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Power and Emotion: 40 Years of ŠKODA 130 RS

- › **1975: Legendary ŠKODA 130 RS first racing season**
- › **Victories: winner in 1981 European Touring Car Championship; Double victory in 1977 Monte Carlo Rally**
- › **'Porsche of the East': ŠKODA 130 RS one of the best racing cars of its time**
- › **114-year racing tradition: ŠKODA's motorsport success since 1901**

Mladá Boleslav, 18 November 2015 – One of the most successful racing cars of the 1970s and 80s turns 40: the ŠKODA 130 RS. Known then as the 'Porsche of the East', the racing car first drove into the spotlight in the 1975 season. In subsequent years, the ŠKODA 130 RS scored numerous top rankings in rallies and circuit races. The most noteworthy victories came in the 1981 European Touring Car Championship and the double victory in the 1977 Monte Carlo Rally in the <1300 cm³ category.

The ŠKODA 130 RS is considered an outstanding representative of ŠKODA's 114-year racing tradition. "The 130 RS continues to shape the ŠKODA brand's good reputation in motorsport to this day," says Michal Velebný, Coordinator of the ŠKODA Museum restoration workshop. "Getting this racing car onto the track in former communist Czechoslovakia was no mean feat, demonstrating the technical skill and commitment of ŠKODA's development team and engineers of that time."

ŠKODA Motorsport Director Michael Hrabánek adds, "ŠKODA is proud of its great motorsport tradition and racing car icons like the 130 RS. This awareness of the brand's outstanding motor racing history also drives our current motorsport activities. Four wins in the WRC 2 and four national titles for the new ŠKODA Fabia R5, as well as the fourth APRC title in a row for ŠKODA are some of the highlights of our 2015 season."

In the 1970s and 80s, the ŠKODA 130 RS was known as the 'Porsche of the East'. One year before presenting the model, ŠKODA had already laid the foundation for the brand's new era in motorsport with three ŠKODA 200 RS racing prototypes, driven by the desire to also compete in higher volume racing classes. Until then, the brand had entered cars mainly in the <1300 cm³ categories. The 200 RS marked the first time ŠKODA had used the 'RS' designation, which is short for 'Rally Sport'.

Since the 200 RS prototypes could not meet the new official regulatory standards, ŠKODA designed the 130 RS racing car. As a true lightweight, the ŠKODA 130 RS weighed in at only 720 kg. Selected body panels were made of aluminium, such as the roof, the bonnet and the outer shell of the doors. The mudguards and engine cover were made of fiberglass-reinforced plastic (FRP). At the front, ŠKODA used the front axle from the 200 RS, and the rear axle was designed from scratch. The model also received its robust protective frame from the series-produced ŠKODA 110 R.



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The ŠKODA 130 RS was powered by a 1.3-litre four-cylinder petrol with OHV valve control. The 140-horsepower engine could take the car to 220 km/h. The engine's sports capabilities were made possible by the two Weber twin carburettors, an eight-channel cylinder head and dry sump lubrication. The cylinder and crankcase were made of aluminium, the cylinder head from cast iron. A four-speed transmission was used in the gearbox. Initially, there was also a version with five gears, but this was no longer used following the 1976 change in official regulations.

The results from the package comprising modern engine technology, lightweight design and motor sport fine-tuning were impressive. ŠKODA's new racing car made a very successful start to the 1975 racing season at the Czechoslovak Peace and Friendship Cup. A ŠKODA 130 RS took first, second and third place in the overall rankings.

Over the following years, the model achieved numerous top rankings in prestigious **circuit races** at home and abroad. Greatest triumph: ŠKODA's overall victory in the 1981 European Touring Car Championship. The ŠKODA 130 RS had already achieved an excellent result, coming third in the European Championships a year earlier.

The ŠKODA 130 RS also caused a stir on the national and international **rally** scene. The car took its first Czech victories in the debut season of 1976. The ŠKODA 130 RS's finest hour was in the 1977 Monte Carlo, taking a double victory in the <1300 cm³ category. At the wheel of the two winning cars were driving teams Blahna/Hlávka and Zapadlo/Motal. There was yet another victory one year later in the Rally Sweden. In 1980, the ŠKODA 130 RS dominated the Barum Rally, taking positions one to five. More leading rally rankings had been achieved before the 1983 season.

The era of the ŠKODA 130 RS's success ended in 1983. The FIA's homologation, which had already been extended, had now expired. ŠKODA continued its motorsport activities with the ŠKODA 130 LR (130 hp). This model, however, could not build upon the success of the ŠKODA 130 RS.

The ŠKODA RS's reputation for speed, which began with the ŠKODA 130 RS, represents the brand's power and emotion today. ŠKODA's most recent RS model is the new Octavia RS 230 – the sports-tuned version of the successful ŠKODA Octavia RS. The additional '230' designation relates to the horsepower of the 2.0 TSI petrol engine, accelerating the car from 0 to 100 km/h in 6.7 seconds. The top speed is now limited to 250 km/h by law, making the Octavia RS 230 the fastest series-produced Octavia ever.

ŠKODA has been on the motorsport scene since 1901. Taking victories in races and racing series around the world highlights the carmaker's technological skill. ŠKODA's founding fathers, Laurin and Klement (L&K), launched the brand's motorsport success; just two years after presenting the first motorised L&K two-wheeler, young factory driver Narcis Podsedníček participated in the Paris-Berlin endurance race on an L&K single-cylinder motorcycle in 1901.



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In addition to celebrating 40 years of the ŠKODA 130 RS, ŠKODA AUTO has achieved several other significant milestones this year, including 120 years since Laurin and Klement founded their company, and 110 years of automobile construction in Mladá Boleslav. This makes ŠKODA one of the longest-established vehicle manufacturers in the world. What began with Laurin and Klement in 1895 has since grown into an internationally successful volume manufacturer with 7 model series and around 40 model versions. Producing more than 17 million ŠKODA vehicles since 1905 proves the strength of the brand.

TECHNICAL DATA – ŠKODA 130 RS	
Cylinder capacity	1289 cm ³
Bore x Stroke	75.5 x 72 mm
Engine output	Up to 140 hp at 8000 rpm
Water-cooled four-cylinder petrol engine with OHV valve control arranged longitudinally behind the rear axle, two Weber 40 DCOE twin carburettors, single-plate dry clutch, four-speed gearbox, self-locking differential, rear-wheel drive	
Tyres	165-13 to 215/50-13
Length	4020 mm
Width	1720 mm
Height	1340 mm
Wheelbase	2400 mm
Track width front/rear	1410/1366 mm
Top speed	220 km/h

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Media images:



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The 'Porsche of the East' debuted in 1975, reaching speeds of up to 220 km/h. Greatest triumph: ŠKODA's overall victory with the touring car (left) in the 1981 European Championship. The ŠKODA 130 RS's (right) finest hour was in the 1977 Monte Carlo: double victory in the <math><1300\text{ cm}^3</math> category.

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Source: ŠKODA AUTO



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The 'Porsche of the East' first drove into the limelight in the 1975 season. In subsequent years, the ŠKODA 130 RS scored numerous top rankings in rallies and circuit races.

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ŠKODA AUTO

- > is one of the longest-established vehicle production companies in the world. In 1895, the Czech headquarters in Mladá Boleslav began producing bicycles, followed by the production of motorbikes and cars.
- > currently offers the following models in the range: Citigo, Fabia, Roomster, Rapid, Octavia, Yeti and Superb.
- > in 2014 delivered more than 1 million vehicles to customers worldwide for the first time in a single year.
- > has belonged to Volkswagen since 1991. The Volkswagen Group is one of the most successful automotive groups 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 and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan through local partners.
- > employs over 25,900 people globally and is active in more than 100 markets.