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Questions about the new ŠKODA Fabia R 5 for development board member Dr. Frank Welsch

ŠKODA looks back on a tradition of more than 100 years in motorsport. What significance does motorsport have for ŠKODA today?

Welsch: We are very proud of our long, successful tradition in motorsport, which has lasted for 114 years now. Motorsport was and is the ideal platform for presenting the engineering skills of ŠKODA to a wider section of the general public. But motorsport is much more than simply putting our products on display; motorsport inspires emotions. These emotions reflect on our brand and our products. And of course we want to show that we are better than our rivals.

How does series production benefit from rallying, and vice versa?

The main thing is knowledge transfer - but it is also about conveying emotions. For example, our new production Fabia has some of the genes from the rally car, which you can see just by looking at it, with the much sportier and more angular design. Conversely, the new production Fabia is the basis for the Fabia R 5. Furthermore, to be able to compete with rivals from around the world on the rally tracks, a car needs to be at the top of its game technically. ŠKODA represents innovation, reliability and top quality - the basis for the success of our rally cars and production cars alike.

What role does teamwork in the Volkswagen Group play when developing a new rally car?

Naturally, teamwork in the Volkswagen Group offers plenty of opportunities for achieving synergies. This means that ŠKODA is able to use the Group's state-of-the-art technologies and facilities. Additionally, due to its involvement in the World Rally Championship, Volkswagen has a great deal of experience with racing turbo engines. Naturally we drew on the world champion's knowledge when developing the Fabia R 5.

Which ŠKODA development departments contributed the most to the Fabia R 5 project?

Premium products for series production or motorsport are always the result of teamwork across the board - from design, through body construction, to the engine and chassis area. I am really proud of what our engineers have achieved.



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Questions about the new ŠKODA Fabia R 5 for Motorsport Director Michal Hrabánek

What are the biggest differences between the Fabia R 5 and the Fabia Super 2000?

Hrabánek: In general the Fabia R 5 is a totally new developed car. The greatest and most obvious difference for the drivers is no doubt the 1.6-litre turbo engine. The engine developed in accordance with the regulations of the International Automobile Federation, the FIA, is a major change from the two-litre naturally aspirated petrol engine used in the Fabia Super 2000. The new engine follows the downsizing trend in motorsport: reduced displacement, but more performance with less consumption. The five-speed sequential gearbox stipulated by the regulations is also new. The Fabia Super 2000 had six gears and a minimum weight of 1,200 kg. The new Fabia R 5 must weigh at least 1,230 kg.

How did the project start and what have been the most important steps so far?

We started active development in January 2014. Every step in development, every test, every kilometre driven and every team member were extremely important to the success of the project. I would like to thank everyone in the ŠKODA Motorsport team. Together, we overcame all obstacles along the way. The greatest tension we felt was before the homologation. That was the moment of truth after many months of hard work. The FIA's green light has both delighted us and given us confidence.

What role did the test drivers play in the development of the new rally car?

An important one. They reflect the behaviour of the rally car on the road. Not everything can be measured by machines and computers, how the driver feels in the car is also important - particularly in rallying. This is why we used several experienced drivers in testing. Our engineers really benefitted from the comments made by our test drivers Jan Kopecký, Esapekka Lappi, Freddy Loix, Pontus Tidemand and Raimund Baumschlager.

What were the greatest challenges when developing the new car?

The biggest challenge was undoubtedly seamlessly integrating the FIA's regulations for the R 5 category. Great emphasis is placed on alignment with production. The maximum final cost of the car is fixed at 180,000 euros. This meant that we had to use many components from production and test them in the most adverse conditions. After all, everyone expects us to have the reliability typical of ŠKODA.

Where will the Fabia R 5 compete for ŠKODA Motorsport this season? Which drivers will represent ŠKODA Motorsport?

Our European Champions Esapekka Lappi/Janne Ferm will contest the WRC 2 category of the World Rally Championship. Asia-Pacific Champions Jan Kopecký and Pavel Dresler will mainly compete in the Czech Rally Championship. Naturally we also want to introduce our new Fabia R 5 to our core market of China. Which is why we will also present our new rally car to the fans during the course of the Asia-Pacific Rally Championship season.



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Our new team of Pontus Tidemand and Emil Axelsson will be in action there, with whom we want to reinforce our future standing. Pontus Tidemand and Jan Kopecký will also contest selected races in the WRC 2 over the course of the season.

How important is the customer programme for ŠKODA Motorsport?

The customer programme is an important business driver for ŠKODA Motorsport. The revenue helps to finance further development. But our customer programme is primarily a way of increasing the advertising presence of the entire brand. Customer cars competing in national championships are the perfect platform for our ŠKODA markets to reach their customers. Hopefully, as with the Fabia Super 2000, with many sporting successes.

For more information:

Karel Pokorný, Communications Motorsport

Ph. +420 604 292 191

Karel.Pokorny1@skoda-auto.cz

<http://www.skoda-auto.com/en/motorsport>

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ŠKODA Motorsport Overview

ŠKODA has been involved in the world of motorsport since 1901. The brand has taken home many trophies from the Intercontinental Rally Challenge (IRC), FIA European Rally Championship (ERC), FIA Asia-Pacific Rally Championship (APRC) and several famous races, such as the oldest rally in the world – the Monte Carlo, which has taken place annually since 1911.

The Fabia Super 2000 rally car is the most successful model in ŠKODA's 114-year history in motorsport. In 2014, ŠKODA won a hat-trick of titles in the Manufacturers' and Drivers' competitions in the APRC. The new reigning champions Jan Kopecký/Pavel Dresler (CZ/CZ) achieved the momentous feat of becoming the first duo in history to win the Drivers' title in the ERC and then the APRC in consecutive years.

In the ERC, ŠKODA Motorsport took the title for the third time in a row in 2014, thanks to Esapekka Lappi/Janne Ferm (FIN/FIN) with the ŠKODA Fabia Super 2000. Before Lappi, the Finn Juho Hänninen (2012) and Jan Kopecký (2013) had won the European title with the ŠKODA Fabia Super 2000.

Between 2009 and 2014, ŠKODA Fabia Super 2000 drivers won a total of 28 national titles worldwide.



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As of 2015, the ŠKODA Fabia R 5 will be taking over the reins from the Super 2000 and continuing ŠKODA's success story in motorsport. A global audience was given a first glimpse of ŠKODA's future rally car with the R 5 concept car at the 2014 Essen Motor Show.

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 has seven passenger car models: Citigo, Fabia, Roomster/Praktik, Rapid, Octavia, Yeti and Superb.
- > in 2014 delivered more than one million vehicles to customers around the world 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.
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The new ŠKODA Fabia R 5 celebrates its debut on rally tracks around the world

- › Appearance in WRC 2 and the Czech championship for new rally car – scheduled to contest the APRC during the season
- › New to the ŠKODA works team: super talent Pontus Tidemand and Emil Axelsson
- › Asia-Pacific Champion Jan Kopecký and European Champion Esapekka Lappi to drive for the Czech car manufacturer once again

Mladá Boleslav, 15 April 2015 – Green light: the new ŠKODA Fabia R 5 celebrates its debut on the world's rally tracks. ŠKODA Motorsport will contest three elite rally championships this year. Fans can see the new high-tech four-wheel drive Fabia R 5 in action in the WRC 2 category of the FIA World Rally Championship (WRC) and the Czech Rally Championship (MČR). The new car hoping for victories will also contest the FIA Asia-Pacific Rally Championship (APRC) during the course of the season. New recruited Swedish super talent Pontus Tidemand will represent ŠKODA in the prestigious championship, with the final being held in the core market of China. Asia-Pacific Champion Jan Kopecký (CZ) and European Champion Esapekka Lappi (FIN) will also take the wheel for the ŠKODA Motorsport works team – now in the new Fabia R 5.

"We are delighted that the International Automobile Federation, the FIA, homologated our new ŠKODA Fabia R 5. Now we want to see how competitive our new rally car is," said ŠKODA Motorsport Director Michal Hrabánek. He is hoping that the new Pontus Tidemand/Emil Axelsson (S/S) team will be a breath of fresh air: "We already have the Asia-Pacific champion and the European champion driving for us, who have both delivered strong performances over the past few years. In Pontus Tidemand and Emil Axelsson we have added another very talented duo to ensure we have an even better standing for the future."

Former Junior World Rally Champion Tidemand and his co-driver will contest the APRC for ŠKODA. His season gets underway with the rally in New Zealand from 17 to 19 April - initially in the Fabia Super 2000. Jan Kopecký's victory in ŠKODA's core market of China clinched the title hat trick in the APRC in the Fabia Super 2000 for the Czech car manufacturer last year. "I am really looking forward to the new challenge. I am proud that my name has been added to the list of drivers for a brand as successful as ŠKODA," said 24-year-old Tidemand, regarded as one of the most talented rally drivers in Europe.

Esapekka Lappi, who is the same age, achieved something sensational when he won the European title in 2014. Alongside his co-driver Janne Ferm, this year he will compete with the world's elite in selected races in the WRC 2 category of the FIA World Rally Championship. ŠKODA Motorsport makes its return to the WRC at the Rally Portugal from 21 to 24 May in the new ŠKODA Fabia R 5, after a break of almost two years.



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"We can't wait for our first race in the new Fabia R 5. We are excited about the new car, it's something really special," said Lappi. "We are delighted to return to the WRC top tier." Also in the new rally car, Jan Kopecký/Pavel Dresler will primarily compete in the Czech Rally Championship, which gets underway with the Rally Šumava Klatovy on 24/25 April.

"I am delighted that we are able to show off the new ŠKODA Fabia R 5 and what it's capable of to the fans in our home country," said Kopecký. Like Pontus Tidemand, he will also make selected appearances in the WRC 2 during the course of the season. The rally old hand believes that the Fabia R 5 will be an instant success: "We have tested the new car extensively. I am convinced that our team of many international engineers has done a great job."

After an extensive inspection, the highest authority in motorsport, the International Automobile Federation (FIA) gave the new ŠKODA Fabia R 5 the green light on 1 April. The Fabia R 5 is based on ŠKODA's spectacular new production Fabia and is the successor of the Fabia Super 2000, which went down as the most successful rally car in the 114 years of ŠKODA Motorsport's history. The Fabia Super 2000 has picked up almost 50 national and international titles in total since 2009, in part due to the successful customer programme.

The new ŠKODA Fabia R 5 is to continue the success story. The new high-tech construction is fitted with a 1.6 litre turbo engine, as stipulated by the FIA regulations. That is a significant difference to the two-litre naturally aspirated petrol engine of the Fabia Super 2000. The new car with four-wheel drive also makes use of a sequential five-speed transmission and McPherson struts. As stipulated by the regulations, the car weighs at least 1,230 kilogrammes. To ensure that everything fits together perfectly, the ŠKODA Motorsport team has invested 15 months in intensive development since the start of the project. The aim is the reward on the rally tracks around the world.



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2015 Calendar

FIA World Rally Championship 2 (WRC 2)

<u>Event</u>	<u>Date</u>
Rally Monte Carlo	22/01 – 25/01/2015
Rally Sweden	12/02 – 15/02/2015
Rally Mexico	05/03 – 08/03/2015
Rally Argentina	23/04 – 26/04/2015
Rally Portugal	21/05 – 24/05/2015
Rally Italy	11/06 – 14/06/2015
Rally Poland	02/07 – 05/07/2015
Rally Finland	30/07 – 02/08/2015
Rally Germany	20/08 – 23/08/2015
Rally Australia	10/09 – 13/09/2015
Rally France	01/10 – 04/10/2015
Rally Spain	22/10 – 25/10/2015
Rally Great Britain	12/11 – 15/11/2015

Czech Rally Championship (MČR)

<u>Event</u>	<u>Date</u>
Rally Šumava Klatovy	24/04 – 25/04/2015
Rally Český Krumlov	22/05 – 23/05/2015
Rally Hustopeče	19/06 – 20/06/2015
Rally Bohemia	10/07 – 12/07/2015
Barum Czech Rally Zlín	28/08 – 30/08/2015
Rally Příbram	02/10 – 04/10/2015

Asia-Pacific Rally Championship (APRC)

<u>Event</u>	<u>Date</u>
Rally Whangarei – New Zealand	17/04 – 19/04/2015
Rally New Caledonia – New Caledonia	15/05 – 17/05/2015
Rally Queensland – Australia	19/06 – 21/06/2015
Rally Malaysia – Malaysia	14/08 – 16/08/2015
Rally Hokkaido – Japan	18/09 – 20/09/2015
Rally China – China	30/10 – 01/11/2015



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For more information:

Karel Pokorný, Communications Motorsport

Ph. +420 604 292 191

Karel.Pokorny1@skoda-auto.cz

<http://www.skoda-auto.com/en/motorsport>

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Driver profiles

Esapekka Lappi

Facts & figures:

Date of birth: 17/01/1991
 Place of birth: Naarajärvi (FIN)
 Place of residence: Naarajärvi (FIN)
 Nationality: Finnish
 Hobbies: Sport
 Internet: www.esapekkalappi.fi
 Motorsport since: 2007
 At ŠKODA since: 2012



Career highlights:

2010: Finnish Rally Championship (R2 category), class winner at the Rally Finland; awarded Rookie of the Year in Finland
 2011: Finnish Rally Championship; debut in the FIA World Rally Championship
 2012: 1st overall in the Finnish Rally Championship (seven wins in seven rallies); youngest winner ever at the Lapland rally: victory on debut in the FIA European Rally Championship (ERC) with ŠKODA Motorsport, Rally Poland
 2013: Works driver for ŠKODA Motorsport in the Fabia Super 2000; 2nd overall in the FIA Asia-Pacific Rally Championship (APRC) (three wins); FIA European Rally Championship (ERC), victory at the Rally International du Valais; FIA World Rally Championship (WRC 2) with ŠKODA Motorsport, class victory at the Rally Portugal
 2014: Works driver for ŠKODA Motorsport in the Fabia Super 2000; overall victory in the FIA European Rally Championship (ERC), three season wins
 2015: Works driver for ŠKODA Motorsport in the Fabia R 5; FIA World Rally Championship (WRC 2)

Profile:

Esapekka Lappi is one of the most promising talented drivers on the international rallying scene. When a lack of funding dashed any hopes of him making a career in circuit racing, at 20 years of age, the Finn switched his focus to a Finnish national sport: rallying.

When Lappi celebrated his breakthrough at a national level in the 2012 season, his decision proved to have been absolutely the right one. In the ultimate breeding ground for rally talent, the Finnish Rally Championship, Lappi won all seven races of the season and the national championship title. He also went down in history as the youngest ever winner of the legendary Lapland rally.



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Lappi's success attracted attention far beyond Finnish borders – ŠKODA Motorsport signed the extremely talented driver that year. The first rally in the Fabia Super 2000 was the ERC event in Poland, which the new recruit won at his first attempt.

In 2013, the first whole season together for Lappi and ŠKODA Motorsport followed. The then 22-year-old was to contest all manner of events: starts in the WRC 2 category of the WRC, the Asia-Pacific Rally Championship and the ERC were on the schedule. And wherever ŠKODA and Lappi competed, they celebrated victories. Lappi won on his debut in the APRC - this was followed by two further wins in this championship and finishing as runner-up at the end of the season. At the second joint WRC appearance in Portugal, Lappi won the WRC 2 class. And when the young Finn faced two starts in the ERC at the end of the year, he followed up his second place at the Rally Sanremo with victory at the season finale in Switzerland. Incidentally, the latter came only a few days after he won the APRC race in China - after heading straight from the prize-giving ceremony in the Middle Kingdom to the starting line in the Confederation, a 40-hour journey.

Lappi's main focus in 2014 was the ERC, in which he got overall victory with ŠKODA. The young Finn demonstrated his impressive driving skills once again. The ŠKODA/Lappi pairing celebrated their first win of the season at the season opener in Latvia, further wins followed at the demanding Circuit of Ireland rally around Belfast and the ERC race in Switzerland.

In addition to their commitment to the ERC, Lappi and ŠKODA focussed on the development of the new Fabia R 5 in 2014, which will make its competitive debut in the 2015 season. Lappi will compete with the world's elite in the WRC 2 category of the FIA World Rally Championship.



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Janne Ferm

Facts & figures:

Date of birth: 29/08/1980
 Place of birth: Tampere (FIN)
 Place of residence: Tampere (FIN)
 Nationality: Finnish
 Hobbies: Fitness, golf
 Internet: –
 Rallying since: 2005
 At ŠKODA since: 2012



Career highlights:

2010: Finnish Rally Championship (R2 category), class winner at the Rally Finland
 2011: Finnish Rally Championship; debut in the FIA World Rally Championship
 2012: 1st overall in the Finnish Rally Championship (seven wins); victory on debut in the FIA European Rally Championship (ERC) with ŠKODA Motorsport, Rally Poland
 2013: Co-driver for Esapekka Lappi in the ŠKODA Motorsport team in the Fabia Super 2000; 2nd overall in the FIA Asia-Pacific Rally Championship (APRC) (three wins); FIA European Rally Championship (ERC), victory at the Rally International du Valais; FIA World Rally Championship (WRC 2) with ŠKODA Motorsport, class victory at the Rally Portugal
 2014: Co-driver for Esapekka Lappi in the ŠKODA Motorsport team in the Fabia Super 2000; overall victory in the FIA European Rally Championship (ERC), three season wins
 2015: Co-driver for Esapekka Lappi in the ŠKODA Motorsport team in the Fabia R 5; FIA World Rally Championship (WRC 2)

Profile:

The rise of Esapekka Lappi is inextricably linked to him: Janne Ferm has been the co-driver at Lappi's side since 2010. Together they made the jump from national events in Finland, home of rallying, to the international scene. But Ferm's career as a rally co-driver started in 2005, when he contested the Länsirannikko rally in Finland alongside Janne Jokela. The first step in a career that it seems the man from Tampere was destined to have.

"My father was also a rally co-driver. So I think it's in my genes," said Ferm speaking about his choice of career. But his life revolved around a different sport for many years: football. "I played football at the highest level in Finland until I was 20," said Ferm. "I like team sports, not being left to get on with it by myself." Maybe that's why he feels at



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home in the co-driver's seat: a team player, forming a reliable partnership with the driver, engineers and mechanics. "I've never driven a rally myself and I don't intend to. Being a co-driver is what I want to do."

While young Janne may have been born with a passion for rallying, the rapid rise from national rallies through the Finnish forests to the World Rally Championship is a result of hard work. Countless hours of training with Lappi - ten years his junior - make the duo a well-established team. "In 2011 we drove 4,000 kilometres just to practice writing our pace notes," said Ferm.

While Ferm has respect for Lappi's speed and obsessive attention detail in particular, he says his contribution to the partnership is a high level of preparation and concentration. "We are two totally different personalities, but we complement each other like an old married couple."

Ideal conditions for Lappi/Ferm, who after winning the European Rally Championship will start a new chapter in ŠKODA's motorsport history with the new Fabia R5 in 2015.



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Jan Kopecký

Facts & figures:

Date of birth: 28/01/1982
 Place of birth: Opočno (CZ)
 Place of residence: Kostelec (CZ)
 Nationality: Czech
 Hobbies: Skiing, snowboarding, running
 Internet: www.motorsport-kopeccky.cz
 Motorsport since: 1995
 At ŠKODA since: 2009



Career highlights:

2001: Initial starts in the International Czech Rally Championship (MMČR)
 2002: 4th overall in the International Czech Rally Championship (MMČR) (one win); debut in the FIA World Rally Championship (WRC) at the Rally Germany
 2003: 3rd overall in the International Czech Rally Championship (MMČR) (two wins) in the ŠKODA Octavia WRC; three starts in the FIA World Rally Championship (WRC)
 2004: 1st overall in the International Czech Rally Championship (MMČR) (four wins) in the ŠKODA Fabia WRC; initial starts for ŠKODA Motorsport in the Czech Republic and in the WRC
 2005: 3rd overall in the International Czech Rally Championship (MMČR) (one win); individual starts in the FIA World Rally Championship (WRC), including for ŠKODA Motorsport
 2006: 15th overall in the FIA World Rally Championship (WRC) in the ŠKODA Fabia WRC
 2007: 12th overall in the FIA World Rally Championship (WRC) in the ŠKODA Fabia WRC
 2008: 7th overall in the Intercontinental Rally Challenge (IRC)
 2009: Works driver for ŠKODA Motorsport in the Fabia Super 2000; 2nd overall in the Intercontinental Rally Challenge (IRC) (two wins); 3rd overall in the International Czech Rally Championship (MMČR) (one win)
 2010: Works driver for ŠKODA Motorsport in the Fabia Super 2000; 2nd overall in the Intercontinental Rally Challenge (IRC) (one win)
 2011: Works driver for ŠKODA Motorsport in the Fabia Super 2000; 2nd overall in the Intercontinental Rally Challenge (IRC) (two wins); 2nd overall in the International Czech Rally Championship (MMČR) (three wins)
 2012: Works driver for ŠKODA Motorsport in the Fabia Super 2000; 2nd overall in the Intercontinental Rally Challenge (IRC) (two wins); 1st overall in the International Czech Rally Championship (MMČR) (five wins)
 2013: Works driver for ŠKODA Motorsport in the Fabia Super 2000; 1st overall in the FIA European Rally Championship (ERC) (six wins); 2nd overall in the International Czech Rally Championship (MMČR) (four wins)



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2014: Works driver for ŠKODA Motorsport in the Fabia Super 2000; 1st overall in the FIA Asia-Pacific Rally Championship (APRC) (four wins); individual starts in the International Czech Rally Championship (MMČR) (one win)

2015: Works driver for ŠKODA Motorsport in the Fabia R 5; Czech Rally Championship (MČR) and selected dates in the WRC 2 category of the FIA World Rally Championship (WRC)

Profile:

Jan Kopecký always wanted to be a racing driver. Before him, his grandfather Josef competed in motorcycle races, built karts and tuned two-stroke engines for his son, Josef Junior. Josef Junior initially started karting, before moving on to hillclimbing - naturally in a ŠKODA. So it came as no surprise that Jan was already in a kart at the age of eleven and made the jump to touring car racing as a teenager. Together, father Josef Jr. and son Jan competed in ŠKODA Octavia Cup races in their home country of the Czech Republic at the turn of the millennium - and were extremely successful. Incidentally, the successor of overall winner Josef Kopecký Jr. in 2001 was Jan Kopecký.

And in the same year, young Jan started his rally career in an Octavia. The circuit model was adapted for rallying - and the wild ride was off. "The Rally Šumava was my first event. After a few stages we were leading the front-wheel drives, which really impressed me," remembered Jan. An accident stopped him from getting a good result, but Jan Kopecký had been well and truly bitten by the rally bug. Through initial, privately financed, starts in the WRC - at the same time as competing in the Czech championship - the talented youngster made a name for himself outside of the Czech Republic.

A prophet has no honour in his own country? Not true of Jan Kopecký. The talented rally driver attracted the attention of ŠKODA Motorsport at an early stage and he was invited to make initial starts for the Czech works team in 2004 - in the World Rally Car that ŠKODA was using at that time, the Fabia WRC. Wins in the International Czech Rally Championship and promising appearances in the WRC shaped the start of a long partnership - which between 2006 and 2008 was more of a long-distance relationship: ŠKODA withdrew its works team from the WRC and Kopecký continued to earn his spurs in the top tier of rallying in a privateer Fabia WRC - and picked up championship points. The highlight for the asphalt specialist was fifth place at the Rally Germany in 2007.

Just under a year later he finally received a call from Mladá Boleslav: it was ŠKODA Motorsport Director Michal Hrabánek inquiring whether Kopecký was interested in contributing to the development of the new rally car, the Fabia Super 2000. A full-time job. Naturally Kopecký accepted: "ŠKODA is my home and I am extremely proud to represent a Czech company."

What followed was one of the most successful chapters in the motorsport history of the ŠKODA brand. Over the next four years, the brand won 27 rallies in the Intercontinental Rally Challenge; the Fabia Super 2000 was the most successful car in the championship.



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This was largely down to Jan Kopecký, who contributed seven individual wins and finished second in the championship four years in a row. At the same time, the Czech celebrated success in his home championship; between 2009 and 2013 he achieved 13 individual wins and two second places - in 17 starts.

The highlight of Kopecký's career to date came in 2013; he dominated as he secured the title in the European Rally Championship. In eight starts he got six wins, one second place and one third place. The following year Kopecký took on a challenge that was completely new to him: the FIA Asia-Pacific Rally Championship. Kopecký won four of the six rally events in the tried-and-tested Fabia Super 2000, and celebrated a superior overall victory in ŠKODA's core market of China.

2015 sees Kopecký return to "good old Europe" to chase points for ŠKODA. "Back to the roots" is the motto of the experienced Czech; with the new Fabia R 5, he returns to the Czech Rally Championship. The old hand will also battle for podium finishes at selected races in the WRC 2 category of the FIA World Rally Championship.



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Pavel Dresler

Facts & figures:

Date of birth: 23/06/1986
 Place of birth: Studénka (CZ)
 Place of residence: Studénka (CZ)
 Nationality: Czech
 Hobbies: Cycling, skiing, classic cars
 Internet: www.dresler.cz
 Motorsport since: 2005
 At ŠKODA since: 2001



Career highlights:

2005–2010: International Czech Rally Championship (MMČR); historic rallies
 2011: 1st overall in the FIA European Sporting Rally Championship; first joint start with Jan Kopecký for ŠKODA Motorsport in the Intercontinental Rally Championship (IRC), 2nd place at the Rally Cyprus
 2012: Co-driver for Jan Kopecký in the ŠKODA Motorsport team in the Fabia Super 2000; 2nd overall in the Intercontinental Rally Challenge (IRC) (two wins); 1st overall in the International Czech Rally Championship (MMČR) (five wins)
 2013: Co-driver for Jan Kopecký in the ŠKODA Motorsport team in the Fabia Super 2000; 1st overall in the FIA European Rally Championship (ERC) (six wins); 2nd overall in the International Czech Rally Championship (MMČR) (four wins)
 2014: Co-driver for Jan Kopecký in the ŠKODA Motorsport team in the Fabia Super 2000; 1st overall in the FIA Asia-Pacific Rally Championship (APRC) (four wins); individual starts in the International Czech Rally Championship (MMČR) (one win)
 2015: Co-driver for Jan Kopecký in the ŠKODA Motorsport team in the Fabia R 5; Czech Rally Championship (MČR) and selected appearances in the WRC 2 category of the FIA World Rally Championship (WRC)

Profile:

From motorsport fan to European Rally Champion and champion in the Asia-Pacific region: Pavel Dresler's career is one of the more unusual stories in international rallying. While many top athletes spend their youth painstakingly preparing for a professional career, as a teenager Dresler was a massive motorsport fan. The young Pavel, a member of the official Kresta fan club, travelled to the rallies to cheer on his idol, Czech rally star Roman Kresta.

It was on these journeys that he met many of the stakeholders on the Czech rally scene: promoters, team managers and drivers. And one day he was given the chance to sit in a rally car as a co-driver. "You only get an opportunity like that once in a lifetime,"



ŠKODA Motorsport, Page 9 of 14

remembered Dresler. "That's why it didn't take me long to make up my mind." Dresler went on to make a name for himself as a reliable navigator alongside many Czech rally drivers on a national level.

When ŠKODA works driver Jan Kopecký, who at that time was already established on an international level, was looking for a new co-driver at the end of 2011, he opted for Dresler, a good four years his junior. On their first joint start, the IRC season finale on Cyprus, the duo finished in second place.

The new Kopecký/Dresler combination was a winner right from the word go. In his first full season at ŠKODA Motorsport, alongside Kopecký, Dresler finished second in the Intercontinental Rally Challenge and celebrated victory in the Czech Rally Championship. A year later the two Czechs struck gold: They became European Rally Champions, celebrating six wins and two other podium finishes in eight ERC starts.

In 2014, the Kopecký/Dresler duo contested the FIA Asia-Pacific Rally Championship in a Fabia Super 2000, and with a total of four wins in six rallies, secured the overall victory at the first time of asking. Dresler will guide his experienced partner Kopecký over the rally tracks once again in 2015. This time, in addition to selected appearances in the WRC 2 category of the FIA World Rally Championship, primarily in the Czech Rally Championship once again - in the brand new Fabia R 5 of course.



ŠKODA Motorsport, Page 10 of 14

Pontus Tidemand

Facts and figures:

Date of birth: 10/12/1990
 Place of birth: Charlottenberg (S)
 Place of residence: Charlottenberg (S)
 Nationality: Swedish
 Hobbies: Water sports, spending time with friends, motorsport
 Internet: www.pontustidemand.se
 Rallying since: 2008
 At ŠKODA since: 2015



Career highlights:

2004: Nordic Crosskart Championship, overall winner
 2005: Swedish Crosskart Sprint Cup Championship, overall winner
 2007: Swedish Crosskart Championship (250cc), overall winner
 2010: Subaru Cup, overall winner
 2011: Youngest Swedish Rally Champion of all time
 2012: FIA Junior World Rally Championship (JWRC), third overall
 2013: FIA Junior World Rally Championship (JWRC), overall winner (three wins)
 2014: FIA World Rally Championship (WRC 2), one season win in Germany, contested seven events in the FIA World Rallycross Championship
 2015: Works driver for ŠKODA Motorsport in the Fabia R 5; FIA Asia-Pacific Rally Championship (APRC) and selected appearances in the WRC 2 category of the FIA World Rally Championship (WRC)

Profile:

At the tender age of two, Pontus Tidemand rode on a quad, and he is already an experienced rally driver, despite being just 24 years of age. The blond from the far north, a keen water sports fan, started his racing career at the age of 14, in the Swedish Crosskart Championship - and won it at his first attempt. This was followed by two further titles in the Sprint Cup class (2005) and the 250cc class (2007).

In the same year, Pontus Tidemand braved the rally scene. He competed in some national events in 2007, and successfully tried his hand at circuit racing (one win, one pole position) in the Swedish Junior Touring Car Championship in 2008. But rallying remained his main focus: he finished second overall in the Rally Subaru Cup in 2009, a year later he went on to win the championship - and made his breakthrough onto the rally scene.



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Tidemand's already rapid rise in motorsport accelerated further. In 2011 he became the youngest Swedish Rally Champion of all time and entered the FIA Junior World Rally Championship in 2012. He also competed in selected rallies in his home country of Sweden, and came into contact with the ŠKODA brand for the first time: with the Fabia Super 2000 he won at the Rally Uppsala, at the Vinterpokalen, at Västrallyt, and also finished third overall in the Swedish race in the Super 2000 World Rally Championship - also in a Fabia Super 2000.

It wasn't long before the exceptional athlete also had success in the FIA Junior World Rally Championship. Tidemand finished third overall in his debut year in 2012, and, with three victories in a season, picked up the championship title a year later.

In 2014, Tidemand competed in a variety of championships, including the WRC 2 class of the FIA World Rally Championship, in which his win at the Rally Germany and regular finishes in the top ten caused a stir. The Swede also contested seven races in the World Rallycross Championship and finished in the top five twice. The ŠKODA-Tidemand partnership remained intact in 2014: the successful pairing won the Rally Finnskog in Norway in the Fabia Super 2000.

Pontus Tidemand is undoubtedly one of the most talented rally drivers in Europe at the moment. 2015 sees him move up another rung on the career ladder. Together with ŠKODA Motorsport and the new Fabia R 5, Tidemand will contest the FIA Asia-Pacific Rally Championship and selected events in the FIA World Rally Championship (WRC 2) as the official works driver.



ŠKODA Motorsport, Page 12 of 14

Emil Axelsson

Facts & figures:

Date of birth: 26/08/1983
 Place of birth: Österbymo (S)
 Place of residence: Österbymo (S)
 Nationality: Swedish
 Hobbies: Sport, fitness and travel
 Internet: –
 Rallying since: 1996
 At ŠKODA since: 2015



Career highlights:

2005: Swedish Rally Championship, overall winner
 2006: FIA Junior World Rally Championship (JWRC), (one win)
 2007: FIA Junior World Rally Championship (JWRC), (one win)
 2008: FIA Junior World Rally Championship (JWRC); FIA Production World Rally Championship (PWRC), fourth overall
 2009: FIA Production World Rally Championship (PWRC), fourth overall with the ŠKODA Fabia Super 2000, victory in Norway and on Cyprus
 2010: FIA Super 2000 World Rally Championship (SWRC), second overall in the ŠKODA Fabia Super 2000
 2012: FIA World Rally Championship (WRC 2), overall winner (two season wins)
 2014: FIA World Rally Championship (WRC 2), victory at the Rally Germany; FIA World Rallycross Championship, team manager
 2015: Co-driver for Pontus Tidemand in the ŠKODA Motorsport team in the Fabia R 5; FIA Asia-Pacific Rally Championship (APRC) and selected appearances in the WRC 2 category of the FIA World Rally Championship (WRC)

Profile:

Whether as a co-driver, or team manager: Emil Axelsson is always a winner. As a young child, little Emil already knew that he was going to be a rally co-driver. After gaining initial rally experiences in his home country and winning the Swedish Rally Championship alongside Patrik Sandell in 2005, the Swede moved up to the FIA Junior World Rally Championship in 2006.

In the three years that followed, he guided Sandell over the rally tracks of the Junior WRC; together they celebrated a total of two wins and made it onto the podium a further three times. In 2008, the duo also contested the Production World Rally Championship, now the WRC 3 category, and with three podium finishes, achieved fourth overall.



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Axelsson and the ŠKODA brand first came together in 2009. At that time, Sandell and Axelsson contested the PWRC in a ŠKODA Fabia Super 2000, won the races in Norway and on Cyprus, and finished the season fourth overall. In the FIA SWRC, the Super 2000 class of the World Rally Championship, the duo finished second overall in 2010.

Emil switched cockpits in the 2011 season, and from that point on guided Per-Gunnar Andersson over the rally tracks. Successfully: in 2012 they won the title in the WRC 2. Emil Axelsson shared the cockpit with P-G Andersson and Henning Solberg in 2013, before becoming Pontus Tidemand's co-driver in 2014.

This is the year that the pair won the Rally Germany in the WRC 2 category. At the same time, Emil also assumed an entirely different position, that of team manager. In the World Rallycross Championship he managed the EKS team of DTM driver Mattias Ekström (S). Victory at the home race in Sweden and second place in Germany speak for themselves.

Emil Axelsson and Pontus Tidemand are team-mates once again in 2015. In the newly developed ŠKODA Fabia R 5, they will contest the FIA Asia-Pacific Rally Championship, as well as selected events in the FIA World Rally Championship (WRC 2). They will be on familiar terrain, but face completely new challenges in a revolutionary car.

For more information:

Karel Pokorný, Communications Motorsport

Ph. +420 604 292 191

Karel.Pokorny1@skoda-auto.cz

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ŠKODA Motorsport

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ŠKODA Motorsport, Seite 1 von 3

ŠKODA Fabia R 5: Technical data

Car

- Base car ŠKODA Fabia 3rd generation
- length 3 994 mm
- max. width 1 820 mm
- min. weight 1 230 kg
- bodyshell modified for 4x4 drivetrain
- safety roll-cage

Engine

- turbocharged 4-cylinder 1 620 cm³
- direct injection
- max. power 205 kW / 4 750 rpm
- max. torque 420 Nm / 4 750 rpm

Drivetrain

- 4x4
- 5-speed gearbox
- manual sequential shifting
- mechanical differentials (front and rear)

Suspension

- McPherson front and rear
- brake discs tarmac Ø 355 mm / width 32 mm
- gravel Ø 300 mm / width 32 mm

Electronics

- Sensoren für Motorsteuerung

Fuel system

- special fuel tank volume 82.5 l
- consumption 0.6 l/km SS

Rims

- tarmac 8`x18` – min. weight 8.9 kg
- gravel 7`x15` – min. weight 8.6 kg

Tyres

- Michelin





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For more information:

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ŠKODA Motorsport, Page 1 of 3

Milestone for ŠKODA: International Automobile Federation FIA gives green light to new Fabia R 5

- > International Automobile Federation FIA homologates ŠKODA's new rally car
- > Welsch: "Now we can prove just how good our new rally car is"
- > Successful Fabia production model forms basis for new rally car

Mladá Boleslav, 8th April 2015 – Milestone for ŠKODA: the highest authority in motorsport, the International Automobile Federation FIA, has given the new ŠKODA Fabia R 5 the green light. Following its successful homologation, the new rally car can now continue the Czech automobile manufacturer's 114-year motorsport success story on the rally routes of this world. The Fabia R 5 is based on ŠKODA's new production Fabia and is the successor to the Fabia Super 2000, which went down in history as the most successful rally car in the history of ŠKODA Motorsport.

"We are delighted that the International Automobile Federation FIA has given us the green light. Now we can prove just how good our new rally car is in the race series," said ŠKODA Board Member for Development Dr. Frank Welsch. "When working on the third generation production Fabia, which enjoyed an extremely successful start, we incorporated some of the genes from our rally cars and developed the most emotional Fabia ever. Conversely, the production model now formed the basis for the new Fabia R 5."

ŠKODA's new rally car is pure high-tech. In compliance with FIA regulations, the ŠKODA Fabia R 5 is equipped with a 1.6-litre turbo engine. That is a considerable change from the two-litre naturally aspirated petrol engine in the Fabia Super 2000. Furthermore, the new four-wheel drive car also features a five-speed sequential gearbox and McPherson struts. The weight of the car is at least 1,230 kilograms, as stipulated in the regulations. Since the start of the project, ŠKODA Motorsport has invested 15 months of intense development work to fine-tune the car and ensure that the ultra-modern components interact perfectly.

The homologation process is a long and complex procedure, which requires close cooperation with the International Automobile Federation FIA and is made up of several parts. In recent months, the new ŠKODA Fabia R 5 has been subjected to a comprehensive approval process, which has now ended successfully with the approval from the FIA. "We are happy that we now have the homologation from the International Automobile Federation FIA under our belt," said ŠKODA Motorsport Director Michal Hrabánek. "The development of our new rally hope was a tiring process and a major challenge for the entire team at ŠKODA Motorsport, to whom I would like to say a big thank you."



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Top drivers such as Asia-Pacific champion Jan Kopecký (CZ), European champion Esapekka Lappi (FIN), rally legend "Fast" Freddy Loix (B) and multiple Austrian champion Raimund Baumschlager (AT) provided valuable input during the development of the new rally car. In the run up to the homologation, about 10,000 kilometres of testing were completed on a wide range of roads and conditions, including in the Czech Republic, Austria, Germany, Italy, France, Greece, Spain and Finland. Whether in icy cold or bright sunshine, on asphalt, gravel or snow – the ŠKODA Fabia R 5 successfully passed every test.

There is already great interest in the new ŠKODA Fabia R 5 from customer teams. After all, the successor – the ŠKODA Fabia Super 2000 – was a guarantee of titles. In the 2014 rally season, ŠKODA completed a hat-trick of titles in the Drivers' and Manufacturer championships in the FIA Asia-Pacific Rally Championship (APRC), while the champion in the FIA European Rally Championship (ERC) was a ŠKODA works driver for the third time in a row. The list of success achieved last year also includes five national titles. With a total of almost 50 international and national titles in six years, the ŠKODA Fabia Super 2000, which made its first appearance in 2009, is the most successful project in the company's 114-year motorsport history.

ŠKODA Motorsport Director Michal Hrabánek: "With the new ŠKODA Fabia R 5, we want to follow on from the success we have enjoyed in recent years with speed and reliability on the rally routes of this world. Following the successful homologation, we can now initiate the next phase of the Fabia R 5 project."

For more information:

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ŠKODA Media Services:

<http://media.skoda-auto.com>, media@skoda-auto.cz

ŠKODA AUTO a.s., Tř. V. Klementa 869,
293 60 Mladá Boleslav, Czech Republic

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ŠKODA Motorsport

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ŠKODA Motorsport, Page 1 of 3

114 years of ŠKODA Motorsport: from motorcycle pioneer to the Fabia R 5

- › **Fastest to reach the finish at the first race in 1901**
- › **Legendary 130 RS causes a stir on the circuit and rally tracks**
- › **Fabia Super 2000 becomes most successful rally car in ŠKODA's history**

Mladá Boleslav, 15 April 2015 - ŠKODA's now 114 years of motorsport history began on a motorcycle on 27 June 1901. Pioneer Narcis Podsednicek started out on a two-wheeler of ŠKODA's predecessor company "Laurin&Klement" (L&K) in a race from Paris to Berlin for cars and motorcycles. After 1,196 kilometres he was the first to reach the finish line, arriving at 3 a.m. on 29 June. But instead of picking up the winner's trophy he was disqualified. The checkpoint was unmanned since no one expected a competitor to arrive that quickly - and the organisers wouldn't accept confirmation from the Berlin police force. Nevertheless it marked the beginning of a success story, which the new ŠKODA Fabia R 5 is set to continue as of this year.

The new rally car is the successor of the Fabia Super 2000, the most successful model in ŠKODA Motorsport's history. Jan Kopecký in the FIA Asia-Pacific Rally Championship (APRC) and Esapekka Lappi in the FIA European Rally Championship (ERC) clinched the title hat trick for ŠKODA in the high-tech four-wheel drive last year.

The title holders are on a long list of successes for the Czech car manufacturer, which Václav Vondřich, the "speedy smith" started in 1905 when he won the unofficial European championship for ŠKODA's predecessor company. He got his nickname from the satchel that he wore on his back during the race. Vondřich filled it with tools and replacement parts in case he broke down.

Back then it was already clear that the car was innovative. Otto Hieronymus and Count Alexander Kolowrat became pioneers for ŠKODA in motorsport on four wheels. Victories in Semmering near Vienna in 1908, in Gaillon in Switzerland in 1909 and five wins in a row at the Austrian Alpine Rally laid the foundations for the great history in rallying. It all started in 1912, with Count Kolowrat's appearance at the legendary Rally Monte Carlo. The 5.5-litre four-cylinder engine of his L&K FCR already had 100 hp at that time.

Car sales mirrored these successes. True to the motto "win on Sunday, sell on Monday," the Czech cars became increasingly popular. In 1925, Laurin&Klement merged with a company called Akciová společnost, formerly known as Škodovy závody. They decided to name the company ŠKODA. First highlight: in the 1930s, engineer Jaroslav Hausman and racing driver Zdenek Pohl competed in the legendary Rally Monte Carlo in the bestselling Popular, and became heroes back home in the Czech Republic when they finished second in their class.



ŠKODA Motorsport, Page 2 of 3

After the Second World War, ŠKODA made a breakthrough when they contested the 24 Hours of Le Mans in 1950. The open two-seater sports car based on the production model 1101 mainly picked up wins in races on circuits in Eastern Europe. But ŠKODA also celebrated spectacular successes in rallying with a version of the family saloon, the Octavia. The Finns Esko Keinänen and Rainer Eklund had notable success in 1961. They not only won their class at the "Monte", but also gifted ŠKODA a sensational sixth place in the overall standings.

A radical change followed in 1964. With the 1000 MB, ŠKODA opted for a self-supporting body and a rear engine for the first time. At the same time as the rally model, the engine developed for the 1000 MB was used to develop a single-seater car for circuit racing. This was another successful experiment: Miroslav Fousek won the Eastern European Formula 3 Championship in 1968.

This was followed by the great age of the legendary 130 RS, which caused a stir in circuit racing and rallying as of 1975. Václav Blahna and his co-driver Lubislav Hlávka got the class victory in the touring car category at the Rally Monte Carlo in 1977. Four years later ŠKODA was victorious in circuit racing in the manufacturers' standings of the European Touring Car Championship.

The Volkswagen Group took over the ŠKODA brand in 1991. This marked the beginning of a new successful era. The Favorit model proved to be a successful transition to cars with a front engine and front-wheel drive. And what a success: the Czech car manufacturer won the two-litre vehicle class in the FIA World Rally Championship in 1994. Two years later it was the dawn of the Octavia WRC.

The four-wheel drive with a 300 hp turbo engine was the first World Rally Car produced by ŠKODA and it was put into action in the WRC. German ace Armin Schwarz had the greatest success at the Safari Rally. In the longest and hardest rally on the WRC calendar, he secured third place in 2001. Then came the great success of the Fabia Super 2000, which won almost 50 national and international titles. Now it is up to the new Fabia R 5 to continue the success story that has lasted for more than a century in the coming years.

For more information:

Karel Pokorný, Communications Motorsport

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ŠKODA Motorsport:



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ŠKODA Media Services:
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ŠKODA's production Fabia: champion in its class and the basis for the Fabia R 5

- › **Emotional: crisp design, sporty proportions, fresh colours, distinctive wheel collection**
- › **Dr. Welsch: "Adopted genes of our rally cars"**
- › **Sales figures rise rapidly**
- › **Practical: compact on the outside, plenty of space for passengers and luggage on the inside; 330 l boot space – top marks in class**
- › **Environment: weighing 980 kg and with a new MQB EU 6 engine range, up to 17 percent more economical; typically ŠKODA: 17 practical 'Simply Clever' solutions, including nine new ones**
- › **Successful model: more than 3.5 million ŠKODA Fabia have been sold globally since 1999**

Mladá Boleslav, 15 April 2015 – The new ŠKODA Fabia production model is a champion in the compact car class. This is reflected in the rapidly rising sales figures for the third generation of the bestseller that was released in November and is the basis for ŠKODA's new rally vehicle, the Fabia R 5. The new Fabia production model is characterised by a significantly sharper, more dynamic and more emotional design and sporty proportions. ŠKODA brings innovative safety, comfort and infotainment systems from the higher vehicle classes to the compact car sector. Despite incorporating additional technology and equipment, the new edition will be up to 65 kg lighter and up to 17 percent more efficient. The lightest Fabia weighs in at just 980 kg. Typical of ŠKODA there is also plenty of space, with top marks in boot space and top functionality with 17 'Simply Clever' solutions.

"After a record year in 2014, selling more than one million vehicles in a year for the first time, ŠKODA has had a good start to the new year. The first two months emphasize the positive momentum that the brand has," said ŠKODA board member for Sales and Marketing Werner Eichhorn. "We are particularly delighted with the great development of the new ŠKODA Fabia and Fabia Combi." The sales figures for the 'big little' ŠKODA are rising rapidly and were a large contributor to the Czech car manufacturer selling more vehicles than ever before at the start of the year. In February alone, sales of the new compact car increased by 11.7 percent in Western Europe and 32.7 percent in Central Europe.

"The new ŠKODA Fabia is the ideal car for modern, urban mobility. Compact, a modern and crisp design, plenty of room for passengers and their luggage, economical and safe, our Fabia combines all of ŠKODA's great brand values," said ŠKODA CEO Prof. Dr. h.c. Winfried Vahland. "When developing the third generation, our aim was to bring innovative technology to the compact car class. Development focussed on the environment, consumption, safety and comfort. The third generation of the new ŠKODA



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Fabia will make its mark visually with its emotional and sporty design. The fact that we can offer this at affordable prices proves just how strong our brand is. With this top car we want to continue the Fabia success story and attract new groups of customers to the brand."

After the ŠKODA Octavia, the ŠKODA Fabia is the Czech manufacturer's best-selling car. Since the model made its debut in 1999, ŠKODA has delivered more than 3.5 million ŠKODA Fabias.

"With the design of the new ŠKODA Fabia we have continued the evolution of the ŠKODA design," said Dr. Frank Welsch, ŠKODA board member for technical development, pointing out how series production and motorsport mutually inspire each other. "With its sporty proportions, the ŠKODA Fabia has a modern, crisp and fresh appearance. We adopted some of the genes of our rally cars and designed the most emotional Fabia of all time," said Dr. Welsch.

The new ŠKODA Fabia is the first ŠKODA to link car and smartphone, easily, through the use of MirrorLink™ technology. This enables selected smartphone apps to be displayed and used on the screen of the Bolero infotainment system. The new ŠKODA Fabia also has the SmartGate function. This can be used to display, store and use certain vehicle data in apps on the smartphone.

Developers were able to make significant progress in terms of consumption and emissions in the new ŠKODA Fabia. The impressive improvements are the result of a completely newly developed generation of petrol and diesel engines, as well as a radical reduction in weight to 980 kg and improved aerodynamics.

The Fabia offers a choice of four petrol engines and three diesel engines. All of the engines comply with the EU 6 emission standard and have start-stop functionality and braking energy recovery (regeneration). The petrol engines have a performance range from 44 kW (60 hp) to 81 kW (110 hp). The new three-cylinder diesel range starts at 55 kW (75 hp) and goes up to 77 kW (105 hp). The transmission options are either modern manual switches or an automatic DSG gearbox.

The new ŠKODA Fabia delights with plenty of space and enhanced functionality. The Fabia offers 17 'Simply Clever' solutions. No other compact car offers as much boot space as the new ŠKODA Fabia. The luggage compartment holds 330 litres (1,150 litres with the back seats down).

This made the Fabia production model a bestseller – and the new Fabia R 5 has taken over from the Fabia Super 2000, and is now responsible for advertising the "big little" car by winning rallies around the world.



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For more information:

Karel Pokorný, Communications Motorsport

Ph. +420 604 292 191

Karel.Pokorny1@skoda-auto.cz

<http://www.skoda-auto.com/en/motorsport>

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ŠKODA Motorsport Overview

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