

ŠKODA MOTORSPORT PRESS RELEASE

Page 1 of 6



40 years ago – ŠKODA 130 RS wins the 1981 European Touring Car Championship

- › Based on the ŠKODA 110 R road car, the 130 RS celebrated class victories on rally stages and circuits from the mid-1970s to the beginning of the 1980s
- › 1,3 litre rear-mounted engine delivered in excess of 140 hp
- › Aluminium alloy and glass-fibre components for the widened body kept the weight on the class limit of 720 kilograms
- › ŠKODA finished already the 1980 European Touring Car Championship (ETCC) second overall, climbing one step higher the following year
- › In 1981, all-Czech driver squad celebrated seven class wins in eight races

Mladá Boleslav, 27 September 2021 – After celebrating class wins in the World Rally Championship (WRC) at the end of the 1970s, the ŠKODA 130 RS accepted a new challenge in the European Touring Car Championship (ETCC). Starting the campaign with second overall in 1980, the following year brought the biggest success ever for the versatile Czech touring car. The 1981 season came to a close with the chequered flag in Zolder/Belgium on 27 September. With seven division victories, ŠKODA had claimed the manufacturers' title in the era's most popular championship for production-based race cars.

Since 1976, the European Touring Car Championship (ETCC) allowed cars prepared to group 5 and group 2 specifications. While the highly sophisticated – thus very expensive – silhouette group 5 formula soon faded into extinction, the more standard group 2 received attention from a number of manufacturers and the fans.

At that time, the series drew 100,000s of spectators to classic tracks like the Nurburgring-Nordschleife, Silverstone or Monza. The Grand Prix Brno in then Czechoslovakia was one of the rare occasions, the international racing scene visited the Eastern side of the so-called Iron Curtain.

The field was made up of several divisions related to engine capacity, Division 1 setting the limit at a displacement of 1,300 cubic centimetres. Championship points in the manufacturers' classification were awarded to the division result. Thus, the series was not only attractive for builders of big cars, but also for makers of road cars with relatively small engines.

The motorsport department developed the ŠKODA 110 R Coupé with rear engine and rear-wheel drive into a thoroughbred racing car - the 130 RS. The group 2 version was homologated on 1 May 1975. When ŠKODA decided to join the ETCC, the car had already been successful in the World Rally Championship, for example scoring a 1-2 in its class at the Rallye Monte-Carlo 1977. The ŠKODA 130 RS also had celebrated countless victories on East European circuits.

The weight limit in division 1 stood at a very low 720 kilograms. So, the ŠKODA engineers could use alloy for door skins, roof and the front hood and even fibre glass for front and rear fenders and the engine cover. With a block manufactured from alloy, the ŠKODA 120 S derived engine already had racing in the genes. Bored to 1.3 litres, modified with a special head, extra-long intakes and breathing through two twin-choke Weber carburettors with 40 or 45 millimetres diameter,

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Page 2 of 6

the water-cooled four cylinder delivered between 125 and 142 hp, depending on the race characteristics. A dry-sump lubrication system kept oil pressure in check under most demanding racing conditions. A five-speed gearbox – later a four-speed version was homologated – and a limited-slip differential transferred the engine power to the track. Brakes from Girling and Koni shock absorbers as well as Goodyear tyres fitted on 13 or 15 inch light alloy rims completed the equipment.

Over the years, the factory-based motorsport department built 200 ŠKODA 130 RS. Additionally, a lot of private teams converted 110 R road cars into their own 130 RS, making the car a common sight on race and rally tracks especially in Eastern Europe.

Taking the European Touring Car Championship by storm

When the first ŠKODA 130 RS appeared in the ETCC of 1980, their competitors in division 1 mainly came from Alfa Romeo and Fiat, later also Audi joined the battle for Division 1 victories. The ŠKODA 130 RS machines started winning immediately, scoring seven division victories from nine races. As only the seven best results counted for the overall score, ŠKODA collected the maximum total of 140 points – the same amount as three other manufacturers. According to the regulations, in such an ex aequo situation the better eighth result had to be taken into account. Thus, the Czech brand was relegated to second overall.

The 1981 ETCC season was made up of eight races, most of them going over a distance of 500 kilometres. The factory supported ŠKODA teams fielded all Czech crews. As it was common practice for the best drivers to share two cars during the same race, frequently their names appeared in different positions in the final result. For example, when ŠKODA started the season by winning division 1 at the Monza 4 hours race, Břetislav Enge and Zdeněk Vojtěch were classified first and third as well. The duo, supported by different third drivers, Václav Bervid and Jan Šenkýř, also won the division at the 500 kilometres races in Vallelunga close to the Italian capital Rome, in Donington and Enna-Pergusa on Sicily in addition to their home game at the Grand Prix Brno and the Tourist Trophy on the legendary Silverstone circuit. Josef Michl, Oldřich Vaníček and Petr Martinovský scored two more division victories at the wheel of the ŠKODA 130 RS, giving the brand seven wins out of the year's first seven races. Only at the season closing EG Trophy in Zolder on 27 September 1981, there was another team on the top step of the podium.

Again, only the seven best results counted for the overall score. ŠKODA was awarded a total of 140 points for seven division victories – the same amount as BMW in division 5. Also again, the eighth result was taken into account. ŠKODA nominated third position from Zolder, a place BMW couldn't match. Finally, the manufacturers' title of the European Touring Car Championship went to Mladá Boleslav.

For the 1982 season, the ETCC fundamentally changed its technical regulations. The ŠKODA 130 RS was no longer eligible. The brand switched its motorsports focus back to rallying again, developing the successor model ŠKODA 130 LR into another class-winning machine.

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Page 3 of 6



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ŠKODA 130 RS Group 2 / Specifications

Engine:	straight four-cylinder, four stroke, eight overhead valves normally aspirated, two double-choke 40 carburetors (alt. 45 mm), water-cooled, dry sump oil lubrication, located rear longitudinal with 30° inclination to co-driver's side, Bore x Stroke 75.5 x 72.0 mm, Capacity 1,289 cc; evolution variant: 75.7 x 72.0 mm, Capacity 1,299 cc Compression Ratio 10.0 : 1
Power Output:	125 – 142 hp at 8,500 rpm
Gearbox:	manual, 5 speed (from 1976: 4 speed) with different ratios
Chassis:	2-door coupe body made from steel front hood, door skins and roof made from aluminium alloy, front and rear fenders, engine cover and front spoiler made from fibre-glass, rear and side windows made from Perspex
Suspension:	Front: double wishbones with coil springs, telescopic shock absorbers and roll bar Rear: semi trailing arm with coil springs, telescopic shock absorbers and roll bar
Brakes:	Front: discs, 259 mm diameter, Girling callipers Rear: drums, 230 mm diameter
Wheels:	diameter 13 or 15 inch, maximum width for ETCC: 9 inch
Dimensions:	Length: 4,020 mm Width: 1,720 mm; from 1976: 1670 mm Wheelbase: 2,400 mm minimum weight for ETCC: 720 kgs

European Touring Car Championship 1981 / Results of ŠKODA 130 RS teams*

4 hours Monza (I):	1. Břetislav Enge/Václav Bervid/Zdeněk Vojtěch 3. Jan Šenkýř/Břetislav Enge/Zdeněk Vojtěch
500 kms Vallelunga (I):	1. Jan Šenkýř/Bratislav Enge/Zdeněk Vojtěch 2. Břetislav Enge/Zdeněk Vojtěch 3. Adolf Fešárek/Josef Sivík
500 kms Donington (GB):	1. Břetislav Enge/Zdeněk Vojtěch 3. Adolf Fešárek/Josef Sivík
Austria Trophäe Salzburg (A)	1. Josef Michl/Oldřich Vaníček

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Page 4 of 6

Grand Prix Brno (Czechoslovakia)	1. Břetislav Enge/Zdeněk Vojtěch 2. Josef Michl/Oldřich Vaníček/Petr Martinovský 3. Jan Šenkýř/Zdeněk Vojtěch 4. Adolf Fešárek/Josef Sivík/Vít Kotas
500 kms Enna-Pergusa (I)	1. Jan Šenkýř/Břetislav Enge/Zdeněk Vojtěch 3. Josef Michl/Oldřich Vaníček/Petr Martinovský 4. Břetislav Enge/Zdeněk Vojtěch
Silverstone Tourist Trophy (GB)	1. Jan Šenkýř/Břetislav Enge/Zdeněk Vojtěch 3. Josef Michl/Oldřich Vaníček/Petr Martinovský
EG Trophy Zolder (B)	3. Josef Michl/Oldřich Vaníček/Petr Martinovský 4. Adolf Fešárek/Josef Sivík

** in division 1 (group 2 cars up to 1,300 cc displacement)*

European Touring Car Championship 1981 / Manufacturers' Classification

1. ŠKODA, 140 points*
2. BMW, 140 points*
3. Ford, 117 points
4. Audi, 110 points
5. Mazda, 92 points
6. Opel, 58 points

** seven best results from eight races counted, ŠKODA with the better eighth result (ex aequo rule)*

Media images:



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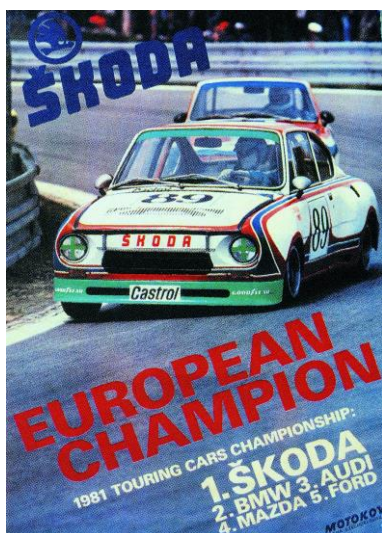
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ŠKODA MOTORSPORT PRESS RELEASE

Page 5 of 6



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ŠKODA Motorsport Overview

ŠKODA has been successful in motorsports since 1901. Be it on the circuit or in rallies, ŠKODA has celebrated victories and won titles all around the world. Historical highlights include victory in the European Touring Car Championship 1981 as well as multiple titles in the FIA World Rally Championship's WRC2 category. Over the years, ŠKODA customer teams also won numerous national championships as well as titles in the FIA European Rally Championship (ERC), the der Intercontinental Rally Challenge (IRC), 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 teams have also triumphed in the world's oldest and most famous rally, taking several class victories in the legendary Rallye Monte-Carlo, which was first held in 1911.

In 2009, the ŠKODA FABIA SUPER 2000 took the rally scene by storm. The following seasons, the all-wheel-drive rally car with a 2.0 litres normally aspirated engine won 50 national and international titles worldwide. It then wrote the most successful chapter in ŠKODA's motorsport history – until its successor surpassed it. The ŠKODA FABIA R5, a production-based rally car with four-wheel drive and 1.6 litres turbo engine, was homologated in its original form by the International Automobile Federation FIA on 1 April 2015. Further developed to ŠKODA FABIA R5 evo (homologated on 1 April 2019), the high-tech car successfully continues the long tradition of ŠKODA Motorsport. Due to changes in regulations, the car was re-named ŠKODA FABIA Rally2 evo in 2020.

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120

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Page 6 of 6

The success story of the ŠKODA FABIA R5 took off in 2016, when Esapekka Lappi (FIN) won the WRC2 drivers' title of the FIA World Rally Championship. The following year, Pontus Tidemand (SWE) won the WRC2 drivers' category, while ŠKODA Motorsport took the WRC2 manufacturers' title. In 2018, ŠKODA factory driver Jan Kopecký was crowned WRC 2 drivers' champion. 2019 was the most successful year in the history of ŠKODA Motorsport. Kalle Rovanperä and Jonne Halttunen (FIN/FIN) won the WRC2 Pro drivers' and co-drivers' title as well as substantially supporting ŠKODA Motorsport to win the WRC2 Pro manufacturers' title. In 2020 ŠKODA customer team Toksport WRT became Team Champion of the WRC2 category.

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- › 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 India, Russia and North Africa.
- › currently offers its customers ten passenger-car series: the FABIA, RAPID, SCALA, OCTAVIA and SUPERB as well as the KAMIQ, KAROQ, KODIAQ, ENYAQ iV and KUSHAQ.
- › delivered over one million vehicles to customers around the world in 2020.
- › 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; manufactures in China, Russia, Slovakia and India primarily through Group partnerships, as well as in Ukraine with a local partner.
- › employs more than 43,000 people globally and is active in over 100 markets.