



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 1 of 15

Mladá Boleslav, 10 October 2022

Press Kit RS Experience

Contents

Introduction	2
ŠKODA OCTAVIA RS	5
ŠKODA KODIAQ RS	6
ŠKODA FABIA RS Rally2	7
ŠKODA FABIA RS Rally2: Optimised chassis and better weight distribution	9
ŠKODA FABIA RS Rally2: Cutting-edge technology and maximum safety	11
ŠKODA Motorsport history	13



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 2 of 15

ŠKODA RS models: Sporty by tradition

- › The RS designation was added to the 180 RS and 200 RS rally prototypes for the first time in 1974
- › The Czech carmaker's sporty production models have also featured the acronym since 2000
- › The RS portfolio currently includes the OCTAVIA RS, OCTAVIA RS iV, KODIAQ RS and the all-electric ENYAQ COUPÉ RS iV
- › The FABIA RS Rally2 model designation forges a link to the legendary 'Monte' winner, the ŠKODA 130 RS

Mladá Boleslav, 10 October 2022 – RS – these two letters have been synonymous with 'Rally Sport' and high performance at ŠKODA for around 50 years. The Czech car manufacturer is set on continuing its series of successes in the Rally2 category with the FABIA RS Rally2 – the newest member of ŠKODA's RS family. Since 2000, the designation has also been used to denote the company's sporty production models. The current portfolio includes the OCTAVIA RS and OCTAVIA RS iV with plug-in hybrid drive, as well as the KODIAQ RS SUV and the all-electric ENYAQ COUPÉ RS iV. The RS models highlight how motorsport and production vehicles mutually benefit from transferring technology.

Johannes Neft, ŠKODA AUTO Board Member for Technical Development, says: "RS – at ŠKODA, these two letters symbolise decades of motorsport tradition and countless victories on the international race tracks and rally circuits. As a new member of the RS family, the new FABIA RS Rally2 has all the credentials to continue this success story. At the same time, our RS production models have delivered outstanding performance and sportiness for over 20 years."

RS – Motorsport success 'made in Mladá Boleslav'

Short for 'Rally Sport', ŠKODA first introduced the 'RS' designation for the ŠKODA 180 RS and 200 RS rally prototypes in 1974. The car manufacturer presented the legendary 130 RS in 1975, and it still holds a special place in the company's history, owing to its numerous motorsport successes. Developed for racing, the two-door coupé based on the ŠKODA 110 R series model weighs just 720 kilograms thanks to its lightweight construction with body parts made of aluminium (roof and outer skin of the doors) and glass fibre-reinforced GRP plastic (wings and front bonnet). By 1983, the rear-wheel drive model with a 140 hp 1.3-litre engine had celebrated numerous successes on the international rally tracks and circuits. In 1977, the ŠKODA 130 RS, also known as the 'Porsche of the East', finished first and second in its class at the legendary Monte Carlo Rally and also won the Acropolis Rally. On the circuit, it clinched overall victory in the European Touring Car Championship in 1981.



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 3 of 15

FABIA RS Rally2 recalls the successes of the 130 RS

In its model designation, the current FABIA RS Rally2 recalls the successes of the 130 RS and brings the legendary combination of letters back to the rally track. The successor to the FABIA Rally2 evo, the most successful rally car in its category, benefits from the best-in-class aerodynamics of the current fourth-generation FABIA production model as well as its particularly rigid body. Its new 1.6-litre turbo engine is based on the 2.0 TSI from the EA888 engine series that ŠKODA also installs in the OCTAVIA RS and KODIAQ RS.

Best-selling OCTAVIA – the first RS production model

For more than two decades, ŠKODA has also been using the designation for the sporty range-topping versions of some production vehicles. Debuting in 2000, the ŠKODA OCTAVIA RS featured a 132 kW (180 hp) 1.8-litre turbo engine, sports suspension and a striking rear spoiler. It was initially available as a saloon, with a COMBI version launched two years later. Since then, ŠKODA has also offered RS versions of both OCTAVIA body variants. The second-generation OCTAVIA RS, introduced in 2005, came with a 2.0 TFSI petrol engine generating 147 kW (200 hp). In addition, the range was expanded to include a 2.0-litre 125 kW (170 hp) diesel engine. The first time the 135 kW (184 hp) 2.0 TDI was also available in combination with all-wheel drive was in the third OCTAVIA RS released in 2013. The output of the 2.0 TSI petrol engine increased from the original 162 kW (220 hp) to 180 kW (245 hp) during its production period. The fourth generation introduced in 2020 brought with it the first-ever OCTAVIA RS iV with plug-in hybrid drive, offering a 180 kW (245 hp) system output.

Development of the RS model portfolio

On the heels of the first OCTAVIA RS' success, ŠKODA expanded the RS family in 2003 to include a FABIA RS, featuring a 1.9 TDI engine with a 96 kW (130 hp) output. In 2010, the company launched the RS variant of the second-generation FABIA. The 132 kW (180 hp) 1.4-litre petrol engine had dual-charging via a compressor and turbocharger, with a 7-speed DSG providing the power transmission. The FABIA RS was also available as a COMBI for the first time. Released in 2018, the KODIAQ RS became the first SUV model in the ŠKODA RS family. The seven-seater initially sported a 2.0 TDI with biturbo charging, delivering 176 kW (240 hp). Since the 2021 model revision, the KODIAQ RS has been powered by a 2.0 TSI 180 kW (245 hp) petrol engine. The brand's first all-electric RS model, the ENYAQ COUPÉ RS iV, joined the range in 2022. With a system output of 220 kW (299 hp)*, it is currently ŠKODA's most powerful production model. And in the near future, ŠKODA will be adding another model to the RS family.

ENYAQ COUPÉ RS iV – ŠKODA's current top model

Topping the current model range, the ENYAQ COUPÉ RS iV offers a comprehensive range of standard equipment, including its Crystal Face with 131 LEDs lighting up the vertical ribs of the ŠKODA grille as well as a horizontal light strip. All four wheels are driven by two electric motors. These accelerate ŠKODA's first all-electric RS model from 0 to 100 km/h in just 6.5 seconds, with a top speed of 180 km/h.

The Design Selections RS Lounge and RS Suite are available for the interior of the ENYAQ COUPÉ RS iV. The black seats in the RS Lounge design selection are upholstered in Suedia microfibre and feature lime-coloured piping and contrast stitching. The contrast stitching on the heated leather multifunction sports steering wheel bearing the RS badge is in the same colour. Black Suedia with decorative stitching is also featured on the dashboard. The optional Design



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 4 of 15

Selection RS Suite adds visual highlights with black perforated leather, grey piping and contrast stitching, featured not only on the seats but also on the multifunction sports leather steering wheel. The leather-look dashboard also sports contrast stitching.

* Maximum electrical power of 220 kW: maximum power determined in accordance with UN-GTR.21 that can be engaged for a maximum of 30 seconds. The power available in individual driving situations depends on various factors, including the external temperature, the age of the high-voltage battery as well as its temperature, charge level and condition. The maximum power is only available if the temperature of the high-voltage battery is between 23 and 50°C and its charge level exceeds 88%. The maximum power may not be available unless these parameters are met. The battery temperature can to a certain degree be influenced indirectly via the stationary air conditioning function, and the charge level can be set in the vehicle. The currently available power is shown on the vehicle's driving performance screen. To optimally maintain the capacity of the high-voltage battery, a charging target of 80% is recommended for everyday use (this can be changed to 100% before long-distance journeys, for example).



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 5 of 15

ŠKODA OCTAVIA RS: Sporty bestseller

- › Fourth-generation OCTAVIA RS available with petrol, diesel and, for the first time, plug-in hybrid drive
- › Sporty range-topping model offered as saloon or COMBI and with front-wheel or all-wheel drive; output up to 180 kW (245 hp)
- › RS-exclusive black accents on the body and in the interior

The OCTAVIA RS heralded the success of ŠKODA's RS models in 2000. Since then, the Czech car manufacturer has also offered an RS version of its bestseller in every model generation, either as a saloon or COMBI. The drive portfolio is now more diverse than ever, with petrol and diesel engines as well as plug-in hybrid drive and five powertrain combinations.

For the fourth model generation, three engine options and five drive combinations are available for the ŠKODA OCTAVIA RS for the first time. The OCTAVIA RS with a 2.0 TSI petrol engine delivers 180 kW (245 hp) and is available with a 6-speed manual gearbox or a 7-speed DSG. With the direct-shift gearbox, the OCTAVIA RS accelerates from a standstill to 100 km/h in 6.7 seconds, with a top speed of 250 km/h. The output of the 2.0 TDI in the current model generation is 147 kW (200 hp) combined with a 7-speed DSG as standard. The OCTAVIA RS 2.0 TDI is available with front-wheel drive or all-wheel drive as an option. For the first time, ŠKODA is also offering the model with plug-in hybrid drive. A 1.4 TSI petrol engine and an electric motor generate a system output of 180 kW (245 hp) for the OCTAVIA RS iV, with a 6-speed DSG transmitting the power to the front wheels.

ŠKODA's signature radiator grille and glossy black visual accents

A number of visual details distinguish the ŠKODA OCTAVIA RS as the sporty top-of-the-range model at first glance. The ŠKODA grille and exterior mirrors are finished in gloss black, while the rear apron features a red reflector across the entire width of the vehicle in true RS style. Alongside progressive steering, which comes as standard, sports suspension also enhances the vehicle's dynamic handling. The ICE models are 15 millimetres lower. DCC adaptive chassis control is available as an option.

Sporty interior and central airbag

Sporty black and carbon finish dominate the interior of the OCTAVIA RS. The three-spoke, flattened multifunction sports steering wheel finished in perforated leather bears the RS logo. Front sports seats with integrated headrests come as standard and are upholstered in black fabric; red or grey stitching adds a colourful contrast on both the seats and dash. Ergonomic sports seats with Suedia microfibre and leather upholstery, seat depth adjustment and massage function are available as options. An innovative central airbag between the two front seats prevents the driver and front passenger from colliding with each other in an accident, especially in the event of a side impact.



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 6 of 15

ŠKODA KODIAQ RS: First SUV in the RS family

- › 60-kilogram lighter 2.0 TSI petrol engine for more power and even greater efficiency
- › New 20-inch wheels, RS-specific front apron and high-gloss black visual accents
- › Interior with exclusive RS styling and black Suedia upholstery with contrast stitching

In 2018, ŠKODA presented the KODIAQ RS – the first SUV in the RS family – with a 176 kW (240 hp) biturbo diesel engine. The car demonstrated its sporting ambitions at the time by setting a lap record for seven-seater SUVs on the legendary Nürburgring-Nordschleife. Since the Czech car manufacturer updated the technology of its large SUV in 2021, the KODIAQ RS has been even sportier and more efficient; its current 2.0 TSI petrol engine has an output of 180 kW (245 hp) and is more than 60 kilograms lighter than its predecessor.

In summer 2018, before its official presentation, the ŠKODA KODIAQ RS completed a lap of the 20.832-kilometre Nürburgring-Nordschleife in 9:29.84 minutes. This record time for a seven-seater SUV impressively demonstrated just how sporty a large SUV can be. The first SUV in ŠKODA's RS family was powered by a 2.0-litre biturbo diesel, the most powerful diesel engine in the brand's history with an output of 176 kW (240 hp). As standard, a 7-speed DSG and all-wheel drive transmitted the maximum torque of 500 Nm.

New engine takes the car from 0 to 100 km/h in 6.5 seconds

Since 2021, the KODIAQ RS has been powered by a 2.0 TSI petrol engine generating 180 kW (245 hp). The new unit is more than 60 kilograms lighter than its predecessor, while the new 7-speed DSG saves a further 5.2 kilograms. This makes the all-wheel-drive SUV even more dynamic as well as improving its performance; the KODIAQ RS accelerates from 0 to 100 km/h in 6.5 seconds and reaches a top speed of 234 km/h. The sporty handling is also supported by progressive steering as standard coupled with DCC adaptive chassis control, while the engine note is particularly rich thanks to Dynamic Sound Boost.

RS-exclusive black trim adds dynamic visual presence

Distinctive black body accents, such as on the ŠKODA grille, as well as numerous visual details, make the KODIAQ RS instantly recognisable as a member of ŠKODA's RS family. The slim full LED Matrix headlights included as standard are another eye-catcher. The rear features the signature RS reflector across the entire width of the vehicle. Sporty black also dominates the interior of the KODIAQ RS, which incorporates a digital instrument cluster with custom layouts and a flattened, three-spoke multifunction sports steering wheel with perforated leather and red stitching as standard. The sports seats with integrated headrests are upholstered in black Suedia with striking red contrast stitching, and the RS logo is also embroidered in red. The front seats are electrically adjustable and have a memory function as well as an extendable seat surface; black leather upholstery is available as an option.



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 7 of 15

ŠKODA FABIA RS Rally2: Newly developed winning model

- › Based on MQB-A0 platform, new 1.6-litre turbocharged engine
- › Rear wing of the FABIA RS Rally2 RS generates twice the downforce of its predecessor
- › Rally car benefits from best-in-class aerodynamics and superior body rigidity of the production FABIA
- › FABIA Rally2 RS designed to run on 100% sustainable fuel

The ŠKODA FABIA RS Rally2 is based on the fourth-generation FABIA. ŠKODA Motorsport developed the rally vehicle from scratch, drawing on the many optimisations made to the production model. For example, the FABIA RS Rally2 boasts a highly efficient aerodynamics package; the re-engineered rear wing generates almost twice as much downforce as its predecessor. The weight distribution has also been optimised, and the FABIA RS Rally2 features a newly developed engine based on the 2.0 TSI from the EA888 engine series. At first glance, ŠKODA Motorsport's new Mamba Green paintwork strikes a parallel with the RS production models OCTAVIA RS and ENYAQ COUPÉ RS iV.

Michal Hrabánek, Head of ŠKODA Motorsport, says: "In developing the FABIA RS Rally2, we applied all the experience we gained with its successful predecessor. We optimised every detail. At the same time, we could build on a perfect new base from the new FABIA production model and take advantage of the improved balance and highly efficient aerodynamics. We are proud that together, we have managed to improve the most successful rally vehicle in its category even further."

The ŠKODA FABIA RS Rally2 brings the striking design language of the fourth-generation FABIA to the international rally tracks. The rally model also features the flat, sharply drawn front headlights of the production vehicle, which extend to the large, hexagonal ŠKODA grille. The headlights and rear lights create visual accents with their LED technology. The side air curtains on the front bumper and the lines of the Czech flag on the front doors are also a nod to the FABIA production model. The Mamba Green paintwork draws a visual parallel to the OCTAVIA RS and the ENYAQ COUPÉ RS iV.

Newly developed rear wing generates almost twice as much downforce

The FABIA RS Rally2 also derives technological advantages from the production model. The best-in-class drag coefficient was an excellent starting point for the experts at ŠKODA Motorsport to develop the highly efficient aerodynamic package. Thanks to meticulous attention to detail, a newly developed rear wing generates almost twice the downforce compared to the predecessor. This offers a tremendous advantage on the track, as greater downforce facilitates higher cornering speeds. The FABIA RS Rally2 benefits from the series-standard air curtains. Along with the splitter on the front bumper, these ensure optimum aerodynamic efficiency at the front, as well as faster airflow and lower pressure under the vehicle.



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 8 of 15

New 1.6-litre turbocharged engine designed to run on 100% sustainable petrol

The FABIA RS Rally2 is powered by an all-new four-cylinder turbo engine with a displacement of 1,620 cm³. The unit features variable valve timing and a new turbocharger and has been newly developed based on the 2.0 TSI from the EA888 engine series, producing around 214 kW (289 hp). Compared to its predecessor, the FABIA RS Rally2's maximum torque of 430 Nm is available over a wider range of engine speeds, and a sequential 5-speed gearbox distributes the power to all four wheels. In accordance with FIA regulations, the 82.5-litre fuel tank is made of impact-resistant rubber and is equipped with a new venting safety valve. A cover made of a carbon-Kevlar composite ensures even better protection. Throughout the 2022 season, the FIA World Rally Championship (WRC) is using 100% sustainable petrol based on modern raw materials as well as high-purity renewable components. The sustainable fuels are derived from biological waste and synthetic e-fuels. Renewable energies are used to produce these racing fuels, involving the electrolysis of 'green' hydrogen as well as CO₂, which is extracted from the air and industrial processes. The 100% renewable petrol is then made in a laboratory without any fossil-fuel components.



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 9 of 15

ŠKODA FABIA RS Rally2: Optimised chassis and better weight distribution

- › Optimised chassis adapted to the specific requirements of rallying
- › More stable handling thanks to wider body and longer wheelbase
- › Test drives carried out across Europe under various weather conditions

Compared to its predecessor, the FABIA RS Rally2 delivers significantly improved handling. The rally model benefits from enhanced weight distribution and balance thanks to its wider body and longer wheelbase from the production FABIA. The chassis and other components have also been strengthened to meet the specific requirements of rallying.

ŠKODA Motorsport subjected the FABIA RS Rally2 to an extremely demanding test programme under various weather conditions long before its presentation in June 2022. It took almost a year to prepare the vehicle for rally use in a range of weather conditions and on tarmac, gravel and snow. From summer 2021 onwards, this involved test drives in the Czech Republic, France, Italy, Croatia, Germany, Belgium and Spain as well as in extreme winter conditions in northern Finland.

Wider body and longer wheelbase allow for better weight distribution

The chassis of the current production FABIA enabled ŠKODA Motorsport to further optimise the handling characteristics of the rally version. The FABIA RS Rally2 benefits from the 48-millimetre-wider body compared to the previous generation and especially the 94-millimetre-longer wheelbase. This makes the vehicle smoother and at the same time improves stability at the rear. Compared to its predecessor, the fuel tank has been repositioned, and the additional space in the engine compartment has been used for a larger intercooler.

Re-tuned chassis for the specific requirements of rallying

The chassis of the FABIA RS Rally2 has been consistently engineered to meet the demands of rallying; compared to the FABIA Rally2 evo, the suspension rebound stroke of the dampers is longer and the MacPherson struts are stiffer. In addition, the engineers have reduced the amount of friction in the dampers. The longer wheelbase also prompted the development of new suspension kinematics. In addition to the design of the differential, the shift characteristics of the transmission and the durability of various components have also been optimised to reduce operating costs, among other things. These components include the kingpins, brake system and wiring harnesses. Since the FIA's technical regulations prohibit the use of electronic driving aids to improve traction, only mechanical limited slip differentials are allowed on the front and rear axles; an additional centre differential is not permitted.

Positive feedback from test drivers

The improved handling also impressed the ŠKODA works drivers, who were actively involved in developing the FABIA RS Rally2. Having taken the FABIA RS Rally2 to its limits on the extremely rough gravel roads of Fontjoncouse in the south of France shortly before its world premiere, Norwegian Andreas Mikkelsen, current World Drivers' Champion in the FIA WRC2 and FIA European Rally Champion, said: "The new ŠKODA FABIA RS Rally2 is faster and at least as reliable as its predecessor." Mikkelsen also drove the FABIA RS Rally2 as a course car at the Rally Bohemia in July 2022.



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 10 of 15

Easy operation using touchpad and steering wheel buttons

Along with enhanced performance, the FABIA RS Rally2 is now easier to operate. A large main display gives an even better overview of vital sensor values for the crew, as well as having new features, such as video playback. The interior also benefits from a new central control panel with touch screen and integrated intercom. The driver can access numerous functions directly using buttons on the steering wheel, and the engine start button is also integrated into the steering wheel, where it can be accessed quickly if, for example, the engine needs to be restarted after a spin.



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 11 of 15

ŠKODA FABIA RS Rally2: Cutting-edge technology and maximum safety

- › **New engine delivering around 214 kW (289 hp) based on the 2.0 TSI from the EA888 engine series**
- › **Sequential 5-speed transmission allows gear changes within milliseconds**
- › **Roll cage made from 35.8 metres of steel and side impact protection made of carbon fibre, Kevlar and energy-absorbing foam**

ŠKODA Motorsport has developed a new engine for the FABIA RS Rally2 and further optimised the time-proven powertrain. The 1.6-litre turbo engine is based on the 2.0 TSI from the EA888 engine series with an output of around 214 kW (289 hp). The maximum 430 Nm torque is distributed across all four wheels via a 5-speed sequential gearbox. The best possible protection for driver and co-driver is ensured by a 35.8-metre tubular steel roll cage and a side-impact protection system made of various high-tech materials.

ŠKODA Motorsport has developed a new engine for the FABIA RS Rally2. The Rally2 regulations of the FIA (Fédération Internationale de l'Automobile) stipulate a 1.6-litre turbo engine based on a production engine for vehicles in this category. ŠKODA has based its engine on the 2.0 TSI with integrated exhaust manifold from the EA888 engine series. The same engine family is used in the KODIAQ RS and OCTAVIA RS. The four-cylinder features redesigned intake and exhaust ports, optimised pistons and combustion chambers as well as variable valve timing for a significantly enhanced mixture preparation and combustion process. The newly designed lubrication system ensures efficient engine lubrication while using less oil. The engineers also revised the exhaust system, which has a new turbocharger, and developed an innovative intercooler and cooling circuit with greater cooling capacity. The FABIA RS Rally2 also benefits from new engine management software. The diameter of the air restrictor is 32 millimetres, in line with the FIA's technical regulations for the Rally2 category. This translates to an engine output of around 214 kW (289 hp) and a maximum torque of 430 Nm.

Power transmission via 5-speed sequential gearbox

The sequential gearbox, which was specially designed for rally use, has five gears in accordance with FIA specifications and enables the driver to change gears in milliseconds using the gear stick alone. Although the FABIA RS Rally2 has a mechanical clutch, it is only used for starting, parking or when driving slowly. The disconnecting clutch between the front and rear axles is now operated electro-hydraulically when the handbrake is pulled, and locks the rear wheels only when steering into sharp corners on the rally track. The electro-hydraulic control is a new technology developed for the FABIA RS Rally2; the predecessor only had a hydraulically operated disconnecting clutch. For optimum acceleration on tight, winding rally stages, the FABIA RS Rally2 has a relatively short gear ratio, offering a top speed of around 200 km/h.

Comprehensive crew protection

The measures and equipment used to protect the driver and co-driver in a rally vehicle differ significantly from those in a production model. In addition to racing seats with integrated head protection and six-point seat belts, they include mechanical features such as a roll cage and sophisticated side protection in the event of a side impact. An energy-absorbing structure made of



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 12 of 15

foam and door panels made of composite materials are installed between the outer door skin and the interior. The structure of the composite panels is predefined: five layers of carbon and one layer of Kevlar. The Kevlar layer is closest to the driver and co-driver and protects them from sharp fragments of carbon in the event of an accident. The absorbing foam must be approved by the FIA and have the minimum volume specified in the regulations in order to reduce the impact energy and thus the force on the human body. For safety reasons, the side windows of the FABIA RS Rally2 are not made of glass but of lightweight polycarbonate and can be easily removed in line with FIA regulations.

Roll cage made of high-strength chromoly steel

ŠKODA Motorsport engineers have also used computer calculations to develop a new roll cage for the FABIA RS Rally2, made from a total of 35.8 metres of high-strength chrome-molybdenum steel tubing. It consists of longitudinal, transverse and diagonal tubes in the door openings, under the roof, around the windscreen and behind the seats. The dimensions and material of the safety cell are defined in the FIA's technical regulations. ŠKODA Motorsport goes far beyond these requirements in the FABIA RS Rally2. In the event of an accident, the roll cage ensures the survival space of the driver and co-driver even if the bodywork is badly damaged. The roll cage is welded to the chassis during body assembly before the side panels and roof are fitted. This procedure allows for even greater manufacturing precision, as well as a better fit and connection to the body. To better distribute the forces generated in a side impact, both body sides of the FABIA RS Rally2 are joined by the seat bracket structure and an additional rail. The gussets in the door openings are also even more robust than required by the FIA. To optimise the strength of the shoulder belt attachment points, the FABIA RS Rally2 has been fitted with an additional cage tube on each side of the vehicle.



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 13 of 15

ŠKODA Motorsport history: A string of titles and successes

- › The Czech carmaker can look back on 121 years of motorsport tradition
- › Legendary ŠKODA 130 RS takes class victory at the 1977 Monte Carlo Rally
- › The ŠKODA FABIA Rally2 and Rally2 evo are among the world's most successful rally vehicles in their category with over 1,900 victories
- › Twelve World Championship titles for ŠKODA Motorsport and its customer teams from 2015 to 2022

For the past 121 years, ŠKODA has been a force to be reckoned with on racing circuits and rally tracks around the world. Among the legends in the brand's long history in motorsport is the ŠKODA 130 RS, which celebrated a double victory in its class at the famous 1977 Monte Carlo Rally, establishing the brand's RS tradition. From 2015 to 2022, the Rally2 and Rally2 evo dominated the WRC2 category in rallying. With over 1,900 victories, twelve world championship victories and numerous other regional and national titles around the globe, they are among the world's most successful rally cars in their category.

ŠKODA's motorsport history – like the history of the company itself – began on two wheels, with the Slavia Type B motorbike. In November 1899, four years after founding the company, Václav Laurin and Václav Klement added the first motorbikes to their range alongside bicycles. In June 1901, they completed their first race, the 1,196-kilometre long-distance race from Paris to Berlin, held in three stages. After WWI, the Mladá Boleslav-based brand entered its first racing cars and achieved the first major success in January 1936 when the ŠKODA POPULAR came second in the legendary Monte Carlo Rally in the class up to 1,500 cm³.

Successes in the post-war period

Following WWII, ŠKODA quickly returned to the racetracks. In July 1948, three ŠKODA 1101 Tudor cars celebrated a triple victory in the touring car class up to 1.1 litres in the comeback of the 24-hour race in Spa, Belgium. The original OCTAVIA went on to win its class three times in a row at the Monte Carlo Rally from 1961 to 1963.

The first RS racing cars and the legendary ŠKODA 130 RS

ŠKODA's first RS racing cars in the 1970s marked the beginning of another successful chapter in motorsport history: 1974 saw the creation of two rally prototypes, the ŠKODA 180 RS and 200 RS. In 1975, the ŠKODA 130 RS superseded these two models. Dubbed the 'Porsche of the East', it celebrated a double victory in its class at the 1977 Monte. The coupé later won its class three times at the Acropolis Rally (1978, 1979 and 1981). The ŠKODA 130 RS was also extremely successful on the circuit, winning the manufacturers' title in the European Touring Car Championship in 1981. The revised ŠKODA 130 LR continued to compete in various rallies well into the 1980s, taking sixth place overall in the 1986 Sanremo Rally, for example, and overall victory in the Turkey Rally – part of the European Championship – in the same year.

Three decades of rallying success for ŠKODA

ŠKODA entered the 1990s with several new models. First, the FAVORIT celebrated four class victories in a row at the Monte Carlo Rally, from 1991 to 1994, with the final two being double victories. Its successor, the FELICIA, also triumphed at the Monte in 1997. Against the background



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 14 of 15

of these successes, ŠKODA decided to enter the top class of the World Rally Championship with the OCTAVIA WRC, the first ŠKODA rally vehicle with four-wheel drive. It was replaced in 2003 by the FABIA WRC, which was based on the first-generation FABIA. The carmaker introduced its successor in 2009 with the rally variant FABIA SUPER 2000. The vehicle celebrated a Monte class victory in 2013 and another four podium finishes between 2010 and 2015.

FABIA Rally2 and Rally2 evo: The most successful rally vehicles in their category

In 2015, ŠKODA presented the FABIA R5, which has gone on to become the world's most successful rally car in its category, dominating the WRC2 category. Following a change in the regulations, this four-wheel drive model based on the third-generation FABIA was later renamed FABIA Rally2. In 2019, ŠKODA Motorsport launched the FABIA R5 evo (today known as FABIA Rally2 evo), an upgraded version of its successful model. By October 2022, the over 470 units in total of both models built by ŠKODA Motorsport had achieved more than 1,900 victories, including four triumphs at the Monte Carlo Rally, and 4,650 podium finishes in 14,440 event starts worldwide. ŠKODA Motorsport and its customer teams have celebrated a total of twelve World Championship titles in driver and team categories with the FABIA R5/Rally2 and its evo versions, along with numerous other titles in Europe, the Asia-Pacific region and in national championships around the world.

Further information:

Vítězslav Kodym
Head of Product Communications
T +420 326 811 784
vitezslav.kodym@skoda-auto.cz

Zbyněk Straškraba
Product Communications
T +420 326 811 785
zbynek.straskraba@skoda-auto.cz

ŠKODA Media Room

skoda-storyboard.com

Download the ŠKODA Media Room app



Follow us at twitter.com/skodaautonews for all the latest news. All the content on ŠKODA's RS models can be found at [#SkodaRS](https://twitter.com/SkodaRS).



ŠKODA
SIMPLY CLEVER

PRESS KIT

Page 15 of 15

ŠKODA Motorsport:

- › ŠKODA has been active in motorsport since 1901, garnering success in rallies as well as circuit racing.
- › Highlights include winning the 1981 European Touring Car Championship (ETCC) with the ŠKODA 130 RS.
- › In recent years, the ŠKODA FABIA celebrated numerous successes for the Czech manufacturer on rally stages worldwide. From 2009 to 2014, the ŠKODA FABIA S2000 (2.0 naturally aspirated engine, four-wheel drive) secured 50 international titles and national rally championships. The ŠKODA FABIA S2000 also helped to win the FIA European Rally Championship (ERC) and the Intercontinental Rally Challenge (IRC) three times each.
- › The ŠKODA FABIA R5 (1.6 turbo engine, four-wheel drive) continued the S2000's success story in 2015. In subsequent years, ŠKODA Motorsport factory drivers took multiple titles in the FIA World Rally Championship's support category WRC2/WRC2 Pro with the models ŠKODA FABIA R5 (Rally2) and ŠKODA FABIA Rally2 evo. Titles went to Jan Kopecký (CZE), Esapekka Lappi (FIN), Pontus Tidemand (SWE), Kalle Rovanperä (FIN). Supported by ŠKODA Motorsport, Toksport WRT became Team Champion of the WRC2 category in 2020.
- › ŠKODA Motorsport customer teams have also secured titles in the FIA World Rally Championship (WRC), the FIA European Rally Championship (ERC) and the FIA African Rally Championship (ARC), the North and Central American Rally Championship (NACAM), the South American Rally Championship (CODASUR) and the Asia-Pacific Rally Championship (APRC).
- › In 2021, Andreas Mikkelsen (NOR, Toksport WRT) took the WRC2 Drivers' Championship and the FIA European Rally Championship overall at the wheel of a ŠKODA FABIA Rally2 evo.
- › By October 2022, the ŠKODA FABIA R5 (Rally2) and ŠKODA FABIA Rally2 evo had secured over 1,900 victories and more than 4,650 podium positions in 65 countries.

ŠKODA AUTO

- › is successfully steering through the new decade with the NEXT LEVEL – ŠKODA STRATEGY 2030.
- › aims to be one of the five best-selling brands in Europe by 2030 with an attractive line-up in the entry-level segments and additional e-models.
- › is emerging as the leading European brand in important growth markets such as India and North Africa.
- › currently offers its customers twelve passenger-car series: the FABIA, RAPID, SCALA, OCTAVIA and SUPERB as well as the KAMIQ, KAROQ, KODIAQ, ENYAQ iV, ENYAQ COUPÉ iV, SLAVIA and KUSHAQ.
- › delivered over 870,000 vehicles to customers around the world in 2021.
- › has been a member of the Volkswagen Group for 30 years. The Volkswagen Group is one of the most successful vehicle manufacturers in the world.
- › independently manufactures and develops not only vehicles but also components such as engines and transmissions in association with the Group.
- › operates at three sites in the Czech Republic; has additional production capacities in China, Russia, Slovakia and India primarily through Group partnerships, as well as in Ukraine with a local partner.
- › employs 45,000 people globally and is active in over 100 markets.