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PRESS RELEASE

ŠKODA MOTORSPORT

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Mladá Boleslav, 12 December 2017

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ŠKODA looks back on successful motorsport year WRC 2 Champion and 14 national titles

- › In 2017 ŠKODA teams not only won the FIA World Rally Championship's WRC 2 titles, but also 14 national plus a number of regional championships
- › WRC 2 Champion Pontus Tidemand (27), Ole Christian Veiby (21), Juuso Nordgren (21) and Kalle Rovanperä (17) to drive the factory team's ŠKODA FABIA R5 in 2018
- › ŠKODA stalwart Jan Kopecký to compete in the Czech Championship, supporting the team's effort on world championship level (WRC 2) as well
- › More than 170 ŠKODA FABIA R5 sold to ŠKODA importers and private teams worldwide

Mladá Boleslav, 12 December 2017 – ŠKODA is looking back on its so far most successful year in motorsport. Pontus Tidemand/Jonas Andersson (SWE/SWE) won the WRC 2 category of the FIA World Rally Championship (WRC), while ŠKODA Motorsport took the WRC 2 manufacturers title. Multiple Czech Champions spearheaded the group of ŠKODA teams which in 2017 won in total 14 national championships. Furthermore, the FIA Asia-Pacific Rally Championship (APRC), the FIA Middle East Rally Championship (MERC), the FIA South American Rally Championship (CODASUR), the FIA African Rally Championship (ARC) and the U28 category of the FIA European Rally Championship (ERC) were won by crews competing in a ŠKODA FABIA R5. In 2018 ŠKODA Motorsport will field its youngest driver squad ever in the world championship's WRC 2 category.

ŠKODA is looking back at the most successful motorsport season in its 116 years long history. On the occasion of a ceremony at Mladá Boleslav ŠKODA Motorsport today honoured the successful drivers and co-drivers, led by the WRC 2 champions Pontus Tidemand and Jonas Andersson, the APRC winners Gaurav Gill and Stéphane Prévot and the Czech Rally Champions Jan Kopecký/Pavel Dresler.

"2017 will go down in ŠKODA's history as the most successful year in motorsport and business ever. This is a huge achievement for our team, which the whole company can be proud of," says Bernhard Maier, ŠKODA AUTO CEO. "Motorsport has been part of ŠKODA AUTO's DNA for 116 years. We are going to continue this tradition in the future."

Not only in the FIA World Rally Championship, in numerous international and national championships as well the ŠKODA FABIA R5 drove from victory to victory during the 2017 season. The ŠKODA FABIA R5 by far was the most successful rally car of the so-called R5 category of close to standard cars. "One important key to success was the fruitful and close cooperation between our motorsport experts and the people of the research and development department. During the 2017 season our cars were always reliable even under toughest conditions," said Christian Strube, Member of the ŠKODA AUTO Board of Management for Technical Development.

Amongst the international and national championships won in 2017 by ŠKODA teams the FIA Asia-Pacific Rally Championship (APRC) stands out. Factory supported team MRF ŠKODA entered defending champions Gaurav Gill/Stéphane Prévot (IND/BEL) and Norwegian Youngsters Ole Christian Veiby/Stig Rune Skjærmoen into the championship run in New Zealand, Australia, Japan, Malaysia and India. As in 2016 MRF ŠKODA took top two positions, Gill driving the ŠKODA FABIA





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R5 to a title hat trick with Veiby finishing second.

In the Czech Championship (MČR) defending champions Jan Kopecký/Pavel Dresler (CZE/CZE) continued their winning streak. Winning each rally they entered, they took the title again. Furthermore, private ŠKODA teams won titles in additional 13 countries.

The success of the ŠKODA factory team boosts the interest of the customers: More than 170 ŠKODA FABIA R5 cars were sold so far to importers and privateer teams worldwide.

ŠKODA Motorsport Director Chef Michal Hrabánek was already looking ahead to 2018. "We are happy to keep Pontus Tidemand and Jan Kopecký in the team. Our youngsters Ole Christian Veiby and Juuso Nordgren already proved their talent. A new and equally talented addition to our team is 17 years old Kalle Rovanperä. We are really looking forward to the World Rally Championship 2018", said Hrabánek.

The FIA World Rally Championship 2018 kicks off with traditional season opening Monte Carlo Rally. In total the championship again consists of 13 rounds.

Calendar of the FIA World Rally Championship (including WRC 2)

<u>Country</u>	<u>Date</u>
Monte Carlo	25/01/ – 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	04/09/ – 07/09/2018
Spain	24/10/ – 28/10/2018
Australia	15/11/ – 18/11/2018





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Overview Titles and Championships won by ŠKODA teams in 2017:

FIA World Rally Championship (WRC 2)

FIA WRC 2 Champions Driver/Co-driver: Pontus Tidemand/Jonas Andersson (SWE/SWE)
FIA WRC 2 Team Championship: ŠKODA Motorsport

FIA Asia Pacific Rally Championship (APRC)

Championship for Driver and Co-driver: Gaurav Gill/Stéphane Prévot (IND/BEL)
APRC Cup for Manufacturers: ŠKODA
APRC Teams Award: MRF ŠKODA

FIA South American Rally Championship (CODASUR)

Championship for Driver/Co-driver: Gustavo Saba/Fernando Mussano (PRY/ARG)

FIA African Rally Championship (ARC)

Championship for Driver/Co-driver: Manvier Baryan/Drew Sturrock (KEN/GBR)
ARC Manufacturer Cup: ŠKODA

FIA European Rally Championship (ERC), U28 category

Championship for Driver/Co-driver: Marijan Griebel/Stefan Kopczyk (DEU/DEU)

National Championships

Belgium	Vincent Verschueren/Veronique Hostens (BEL/BEL)
Croatia	Krisztián Hideg/István Kerék (HRV/HRV)
Cyprus	Simos Galatariotis/Antonis Ioannou (CYP/CYP)
Czech Republic	Jan Kopecký/Pavel Dresler (CZE/CZE)
Finland	Teemu Asunmaa/Jonne Halttunen (FIN/FIN)
Germany	Fabian Kreim/Frank Christian (DEU/DEU)
Greece	Socratis Tslakidis/Haris Dimos (GRC/GRC)
Hungary	Norbert Herczik/Igor Bacigál (HUN/HUN)
Latvia	Kalle Rovander/Jonne Halttunen (FIN/FIN)
Lebanon	Roger Feghali/Joseph Matar (LBN/LBN)
Paraguay	Gustavo Saba/Fernando Mussano (PRY/ARG)
Poland	Filip Nivette/Kamil Heller (POL/POL)
Portugal	Pedro Meireles/Mário Castro (POR/POR)
The Netherlands	Hermen Kobus/Erik de Wild (NLD/NLD)





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ŠKODA Motorsport wins WRC 2 Team Championship Pontus Tidemand crowned WRC 2 Champion 2017

- › FIA World Rally Championship 2017: With ten victories from 13 WRC rallies ŠKODA crews took overall honours in the WRC 2 category for less modified cars
- › Competing in a ŠKODA FABIA R5 factory driver Pontus Tidemand and navigator Jonas Andersson scored five WRC 2 wins on their way to both drivers and co-drivers title
- › With a total of eight wins since 2014 newly crowned WRC 2 Champion Pontus Tidemand is also the most successful driver in the history of WRC 2 up to know

Mladá Boleslav, 12 December 2017 – 2017 was the most successful season in the history of ŠKODA Motorsport. The performance of the ŠKODA FABIA R5 in the WRC 2 category of the FIA World Rally Championship (WRC) as well as in international and national championships was really impressive. On thirteen rallies during the WRC season, ten WRC 2 victories were achieved by crews driving a ŠKODA FABIA R5. With eight wins by factory drivers Pontus Tidemand, Andreas Mikkelsen and Jan Kopecký ŠKODA Motorsport won the WRC 2 Team Championship. In addition Tidemand and navigator Jonas Andersson from Sweden became WRC 2 Champions. With a career score of eight wins Tidemand is also the most successful driver in the history of this WRC supporting series.

The 2017 FIA World Rally Championship in Retrospective

ŠKODA Motorsport run a factory team in the category WRC 2 of closer-to-standard rally cars. As well as the main competitors' cars the ŠKODA FABIA R5 features a 1.6 litre turbo engine and all-wheel drive. Over the year ŠKODA Motorsport entered five different crews. Eventual champion Pontus Tidemand was joined by his usual co-driver Jonas Andersson, both from Sweden. ŠKODA Motorsport stalwart Jan Kopecký and navigator Pavel Dresler flew the Czech flag. For three rallies only former Volkswagen factory driver and part-time free agent Andreas Mikkelsen together with co-driver Anders Jæger-Synnevag from Norway were drafted into the team. As part of ŠKODA Motorsport's new Young Drivers Program Finnish duo Juuso Nordgren/Tapio Suominen was given a ŠKODA FABIA R5 on two occasions, while Ole Christian Veiby and navigator Stig Rune Skjærmoen from Norway were once part of the team.

Rallye Monte-Carlo (19/01–22/01/2017)

Andreas Mikkelsen started the year in style by winning WRC 2 at the season-opening Rallye Monte Carlo. Under extremely difficult conditions – often icy stretches were interspersed with soft snow and dry asphalt on the Alpine switchback roads – Mikkelsen moved into the lead after the first stage and never looked back. During the 350 kilometres of stages the Norwegian extended his lead to over three minutes. Teammate Jan Kopecký completed the one-two victory for ŠKODA at the oldest and most prestigious rally of the championship, exactly 40 years after Václav Bláhna and co-driver Lubislav Hlávka had driven the ŠKODA 130 RS to victory in the 1,300cc class.





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Result WRC 2:

1. Mikkelsen/Jæger-Synnevag (NOR/NOR); ŠKODA FABIA R5
2. Kopecký/Dresler (CZE/CZE); ŠKODA FABIA R5
3. Bouffier/Giraudet (FRA/FRA); Ford Fiesta R5
4. Camilli/Veillas (FRA/FRA); Ford Fiesta R5
5. Gilbert/Jamoul (FRA/BEL); Ford Fiesta R5

Rally Sweden (09/02–12/02/2017)

Pontus Tidemand thrilled thousands of his compatriots by taking an acclaimed home victory in WRC 2. Having missed out on victory by a whisker the year before, this time he dominated the only all snow and ice rally on the WRC calendar. After a cautious start the Swede took the lead for the first time on stage four. From there on he gradually extended his lead by winning ten of the 17 special stages, held in Sweden's Varmland area and just over the border in Norway. Third place went to Ole Christian Veiby in a private ŠKODA FABIA R5.

Result WRC 2:

1. Tidemand/Andersson (SWE/SWE); ŠKODA FABIA R5
2. Suninen/Markkula (FIN/FIN); Ford Fiesta R5
3. Veiby/Skjærmoen (NOR/NOR); ŠKODA FABIA R5
4. Camilli/Veillas (FIN/FIN); Ford Fiesta R5
5. Greensmith/Parry (GB/GB); Ford Fiesta R5

Rally Guanajuato México (09/03–12/03/2017)

After a thrilling fight with Ford's Eric Camilli Pontus Tidemand emerged triumphant to win WRC 2 at Rally Guanajuato Mexico. While Tidemand topped the standings after the first leg, his French rival briefly took the lead on Saturday. However, Sweden's Motorsport Athlete of the Year 2016 bounced back. With a win on the 32.96-kilometre "La Calera" he finally wrapped up victory. Local favourite Benito Guerra rounded off an outstanding result for ŠKODA with third place in a private FABIA R5. No more than three WRC 2 competitors reached the finish in León.

Result WRC 2

1. Tidemand/Andersson (SWE/SWE); ŠKODA FABIA R5
2. Camilli/Veillas (FRA/FRA); Ford Fiesta R5
3. Guerra/Rozada (MEX/ESP); ŠKODA FABIA R5

Tour de Corse – Rallye de France (06/04–09/04/2017)

Repeating his performance from Monte-Carlo Andreas Mikkelsen led the WRC 2 field from start to finish. The Norwegian was so dominant on the Mediterranean island he even admitted to "just controlling my speed" – still pushing the ŠKODA FABIA R5 to seven wins out of the ten stages. Teammate Jan Kopecký put in an impressive performance as well recovering from steering problems during the first day. The fight back, including two fastest stage times, put him in seventh place in the WRC 2 result.

Result WRC 2

1. Mikkelsen/Jæger-Synnevaag (NOR/NOR)
2. Suninen/Markkula (FIN/FIN), Ford Fiesta R5
3. Rossel/Fulcrand (FRA/FRA), Citroën DS3 R5





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4. Tempestini/Bernacchini (ITA/ITA), Citroën DS3 R5
5. Veiby/Skjærmoen (NOR/NOR), ŠKODA FABIA R5

Rally Argentina (27/04–30/04/2017)

Pontus Tidemand not only celebrated his third WRC 2 win in 2017, he also took over the outright lead in the category. Nobody was able to match the Swede's pace on the rough gravel stages along the Andes foothills in the Villa Carlos Paz area, Tidemand finally winning more than ten minutes ahead of private ŠKODA driver Juan Carlos Alonso. Tidemand even survived a "big moment", when in a huge watersplash a hidden stone bent the protection plate of the rear differential. But the ŠKODA FABIA R5 again proved itself rock-solid and Tidemand reached his mechanics without notable time loss. Tidemand was followed by four privately entered ŠKODA, making it a remarkable quintuple win for the Czech brand.

Result WRC 2:

1. Tidemand/Andersson (SWE/SWE) ŠKODA FABIA R5
2. Alonso/Mercadal (ARG/ARG), ŠKODA FABIA R5
3. Guerra/Cué (MEX/ESP), ŠKODA FABIA R5
4. Saba Rodriguez/Mussano (PRY/ARG), ŠKODA FABIA R5
5. Ptaszek/Szczepaniak (POL/POL), ŠKODA FABIA R5

Rally de Portugal (18/05–21/05/2017)

Andreas Mikkelsen looked to score another WRC 2 victory, when everything went wrong in the very last stage. The Norwegian hit a stone and had to retire handing over the victory to teammate Pontus Tidemand. The Swede enjoyed a rally-long fierce battle with Teemu Suninen in a private Ford. On nearly the same spot as Mikkelsen, Tidemand hit a rock too, though his ŠKODA FABIA R5 had suffered a puncture and slowed down. But he finally kept a margin of eleven seconds over Suninen and got the winner's trophy on the podium in Matosinhos.

Result WRC 2:

1. Tidemand/Andersson (SWE/SWE), ŠKODA FABIA R5
2. Suninen/Markkula (FIN/FIN), Ford Fiesta R5
3. Tempestini/Bernacchini (ITA/ITA), Citroën DS3 R5
4. Campos/Costa (PRT/PRT), ŠKODA FABIA R5
5. Pieniazek/Mazur (POL/POL), Peugeot 208 T16

Rally Italia Sardegna (08/06–11/06/2017)

Although he had never won a WRC 2 round on gravel, ŠKODA Motorsport's sole entry Jan Kopecký controlled the competition on the Italian holiday island from the second stage onwards. Scoring 13 fastest times on the 19 stages he faultlessly drove to victory in WRC 2. Young stablemate Ole Christian Veiby, driving a ŠKODA FABIA R5 from private Team Printsport, drove three fastest times and came home second.

Result WRC 2:

1. Kopecký/Dresler (CZE/CZE), ŠKODA FABIA R5
2. Veiby/Skjærmoen (NOR/NOR), ŠKODA FABIA R5
3. Katsuta/Salminen (JPN/FIN), Ford Fiesta R5
4. Rossel/Fulcrand (FRA/FRA), Citroën DS3 R5





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5. Loubet/Landais (FRA/FRA), Ford Fiesta R5

Rally Poland (29/06–02/07/2017)

On the ultra-fast gravel stages in the Masurian Lake District Ole Christian Veiby, as usually driving a Printsport, entered ŠKODA FABIA R5, scored his first win on WRC 2 level. After already winning four WRC 2 events this season ŠKODA Motorsport's Pontus Tidemand for once came second due to a time consuming puncture during the second leg.

Result WRC 2:

1. Veiby/Skjærmoen (NOR/NOR), ŠKODA FABIA R5
2. Tidemand/Andersson (SWE/SWE) ŠKODA FABIA R5
3. Gilbert/Jamoul (FRA/BEL), ŠKODA FABIA R5
4. Guerra/Cué (MEX/ESP), ŠKODA FABIA R5
5. Bonato/Boulloud (FRA/FRA), Citroën DS3 R5

Rally Finland (27/07–30/07/2017)

While ŠKODA Motorsport took a break from competing, privateer Jari Huttunen from Finland delivered another WRC 2 victory for the Czech brand. Over the countless jumps of the gravel roads around Finland's rally capital Jyväskylä the local boy beat no less than 28 competitors in RC2 class, including WRC 2, 14 of them driving a ŠKODA FABIA R5.

Result WRC 2:

1. Huttunen/Linnaketo (FIN/FIN), ŠKODA FABIA R5
2. Gilbert/Jamoul (FRA/BEL), ŠKODA FABIA R5
3. Cave/Morgan (GB/GB), Hyundai i20 R5
4. Pryce/Furniss (GB/GB), Ford Fiesta R5
5. Tempestini/Bernacchini (ITA/ITA), Citroën DS3 R5

Rallye Deutschland (17/08–20/08/2017)

At the all-tarmac Rallye Deutschland ŠKODA Motorsport's Pontus Tidemand sank his first match point to prematurely win the World Rally Championship (WRC 2). That's why he drove after a puncture cautiously, without pushing for victory that time. And taking the third place he fulfilled the task successfully. Teammate Jan Kopecký finished a strong second behind Ford's Eric Camilli. A possible win slipped through his fingers when he suffered a puncture on the legendary 42 kilometres long "Panzerplatte" stage.

With this result ŠKODA Motorsport also secured the WRC 2 Team Championship already three rallies before the end of the season.

Result WRC 2:

1. Camilli/Veillas (FRA/FRA), Ford Fiesta R5
2. Kopecký/Dresler (CZE/CZE), ŠKODA FABIA R5
3. Tidemand/Andersson (SWE/SWE) ŠKODA FABIA R5
4. Gilbert/Jamoul (FRA/FRA), ŠKODA FABIA R5
5. Loubet/Landais (FRA/FRA), Ford Fiesta R5

RallyRACC Catalunya – Rally de España (05/10–08/10/2017)





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What a performance – Jan Kopecký in WRC 2 won every single tarmac stage of RallyRACC Catalunya – Rally de España, the only mixed-surface rally of the championship. He had to make up a time loss from the gravel stages of leg one, when he caught the car in front of him and had to complete the last part of the stage in his competitor's dust losing over one minute. This incident basically handed the win to Ford driver Teemu Suninen. After the switch to tarmac Kopecký won 14 stages in a row, finally storming to second in WRC 2 category. On his debut for the factory team, driving a ŠKODA FABIA R5 for the very first time on tarmac stages, young Juuso Nordgren defended fourth until the finish.

Result WRC 2

1. Suninen/Markkula (FIN/FIN), Ford Fiesta R5
2. Kopecký/Dresler (CZE/CZE), ŠKODA FABIA R5
3. Guerra/Cué (MEX/ESP), ŠKODA FABIA R5
4. Nordgren/Suominen (FIN/FIN), ŠKODA FABIA R5
5. Tempestini/Bernacchini (ITA/ITA), Citroën DS3 R5

Wales Rally GB (26/10/–29/10/2017)

For the first time during the 2017 season ŠKODA Motorsport entered three FABIA R5 into the WRC 2 category. Alongside newly crowned WRC 2 Champion Pontus Tidemand newcomers Juuso Nordgren and Ole Christian Veiby made up the team as part of ŠKODA's Young Driver Program. Despite some heavy rain and thick fog, plus a couple of stages unusually run in darkness, Pontus Tidemand scored a really dominant, fifth season win. On his first rally on the demanding forest roads of Wales teammate Nordgren finished a convincing fifth. Recovering from an off during the first leg, after which his ŠKODA FABIA R5 needed some repairs, Veiby reached the finish in 16th place.

Result WRC 2:

1. Tidemand/Andersson (SWE/SWE), ŠKODA FABIA R5
2. Camilli/Veillas (FRA/FRA), Ford Fiesta R5
3. Cave/Morgan (GBR/GBR), Ford Fiesta R5
4. Bogie/Rae (GBR/GBR), ŠKODA FABIA R5
5. Nordgren/Suominen (FIN/FIN), ŠKODA FABIA R5

Rallye Australien (16/10/– 19/11/2017)

The decisions in the World Rally Championship (WRC 2) already have been fallen, so none of the top teams did make the long journey to Australia. 17 year old Finnish shooting star Kalle Rovanperä was the only competitor in the WRC 2 category. He is now the youngest driver ever who won the WRC 2 classification in the World Rally Championship event.

Final Result FIA World Rally Championship (WRC 2)

Driver

1. Pontus Tidemand (SWE), ŠKODA, 140 points
2. Eric Camilli (FRA), Ford, 91 points
3. Teemu Suninen (FIN), Ford, 85 points
4. Jan Kopecký (CZE), ŠKODA, 79 points
5. Benito Guerra (MEX), ŠKODA, 59 points





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Co-driver

1. Jonas Andersson (SWE), 140 points
with Pontus Tidemand (SWE), ŠKODA
2. Benjamin Veillas (FRA), 91 points
with Eric Camilli (FRA), Ford
3. Mikko Markkula (FIN), 85 points
with Teemu Suninen (FIN), Ford
4. Pavel Dresler (CZE), 79 points
with Jan Kopecký (CZE), ŠKODA
5. Stig Rune Skjærmoen (NOR), 58 points
with Ole Christian Veiby, ŠKODA

Teams

1. ŠKODA Motorsport, 143 points
2. M-Sport World Rally Team, 115 points
3. ŠKODA Motorsport II, 80 points





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Gaurav Gill and Stéphane Prévot APRC Champions MRF ŠKODA wins Team and Manufacturer Title 2

- › Defending champion Gaurav Gil, driving a ŠKODA FABIA R5, won the 2017 FIA Asia-Pacific Rally Championship (APRC) in front of teammate Ole Christian Veiby
- › Gill scored three victories, Veiby won two rounds out of the five APRC rallies
- › Factory supported Team MRF ŠKODA won both Manufacturers Cup and Teams Award

Mladá Boleslav, 12 December 2017 – The FIA Asia-Pacific Rally Championship (APRC) of 2017 was by far the most exciting since years. For the whole season reigning champion Gaurav Gill and co-driver Stéphane Prévot (IND/BEL) battled with their young teammates, Ole Christian Veiby and Stig Rune Skjaermoen (NOR/NOR). Gill scored wins in New Zealand Japan and India, Veiby succeeded in Australia and Malaysia. ŠKODA can look back on unparalleled success in the prestigious Asian-Pacific regional championship. Since 2012 each title winner trusted in ŠKODA. Winning the first three championships with the normally aspirated ŠKODA FABIA S2000, the Czech brand now achieved another hat trick with the most successful rally car in its category, the turbo-powered ŠKODA FABIA R5.

The 2017 FIA Asia-Pacific Rally Championship in Retrospective

As in the past years Australian based Team MRF ŠKODA on behalf of ŠKODA Motorsport ran two ŠKODA FABIA R5 supported by Indian tyre manufacturer MRF. For 2017 Gaurav Gill, the defending champion from India again partnered by Belgian navigator Stéphane Prévot, became a young Norwegian duo as teammates: Ole Christian Veiby – commonly known as OC – and co-driver Stig Rune Skjærmoen. The all-gravel championship originally had six events on the calendar, but Rally China was cancelled by the organisers due to logistical reasons.

Rally of Whangarei/New Zealand (28/04–30/04/2017)

The season kicked off on some of the world's best rally roads on New Zealand's northern island. MRF ŠKODA drivers Ole Christian Veiby and Gaurav Gill were engaged in a fierce battle right from the start. Heavy rainfall made the opening special stages in the forests very slippery. Surprisingly the Norwegian APRC newcomer took the lead, while teammate Gill was struggling with the setup of his ŠKODA FABIA R5. Things changed on the third but last stage, where Veiby had a brake issue. Roadside repairs caused a time penalty when he checked in too late at the next control, dropping him to second behind eventual winner Gill.

Result APRC:

1. Gill/Prévot (IND/BEL), ŠKODA FABIA R5
2. Veiby/Skjærmoen (NOR/NOR), ŠKODA FABIA R5
3. Blomberg/Andersson (SWE/SWE), Mitsubishi Mirage
4. Takahashi/Nakamura (JPN/JPN), Subaru Impreza WRX STi
5. Abhilash/Gowda (IND/IND), Subaru Impreza WRX STi

Rally Canberra / Australia (26/05–28/05/2017)

On the forest stages close to Australia's capital Canberra OC Veiby and Gaurav Gill were fighting again for victory from start to finish. On the first day of the event, which was part of APRC for the first time, the lead changed several times between the two MRF ŠKODA drivers. Although Gill





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scored one more stage win than Veiby, the Norwegian challenger took the lead. At the evening service Gill made some changes to the setup of his ŠKODA FABIA R5, which unfortunately made things worse. During leg two the defending champion from India struggled even more. Veiby finally could pull away and secured his maiden APRC victory.

Result APRC:

1. Veiby/ Skjærmoen (NOR/NOR), ŠKODA FABIA R5
2. Gill/Prévot (IND/BEL), ŠKODA FABIA R5
3. Ketomaa/Mannisenmäki, (FIN/FIN), Mitsubishi Mirage AP4
4. Blomberg/Andersson (SWE/SWE), Mitsubishi Mirage AP4
5. Markovic/Feaver (AUS/AUS), Subaru Impreza WRX STi

Rally of Johor / Malaysia (11/08–13/08/2017)

Challenging conditions with a mix of spontaneous rain showers and sunshine greeted the teams at Johor Bahru on the Malaysian peninsula's southern tip. On sometimes extremely slippery roads through palm tree plantations only four APRC registered competitors reached the finish. Even reigning champion Gaurav Gill was caught out by the conditions. On stage two he hit a tree stump which bent the steering of his ŠKODA FABIA R5. On the road section after the stage, the steering arm finally broke. Not only being a fast driver but also a skilful mechanic, Gill changed the broken part and continued. After a time penalty for late arrival at the next control he pulled out all stops. With a total of ten fastest times on the 13 stages he moved back into second overall, although he succeeded in it at the very last special stage of the event only.

Only teammate Veiby was out of reach. Despite sliding off twice in unpredictable road conditions as well, the Norwegian defended top spot up to the finish line. With his second win of the season he also increased his lead in the championship standings.

Result APRC:

1. Veiby/ Skjærmoen (NOR/NOR), ŠKODA FABIA R5
2. Gill/Prévot (IND/BEL), ŠKODA FABIA R5
3. Ketomaa/Mannisenmäki, (FIN/FIN), Mitsubishi Mirage AP4
4. Blomberg/Andersson (SWE/SWE), Mitsubishi Mirage AP4

Rally Hokkaido / Japan (15/09–17/09/2017)

Building on his experience Gill went into the lead on the second stage and never really was challenged. Meanwhile it was OC Veiby's turn for bad luck. After a big jump a shock absorber broke followed by a slow puncture. The Norwegian crewed ŠKODA FABIA R5 slid off the road, got stuck in a ditch and had to retire for the day. After re-starting for the second leg Veiby was fastest overall on the final day scoring valuable championship points.

While Gill regained the lead in the drivers championship, ŠKODA prematurely won the FIA APRC Cup for Manufacturers. Also Team MRF ŠKODA became winner of the APRC Teams Award already one rally before season's end.

Result APRC:

1. Gill/Prévot (IND/BEL), ŠKODA FABIA R5
2. Blomberg/Andersson (SWE/SWE), Mitsubishi Mirage AP4
3. Imai/Farmer (JPN/NZL), Subaru Impreza WRX STi
4. Takahashi/Nakamura, (JPN/JPN), Subaru Impreza WRX STi



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5. Aoki/Ikeda, (JPN/JPN), Mitsubishi Lancer Evo IX

Rally of India (24/11–26/11/2017)

The drivers and co-drivers title was only to be decided between MRF ŠKODA crews at the final APRC round in India. To win the title, Veiby had to score seven points more than Gill who is leading in the championship. MRF ŠKODA teammates Ole Christian Veiby/Stig Rune Skjærmoen (NOR/NOR) suffered gearbox issues on the first leg, but fought back in impressive style to second overall, finishing as championship runner-ups as well. Gill won the APRC for the third time already. In 2013 he was successful with a ŠKODA FABIA S2000, in 2016 and 2017 he competed with a ŠKODA FABIA R5.

Result APRC:

1. Gill/Prévot (IND/BEL), ŠKODA FABIA R5
2. Veiby/ Skjærmoen (NOR/NOR), ŠKODA FABIA R5
3. Sharfaz/Akhry, (SRL/SRL), VW Polo
4. Sumit/Nitin (USA/IND), Mitsubishi Lancer Evo VII





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ŠKODA FABIA R5 the most successful car of the 2017 FIA World Rally Championship (WRC 2)

- › The ŠKODA FABIA R5 is the most successful car in the motorsport history of ŠKODA AUTO
- › Due to the regulations, the ŠKODA FABIA R5 is equipped with a 1,6 litre turbo charged engine, four-wheel-drive and a sequential five-speed-gearbox
- › The ŠKODA FABIA R5 proved to be strong and reliable even on the toughest roads throughout the season

Mladá Boleslav, 12 December 2017 – During the 2017 season ŠKODA FABIA R5 teams were nearly unbeatable in the FIA World Rally Championship (WRC 2) as well as in regional and national championships. The ŠKODA FABIA R5 is currently the most successful car in tit's category.

Homologated on 1 April 2015, the ŠKODA FABIA R5 started its success story only weeks later with a strong debut at the WRC Rally de Portugal. Already then, the brand-new R5 machine proved that it will be the car to beat in WRC 2 category.

To maintain the global success of the ŠKODA FABIA R5, ŠKODA Motorsport is continuously working to improve the competitiveness of his R5 rally car. ŠKODA Motorsport boss Michal Hrabánek emphasizes: "In the past, our work on the ŠKODA FABIA R5 focussed on reliability. As a result, during the 2017 WRC season none of the factory cars had to retire due to technical issues. Thanks to the presence of our works team in the FIA World Rally Championship, we got the experience to continuously develop the car making the FABIA the best car in its category. In 2018 the competition will be even more intense. We will face new R5 cars from our competitors, but we will be prepared and will face the upcoming challenge and continuously improve the competitiveness of our ŠKODA FABIA R5."

The ŠKODA FABIA R5 is now the most successful car in ŠKODA's motorsport history. The FABIA R5 is fitted with a 1.6-litre turbo engine in compliance with FIA regulations. Other basic technical data include all-wheel drive, a sequential five-speed transmission and an adjustable suspension with MacPherson struts all around. Regulations stipulate a minimum weight of 1,230 kilograms. Besides an extensive series of tests, the activities of the ŠKODA Motorsport factory team ensure in particular that the development of the ŠKODA FABIA R5 never stops. Thanks to its on-site presence, it is also possible for the team led by Head of Motorsport Michal Hrabánek to remain in contact with customers at all times, listen to requests for changes and suggestions and to take them into account for further development.

The result: The ŠKODA FABIA R5 could not be beaten on the icy tarmac roads of the Rallye Monte-Carlo, the forest tracks covered in deep snow in Sweden, the rough gravel of Rally Mexico nor in the rugged, narrow, tarmac maze on the island of Corsica. Speed is combined with the highest level of reliability – no wonder that more and more teams all over the world are counting on the ŠKODA FABIA R5. In accordance with FIA regulations the race-ready base model of the ŠKODA FABIA R5 is available for €180,000 net.





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ŠKODA FABIA R5 / Data Sheet

- › Base model ŠKODA FABIA, 3rd generation
- › Length 3,994 mm
- › Width 1,820 mm
- › Weight (in accordance with regulations) 1,230 kg
- › Shell adapted for all-wheel drive
- › Safety cage

Engine

- › Four-cylinder with turbocharger capacity 1,620 cm³
- › Petrol direct injection
- › Max. power output 205 kW / 4,750 rpm
- › Max. torque 420 Nm / 4,750 rpm

Drive

- › All-wheel drive
- › 5-speed sequential transmission
- › Mechanical differentials front and rear

Chassis

- › MacPherson suspension struts front and rear
- › Brake discs Tarmac Ø 355 mm / width 32 mm
- › Gravel/Snow Ø 300 mm / width 32 mm

Electronics

- › Sensors for engine management system

Fuel system

- › FIA homologated fuel tank 82.5-litre capacity

Wheels/Rims

- › Tarmac 8x18 inch – minimum weight in accordance with regulations 8.9 kg
- › Gravel/Snow 7x15 inch – minimum weight in accordance with regulations 8.6 kg

Tyres

Michelin





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ŠKODA Motorsport counting on young drivers 2018

- › In 2018 ŠKODA Motorsport will enter the youngest driver line up in its history into the WRC 2 category of the FIA World Rally Championship (WRC)
- › Defending WRC 2 Champion Pontus Tidemand (27), Ole Christian Veiby (21), Juuso Nordgren (21) and Kalle Rovanperä (17) will drive the factory team's ŠKODA FABIA R5
- › The championship again consists of 13 rallies, starting on 24 January 2018 in Monte-Carlo

Mladá Boleslav, 12 December 2017 – After winning all three WRC 2 titles of the 2017 FIA World Rally Championship (WRC), ŠKODA Motorsport will enter next season's title race with an especially young team. Ole Christian Veiby and Juuso Nordgren, both 21 years old, as well as 17 years old Kalle Rovanperä will drive the factory team's ŠKODA FABIA R5 alongside reigning WRC 2 Champion Pontus Tidemand (27). Furthermore, five times Czech Champion Jan Kopecký will again support ŠKODA Motorsport.

"After prematurely winning all three WRC 2 titles of the 2017 FIA World Rally Championship, we immediately looked for young talented drivers and started to test them already before season's end. This Young Drivers Program of ours was launched at RallyRACC Catalunya – Rallye de España and came to conclusion at Wales Rally GB. Now we are looking forward to our 2018 World Rally Championship campaign with the youngest driver line up we ever had in our history. 21 years old Ole Christian Veiby and Juuso Nordgren already debuted in our factory team. ŠKODA Motorsport's newest recruit is 17 years old Kalle Rovanperä. On selected world championship rounds we will also enter Pontus Tidemand, who took the WRC 2 drivers title in 2017 with ŠKODA. Last but not least I am happy to welcome Jan Kopecký again to our team," explains ŠKODA Motorsport boss Michal Hrabánek.

In 2017 Ole Christian Veiby and co-driver Stig Rune Skjaermoen (31) from Norway were nominated by ŠKODA Motorsport to drive for factory supported team MRF ŠKODA in the FIA Asia-Pacific Rally Championship (APRC). They paid back all the trust by winning two events and finishing runner-up overall. On World Rally Championship level, they scored remarkable results as well. Driving a private Printsport entered ŠKODA FABIA R5 they won the WRC 2 category at Rally Poland, defeating even ŠKODA Motorsport's eventual WRC 2 title winner Pontus Tidemand. They finished second in WRC 2 in Italy and third in RC2 class at RallyRACC Catalunya – Rallye de España, where they were not nominated to score in WRC 2. At Wales Rally GB in September they joined the official team of ŠKODA Motorsport for the first time.

Juuso Nordgren (21) was born in Karkkila, a village in the northwest of Helsinki where also rally legend Markku Alén comes from. In 2015, Nordgren became Finnish Junior Champion and was awarded "Future Rally Star of Finland 2016". During Rally Finland 2017 he achieved four fastest times in his private entered ŠKODA FABIA R5. Later, at RallyRACC Catalunya – Rallye de España, he and co-driver Tapio Suominen (36) were part of ŠKODA's factory team for the first time, finishing fourth in WRC 2. At Wales Rally GB they achieved fifth position.

Kalle Rovanperä (17) is the youngest driver ever to win a WRC 2 event (Australia 2017). He won the Latvian Rally Championship twice (2016, 2017) and is one of the most promising talents in the world of rallying. His father Harri has been a world class rally driver himself, achieving one WRC





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win. Due to the fact that Kalle Rovanperä will turn 18 not before October 2018, he and co-driver Jonne Halttunen (32) until then will be entered in selected world championship rounds only in countries, where the regulations allow 17 years olds to compete in rallies.

Pontus Tidemand, who's first international title was becoming FIA Junior World Rally Champion back in 2013, won the 2015 FIA Asia-Pacific Rally Championship (APRC) with ŠKODA. At the end of 2017 he could look back at his most successful season so far. Scoring in total five wins he together with co-driver Jonas Andersson (40) took the title of the FIA World Rally Championship's WRC 2 category. At the same time his results were the corner stone for ŠKODA Motorsport winning the WRC 2 manufacturers title.

Also Jan Kopecký (35) plays an important role in ŠKODA Motorsport's plans for 2018. His goal will not only be to defend his title as Czech Champion, which in 2017 he won for a fourth consecutive time together with co-driver Pavel Dresler (41) onboard a ŠKODA FABIA R5. Kopecký as well will support ŠKODA Motorsport's efforts on world championship level (WRC 2).

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

<u>Country</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	24/10–28/10/2018
Australia	15/11–18/11/2018





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ŠKODA Motorsport drivers 2018

Pontus Tidemand (Sweden)

Born: 10 December 1990 in Charlottenberg/Sweden
First rally: 2007 Dan Anderssons Minne/Sweden (Volvo 940)
First WRC rally: 2012 Rally Sweden (ŠKODA FABIA S2000)
Co-driver: Jonas Andersson (Sweden)

When Pontus Tidemand for the first time stood at the start of a cross kart race he was 13 years old. But he already had eleven years of quad driving experience under his belt – and apparently learned a lot from it. However, the following years the young Swede won a couple of cross kart titles on home soil and in the Nordic Championship before finally moving on to rallying.

To hone his asphalt driving skills he also did some circuit racing. This strategy perfectly accelerated his rally career. After winning a one make series Tidemand took the overall Swedish title in 2011 at the age of 20 – the youngest ever rally champion of Sweden.

After been selected for the FIA Young Driver Excellence Academy Tidemand advanced to the FIA Junior World Rally Championship (J-WRC) in 2012. In only his first season he finished third overall. In between he started competing a four-wheel drive ŠKODA FABIA S2000 as well in his native championship as on world championship level. When Tidemand won the J-WRC in 2013 he definitely proved to be one of the fastest drivers of his generation.

Next step on his career ladder was the world championship's WRC 2 category. In 2014 already he celebrated his first win (Rallye Deutschland). When he was not honing his skills in the FIA World Rally Championship Tidemand competed in the FIA World Rallycross Championship, driving an Audi S1 Supercar for the team of his fellow countryman Mattias Ekström. Best result was fourth place during the German round.

In 2015 Tidemand was signed by ŠKODA Motorsport. He paid back by winning five rounds and in the end taking the title in the FIA Asia-Pacific Rally Championship (APRC). In between him and then new co-driver Jonas Andersson regularly raced WRC 2 rounds of the FIA World Rally Championship, their main playing field for 2016 as well.

2017 turned out to be the most successful season so far for Pontus Tidemand. By winning in Sweden, Mexico, Argentina, Portugal and Wales plus scoring some more top results he took the title of the world championship's WRC 2 category. In addition his performance was the corner stone for ŠKODA winning the WRC 2 manufacturers crown.





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Jan Kopecký (Czech Republic)

Born: 18 January 1982 in Opočno/today Czech Republic
First rally: 2001 Rally Šumava/ Czech Republic (ŠKODA OCTAVIA S2000)
First WRC rally: 2002 Rallye Deutschland/Germany (Toyota Corolla WRC)
Co-driver: Pavel Dresler (Czech Republic)

To follow the footsteps of his father Josef, who was an avid rally driver, Jan Kopecký started karting at the age of 13. As soon as possible the young Czech changed to circuit racing, working up his ranks on national level. Soon he started winning, among others the 2001 ŠKODA OCTAVIA Cup. Using the rally version of the ŠKODA OCTAVIA S2000 Kopecký gave his rallying debut the same year and never looked back.

Competing a ŠKODA OCTAVIA WRC in the Czech Championship (ČMR) he impressed the right people at ŠKODA Motorsport. Promoted to factory driver he won his first of now five Czech titles in 2004, driving a ŠKODA FABIA WRC.

When after a break ŠKODA Motorsport returned to rallying in 2009 with the ŠKODA FABIA S2000, Jan Kopecký again was one of the factory drivers. He finished the season scoring second overall in the Intercontinental Rally Challenge (IRC) and third overall in the Czech Championship. He backed up these results by finishing second overall in the IRC the three following years in a row, always driving a ŠKODA FABIA S2000. In 2012 Kopecký, since then partnered with co-driver Pavel Dresler, again became Czech Champion, taking the European Rally Championship (ERC) a year later with a record six wins.

Up to that point Kopecký had made his name mainly as a tarmac specialist. But in 2014 the former racing driver surprised some people. On the demanding gravel stages on the other side of the globe the ŠKODA FABIA S2000 driver won the FIA Asia-Pacific Rally Championship (APRC).

When the ŠKODA FABIA R5 arrived in early 2015, Kopecký started a remarkable series of victories in the Czech Championship. Since then he was never beaten on home soil again, taking the Czech title from 2015 to 2017 three times in a row.

Also in 2015 Kopecký celebrated his debut win on WRC 2 level of the FIA World Rally Championship during Rallye Deutschland. In 2016 he added a WRC 2 win in Spain finishing the season fourth overall in WRC 2. The following year for the first time he won a gravel rally on world championship level, taking the win on the gruelling Sardinia roads during Rally Italy. Jan Kopecký ended the 2017 WRC 2 season fourth overall.





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Ole Christian Veiby (Norway)

Born: 17 June 1996 in Kongsvinger/Norway
First rally: 2012 Rally Hedemarken/Norway (Ford Fiesta ST)
First WRC rally: 2014 RallyRACC Catalunya – Rallye de España (Citroën DS3 R3)
Co-driver: Stig Rune Skjærmoen (Norway)

Ole Christian Veiby's way into rallying was basically unavoidable. His father Erik was a rally driver himself, clients of his management company EVEN are current factory drivers like Andreas Mikkelsen and Esapekka Lappi as well as 2017 Rallycross World Champion Johan Kristoffersson.

Veiby junior started with the Norwegian way of karting, which obviously means gravel. Already in his debut season, he became Norwegian Crosskart Champion in the 125 cc class. On reaching 16 years of age, Ole Christian – by then commonly known as OC – set his sights on rallies. He also took part in the Porsche Carrera Cup Scandinavia.

Making his FIA World Rally Championship (WRC) debut on the Spanish round of 2014, Veiby entered the full Junior World Rally Championship (J-WRC) in 2015. With one victory (Wales Rally GB) he finished second overall, keeping fit between the J-WRC rounds by competing in some rallycross events with a Volkswagen Polo RX. He also contested selected rally events in his native Norway driving a ŠKODA FABIA S2000.

Partnered from then on by Norwegian navigator Stig Rune Skjærmoen in 2016 Veiby competed again in the J-WRC, this time winning Rally Finland. During this season, he also made his WRC debut with a four-wheel drive car. Driving a ŠKODA FABIA R5 he drove three WRC 2 events, all with top results.

That performance sparked the interest of ŠKODA Motorsport, which in 2017 send OC to the Asia-Pacific Rally Championship (APRC) to compete for the factory supported team MRF ŠKODA. The young Norwegian paid back the trust with two wins and the second place in the championship.

Meanwhile on world level Veiby was a regular in the WRC 2 category, driving a Printsport entered ŠKODA FABIA R5. With one win (Rally Poland) he finished sixth overall. At Wales Rally GB he joined the ŠKODA Motorsport factory team for the first time.





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Kalle Rovannerä (Finland)

Born: 1 October 2000 in Jyväskylä/Finland
First rally: 2013 Rallijsprints Gulbis/Latvia (Citroën C2 R2)
First WRC rally: 2017 Wales Rally GB/UK (Ford Fiesta R5)
Co-driver: Jonne Halttunen (Finland)

Kalle Rovannerä has rallying virtually in his blood. His father Harri in his prime was factory driver for several teams. He even scored one victory in the FIA World Rally Championship (Sweden 2001).

When he was eight years old, he was filmed drifting a small Toyota rally car through snowy forests like an expert. The video years later went viral on YouTube with more than one million views.

Because Finnish law doesn't allow participation in rallies before the age of 18 – until Kalle got an exemption from that rule – he went to Latvia, starting with rally sprints at the age of twelve. For the next couple of years, co-driver Risto Pietiläinen, not by chance father Harri's former navigator, had to drive the road sections. That didn't stop little Kalle from winning the Latvian Junior Championship in 2015, following it up with the main championship in 2016 and 2017, on both occasions driving ŠKODA FABIA.

Meanwhile Finnish manager legend Timo Jouhki had taken over, sending the teenager from Finland's rally capital Jyväskylä to the Italian Rally Championship 2016 to get some experience on tarmac. During the Memorial Bettega, a rally show in Bologna, he drove a World Rally Car beating some factory drivers on his way to the final.

On October 2nd 2017 he passed his driving test, one day after his 17th birthday courtesy to a waiver by the Finnish government. With this important paper in the pocket, Rovannerä was finally cleared to compete on international events. 22-years-old Jonne Halttunen became the new co-driver instead of Risto Pietiläinen (50).

Rovannerä started at the British WRC round Wales Rally GB only three weeks after his 17th birthday. On the 2017 season's finale in Australia Rovannerä became the youngest driver ever to win a round of the WRC 2 category.





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Juuso Nordgren (Finland)

Born: 19 November 1996 in Kirkkala
First rally: 2014 Peurunka-ralli/Finland (Suzuki Swift 1.3 GTI)
First WRC rally: 2016 Rally Finland (Citroën DS3 R3)
Co-driver: Tapio Suominen (Finland)

Juuso Nordgren is on his way to put the small Finnish town of Kirkkala back on the rally map – some decades after living legend and Kirkkala native Markku Alén started his remarkable career in the village north-west of Helsinki.

Nordgren is just at the beginning of his, although already named “Future Rally Star of Finland” in 2016 by AKK Sports, the promotional arm of Finland’s motorsport federation. That award came after he won the Junior Rally Championship of his homeland the year before. The reward was a funded drive at that year’s Rally Finland, where Nordgren not only celebrated his WRC debut but also third place in the Junior World Rally Championship rankings.

When he was a boy, Juuso Nordgren divided his sports enthusiasm between ice hockey (playing) and rally (watching). As his father was a rally driver himself Juuso obviously had to change skating for drifting one day. He took first blood in karting, finishing second overall in the Finnish Championship of 2011. In 2014 his rally debut came on one of those legendary Finnish local rallies where pace notes are not allowed.

But Nordgren soon showed talent. Guided by more experienced rally drivers and co-drivers from his home country he worked up his ranks. After the Finnish junior title of 2015, he came second overall in the R2 class of the championship in 2016. In 2017 Nordgren stepped up to WRC 2, driving a privately entered SKODA FABIA R5 on selected rounds. Already on his debut in a four-wheel-drive rally car during Rally Finland he raised some eyebrows, winning four stages in WRC 2 category. Later that year he was drafted into the SKODA Motorsport factory team for the first time, competing at Rallye Catalunya and Wales Rally GB as part of the Czech manufacturers Junior Drivers Development Program.





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ŠKODA Motorsport: A Tradition of Success – from Motorcycling to World Rally Championship

- › Since 1901, ŠKODA has been winning on race circuits and rally tracks around the globe
- › ŠKODA's motorsport roots lie in the famous motorcycle races of the early 20th century
- › In the 1970s and '80s, the ultralight rear-engined racer ŠKODA 130 RS drove to a series of victories on race tracks
- › Today the ŠKODA FABIA R5 is the most successful WRC 2 car of the FIA World Rally Championship, continuing the success story of ŠKODA Motorsport

Mladá Boleslav, 12 December 2017 – ŠKODA's motorsport roots reach back more than 116 years. On June 1901, Narcis Podsedníček entered the long-distance race from Paris to Berlin for the first time riding a L&K motorcycle made by ŠKODA's founding fathers Laurin and Klement. What had begun in 1901 on two wheels, continued in the 1970s and '80s with a worldwide series of victories on race circuits and rally tracks. Today the ŠKODA FABIA R5 is the most successful WRC 2 car of the FIA World Rally Championship, continuing the success story of ŠKODA Motorsport.

The love of motorsport goes all the way back to the company's founding fathers Laurin and Klement (L&K). Just two years after the start of motorcycle production, they trusted racer Narcis Podsedníček with their new L&K single-cylinder motorcycle and, in 1901, sent him to the long-distance race from Paris to Berlin. Podsedníček was one of ten drivers who competed in the category of motorcycles and three-wheelers. On his L&K bike he reached the finish line first. He arrived in Berlin on 30 June 1901 at three o'clock in the morning – before the official timing had even been set up. A policeman testified his arrival time, but nevertheless he was disqualified. At the end, only three French drivers with three-wheelers from De Dion-Bouton were classified, but the moral winner was Podsedníček.

However, Laurin and Klement saw their economic future on four wheels. From 1905 onwards their cars continued the success story. Besides victories at hill climbs and endurance races, the four cylinder Laurin & Klement FCS, powered by 95 bhp, set a speed record of 118.72 kilometres per hour on the Brooklands race circuit in the UK.

During the period between the two wars, ŠKODA cars impressed technically with their central tube frame. On January of 1936, the roadster ŠKODA POPULAR SPORT took second place in the category at the challenging Monte Carlo Rally. The coupe ŠKODA RAPID could repeat this success one year later. After World War II, a two-seater sports car based on the ŠKODA 1101 production model impressed on the race track at Spa-Francorchamps, driven by Czech and other European drivers. The new car was as well successful at the Monte Carlo Rally and the Tour d'Europe. Later the ŠKODA OCTAVIA, presented in 1959, went from success to success.

The ŠKODA 1000 MB marked a new chapter for the brand in the 1960s. In 1964, the first ŠKODA with rear-wheel drive and a rear-mounted engine again represented a new technological approach. With his successor ŠKODA 130 RS Norwegian rally driver John Haugland achieved a lot of remarkable results. The car, given the affectionate nickname 'Porsche of the East', won its class at the Monte Carlo Rally and the Acropolis Rally (1977). The ŠKODA 130 RS also won the European





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Touring Car Championship 1981 and achieved class wins at the RAC Rally in 1985 and 1986. John Haugland again was the most successful driver behind the steering wheel of the ŠKODA 130 LR.

ŠKODA's presence in modern motorsport started with the Monte Carlo Rally of 1991. Pavel Sibera/Petr Gross, driving a ŠKODA FAVORIT, won F2 class that year and the following three (1991-1994). In 1991, the ŠKODA FAVORIT also won the FIA World Rally Championship's Cup for vehicles with engines with less than two litre capacity and one driven axle. In 1996 the new ŠKODA FELICIA Kit-Car, with Swedish professional Stig Blomqvist at the wheel, achieved a third place overall at the RAC Rally of 1996.

With the ŠKODA OCTAVIA WRC, introduced in 1997, the works team entered the FIA World Rally Championship (WRC) on top level for the first time. The all-wheel-drive vehicle with a 300 bhp turbo engine achieved an outstanding third place overall at the rough Safari Rally Kenya 2001. From 2003 to 2007, the successor model, the ŠKODA FABIA WRC, also made a big impact.

In 2009 the ŠKODA FABIA SUPER 2000 took the rally scene by storm – until then, no rally car had been more successful in this category. Between 2009 and 2014 the car won 50 national and international titles worldwide. The Czech duo Jan Kopecký/Pavel Dresler won the FIA European Rally Championship (ERC) in 2013. The FIA Asia-Pacific Rally Championship (APRC) was won by teams driving a ŠKODA FABIA SUPER 2000 three years in a row (2012 – 2014).

The ŠKODA FABIA R5 – which had been officially approved (homologated) for motorsport by the International Automobile Federation (FIA) on 1 April 2015 – drove to its first international success in already in its first season. Pontus Tidemand/Emil Axelsson won for ŠKODA again the FIA Asia-Pacific Rally Championship title. On top of that, ŠKODA teams took five national titles.

In 2017 ŠKODA Motorsport factory crew Pontus Tidemand/Jonas Andersson became the world championship's WRC 2 Drivers and Co-Drivers Champions, ŠKODA Motorsport also won the WRC 2 Team Championship. Czech Champions Jan Kopecký/Pavel Dresler were 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) were won by teams competing in a ŠKODA FABIA R5.

The successful involvement of the factory team in international rallying also acts as a catalyst for customer interest which is becoming bigger and bigger: To date, over 170 ŠKODA FABIA R5 rally cars have been sold to privateer teams and ŠKODA importers around the world.





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ŠKODA celebrates rally titles with an exclusive special model of ŠKODA FABIA

- › 1.4 TSI petrol engine with 92 kW/125 hp output and seven speed DSG gearbox
- › Sportier steering wheel, new exclusive sports seats and sports suspension for even sportier handling and performance
- › Special design elements and optional green 17" alloy wheels typical for ŠKODA Motorsport
- › A limited number of 1,300 cars will be available on 21 markets

Mladá Boleslav, 12 December 2017 – ŠKODA celebrates the most successful year in its motorsport history with special model of ŠKODA FABIA. Sportier ŠKODA FABIA is coming to 21 markets in February 2018. Exclusive special model of ŠKODA FABIA is the reference to the ŠKODA FABIA R5 successful season including winning the world champion chip of the rally category WRC2. Equipped with a 1.4 TSI engine delivering 92 kW/125 hp, a seven speed DSG gearbox and a sports suspension, the ŠKODA FABIA special model is the fastest version in the current model's product range. As a reference to the ŠKODA Motorsport developed FABIA R5, the limited edition of the ŠKODA FABIA road car has 17-inch SAVIO alloy wheels and special design features.

Motorsport is a genuine part of ŠKODA's DNA. For customers, who want to experience a sportier performance on the street, ŠKODA as a triple winner in the WRC 2 category of the 2017 FIA World Rally Championship presents the fastest version of current-generation FABIA. Equipped with a sportier 1.4 TSI petrol engine with power output of 92 kW/125 hp, special and limited model allows the highest top speed of 203 kilometres per hour and coupled to a DSG gearbox also the best acceleration from the 0 to 100 kilometres in 8.8 seconds.

For the sportier driving experience, ŠKODA FABIA is equipped with sports suspension with lower ground clearance and adapted firmer shock absorbers. Combination of the sporty steering wheel, new exclusive sports seats and redeveloped rear section of exhaust system further underlines the dynamic character, guaranteeing a fascinating driving performance.

The design is based on the MONTE CARLO version of the current ŠKODA FABIA with Candy white colour with black roof. Special model ŠKODA FABIA also offers new design features like 17-inch SAVIO alloy wheels in three colour variants (bright green, white and black) and "WRC 2 2017 champion" label as a reference to the successful ŠKODA Motorsport cars.

Besides motorsport design elements new special edition also offers extended standard equipment including features like heated front seats, rear view camera, navigation system "Amundsen", Climatronic automatic climate control, Keyless-Go, rear parking sensors, electric windows front and rear, Adaptive Cruise Control as well as Light and Rain Assist. A limited number of 1,300 cars will be available in Czech Republic, Germany, Belgium, Denmark, France, Island, Austria, Switzerland, Italy, Poland, Hungary, Netherlands, Luxemburg, Bulgaria, Slovenia, Slovakia, Sweden, Finland, Norway, Estonia and Latvia from February 2018 onwards.





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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.

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ŠKODA FABIA EDITION R5

Petrol engines

Technical specifications	1.4 TSI/92 kW (A)
Engine	
Engine type	turbocharged petrol engine, in-line, liquid cooling system, DOHC, transverse in front
Cylinders	4
Displacement [cm ³]	1395
Bore × Stroke [mm × mm]	74.5 × 80.0
Max. engine performance/revs [kW at rpm]	92/5000–6000
Max. torque/revs [Nm at rpm]	200/1400–4000
Compression ratio	10.5 : 1
Emission limit	EU 6
Fuel injection system	electronically controlled direct injection
Ignition	control unit controlled electronic ignition system
Lubrication	force-feed lubrication with through-flow oil filter
Fuel quality	unleaded petrol min. RON 95
Transmission	
Wheel drive	front wheel drive
Clutch	two coaxial dry multiple-disk clutch, electro-hydraulically operated
Transmission	automatic 7-speed, DSG, with Tiptronic manual gear changing
Transmission ratio	I-3.50 II-2.09 III-1.34 IV-0.93 V-0.97 VI-0.78 VII-0.65 R-3.72
Axle ratio	4.800/3.429/4.500
Chassis	
Front axle	MacPherson suspension with lower triangular links and torsion stabiliser
Rear axle	compound link crank-axle
Springs	telescopic shock absorbers with coil springs, in the rear outside the springs
Braking system	hydraulic dual-diagonal circuit braking system vacuum assisted
Brake – front	disc brakes with inner cooling, with single/piston floating caliper
Brake – rear	disc brakes
Parking brake	manual, on rear wheels
Steering system	direct rack and pinion steering with electro mechanic power steering
Wheels	7J × 17"
Tyres	215/40 R17



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ŠKODA FABIA EDITION R5

Petrol engines

Technical specifications		1.4 TSI/92 kW (A)
Body		
Body		5 door, two compartment, 5 seater
Drag coefficient c_w		0.327
Outside dimensions		
Length	[mm]	3992
Width	[mm]	1732
Height (at kerb weight)	[mm]	1452
Wheel base	[mm]	2470
Clearance (at kerb weight)	[mm]	118
Inside dimensions		
Width of front seats	[mm]	1401
Width of rear seats	[mm]	1386
Headroom in front seats	[mm]	1021
Headroom in rear seats	[mm]	963
Storage capacity	[l]	330
Storage capacity with rear seatback folded down	[l]	1150
Weights		
Kerb weight – incl. driver**	[kg]	1182
Payload – incl. driver**	[kg]	530
Total weight	[kg]	1637
Max. roof load	[kg]	75
Max. trailer load w/o brakes	[kg]	590
Max. trailer load with brakes – 12%	[kg]	1100
Max. trailer load with brakes – 8%	[kg]	1100
Max. nose weight	[kg]	50
Liquids		
Tank capacity	[l]	45



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ŠKODA FABIA EDITION R5

Petrol engines

Technical specifications		1.4 TSI/92 kW (A)
Performance/consumption		
Maximum speed	[km/h]	203
Acceleration 0–100 km/h	[s]	8.8
Fuel consumption (1999/100/EC)		
Consumption – urban	[l/100 km]	6.2
Consumption – extra-urban	[l/100 km]	4.2
Consumption – combined	[l/100 km]	4.9
CO ₂ emissions	[g/km]	115
Turning circle diameter	[m]	10.4

The technical data is valid for the basic version.

** Figures apply to basic version, weight of driver 75 kg.