

## Croatia Rally: Difficult event for Škoda crews

- › **Multiple punctures play decisive role in the outcome of the WRC2 classification at the fourth round of the 2026 FIA World Rally Championship.**
- › **Delta Rally Team's Roberto Daprà/Luca Guglielmetti finish sixth in WRC2, achieving the best result for a Škoda Fabia RS Rally2 crew.**
- › **Former WRC2 Champions Emil Lindholm and Andreas Mikkelsen, both competing with Škoda Fabia RS Rally2 of team Toksport WRT, delayed by punctures.**

**Rijeka (CRO), 12 April 2026 – As the first proper tarmac event of the FIA World Rally Championship, the stages of Croatia Rally offered little room for error. Even the slightest mistake often resulted in a damaged tyre. With a wheel change costing competitors roughly two minutes each time, the results table was turned on its head repeatedly. After more than 300 competitive kilometres on twisty roads close to the Mediterranean Sea, Delta Rally Team's Roberto Daprà and co-driver Luca Guglielmetti reached Rijeka as best-placed Škoda Fabia RS Rally2 crew: Despite a puncture, the Italians finished sixth in WRC2.**

In theory, the stages of Croatia Rally consisted of asphalt from start to finish. „But we are encountering more and bigger stones than on some gravel events,” Andreas Mikkelsen reported after the first leg. The reason: Through excessive corner cutting, tons of dirt were dragged onto the racing lines. Especially for the second runs over the stages, the roads had deteriorated into something resembling a gravel rally.

These conditions made it extremely difficult for the drivers, to judge the grip level in the corners. Basically every competitor experienced spins and small offs. With banks and rock faces often lining the stages, tyre dramas struck throughout the leaderboard not only in WRC2. Most of the times, completing the stage on a damaged tyre or even a wheel change with the clock running was unavoidable, resulting in delays of up to two minutes.

Among the first drivers to experience such setbacks were former WRC2 Champions Emil Lindholm and Andreas Mikkelsen, both at the wheel of Škoda Fabia RS Rally2 of team Toksport WRT, as well as Roberto Daprà, who competed with a Škoda Fabia RS Rally2 of Delta Rally Team. Roberto Daprà and co-driver Luca Guglielmetti had to change a wheel on Friday morning (SS3). After that, the Italians managed to stay out of trouble for the rest of the event. They eventually finished sixth in WRC2, scoring the best result of all Škoda crews. “In general, we showed good pace. I'm very happy and now looking forward to the next WRC2 round on the Canary Islands,” commented Roberto Daprà.

Emil Lindholm from Finland and new Brazilian co-driver Gabriel Morales experienced their first puncture already during the very first stage. After a further puncture (SS9), seventh place in the WRC2 category was the best they could hope for. Andreas Mikkelsen and

navigator Jørn Listerud were even unluckier. The Norwegians lost more than six minutes over the course of the three legs and had to settle for eleventh place in the final WRC2 classification.

“A rally to forget,” was Eric Camilli’s conclusion already on Saturday evening. He and fellow French co-driver Thibault De La Haye had demonstrated the Škoda Fabia RS Rally2’s tarmac speed with the fastest WRC2 time during shakedown. They escaped a first small off with only a tyre change (SS7). However, a second spin caused too much damage to the rear of the Eurosol Racing Team Hungary car for them to continue (SS15).

In contrast, Viliam Prodan and co-driver Marko Stiperski had reason to celebrate. The Croatians brought their RB Motorsport-run Škoda Fabia RS Rally2’s home in 12th place in the WRC2 category and 18th place overall – the best result for a local crew.

The following WRC event will again feature tarmac stages only: Rally Islas Canarias – Rally of Spain is next already in two weeks’ time (23-26 April 2026).

#### **Number of the rally: 11**

After a puncture-inflicted first stage, Emil Lindholm and co-driver Gabriel Morales were listed as a low as 18<sup>th</sup> in WRC2. However, giving up was never an option for the Škoda Fabia RS Rally2 crew from team Toksport WRT. During the subsequent 17 stages, the Finnish-Brazilian duo made up an impressive 11 places. Scoring one WRC2 fastest stage time on the way, they ultimately secured seventh place in the WRC2 category.

#### **Croatia Rally (CRO), 9-12 April 2026, 4<sup>th</sup> round of the FIA World Rally Championship, Result WRC2**

- 1 Yohan Rossel/Arnaud Dunand (FRA/FRA), Lancia Ypsilon Rally2 HF Integrale, 2:56.35.7 hours
- 2 Léo Rossel/Guillaume Mercoiret (FRA/FRA), Citroën C3 Rally2, +38.8 seconds
- 3 Nikolay Gryazin/Konstantin Aleksandrov (BUL/KGZ), Lancia Ypsilon Rally2 HF Integrale, +57.9 seconds
- 4 Alejandro Cachón/Borja Rozada (ESP/ESP), Toyota GR Yaris Rally2, +1.22.9 minutes
- 5 Roope Korhonen/Anssi Viihikka (FIN/FIN), Toyota GR Yaris Rally2, +1.34.1 minutes
- 6 Roberto Daprà/Luca Guglielmetti (ITA/ITA), Škoda Fabia RS Rally2, +2.18.2 minutes**
- 7 Emil Lindholm/Gabriel Morales (FIN/BRA), Škoda Fabia RS Rally2, + 4.00.6 minutes**

#### **Standings WRC2/Drivers (after 4 of 14 events)**

- 1 Léo Rossel (FRA), Citroën, 42 points
- 2 Roope Korhonen (FIN), Toyota, 35 points
- 3 Yohan Rossel (FRA), Lancia, 27 points
- 4 Robert Virves (EST), Škoda, 25 points**
- 5 Roberto Daprà (ITA), Škoda, 25 points**
- 6 Nikolay Gryazin (BUL), Lancia, 23 points

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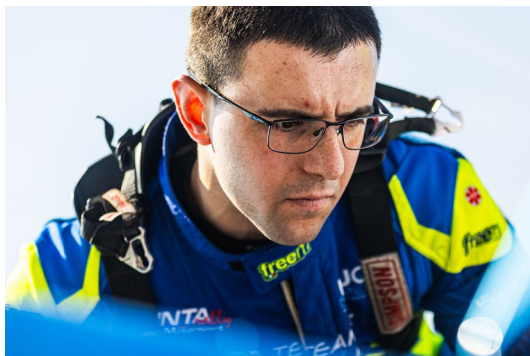
**Media images:**



**Škoda crews at Croatia Rally**

Italians Roberto Daprà and co-driver Luca Guglielmetti (Škoda Fabia RS Rally2 of Delta Rally Team) finished sixth in WRC2.

Source: Škoda Auto



**Škoda crews at Croatia Rally**

24-year-old Italian Roberto Daprà, who competes with a Škoda Fabia RS Rally2 of Delta Rally Team, now holds fifth position in the WRC2 overall classification.

Source: Škoda Auto



**Škoda crews at Croatia Rally**

Gravel dragged onto the racing line made live difficult not only for Emil Lindholm and co-driver Gabriel Morales. The newly formed Finnish-Brazilian duo brought their Toksport WRT-run Škoda Fabia RS Rally2 of team home in seventh place in the WRC2 category.

Source: Škoda Auto



**Škoda crews at Croatia Rally**

Former WRC2 Champion Andreas Mikkelsen and co-driver Jørn Listerud (Škoda Fabia RS Rally2 of team Toksport WRT) experienced bad luck with punctures. The Norwegians had to leave Croatia without points.

Source: Škoda Auto



**Škoda crews at Croatia Rally**

Viliam Prodan/Mirko Stiperski (Škoda Fabia RS Rally2 of team RB Motorsport) took the honours of finishing best-placed Croatian crew.

Source: Škoda Auto



**Škoda crews at Croatia Rally**

French crew Eric Camilli/Thibault De La Haye (Škoda Fabia RS Rally2 of Eurosol Racing Team Hungary) started into the event with the fastest WRC2 shakedown time but had to retire during the second leg.

Source: Škoda Auto

### Škoda Motorsport

- › Škoda celebrates 125 years of Motorsport since the first efforts in 1901, garnering success in rallies as well as in circuit racing.
- › Highlights include winning the 1981 European Touring Car Championship (ETCC) with the Škoda 130 RS.
- › Since 2009, the Škoda Fabia celebrated numerous successes for the Czech manufacturer on rally stages worldwide.
- › Until 2014, the Škoda Fabia S2000 (2.0 naturally aspirated engine, four-wheel drive) secured 50 international titles and national rally championships. The Škoda Fabia S2000 also helped to win the FIA European Rally Championship (ERC) and the Intercontinental Rally Challenge (IRC) three times each.
- › The successor model Škoda Fabia R5 (1.6 turbo engine, four-wheel drive) entered the scene in 2015. Later renamed to Škoda Fabia Rally2 and followed by the further developed Škoda Fabia Rally2 evo, the model collected nearly 2,000 victories in 68 countries until the end of the 2022 season.
- › During this period, Škoda Motorsport factory drivers Jan Kopecký (CZE), Esapekka Lappi (FIN), Pontus Tidemand (SWE) and Kalle Rovanperä (FIN) won the FIA World Rally Championship's support category WRC2/WRC2 Pro. Škoda Motorsport also took the WRC2/WRC2 Pro Manufacturers' title five times in a row from 2015 to 2019.
- › Beginning with the 2020 season, Škoda Motorsport changed its strategy to supporting private teams. The success story continued: Driving a Škoda Fabia Rally2 evo run by Toksport WRT, Andreas Mikkelsen (NOR) und Emil Lindholm (FIN) became WRC2 Champions in 2021 and 2022. Mikkelsen became WRC2 Champion again in 2023 with team Toksport WRT, when the all-new Škoda Fabia RS Rally2 entered the scene. The Škoda Motorsport supported team Toksport WRT also won the WRC2 Teams' title three times in 2020, 2022 and 2023. In 2025 Toksport WRT took another WRC2 Teams' title and Nikolay Gryazin/Konstantin Aleksandrov of Toksport WRT become WRC2 Challenger drivers' and co-drivers' champions respectively.
- › Škoda Motorsport customer teams have also won titles in the FIA World Rally Championship (WRC), FIA European Rally Championship (ERC), the FIA African Rally Championship (ARC), the FIA North American and Central American Rally Championship (NACAM), the FIA South American Rally Championship (CODASUR) and the FIA Asia-Pacific Rally Championship (APRC).

### Škoda Auto

- › is successfully steering through the new decade with the Next Level Škoda Strategy;
- › aims to become one of the top three best-selling brands in Europe by the end of the decade by offering its customers the best of both worlds through a range of attractive BEV, hybrid & ICE products;
- › effectively exploits the potential in important growth markets such as India, Vietnam and the ASEAN region;
- › currently offers customers 12 passenger car model ranges: Fabia, Scala, Octavia, Superb, Kamiq, Karoq, Kodiaq, Elroq, Enyaq, Slavia, Kylaq and Kushaq;
- › delivered more than 1,040,000 vehicles to customers worldwide in 2025;
- › has been part of the Volkswagen Group, one of the world's most successful car manufacturers, for more than 30 years;
- › is part of Brand Group CORE, an organisational merger of the Volkswagen Group's volume brands, with the aim of achieving joint growth and significantly increasing the overall efficiency of all five volume brands;
- › independently develops and produces components such as MEB battery systems, engines and transmissions for other Volkswagen Group brands;
- › operates three production plants in the Czech Republic; has production capacities in Slovakia, Kazakhstan and India, mostly through group partnerships, as well as in Vietnam and Ukraine in cooperation with a local partner;
- › employs around 40,000 people worldwide and is active in almost 100 markets.