Škoda F3, Type 992 (1964): European-class Formula racing car

- **The Škoda F3 monoposto was one of the top racing cars in the eponymous formula racing category in the 1960s**
- **Technology adopted from the Škoda 1000 MB, 1.0 l rear engine with an output of 90 hp, weighing 420 kilograms and a top speed of 210 km/h**
- **Jaroslav Bobek won the Czechoslovak championship in 1966, Miroslav Fousek triumphed in the F3 championship for Communist countries in 1968**

Mladá Boleslav, 14 May 2026 – When the regulations for the traditional Formula 3 monoposto category changed in 1964, Škoda was able to respond quickly thanks to the 1000 MB, which was already under development at the time. Three all-new single-seaters competed during the 1965 season with the experienced drivers Václav and Jaroslav Bobek and Miroslav Fousek. The newly established formula class also offered the brand and its drivers a unique opportunity to take on the competition from Western Europe.

The Czechoslovak Grand Prix in September 1949 was to be the last international automobile race in the then Communist country for a long time. The big stars of the Grand Prix on the Masaryk Circuit were later involved in founding Formula 1. At the last race, enthusiasm made up for the lack of financial resources, materials and political will. Under the most modest conditions, single-seater racing cars were built that met the specifications of international Formula racing.

The first Formula 3 races took place at the end of the 1940s. In terms of engines, affordable 500 cm^3 single-cylinder motorbike engines were used, which subsequently became widely adopted. In 1951, the series was renamed 'International F3'. However, by the end of the 1950s, the more modern Formula Junior with series-produced four-cylinder engines under 1,100 cm^3 displacement had debuted in Italy. This finally evolved into the classic Formula 3, with cars with displacements of up to 1,000 cm^3 on 1 January 1964.

Škoda's monoposto project was given the designation Škoda 992 in Mladá Boleslav – a reference to its technical similarity to the Škoda 990 type, which was ready for series production as the newly designed Škoda 1000 MB model in spring 1964. The first Škoda 992 single seater was completed in February 1964. It had a tubular steel trellis frame and independent suspension, with trapezoidal half-axles at the front and five-link suspension at the rear. An advanced solution – even by international standards – was to mount coil springs and shock absorbers on both axles inside the body, which had a positive effect on the monoposto's aerodynamics.

The adjustable shock absorbers made it possible to vary the car's ground clearance. Its 13-inch alloy wheels with Dunlop tyres were braked by four disc brakes from the British

manufacturer Girling. A Škoda in-line four-cylinder engine with OHV valve control and a triple-bearing crankshaft was fitted longitudinally in front of the rear axle. This drivetrain was produced with numerous modifications until 2003 and was last used in the first-generation Škoda Fabia.

In the F3 monoposto, the engine had a displacement of 999 cm^3 with a shorter stroke and larger borehole. Starting from the vehicle's vertical axis, it was inclined 12° to the left and the clutch was flanged to the rear end.

Between the clutch and the gearbox was the so-called 'intermediate gear ratio', which allowed the centre of gravity of the engine to be lowered and thus the overall gear ratio to be adapted to the characteristics of each racetrack. The differential gear had a transmission ratio of 4.44 and was the same as that used in series production. Water and oil coolers were located at the front of the car in front of the driver's feet. Next to him on both sides were the fuel tanks that had a total capacity of 30 litres. The slim bodywork was made up of several parts and was removable; it was developed in the wind tunnel and initially made of aluminium, being replaced shortly afterwards by fibreglass-reinforced plastic. Space in the cockpit was at a premium – hence the small steering wheel with a diameter of only 300 mm. The unladen weight of the Škoda F3 was just under 420 kilograms, with the front axle accounting for 41.5% and the rear, including the engine, for 58.5%.

The one-litre engine originally delivered 53 kW (72 hp) at 7,250 rpm. However, a gradual increase in compression and further optimisations had boosted its output to 66 kW (90 hp) at 8,000 rpm by the 1966 season, while at the same time reducing the car's overall weight by 15 kg. At the end of 1964, the Škoda F3 reached a top speed of 188 km/h during test drives at the airfield in Hoškovice, yet just two years later it hit the 200 km/h mark.

From the very beginning, the Škoda F3 was among the front runners in all its races. At that time, the competitions were still being staged on demanding circuits that had not been artificially constructed; they were also held on inner-city courses with cobblestones and sunken manhole covers. For example, the traditional 'Mezi pavilony' race in the city of Brno was held on an improvised track between the pavilions of the exhibition grounds. In 1966, Václav (Sen.) and Jaroslav Bobek took the first two places there with their Škoda racers. Jaroslav Bobek was crowned Czechoslovak Formula 3 champion in the same year, and two years later his team-mate Miroslav Fousek triumphed in the championship for Communist countries.

With these victories, the successful career of the visually and technically impressive Škoda F3 monopostos slowly came to an end. At the end of the 1960s, the cars increasingly came up against competition from Western European countries, such as the Brabham and Tecno racing cars, in international races. In domestic races, primarily Lotus Cosworth cars prevailed, and behind their wheels were well-known drivers such as Vladimír Hubáček and Vladislav Ondřejík for the Dukla Prague team. Nevertheless, the Škoda single seaters performed admirably in the often unequal battles and have rightly earned a prominent place in the history of Czechoslovakian motorsport. The fate of the monopostos from Mladá Boleslav

was sealed with the change to the Formula 3 regulations in 1971, which stipulated engines with a capacity of 1.6 litres. As a result, the Škoda F3 cars would only serve to supply technology to Škoda's new Formula models.

The Škoda F3 of Václav Bobek Sen. remained in the possession of AZNP and is now part of the Škoda Museum collection. Miroslav Fousek's car was donated to the National Technical Museum in Prague in 1971, and Jaroslav Bobek's single-seater was converted by Václav Král into the two-seater Spider Baghira in the mid-1970s.

Contact

Jan Hrbek

Motorsport Communications

+420 730 867 534

jan.hrbek@skoda-auto.cz

https://skoda-motorsport.com

Škoda Motorsport:

Facebook YouTube X

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.