

ŠKODA MOTORSPORT PRESS RELEASE

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Rally Sweden: ŠKODA Motorsport fighting for victory with Pontus Tidemand and O.C. Veiby

- › After day two, WRC 2 Champions Pontus Tidemand and co-driver Jonas Andersson (ŠKODA FABIA R5) are second, just four seconds behind the leader with their
- › Teammates Ole Christian Veiby/Stig Rune Skjærmoen currently third, as well locked in a tense competition for WRC 2 honours
- › ŠKODA Motorsport boss Michal Hrabánek: "Still a long way to go. Pontus and O.C. have been following their instructions and are in a good position to succeed in Sweden."

Torsby/Sweden, 16 February 2018 – Right from the start the two ŠKODA Motorsport crews were involved in a tough fight for the lead in the WRC 2 category at Rally Sweden. WRC 2 Champions Pontus Tidemand/Jonas Andersson (SWE/SWE) led the WRC 2 field on the snow-covered stages, their ŠKODA FABIA R5 setting the tracks for the competitors. Despite of losing some time, they finished leg one in second position, closely followed by their young teammates Ole Christian Veiby/Stig Rune Skjærmoen (NOR/NOR). Among the 15 entries in WRC 2 category, nine crews are competing with a ŠKODA FABIA R5.

On Thursday evening, cheered by ten thousands of fans on the fabulous show stage on the trotting track in Karlstad, WRC 2 Champions Pontus Tidemand/Jonas Andersson (SWE/SWE) set the fastest time. The #31 ŠKODA FABIA R5 crossed the finish line just 0.1 seconds faster than teammates Ole Christian Veiby/Stig Rune Skjærmoen (NOR/NOR). On Friday, the rally started for real. Continuous snowfalls turned the region in the southwest of Sweden into a winter wonderland. Being the first car of the WRC 2 category on the road covered with loose snow, Pontus Tidemand faced a special challenge. "We have to set the tracks for the R5 cars following us. There are WRC cars in front of us, but their track width is not the same as of a R5 car. I was careful at the beginning, this is my first rally since last year's Wales Rally GB," confessed Tidemand.

"It is really difficult, the car is jumping between the ruts on the stages. Nevertheless, I am happy with my performance and try to find my rhythm," commented teammate Ole Christian Veiby. The Norwegian junior broke his own record on the third special stage over the so-called "Veiby jump", flying 47 metres wide according to official measurement.

The battle in WRC 2 category was very tense. When the teams returned to the service park in Torsby after four stages, the first six teams were separated by just ten seconds. At the time Veiby and Tidemand were second and fourth in the category.

During the afternoon leg, Swedish WRC 2 champion Pontus Tidemand attacked with his ŠKODA FABIA R5 and moved up to second position in WRC 2 category ahead of teammate O.C. Veiby. Both ŠKODA Motorsport crews pushed until the end of the Friday leg, when Tidemand eventually was only four seconds behind the category leader, closely followed by O.C. Veiby, who is further 3.2 seconds behind his teammate.

At the end of day two of Rally Sweden, ŠKODA Motorsport boss Michal Hrabánek was delighted with the performance of both crews: "There is still a long way to go. Pontus and O.C. have been following their instructions and are still in a very good position to win."



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After additional eleven special stages on Saturday and Sunday, totalling further 172 kilometres on fast snowy tracks, the rally finishes on Sunday (18 February) with the final power stage close to the service park in Torsby. The winners will be on the podium around 13h00.

Standings Rally Sweden after Day 2 (WRC 2)

1. Katsuta/Salminen (JAP/FIN), Ford Fiesta R5, 1:20:21.5 h
2. Tidemand/Andersson (SWE/SWE), ŠKODA FABIA R5, + 4.0 sec.
3. Veiby/Skjærmoen (NOR/NOR), ŠKODA FABIA R5, +7.2 sec.
4. Huttunen/Linnaketo, (FIN/FIN), Hyundai i20 R5, +12.6 sec.
5. Touhino/Hämäläinen (FIN/FIN), ŠKODA FABIA R5, + 32.2 sec.

Number of the day: 0.1

On the first special stage of the rally, WRC 2 Champions Pontus Tidemand/Jonas Andersson (SWE/SWE) scored the fastest time with their ŠKODA FABIA R5, just 0.1 seconds faster than teammates Ole Christian Veiby/Stig Rune Skjærmoen (NOR/NOR).

The 2018 calendar of the FIA World Rally Championship (WRC 2)

<u>Event</u>	<u>Date</u>
Monte-Carlo	24/01–28/01/2018
Sweden	15/02–18/02/2018
Mexico	08/03–11/03/2018
France	05/04–08/04/2018
Argentina	26/04–29/04/2018
Portugal	17/05–20/05/2018
Italy	07/06–10/06/2018
Finland	26/07–29/07/2018
Germany	16/08–19/08/2018
Turkey	13/09–16/09/2018
Great Britain	04/10–07/10/2018
Spain	25/10–28/10/2018
Australia	15/11–18/11/2018

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Media images:



ŠKODA at Rally Sweden 2018

After day two, Pontus Tidemand/Jonas Andersson (SWE/SWE), driving a ŠKODA FABIA R5, are second in the WRC 2 category, just four seconds behind the leader

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Source: ŠKODA AUTO



ŠKODA at Rally Sweden 2018

At Rally Sweden, second round of 2018 FIA World Rally Championship (WRC), Ole Christian Veiby and co-driver Stig Rune Skjærmoen (ŠKODA FABIA R5) are fighting for victory in the WRC 2 category

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Source: ŠKODA AUTO

ŠKODA Motorsport Overview

ŠKODA has been successful on the motorsport scene since 1901. Be it on the circuit or in rallies, ŠKODA has celebrated victories and won titles all around the world. Historical highlights include winning the title in the FIA World Rally Championship (WRC 2) for the first time in 2016, numerous title wins in the FIA European Rally Championship (ERC), the FIA Asia-Pacific Rally Championship (APRC) and the Intercontinental Rally Challenge (IRC), as well as the victory in the European Touring Car Championship in 1981. ŠKODA teams have also triumphed in the world's oldest and most famous rally, taking several class victories in the legendary Monte Carlo, which was first held in 1911.

The ŠKODA FABIA R5, a high-tech 4x4, was homologated by the International Automobile Federation FIA on 1 April 2015. ŠKODA's new FABIA R5 is successfully continuing the long tradition of ŠKODA Motorsport. Its predecessor, the FABIA SUPER 2000, won 50 national and international titles around the world. In the FIA World Rally Championship (WRC 2) 2016, Esapekka Lappi/Janne Ferm (FIN/FIN) won the title for the Czech car maker. In total, ten of the 2016 season's races in the World Rally Championship were won by a ŠKODA FABIA R5. ŠKODA drivers Gustavo Saba (PRY) and Gaurav Gill (IND) also won the continental championships in South America and the Asia-Pacific region at the wheel of the successful ŠKODA FABIA R5. Nasser Al-Attiyah (QAT) was unbeatable in the Middle East Rally Championship (MERC), while a further ten national titles also went the way of ŠKODA drivers.

2017 was the most successful year in the history of ŠKODA Motorsport. Works duo Pontus Tidemand/Jonas Andersson (S/S) became WRC 2 Champions, ŠKODA Motorsport won the Team Championship. Jan Kopecký/Pavel Dresler (CZ/CZ) won the Czech Rally Championship (MČR) for the third time in a row and are the spearhead of in total 14 crews winning their country's national titles. Furthermore the FIA Asia-Pacific Rally Championship (APRC), the FIA South American Rally Championship (CODASUR) and the FIA African Rally Championship (ARC) have been won by teams competing in a ŠKODA FABIA R5.

ŠKODA AUTO

- › is one of the longest-established vehicle manufacturers in the world. The company was founded in 1895 – during the pioneering days of the automobile. Today, the company's headquarters remain in Mladá Boleslav.
- › currently offers the following models in the range: CITIGO, FABIA, RAPID, OCTAVIA, KAROQ, KODIAQ and SUPERB.
- › in 2016 delivered more than 1 million vehicles to customers worldwide.
- › has belonged to Volkswagen Group since 1991. The Volkswagen Group is one of the most successful vehicle manufacturers in the world. ŠKODA, in association with the Group, independently manufactures and develops vehicles, as well as components, engines and gear transmissions.
- › operates at three locations in the Czech Republic, produces in China, Russia, Slovakia, Algeria and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan through local partners.
- › employs over 30,000 people globally and is active in more than 100 markets.

