

## Škoda 130 LR (1984): Last motorsport model from Mladá Boleslav with rear-mounted engine

- › Rally car designed to meet the regulations of the famous Group B with great leeway for technical adaptations compared to series models.
- › Ladislav Křeček and Bořivoj Motl finished 6th overall with the Škoda 130 LR at the 1986 Rally San Remo – the best result for Škoda up to that point
- › The abolition of Group B at the end of 1986 also put an end to the LR's short international career
- › The 130 LR and 130 L/A models were Škoda's last rear-engined rally cars

**Mladá Boleslav, 14 May 2026 – Scarcely a decade after the premiere of the iconic Škoda 130 RS coupé, the next generation of rally cars from Mladá Boleslav was on the starting grid with the Škoda 130 LR; in the 1980s, Group B racing cars dominated the rally world. Once again, the car manufacturer from Mladá Boleslav also had several irons in the fire, with talented drivers repeatedly outperforming even the most prominent names.**

Most rally fans remember Group B as the domain of powerful racing cars that reached incredible speeds for their time. But it was precisely because of these dazzling displays that a series of incidents occurred that ultimately led to the category being completely abolished. The Škoda 130 LR also started in Group B in the shadow of some truly fearsome supercharged models from well-known manufacturers. Despite significantly lower power output in comparison, it enjoyed great success against the competition.

With its rear engine and drivetrain, the Škoda 130 LR had a comparatively unconventional design compared to competitors' models. The only vehicle on the track with a similar technical design was the Porsche 911. Development of the 130 LR began after the elimination of Group 2 had ended the long, successful career of the 130 RS. The task was to design a follow-up to the Škoda 130 RS, as its homologation had almost expired. At the same time, the aim was to present a vehicle based on the large series Škoda 105/120 model. The new car was to be even lighter, faster and more manoeuvrable than its predecessor.

To achieve this, the designers in Škoda's motorsport department came up with several innovations. The engine with a displacement of 1.3 litres received a new eight-channel cylinder head made of aluminium. This was derived from the powertrain development for the Favorit; the soon-to-be successful model was in preparation at the time. With two Weber DCOE twin carburettors, the unit delivered 130 hp, which was transmitted to the rear wheels via a five-speed gearbox and self-locking differential.

The 130 hp was particularly impressive due to the Škoda 130 LR's low kerb weight of just 730 kg. The bonnets and doors were made of aluminium; the side windows and later also the rear window were made of Macrolon plexiglass. Anything that was not essential was

removed from the vehicle, while a light metal protective frame from HEIGO protected the occupants.

For enhanced manoeuvrability, the 130 LR featured a new rear axle with modified kinematics. This made it possible to adjust the ground clearance and install an anti-roll bar. In addition, the front suspension was modified, and adjustments were made to the braking system. The front brake discs were cooled, and disc brakes were used on the rear axle – another technical innovation. The front and rear brake ratio could be adjusted, and a state-of-the-art hydraulic handbrake was also fitted.

The homologation of the Škoda 130 LR, or the testing of a series of 200 units by the International Automobile Federation (FIA), took place at the Vrchlabí plant on 19 December 1984. The LR made its debut on the rally circuit as early as February of the following year, naturally with the aim of building on the many successes of its predecessor. At its very first appearance, the Valašská zima Rally in 1985, the Škoda 130 LR finished in the top three places thanks to the driver teams Křeček/Motl, Haugland/Bohlin and Kvaizar/Janeček. The Škoda 130 LR scored its first major international success at the famous British RAC Rally at the end of 1985, where the Norwegian driver, John Haugland finished 15th overall.

The next big triumph came the following year at the Acropolis Rally, one of the toughest rallies in the world. The duo Ladislav Křeček/Bořivoj Motl won their class and finished 13th overall. They even managed to top this result at the 1986 San Remo Rally, when they placed sixth overall. The greatest success was the victory of the Austrian driver team Gerhard Kalnay/Günter Tazreiter in the overall classification of the Marlboro Günaydin Turkish Rally. In this European Championship round, the Škoda 130 LR far outpaced the Peugeot 205 Turbo 16, the Audi Quattro, the MG Metro 6R4, the Renault 5 Turbo and other strong vehicles in the field.

Following a series of fatal accidents during the 1986 season, the FIA announced the end of Group B racing towards the end of the season, which effectively marked the end of the 130 LR's international career. The 130 LR went on to compete for two more years in the national championship and in the then Peace and Friendship Cup, where the duo Pavel Sibera/Petr Gross won the last championship title in the rear-engined car in the 1988 season. During this period, the works team was already competing in international races with the Škoda 130 L cars modified for Group A with slight adaptations. At the same time, production of the new Favorit hatchback with a front engine was underway, and the designers focused on developing a new rally car with front-wheel drive.

Given the boisterous nature of amateur rallies, very few of the several hundred 130 LR cars built (including 200 homologation vehicles, 20 race cars and an unknown number of vehicles modified to 130 LR specifications) have survived to this day. Owing to the increasing interest in rally cars from the 1980s, the original 130 LR factory cars are now in great demand among collectors and are traded at correspondingly high prices.

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**Škoda 130 LR**

With its rear engine and drivetrain, the Škoda 130 LR had an unconventional design compared to competitors' models.

Source: Škoda Auto



**Škoda 130 LR**

The Škoda 130 LR had an aluminium engine with an eight-channel cylinder head that delivered 130 hp. Other parts of the vehicle were also made of aluminium; the windows were plastic. A five-speed gearbox was installed. The Škoda 130 LR was 90 kilograms lighter than its predecessor, the 130 RS, while offering much better handling and more effective brakes.

Source: Škoda Auto



**Škoda 130 LR**

The Škoda 130 LR debuted in 1985 and aspired to build on the successes of its predecessor, the 130 RS.

Source: Škoda Auto



**Škoda 130 LR**

For enhanced manoeuvrability, the 130 LR featured a new rear axle with modified kinematics. This made it possible to adjust the ground clearance and install an anti-roll bar. In addition, the front suspension was modified, and adjustments were made to the braking system.

Source: Škoda Auto



**Škoda 130 LR**

The Škoda Felicia Kit Car with 1.6-litre engine had an output of 172 hp and achieved 100 km/h in 6 seconds.

Source: Škoda Auto

**Škoda Motorsport**

- › Škoda celebrates 125 years of Motorsport since the first efforts in 1901, garnering success in rallies as well as in circuit racing.
- › Highlights include winning the 1981 European Touring Car Championship (ETCC) with the Škoda 130 RS.
- › Since 2009, the Škoda Fabia celebrated numerous successes for the Czech manufacturer on rally stages worldwide.
- › Until 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 successor model Škoda Fabia R5 (1.6 turbo engine, four-wheel drive) entered the scene in 2015. Later renamed to Škoda Fabia Rally2 and followed by the further developed Škoda Fabia Rally2 evo, the model collected nearly 2,000 victories in 68 countries until the end of the 2022 season.
- › During this period, Škoda Motorsport factory drivers Jan Kopecký (CZE), Esapekka Lappi (FIN), Pontus Tidemand (SWE) and Kalle Rovanperä (FIN) won the FIA World Rally Championship's support category WRC2/WRC2 Pro. Škoda Motorsport also took the WRC2/WRC2 Pro Manufacturers' title five times in a row from 2015 to 2019.
- › Beginning with the 2020 season, Škoda Motorsport changed its strategy to supporting private teams. The success story continued: Driving a Škoda Fabia Rally2 evo run by Toksport WRT, Andreas Mikkelsen (NOR) und Emil Lindholm (FIN) became WRC2 Champions in 2021 and 2022. Mikkelsen became WRC2 Champion again in 2023 with team Toksport WRT, when the all-new Škoda Fabia RS Rally2 entered the scene. The Škoda Motorsport supported team Toksport WRT also won the WRC2 Teams' title three times in 2020, 2022 and 2023. In 2025 Toksport WRT took another WRC2 Teams' title and Nikolay Gryazin/Konstantin Aleksandrov of Toksport WRT become WRC2 Challenger drivers' and co-drivers' champions respectively.
- › Škoda Motorsport customer teams have also won titles in the FIA World Rally Championship (WRC), FIA European Rally Championship (ERC), the FIA African Rally Championship (ARC), the FIA North American and Central American Rally Championship (NACAM), the FIA South American Rally Championship (CODASUR) and the FIA Asia-Pacific Rally Championship (APRC).

**Škoda Auto**

- › is successfully steering through the new decade with the Next Level Škoda Strategy;
- › aims to become one of the top three best-selling brands in Europe by the end of the decade by offering its customers the best of both worlds through a range of attractive BEV, hybrid & ICE products;
- › effectively exploits the potential in important growth markets such as India, Vietnam and the ASEAN region;
- › currently offers customers 12 passenger car model ranges: Fabia, Scala, Octavia, Superb, Kamiq, Karoq, Kodiaq, Elroq, Enyaq, Slavia, Kylaq and Kushaq;
- › delivered more than 1,040,000 vehicles to customers worldwide in 2025;
- › has been part of the Volkswagen Group, one of the world's most successful car manufacturers, for more than 30 years;
- › is part of Brand Group CORE, an organisational merger of the Volkswagen Group's volume brands, with the aim of achieving joint growth and significantly increasing the overall efficiency of all five volume brands;
- › independently develops and produces components such as MEB battery systems, engines and transmissions for other Volkswagen Group brands;
- › operates three production plants in the Czech Republic; has production capacities in Slovakia, Kazakhstan and India, mostly through group partnerships, as well as in Vietnam and Ukraine in cooperation with a local partner;
- › employs around 40,000 people worldwide and is active in almost 100 markets.