Rwanda Mountain Gorilla Rally and the following Rallye International du Burundi. At the Mkwawa Rally of Tanzania they had to be content with second position behind Karan Patel/Tauseef Khan.



Argentina

Škoda crews won the past three rounds of the Argentinean championship. Gastón Pasten/Matías Ramos (photo: Lucas Martinez) won Rally de Misiones from Miguel-Angel Baldoni/Gustavo Franchello, who in turn took victory at the following Rally del Jaaukanigás. Rally de San Luis again saw Gastón Pasten/Matías Ramos winning ahead of Miguel-Angel Baldoni/Gustavo Franchello.



Czech Republic

By winning the Invelt Rally Pačejov together with co-driver Jiří Hovorka with a Škoda Fabia RS Rally2 of Agrotec Škoda Rally Team, Jan Kopecký became Czech Rally Champion for a record eleventh time.



Finland

Full Škoda podiums at the fifth and sixth round of the Finnish Championship. Esapekka Lappi/Enni Mälkönen (RTE-Motorsport) won SM O.K. Auto-Ralli from Canadian guests Brandon Semenuk and British co-driver Keaton Williams, who didn't score points for the championship. Teemu Asunmaa/Tuukka Shemeikka (RTE-Motorsport) finished third. Esapekka Lappi/Enni Mälkönen also received the biggest trophy at Future SM Ralli Lahti, this time followed by Anssi Rytönen/Reeta Hämäläinen and Swedish pair Jari Liiten/Per Almkvist (Printsport). With this success, Esapekka Lappi secured the title.



Germany

Two victories in a row brought Marijan Griebel another German title. Sharing a Pole Promotion Škoda Fabia RS Rally2 with co-driver Ella Kremer, he won Rallye ADAC Mittelrhein ahead of two crews from BRR Baumschlager Rallye & Racing Team. Albert von Thurn und Taxis/Jara Hain finished second, Filip Kohn from the Czech Republic and British co-driver Ross Whittock finished third. Marijan Griebel/Ella Kremer also finished the following ADAC Saarland-Pfalz Rallye in first position. P3 went to Škoda crew Jos Verstappen/Renaud Jamoul.



Greece

Two Škoda Fabia RS Rally2 crews climbed the podium of myKTEO Fthinoporino Rally. Ioannis Papadimitriou/Christos Kouzionis won the third round of the Greek championship, Italians Adriano Scalcon/Andrea Budoia finished third.



Ireland

Callum Devine and co-driver Noel O'Sullivan jnr. (Škoda Fabia RS

Rally2) won the Modern Tyres Ulster Rally, sixth round of the Irish Tarmac Championship.



Japan

Third season victory in the Japanese Championship for Hiroki Arai/Hiroki Tachikui of Škoda Motorsport customer team R2R×YAHAGI Racing Team: They won Rally Hokkaido. Osamu Fukunaga/Misako Saido drove a Škoda Fabia RS Rally2 of team Three Five Motorsport to third place.



Lithuania

Full Škoda podium at the third round of the Lithuanian championship, Jusema Rally Ukmergė: Winners Vaidotas Žala/Ugnius Vainevičius (Skuba Team de Rooy FPT) were followed by Giedrius Notkus/Dalius Strižanas (Viada-Multi FX) and Giedrius Firantas/Matas Valiulis (Juta Racing). Vaidotas Žala/Ugnius Vainevičius also finished first at Rokiškio Grand Rally. BERNER Rally Elektrėnai again saw a triple Škoda victory with Latvians Mārtiņš Sesks/Renārs Francis (RALLY 4 FUN asociacija) beating Vaidotas Žala/Ugnius Vainevičius and Giedrius Notkus/Dalius Strižanas.



Netherlands

Triple Škoda victory at Eurol Hellendoorn Rally, seventh round of the Dutch Championship. Top three: Bernhard ten Brinke/Tom Woodburn, Kevin van Deijne/Hein Verschuuren and Yannick Vrielink/Harm van Koppen.



New Zealand

Ben Hunt/Tony Rawstorn drove a Škoda Fabia Rally2 evo to victory at Gold Rush Rally of Coromandel, fourth round of the New Zealand championship. Sharing a similar car, Robbie Stokes/Shane Reynolds came second.



Poland

Škoda crews took the first three positions at three rounds of the Polish Championship. Valvoline Rajd Małopolski finished in the order Jakub Matulka/Damian Syty, Grzegorz Grzyb/Adam Binięda and Łukasz Byśkiniewicz/Daniel Siatkowski. Mikołaj Marczyk/Szymon Gospodarczyk won the following MARMA Rajd Rzeszowski from Jakub Matulka/Damian Syty and Grzegorz Grzyb/Adam Binięda. The podium at Rajd Śląska saw exactly the same crews in the same order. Jakub Matulka was crowned Polish champion.



Romania

Another two victories for Simone Tempestini/Carmen Poenaru in the Romanian Championship: They drove a Škoda Fabia RS Rally2 of Napoca Rally Academy to the top of the Raliul Iașului podium, where Bogdan Marișca/Sebastian Itu in another Škoda Fabia RS Rally2 finished third. Three weeks later, Simone Tempestini/Carmen Poenaru won Raliul Vâlci.

This time, third place went to Andrei Gîrtofan/Tudor-Septimiu Mârza (Škoda Fabia RS Rally2 of Prorally Team Brasov).



San Marino

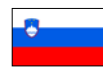
Škoda crew Fabrizio Ferrari/Jessica Michela Perli (Xmotors) won Circuito dei Campioni, one of three rounds counting towards the San Marino championship. P2 went to Gianluca Casadei/Fabio Graffieti, also with a Škoda.



Slovakia

Full Škoda podiums at the fourth and fifth round of the Slovakian Championship. Hungarians Frigyes Turán/Krisztián Kertész (Turán Motorsport SE) won Rally Abov from Polish pairing Grzegorz Grzyb/Łukasz Zapart and locals Jaroslav Melichárek/Erik Melichárek (Melico Racing). Rally Martin saw two crews from the Czech Republic on top: Roman Odložilík/Danny Persein won from Karel Trněný/Václav Pritzl (X-FORCE ACCR Czech Team). Jaroslav and Erik Melichárek came third again. Three

weeks later, the Melichárek brothers won Rosenberg Rally Moldava.



Slovenia

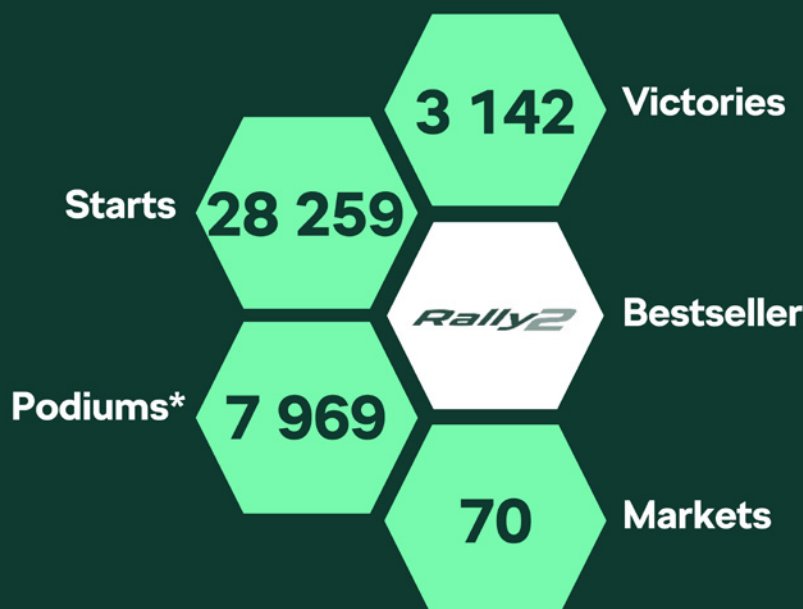
Hungarian Škoda Fabia RS Rally2 crew Norbert Herczig/Ramón Ferencz (Proformance Service Kft Team Staff House) won MAHLE Rally Nova Gorica, fifth round of the Slovenian championship and also counting towards the Mitropa Rally Cup. Germans Albert von Thurn und Taxis/Jara Hain drove a Škoda Fabia RS Rally2 of BRR Baumschlager Rallye & Racing Team to third place overall and P1 in the Mitropa Rally Cup classification.



Spain

Double victory for Škoda Motorsport customer Recalvi Team at Rally Recalvi-Rías Baixas: José Antonio Suárez/Alberto Iglesias Pin won the fourth round of the Spanish Superchampionship from teammates Javier Pardo Siota/David de La Puente. José Antonio Suárez/Alberto Iglesias Pin also finished first at the Rallye Villa de Llanes.

Facts about the Škoda Fabia Rally2; Škoda Fabia Rally2 evo and Škoda Fabia RS Rally2**



* 1st to 3rd place

** as of 1/4/2015 to 6/10/2025

John Haugland
raced and rallied
Škoda cars for more
than 20 years.



Norwegian Grit, Czech Car

John Haugland raced Škoda cars for nearly a quarter of a century. He looks back at this golden era

Growing up in Norway means plenty of driving on snow and ice. Conditions that demand mastering a car beyond the limits of tire grip. It's no wonder the rugged North has produced some of the world's best drivers. Born in the port city of Stavanger in 1946, John Haugland was fascinated by cars from a young age and eager to gain technical knowledge. That naturally led him into motorsport, and eventually right up to the doorstep of Škoda's Norwegian importer. As a young apprentice mechanic, John Haugland had access to several Škoda Octavia Touring Sports at work. He bought one, prepared it for circuit racing – and crashed it. One year later, he was racing again. This time in a Škoda 1000 MB, with several early successes to his name. His racing activities were interrupted in 1967 by military service, but upon returning, a whole new chapter awaited. When Škoda technical delegate Karel Švábek visited Norway, he spotted the young driver's talent and decided to support him. Between 1968 and 1971, John Haugland competed in around 40 racing weekends per year.



In the 1960s, the Škoda Octavia Touring Sports was well presented in Scandinavian rallies.



With the Škoda 130 RS, John Haugland won the Barum Rally three times.

"In 1969, I entered my first rally. I crashed right in front of a TV camera, rolled into the forest. But with the help of spectators, we put the car back on the road and finished the rally. When I came into work on Monday, the director told me, rallying was what gave us visibility. And if I wanted, he'd order me a brand-new factory car on the spot," Haugland smiles.

Haugland first visited Czechoslovakia in 1968 for a six-hour endurance race in Brno. In 1971, he raced a test rally for the Škoda team and went on to win the Austrian Alpine Rally and Tour d'Europe in his class, finishing fourth and sixth overall. These results led to a partnership with Motokov. The then-exclusive Czechoslovak export company gave him the opportunity to step onto the international rally scene.

For almost two decades, John Haugland raced Škoda cars around the world. He started with the Škoda 120 S and moved through various models, including the celebrated 130 RS, all the way to the front-wheel-drive Škoda Favorit. With Škoda, he even made it to the World Rally Championship, where he racked up 27 starts. He raced the Škoda

130 RS from 1976 to 1983, scoring several major victories, most notably, three wins at the Barum Rally.

During a visit at the Sosnová Classic 2025, he shared a piece of advice every classic car owner should remember: "The worst thing you can do is just look at your old car and not drive it. Cars need to move. Otherwise, they deteriorate."

Read the full story



John Haugland reunited with a Škoda 120 S of his career.

ŠKODA Motorsport



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