



TRANSITION TIME

by Michal Hrabánek, Head of ŠKODA Motorsport

As the 2021 season slowly comes to close, ŠKODA Motorsport celebrates titles. ŠKODA driver Andreas Mikkelsen won the WRC2 Drivers' Classification of the FIA World Rally Championship and the FIA European Rally Championship at the wheel of a ŠKODA FABIA Rally2 evo*. ŠKODA customer teams also took the titles in the Balkan Rally Trophy and the Mitropa Cup. In addition, ŠKODA drivers became champions in Argentina, Australia, Austria, Bolivia, Bulgaria, Czech Republic, Finland, Italy, Lebanon, Luxembourg,

Poland, Portugal, Romania, Russia, Slovakia, Spain and Switzerland. Congratulations to all of them. And there are more titles to come... As usually at this time of the year we also begin with the preparation for next season. As you already know, development of the next generation ŠKODA FABIA Rally2 is in full swing. I can reveal, that we are making good progress and are confident, that the new car will follow the footsteps of its very successful predecessors. Another subject, which will be in our focus next season, is the new fuel mandatory in the FIA World Rally

Championship. It's based on renewable resources, in a first step mainly bio mass from waste. In an interview, Andrea Hlaváček, ŠKODA Motorsport Head of Race Engines and Quality Department, speaks about the advantages of sustainable fuels (see page 2).

But the 2021 season is not over yet. ŠKODA customer teams are still fighting for titles and championships all over the world. We will keep you updated on this in the future.

Until then, enjoy reading our latest newsletter.



The next generation ŠKODA FABIA Rally2 during a test session in Finland

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“STEP TO MAKE MOTORSPORTS MORE SUSTAINABLE”

Fuels from renewable resources could lead racing with internal combustion engines into the future. In this interview ŠKODA Motorsport Head of Race Engines and Quality Department Andrea Hlaváček speaks about the latest developments

How would you describe the positive aspects of sustainable fuels?

Sustainable fuels are CO₂ neutral and a very environmentally friendly solution. The energy is sourced from water, sun and wind. The production process is based on bio-components of the second generation. These components come from biological waste. So, the food chain is not affected any more. Production of fully synthetic fuel requires only water and CO₂ from air as resources. If the transport of these fuels is carbon neutral as well, they are an eco-friendly replacement for fossil fuels.

Leaving aside the obvious environmental benefits, what are the advantages of synthetic over fossil fuels?

According to the location from which the crude oil comes, certain additives are used during refining. These additives are then contained in the gasoline. In contrast, synthetic fuels do not contain any additives, which may cause harm. The amount of sulphur and other aromatic hydrocarbons is reduced as

well. Both types of fuel are more or less the same in terms of mixture with air during combustion. But synthetic fuels produce fewer pollutants, which can positively affect the nature.

Are sustainable fuels compatible with current internal combustion engines?

Yes. However, for perfect efficiency, some minor changes might be needed. For example, the mandatory fuel for the 2022 FIA World Rally Championship (WRC), which is based on bio and fully synthetic resources, contains some percentage of methanol. Chemically methanol retains water and can have a negative influence on reliability of fuel system components, which are usually not treated for corrosion. Methanol also needs a different amount of air than gasoline for proper combustion. Which means, there might be changes to the air-to-fuel ratio during injection.

How about the availability and pricing of synthetic racing fuels?

If we focus on racing fuel only, I do not expect any problems in availability. There are currently many fuel compa-

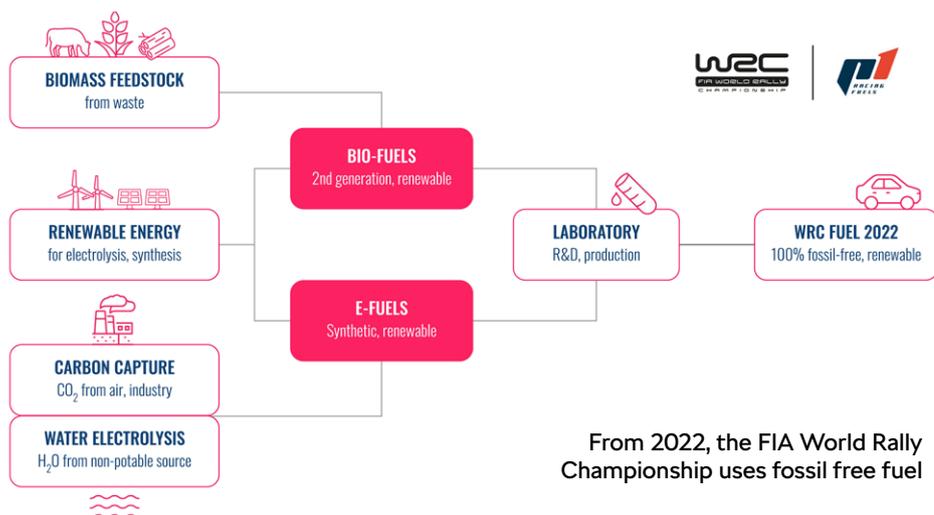


Andrea Hlaváček, Head of Race Engine and Quality Department at ŠKODA Motorsport in Mladá Boleslav

nies all over the world, which are working on it. The price is usually almost twice as high as standard racing fuel. However, the exclusive supplier of synthetic fuels to the WRC offers fuel for approximately the same price as for the conventional racing fuel.

Fossil-free, hydrocarbon-based fuel will be used in the FIA World Rally Championship in 2022. Do you think it will find its way also into national championships and local rallies?

Synthetic fuel is undoubtedly an important step forward to make motorsports more sustainable. At the same time, it allows us to keep the enjoyment from combustion engine as we are used to. Also, we can even benefit from some of its features as I have already mentioned. Therefore, I believe it will find its place in motorsports very quickly and will be spread into national championships and local rallies.





Acropolis Rally Greece was one of three events Mikkelsen won on his way to becoming WRC2 Champion

DOUBLE CHAMPION MIKKELSEN

Two titles in less than ten days – the 2021 season is the most successful in the career of Andreas Mikkelsen. One weekend after taking the WRC2 Drivers' title of the FIA World Rally Championship, the ŠKODA driver was also crowned FIA European Rally Champion*. While the 32 years old Norwegian could celebrate his ERC title on the podium of Rally Hungary, the scenery at RallyRACC Rally de España was completely different. Mikkelsen actually watched the decisive kilometres of the Spanish WRC round on a screen in the ŠKODA service area.

The reason lies in the rules of WRC2. Drivers can score points only on seven of the twelve rounds, only the best six results count. After nine rounds, Mikkelsen of ŠKODA Motorsport supported team Toksport WRT had already six results in the bag. Thus, the WRC2 points leader skipped the WRC rounds 10 and 11. But his only title rival, fellow Norwegian Mads Østberg, missed the chance. The Citroën driver did not collect enough points in Finland and Spain to overtake the absent Mikkelsen in the overall standings. As Østberg cannot score at the WRC season's last rally in Italy (19-21 November), Mikkelsen was crowned WRC2 Champion in Salou. "It feels weird to win a title and not wearing an overall," Mikkelsen laughed.

One weekend later, Mikkelsen drove the ŠKODA FABIA Rally2 evo to sixth position at Rally Hungary. His only pursuers for the ERC title, ŠKODA drivers Mikołaj Marczyk (Orlen Team) from Poland and Efrén Llarena of Rallye Team Spain, finished the penultimate ERC round in second and fourth position respectively. These results left Mikkelsen's points lead

big enough to seal the title with the championship's finale Rally Islas Canarias (18-20 November) still to come. In addition, Toksport WRT prematurely took the overall victory in the ERC's Teams' Championship.

During the 2021 season so far, Mikkelsen shared the cockpit with four different co-drivers: fellow Norwegian Ola Fløene, Jonas Andersson from Sweden, Britons Elliott Edmondson and Phil Hall. Mikkelsen is the first Norwegian and the fifth driver of a ŠKODA to win the FIA European Rally Championship. Juho Hänninen made history in 2012 at the wheel of a ŠKODA FABIA S2000. Jan Kopecký (2013) from the Czech Republic and Finn Esapekka Lappi (2014) followed with the same ŠKODA model. Chris Ingram from England drove, like Mikkelsen now, a ŠKODA FABIA Rally2 evo to the ERC title in 2019.



ŠKODA driver Andreas Mikkelsen (right) and navigator Elliott Edmondson celebrate the ERC title at Rally Hungary

WRC: TWO TITLES UP FOR GRABS

While Andreas Mikkelsen already has the WRC2 Drivers' title in the bag, his team Toksport WRT is still in the race for the WRC2 Teams' Championship. Going into the 2021 finale at FORUM8 ACI Rally Monza (19-21 November), the ŠKODA Motorsport supported, Germany based team leads the points standings. Only nine points behind is Toksport WRT's sole competitor, Movisport. The Italian outfit collected big points at RallyRACC Rally de España with the team's number 1 driver Nikolay Gryazin switching to a ŠKODA FABIA Rally2 evo – and winning WRC2 right away.

Mikkelsen's team mate at Toksport WRT, Marco Bulacia from Bolivia, has a mathematical chance to snatch WRC2 runner-up position from Mads Østberg. Bulacia is 22 points down, with Østberg not eligible for champi-



At the FIA World Rally Championship's finale in Italy, Team Orlen's Kajetan Kajetanowicz (ŠKODA FABIA Rally2 evo) fights for the WRC3 crown

onship points at the Italian WRC round.

Meanwhile in WRC3, Emil Lindholm had a run. The Finn drove a Toksport WRT ŠKODA FABIA Rally2 evo to category victories on his home event and again at RallyRACC Rally de España. Lindholm climbed to third position in the WRC3 overall standings.

But the fight for WRC3 title will go down to the wire between ŠKODA driver Kajetan Kajetanowicz from Poland and Yohan Rossel from France. After three WRC3 victories, Team Orlen's Kajetanowicz did not compete in Finland and finished second in Spain. Going into FORUM8 ACI Rally Monza, he is equal on points with Rossel.

MČR: JAN KOPECKÝ WINS TITLE NUMBER 8

Perfect gift: 120 years after its debut in racing, ŠKODA won the Czech Rally Championship (MČR). At the wheel of an Agrotec ŠKODA Rally Team entered ŠKODA FABIA Rally2 evo, ŠKODA Motorsport

test driver Jan Kopecký took the title already a record eighth time. Highlights of the season were victories at ŠKODA's home event Rally Bohemia and the FIA European Rally Championship qualifier Barum Czech Rally Zlín.



At Bohemia Rally, newly crowned Czech Czech Champions Jan Kopecký and co-driver Jan Hloušek shared a ŠKODA Motorsport entered FABIA Rally2 evo

But it wasn't a walk in the park for Kopecký and co-driver Jan Hloušek. They faced tough opposition from a handful of young drivers, who marked a strong presence of ŠKODA dealer teams. Laureta Auto ŠKODA Team's Filip Mareš and navigator Radovan Bucha scored multiple podium places and finished second overall. Also, Jan Černý/Petr Černohorský of Louda Auto ŠKODA Racing Team and Dominik Stříteský/Jiří Hovorka of ACA ŠKODA Vančík Motorsport impressed the fans. Stříteský even earned himself ŠKODA Motorsport support for the Bohemia Rally and the FIA World Rally Championship round in Spain. But in the end experience prevailed. On the way to title number 8, Kopecký won five MČR rounds.

OTHER RECENT RALLY RESULTS:



Argentina: Victories number three to five for Alejandro Cancio and co-driver Santiago Garcia (ŠKODA FABIA Rally2) in the 2021 Argentinean Championship. They finished first at Rally de Trancas-Tucumán and also won Rally Vuelta de la Manzana and Rally de Catamarca II.



Austria: Three ŠKODA FABIA Rally2 and Rally2 evo on the podium of Austrian Championship round Rally W4. Hungarians Kristóf Klausz/Botond Csányi (Klaus Motorsport) won ahead of local crews Simon Wagner/Gerald Winter and Günther Knobloch/Jürgen Rausch.



Belgium: Icepól Racing Team's Ghislain de Mevius/Johan Jalet (ŠKODA FABIA Rally2 evo) won the Belgium Rally Championship round ConXion Omloop van Vlaanderen. Victory at Rallye de Wallonie went to Adrian Fernémont/Samuel Maillen of ŠKODA customer team Ecurie New Racing.



Chile: ŠKODA 1-2 at two Chilean Championship rounds. At Rally de Casablanca, Peruvians Nicolás Fuchs/Fernando Mussano beat locals Jorge Martínez Fontena/Alberto Alvarez. One event later, at Gran Premio Quillon, Martínez Fontena/Alvarez won ahead of Emilio Fernández/Juan Manuel Sanhueza.



Czech Republic: By winning Barum Czech Rally Zlín overall, ŠKODA Motorsport development driver Jan Kopecký and navigator Jan Hloušek also scored maximum points for the Czech Rally Championship. The Agrotec ŠKODA Rally Team crew won again at the next round, Invelt Rally Pačejov.



Ghislain de Mevius drove Icepól Racing's ŠKODA FABIA Rally2 to victory at Belgium Championship round ConXion Omloop van Vlaanderen



Finland: With victory at Kokkolan UA 60-v Ralli, Emil Lindholm and co-driver Reeta Hämäläinen of ŠKODA customer team TGS Worldwide secured the 2021 title in the Finnish Rally Championship.



France: ŠKODA crew Thierry Law-Long/Mohammad Noor Balbolia won Ronde de l'Est, round of the championship of the French overseas department Réunion.



Germany: Eurosol Racing Team Hungary celebrated two victories in the German Championship. By winning ADAC Knaus Tabbert 3 Städte Rallye, Austrians Simon Wagner/Gerald Winter beat the locals. Victory at the season's finale two weeks later, AvD-Sachsen-Rallye, went to Julius Tannert and co-driver Helmar Hinneberg.



Greece: ŠKODA crew Socratis Tsolakidis/Giorgos Polizois won the Asphalt classification of Rally Deth, third round of the Greek Championship.



Italy: Three victories for ŠKODA customer teams in the Italian Rally Championship. Stefano Albertini and co-driver Danilo Fappani (BS Sport) won Rally 1000 Miglia, Giandomenico Basso/Lorenzo Granai (Movisport) finished first at Rally Due Valli. And victory at Liburna Rally Terra went to Team Palladio's Alberto Battistolli/Simone Scattolin.



Lebanon: ŠKODA FABIA Rally2 evo crew Roger Feghali/Joseph Matar finished FIA Middle East Rally Championship round Rally Lebanon as winners of the national classification.

OTHER RECENT RALLY RESULTS:

 **Lithuania:** ŠKODA crews dominated the past two rounds of the Lithuanian Rally Championship. Vaidotas Žala/Andris Mālnieks (Agrorodeo) won Kuusamet Group Rally Elektrėnai. At Rally Aukštaitija, Dominykas Butvilas/Renatas Vaitkevičius (Proracing) came out on top.

 **Luxembourg:** Two ŠKODA crews on the podium of Rallye Hautes Fagnes, fifth round of Luxembourg's championship. Belgians Cédric Cherain/Damien Withers won, locals Steve Fernandes/Olivier Beck came second.

 **Mauritius:** Rajesh Ramdenee/Richey Beenessreesingh drove a ŠKODA FABIA Rally2 to victory at Tiremaster Rally on the island of Mauritius.

 **Mexico:** Mexican Championship round Rally Sierra Mixteca saw ŠKODA crew Luis Manuel García Torres/Ortega Zapata on top of the podium.

 **Namibia:** Dominant victory for Allan Martin/Maretha Olivier at NAMCOR Swakop Rally. The ŠKODA crew finished the round of the Namibian Championship eleven minutes faster than the runner-up.

 **Netherlands:** Gert Jan Kobus and navigator Martin Nortier drove a ŠKODA FABIA Rally2 evo to victory at Dutch Championship round Eurol Hellen-doorn Rally.

 **Poland:** Three victories for ŠKODA crews in the Polish Rally Championship: Mikolaj Marczyk/Szymon Gospodarczyk

(Orlen Team) won Rajd Śląska and Rally Košice. Kacper Wróblewski and co-driver Jakub Wróbel took Rajd Świdnicki.

 **Portugal:** ERC round Rally Serras de Fafe e Felgueiras also counted towards the Portuguese Championship. That classification won Armindo Araújo/Luís Ramalho of ŠKODA customer team The Racing Factory. The next round, Rally Vidrero-Centro de Portugal, went to ARC Sport's Ricardo Teodósio/José Teixeira in another ŠKODA FABIA Rally2 evo. With second position at Rally de Mortágua, Teodósio secured the title.

 **Romania:** Sebastian Barbu/Bogdan Iancu drove a ŠKODA FABIA Rally2 to victory at Raliul Bucovinei, tenth round of the Romanian Championship.

 **Russia:** Russian Championship round Rally Ekover ended with a double victory for ŠKODA teams. Igor Bulantsev/Mikhail Gendelman (Prospeed) took gold, silver went to Artur Muradian/Yaroslav Fedorov (MR-Motorsport).

 **Serbia:** Team Megaport's Miroslav Angelov/Georgi Gadzhev (ŠKODA FABIA Rally2 evo) from Bulgaria won Rally Serbia, a round of the Bulgarian and Serbian Championship.

 **Spain:** José Antonio Suárez/Pin Alberto Iglesias of ŠKODA customer team Recalvi won two rounds of the Spanish Superchampionship, Rally Blendio Princesa de Asturias and Rallye de Tierra de Madrid.

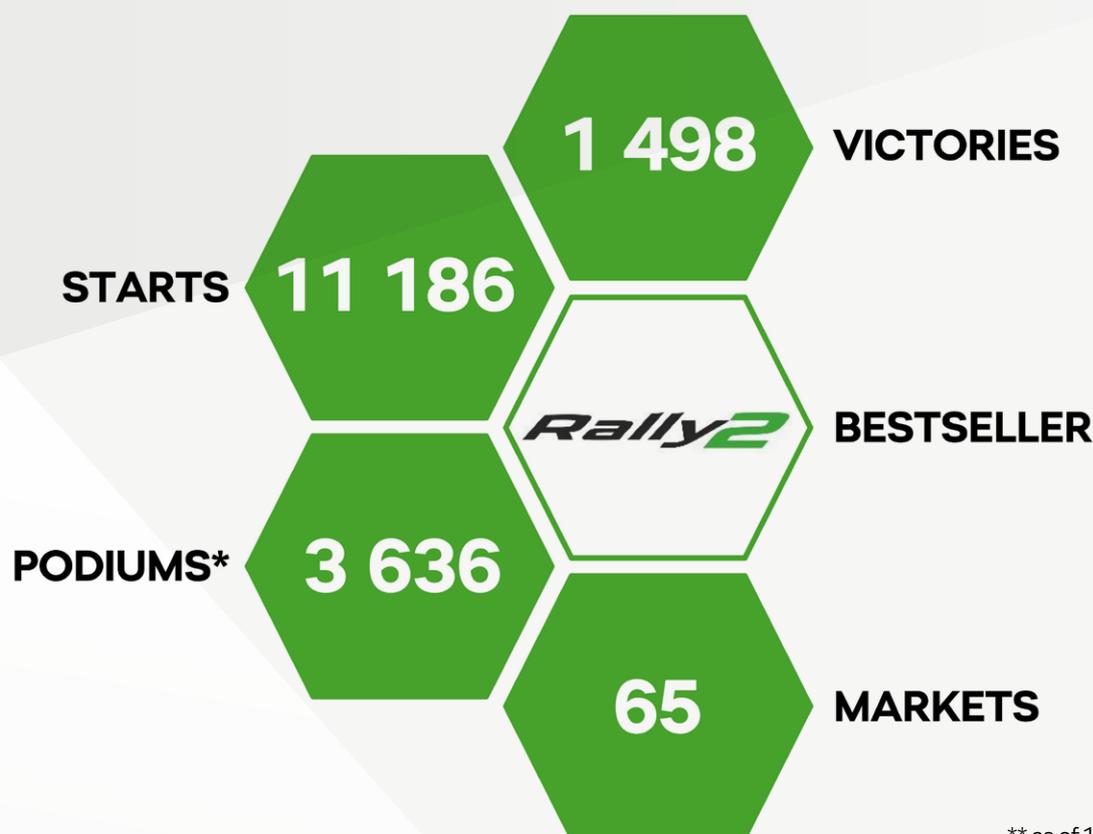
 **Switzerland:** ŠKODA customer teams dominated Ronde Internazionale del Ticino, round 5 of the Swiss Rally Championship. On the podium: winners Sébastien Carron/Lucien Revaz (D-Max Swiss), second placed Ivan Ballinari/Marco Menchini and their Lugano Racing Team mates Mike Coppens/Jérôme Degout. Coppens hit back by winning the following round, Rallye du Valais.

 **Turkey:** BC Vision Motorsport's Burak Cukurova/Vedat Bostanci (ŠKODA FABIA Rally2 evo) won Ege Rallisi, fourth round of the Turkish Championship.



On their way to the Portuguese Championship, Ricardo Teodósio and co-driver José Teixeira won two rallies aboard ARC Sport's ŠKODA FABIA Rally2 evo

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



* 1st to 3rd place
** as of 1/4/2015 to 15/11/2021



The sketched ŠKODA 200 RS is part of the designers' project "Icons get a Makeover"



Daniel Petr takes inspiration from the 50 years old ŠKODA 200 RS

WHAT IF?

Daniel Petr is one of the most experienced designers at ŠKODA. His specialities include sports derivatives of ŠKODA cars and car design for ŠKODA Motorsport. Unsurprisingly he chose the ŠKODA 200 RS for his contribution to the series "Icons Get a Makeover".

"I worked for ŠKODA Motorsport on the design of the OCTAVIA WRC," recalls Daniel Petr of his first steps in designing ŠKODA racing cars. The 1999 OCTAVIA WRC and the 200 RS from 1973, which Daniel decided to transform into its modern form, have a lot in common: They were both outstanding modifications whose task was to compete for the top positions in the World Rally Championship.

For his interpretation of the 200 RS, Daniel Petr decided to go down the route of a completely distinctive design for the 21st century. The silhouette references the original 200 RS, whose roof was lowered by 15 centimetres compared to the mass-produced ŠKODA 110 R. But the chiselled lines with modern details such as the triangular LED headlights, the air intake on the roof, the distinctive rear-view mirrors and the large rear diffuser make Daniel's interpretation a modern supercar. The keen observer will notice the nods to the past: the graphics on the side windows, the radiator grille, the rear spoiler and the golden wheels pay clear homage to the original 200 RS.

Daniel says, the proportions were true to the original, so today it would be a compact sports car. With the engine at the back, of course.

The ŠKODA museum's newest exhibition covers variety of racing cars used by factory and private drivers



TIME MACHINE ON WHEELS

Václav Laurin and Václav Klement, the enthusiastic cyclists who founded their first company in Mladá Boleslav in 1895, had a deep sporting spirit. That didn't change, when their business became ŠKODA AUTO. The ŠKODA Museum's exhibition called „120 Years of ŠKODA Motorsport“ takes visitors back through time to the ages of Laurin and Klement. Original film footage of ŠKODA cars on the race track, period posters and countless trophies from domestic and international events on the “Wall of Fame” work like a time machine.

Five racing specials stir the heart of any lover of fast wheels. First, there is the single-cylinder LAURIN & KLEMENT BZ „motocyclette“ from 1903. Sports cars of the legendary F series from the beginning of the last century are represented by the L&K FC (1909). The post-war era comes alive again with the aluminium-bodied ŠKODA SPORT, a participant in the legendary 24 Hours of Le Mans in 1950.

The past 30 years, after ŠKODA was integrated into Volkswagen Group, are associated with significant technological advances, creating the conditions for an even wider application of modified ŠKODA vehicles in motorsport. The ŠKODA OCTAVIA WRC (2003) and the ŠKODA FABIA Rally2 evo (2019) are examples of this. The displays



The 1980s legacy of the ŠKODA 130 RS (foreground) was continued in the 21st century by rally cars like the ŠKODA FABIA S2000

are complemented by a ŠKODA 130 RS (1978) and ŠKODA FABIA S2000 (2015), that are part of the museum's permanent exhibition, and a number of sports cars in the adjacent depository, which is also accessible.

Also on display is equipment used by contemporary rally drivers. A simulator gives visitors the chance to experience what it would be like to be in their shoes. Another interactive element is a quiz on the sporting achievements of the L&K/ŠKODA brand.

The exhibition will be on display in the ŠKODA Museum in Mladá Boleslav until 20 March 2022. Doors are open every day from 9 am to 5 pm.

More information: museum.skoda-auto.com.

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