



120 YEARS ŠKODA MOTORSPORT

by Michal Hrabánek, Head of ŠKODA Motorsport

With various activities, ŠKODA is celebrating 120 years in motorsport. One highlight was our home event, the Rally Bohemia based in Mladá Boleslav. No less than nine crews competed with support either directly from ŠKODA Motorsport or from ŠKODA AUTO Czech Republic. At the wheel of a ŠKODA FABIA Rally2 evo sporting our colours multiple Czech Rally Champion Jan Kopecký won the event. Also entered by ŠKODA Motorsport, 21 years old Czech talent Dominik Stříteský came second. And Marco Bulacia Wilkinson from Bolivia, who actually holds third overall in the WRC2 category of the FIA World Rally Championship, showed a strong performance as well. At ŠKODA Motorsport, we have always developed technologies, which

later found their way into road cars. In this respect, the ŠKODA RE-X1 Kreisel is an exciting new challenge. We strongly support this project of a fully electric rally car, carrying the engine and battery technology of Kreisel Electric. The chassis of this concept car, modified in our workshop, is based on the ŠKODA FABIA Rally2 evo. We hosted the presentation of the prototype to international media at the ŠKODA Polygon, our state-of-the-art facility for testing future road cars. Together with the Austrian Motorsport Federation AMF we achieved national homologation for the ŠKODA RE-X1 Kreisel. Supported by ŠKODA Austria, it's set to compete in the Austrian Rally Championship this weekend at Rallye Weiz. I can't wait to see the car on the stages. For now, enjoy reading this newsletter.

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* Czech Rally Championship



HEAT RESISTANT

With a string of summer rallies coming up, the cooling system of the ŠKODA FABIA Rally2 evo has to be ready for hot weather. "With ambient temperatures over 30 degrees centigrade, the load on cooling devices gets even higher, when the average speed is low and the air flow is limited. We also have to take into account that especially during gravel events dust and stones are everywhere and can reduce the performance of the radiators," explains ŠKODA Motorsport Technical Director Aleš Rada (photo). "Engine cooling is our main concern. The cooling system works perfect even in hot conditions. The fans and water pump are controlled according to the coolant temperature to keep the temperature of engine water in optimal conditions and protect the engine against overheating.



With a 3-way heat exchanger between engine water and steering as well as gearbox oil, we keep also those temperatures under control." Chief Car Engineer Eric Mommey takes up: "For brake cooling, the car has air-ducts for the front and for the rear wheels. Further, the rear differential is keeping the optimal temperature by an oil cooler with electrical fan, which is controlled by the Engine Control Unit." Being a ho-

mologated car, the bodywork and cooling system of the ŠKODA FABIA Rally2 evo has to be the same no matter what event, be it Arctic Rally in winterly Finland or Acropolis Rally under the scorching sun of Greece. The only way to modify the air stream is by blocking off certain parts of the openings by covers or tape.

"We also try to give the crew a comfortable temperature, as this directly relates to their performance," adds Car Engineer Yannick Willocx. "The goal is to avoid heat building up inside the cockpit. Metallic foils on the side and rear windows reflect the sun. The crew can use the roof ventilation and the cockpit fan to have some extra air circulation."

The crew itself also has to be prepared for the heat, which we saw in recent events. But that's another story.



Entry Engineering received a ŠKODA FABIA Rally2 evo Edition 120 at ŠKODA Motorsport headquarters in Mladá Boleslav. Present were (from left to right) Norbert Hampel (Sales ŠKODA Motorsport), David Jareš (ŠKODA Motorsport Head of Customer program), rally driver Filip Mareš and his co-driver Radovan Bucha. The duo took the car out for the first time during Agrotec Petronas Rally Hustopeče and finished third overall.

THE FUTURE STARTS HERE

ŠKODA Motorsport, ŠKODA Austria, battery technology solutions specialist Kreisel Electric and operational partner Baum-schlager Rallye & Racing have teamed up to develop a fully electric rally car – the ŠKODA RE-X1 Kreisel. Based on a ŠKODA FABIA Rally2 evo bodyshell the car is powered by an 860 volts system delivering up to 500 kW peak power via two e-motors and two differentials to all four wheels. The ŠKODA RE-X1 Kreisel is homologated to compete in the Austrian Rally Championship with an output of 260 kW.

To manage the different power characteristics and the roughly 100 kilograms higher weight, ŠKODA Motorsport

adapted the four-wheel drive components and the suspension of the ŠKODA FABIA Rally2 evo. The Kreisel high performance lithium-ion battery has a capacity of 53 kWh. For optimum performance, the battery block is

mounted as low as possible in the chassis and liquid-cooled by Shell E-Fluids. Kreisel Electric from Rainbach/Austria has also developed a stand-alone charging station working with 200 kW to be used during rallies.



The fully electric ŠKODA RE-X1 Kreisel will compete against standard Rally2 cars in the Austrian Rally Championship



Sharing a Toksport WRT ŠKODA FABIA Rally2 evo Andreas Mikkelsen and co-driver Ola Fløene from Norway want to strengthen their lead in category WRC2

FULL THROTTLE IN ESTONIA

With Rally Estonia, the FIA World Rally Championship (WRC) enters the second half of the season. The Tartu based event features 314 kilometres of fast and flowing gravel stages. Finishing second overall back in 2019, WRC2 leader Andreas Mikkelsen at the wheel of a ŠKODA FABIA Rally2 evo is one of the favourites for category victory. The Norwegian and his Toksport WRT teammate Marco Bulacia from Bolivia, currently third overall in WRC2, face stiff competition from crews driving Rally2 cars from Volkswagen, Citroën, Ford and Hyundai.

In WRC3, Kajetan Kajetanowicz chases his third category win of the season at the wheel of a ŠKODA FABIA Rally2 evo. The opposition includes also a handful of other private ŠKODA drivers, namely local hero Raul Jeets (Team Sports Racing Technologies/SRT) as well as from Finland Mikko Heikkilä (TGS Worldwide) and Toksport WRT's Emil Lindholm. A newcomer to ŠKODA definitely to watch is three times European Rally Champion Alexey Lukyanuk. The "Russian rocket" competes in a team Sports Racing Technologies ŠKODA FABIA Rally2 evo.



Local heroes Mikołaj Marczyk/
Szymon Gospodarczyk drove
Team Orlen's ŠKODA FABIA
Rally2 evo to third overall

THE GLORIOUS SEVEN

With the calendar still heavily affected by COVID-19, it took until the second half of June, before the FIA European Rally Championship (ERC) kicked off the 2021 season with Rally Poland. With the ultra-fast gravel roads of Masurian Lake District baking in temperatures peaking at 35 degrees centigrade, seven ŠKODA crews finished inside the top 10.

Norwegian Andreas Mikkelsen started into his ERC campaign by driving the Toksport WRT entered ŠKODA FABIA Rally2 evo to second overall. Finishing third overall, local hero Mikołaj Marczyk in Team Orlen's similar machine climbed onto the podium as well. Nil Solans, the FIA Junior World Rally Champion of 2017, brought Rally Team Spain's ŠKODA FABIA Rally2 evo home in fourth place

ahead of multiple Hungarian champion Norbert Herczig/Ramón Ferencz of ŠKODA Rally Team Hungaria and Rally Team Spain's second young gun, Efrén Llarena.

First run in 1921, Rally Poland is the second oldest rally still in existence behind 1911 founded Rallye Monte-Carlo. As a homage to the event's roots, the finish was relocated to the country's capital Warsaw.

NOT ONLY SECONDS COUNT

Andreas Mikkelsen definitely was one of the fastest drivers of Rally Liepāja, second round of the FIA European Rally Championship (ERC) in Latvia. The Norwegian at the wheel of a Toksport WRT prepared ŠKODA FABIA Rally2 evo won two of the ten actually run stages and was fastest driver of the second leg. But a bizarre misunderstanding between co-driver Ola Fløene and a timekeeper resulted in a one minute time penalty for the Norwegian crew. Instead of finishing second overall, Mikkelsen/Fløene were relegated to fifth position. Nevertheless, Mikkelsen holds ERC second overall after two rounds. In contrast, their young Toksport WRT teammates Efrén Llarena/Sara Fernández enjoyed a trouble-free rally. The Spanish ŠKODA FABIA Rally2 evo crew achieved a strong fourth position overall, at the same time winning the ERC-Michelin Talent Factory.

Four more private ŠKODA crews made into top 10, including Mikołaj Marczyk/Szymon Gospodarczyk (Team Orlen) from Poland in sixth overall, Finns Eerik Pietarinen/Antti Linnaketo (Printsport) in seventh, Emilio Fernández/Ruben Garcia (Toksport WRT) in ninth and Simone Tempestini/Sergiu Itu in tenth.



Efrén Llarena and co-driver Sara Fernández from Spain finished an excellent fourth overall

CZECH RALLY CHAMPIONSHIP (MČR): KOPECKÝ AND MAREŠ ON THE PODIUM

They know each other pretty well. During Agrotec Petronas Rally Hustopeče, Václav Pech and Jan Kopecký locked horns again. Pech, driver of a generation 2006 World Rally Car, and Kopecký at the wheel of Agrotec ŠKODA Rally Teams FABIA Rally2 evo traded

times from the word go. After the first leg of this third round of the Czech Rally Championship (MČR), they were separated by 4.5 seconds only. Filip Mareš of Laureta Auto ŠKODA Team followed in third.

Day two of the mostly asphalt covered 142 stage kilometres in the South Moravian region saw the second act of the fight for victory between Pech and Kopecký. After the morning loop, ŠKODA Motorsport test driver Kopecký had closed the gap a little bit. But when the multiple Czech champion was slowed by a puncture, the duel was over. Second place was enough for Kopecký, to extend his championship overall lead. Mareš brought home third place ahead of Jan Černý (Louda Auto ŠKODA Racing Team) and 21 years young talent Dominik Stříteský (ACA ŠKODA Vančík Motorsport). Mareš, Černý, Stříteský and Pech occupy the next positions.

Filip Mareš drives the ŠKODA FABIA Rally2 evo Edition 120 of Laureta Auto ŠKODA Team



CZECH RALLY CHAMPIONSHIP (MČR): JAN KOPECKÝ WINS ŠKODA'S HOME GAME

As part of the celebrations around ŠKODA's 120th year in motorsport, the brand showed a strong presence at Rally Bohemia. The fourth round of the Czech Rally Championship (MČR) event, based in ŠKODA's hometown Mladá Boleslav, saw three FABIA Rally2 evo in ŠKODA Motorsport colours plus six cars supported by ŠKODA dealers on the entry list.

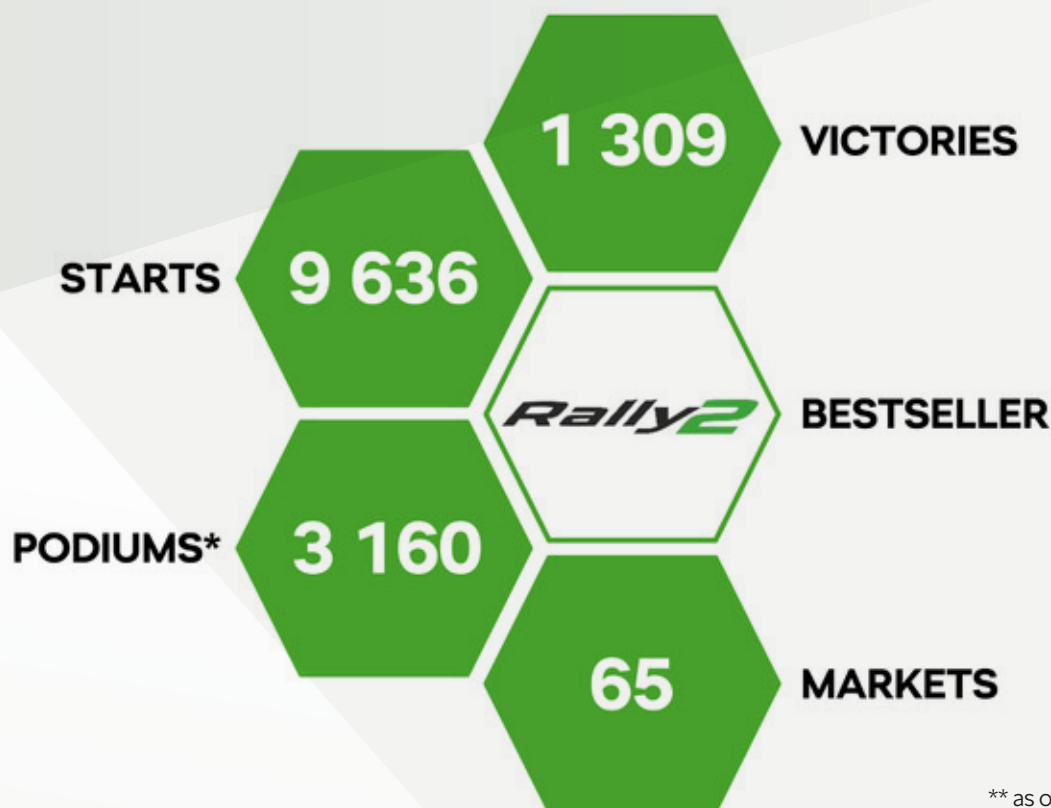
Right from the start, multiple Czech Rally Champion and ŠKODA Motorsport test driver Jan Kopecký fought with Václav Pech (Ford Focus RS WRC '06) for the lead. When Pech's World Rally Car suffered a technical problem, Kopecký could manage his lead for the rest of the rally. 21 years old Czech talent Dominik Stříteský brought another ŠKODA FABIA Rally2 evo in official colours to the finish in second overall. Jan Černý/Petr Černohorský of Louda Auto ŠKODA Racing Team in third place overall completed an all ŠKODA podium. The third ŠKODA Motorsport entry was Marco Bulacia Wilkinson from Bolivia, who currently holds third overall in the WRC2 category of the FIA World Rally Cham-

pionship. After damaging the suspension of his ŠKODA FABIA Rally2 evo in the early stages of the rally, the 20-years-old fought back to fifth overall.



For the ninth time Jan Kopecký won Rally Bohemia, this time together with co-driver Jan Hloušek aboard an official ŠKODA FABIA Rally2 evo

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



* 1st to 3rd place
** as of 1/4/2015 to 12/7/2021

OTHER RECENT RALLY RESULTS:



Argentina: Double victory for ŠKODA crews at Rally de Córdoba, fourth round of the Argentinean Championship. Juan Manuel Marchetto/Diego Cagnotti won ahead of Alejandro Cancio/Santiago Garcia.



Belgium: Both driving ŠKODA FABIA Rally2 evo, Ghislain de Mévius/Johan Jalet (Icepól Racing Team) won their country's championship round South Belgian Rally ahead of Adrian Fernémont/Samuel Maillen (Ecurie New Racing).



Japan: Rally Montre, sixth round of Japanese Championship, saw two ŠKODA FABIA crews on top. Osamu Fukunaga/

Misako Saida (Three Five Motorsport) won from Hiroshi Yanagisawa/Takahiro Yasui (Cusco Racing).



Lithuania: ORLEN Lietuva Rally, second round of the Lithuanian Championship, was won by Vaidotas Žala/Andris Mālnieks of ŠKODA customer team Agrorodeo.



Portugal: Armindo Araújo/Luís Ramalho drove The Racing Factory ŠKODA FABIA Rally2 evo to victory at Portuguese Championship round Rali de Castelo Branco. Ricardo Teodósio/José Teixeira in ARC Sport's ŠKODA ŠKODA FABIA Rally2 evo came second.



Romania: 1-2-3 for ŠKODA crews at Catena Raliul

Argeşului, fifth round of the Romanian Championship. Simone Tempesini/Sergiu Itu (Napoca Rally Academy) won ahead of Sebastian Barbu/Bogdan Iancu and Dan Girtofan/Tudor Mârza (Prorally Team Brasov). At the next round, Raliul Moldovei Bacăului, victory went to ŠKODA FABIA Rally2 evo crew Adrian Răşpopa/Cosmin Diacu (Bacau Rally Team). Second place was enough for Girtofan/Mârza to defend the championship lead.



Turkey: Double victory for ŠKODA customer team BC Vision Motorsport at Hitit Rallisi, round of the Turkish Championship. Bugra Banaz/Gurkal Menderes beat team mates Burak Cukurova/Vedat Bostanci.



ŠKODA AT RALLY BOHEMIA

A ŠKODA 120LS in 1984,
when Rally Bohemia was still
called Rallye ŠKODA

Today, a rally named after its main sponsor is nothing special. When the Rallye ŠKODA was created back in 1974, it was exactly that. The event got the name of the country's number 1 car manufacturer, because it was considered good advertising for Czechoslovakian motorsport on international level. After all, the Rallye ŠKODA was one of the few events behind the "Iron Curtain" accessible to teams from abroad. Even before the mixed surface rally became part of the European Rally Championship (ERC) in 1978, numerous crews from both parts of Germany, Austria and

Scandinavia came to Mladá Boleslav. Featuring sometimes more than 500 kilometres of stages, the Rallye ŠKODA was considered one of the toughest in Europe.

ŠKODA often used its home rally to promote new models for road and racing use. The ŠKODA 200 RS and the ŠKODA 120 S played an important role, before the legendary ŠKODA 130 RS entered the scene in 1976 by winning outright in the hands of factory driver Václav Blahna. Norwegian ŠKODA legionnaire John Haugland and Jiří Šedivý of the ŠKODA factory team drove the rear-engined "Porsche of the East" to four

more victories, before foreign crews took command until the last edition of the Rallye ŠKODA in 1985.

In 1986, the event was renamed to Rallye Bohemia and then Rally Bohemia, paying respect to the region where it all happened. In the following years, ŠKODA crews scored podium results with the ŠKODA FAVORIT 136L, the ŠKODA FELICIA Kit Car and the ŠKODA OCTAVIA Kit Car. In 1999, when start and finish were relocated to the newly formed Czech Republic's capital Prague, ŠKODA was back in victory lane. Factory team Emil Triner/Miloš Hůlka delivered one of the first wins for the ŠKODA OCTAVIA WRC. Roman Kresta drove the brand's first World Rally Car (WRC) to another three wins, before Jan Kopecký took over with the ŠKODA FABIA WRC in 2004.

While the event turned into an all-asphalt rally and lost its ERC status in 2004, it still attracted many international crews. In 2009, Juho Hänninen from Finland kicked off a six-in-a-row winning streak for the ŠKODA FABIA S2000, which also saw Belgian Freddy Loix and local hero Jan Kopecký take top place on the podium. From 2015, Kopecký



In 2002, the ŠKODA OCTAVIA WRC won Rally Bohemia

added three victories in the successor model ŠKODA FABIA R5. ŠKODA FABIA Rally2 evo driver Kalle Rovanperä from Finland rounded up ŠKODA's Rally Bohemia success story in 2019. This year's event took place during the second week-end of July (see review on page 5).



Former world champion Stig Blomqvist drove a ŠKODA FAVORIT 136L during Bohemia Rally 1994

ŠKODA
MOTORSPORT:

