

MOTOKOV PRESS SERVICE



SPORTS SUCCESSES OF THE SKODA CARS

The trade mark "SKODA", and its predecessor "Laurin and Klement" can boast of many a success in the past. For instance, as far back as in 1903 - 1904, when the firm Laurin and Klement manufactured motorcycles and motor bicycles, it took part in 64 racing events. The culmination of the achievements of the L+K motorcycles was, in 1905, the victory of the Czech driver V o n d ř i c h in the Coupe Internationale in France.

The first cars, "VOITURETTES" likewise had a good sporting start from the very beginning - in 1905, the L+K make gained first, second, and fourth prize in the touring car category of the classical Semmering hill climb. Another successful era commenced in 1911 by the victories in the popular Zbraslav-Jíloviště hill climb; the victory in the Opčina hill climb near Trieste became quite legendary, and, besides, the L+K team brought medals from the 1911 Alpenfahrt.

A great endurance test was the Petersburg - Sevastopol trial, in which the L+K car gained first prize in the third category. In the next event, the "Caucasian Cup" trial, Alexandr Kolovrat with his L+K car was the outright winner. The last pre-war Alpenfahrt brought the L+K make its greatest success: in addition to other awards gained in the course of 1914, the driver K o l o v r a t was awarded the ALPENFAHRT Challenge Cup for being the most successful competitor in this exacting trial for five years in succession.

After World War I, the SKODA cars remained true to the tradition of their famous predecessors. Their high quality was clearly demonstrated by the small Popular model - four SKODA-Popular cars

covered the 14,800 km long route from Prague to India in 1934. The 1934 Alpine Trial was another success for these models. Their crews arrived without any bad points, and were awarded two Alpine Cups and two Gold Medals.

The year 1936 was for the SKODA make a year of success after success, beginning with the severe endurance test of the Monte Carlo Rally, in which Eng. Jaroslav Hausman and Zdeněk Pohl at the wheel of a SKODA Popular took second place in their class and 8th place in the total classification.

Next, in 1936, the Czech editor and enthusiastic motoring promoter, F. A. E l s t n e r prepared a tour called "One Hundred Days in a Small Car". In the same year, another successful tour with a SKODA Rapid car was accomplished by B.J. Procházka and J. Kubias. Their objective was to make a round-the-world tour in a small car within 100 days. They covered almost 28,000 km within 97 days.

A new chapter of sports successes began after the Liberation in 1945. One of these was the victory in the Raid Polski trial. In 1955, Václav Bobek Senior became outright winner of the Sachsenring event. In 1960, V. Bobek Senior with V. Hubáček at the wheel of a SKODA car took third place in the "Tour d'Europe". In 1963, the same driver together with Eng. V. Rieger took third place in his class of the Monte Carlo Rally. In 1964, it was the International Shell Rally, 4,000 miles / 6400 km / long - from Vancouver to Montreal - in which V. Bobek was winner of his class, and the SKODA team took first place.

The greatest success of 1970 abroad was the participation in the European Championship of Touring Cars, in which the driver Václav Bobek Junior took a honorable third place in the first division up to 1000 c.c., thus contributing to the second place of the SKODA make in the factory trade mark antest. In the most famous European motoring events of 1971, the SKODA Rallye 110 L models, running in the group 2/1150 c.c., scored ten starts - ten victories:

1. February 1971 - Finland - Hanki Rally:
 1. Haugland-Antonsen, Norway
2. May - Austria - 42. Alpenfahrt - European Championship of Trade Marks:
 1. Haugland-Antonsen, Norway
 2. Horsák-Eng. Motal, Czechoslovakia
 3. Žid-Eng. Vylít, Czechoslovakia
3. May - the GFR - Rallye Wiesbaden - European Championship of Drivers
 1. Horsák-Eng. Motal, Czechoslovakia
 2. Jelínek-Soukup, Czechoslovakia
4. July - the Czechoslovakia - Rallye Vltava - European Championship of Drivers overall succession:
 1. Žid-Eng. Vylít, Czechoslovakia
 2. Horsák-Eng. Metal, Czechoslovakia
 3. Kec-Steuer, Czechoslovakia
5. August - Hungary - Rallye Cordatic - Championship of Socialist Countries
 1. Žid-Eng. Vylít, Czechoslovakia
 2. Horsák- Eng. Metal, Czechoslovakia
6. September - the Czechoslovakia - Rallye Slovakia - Championship of Socialist Countries
 1. Kapras-Hršel, Czechoslovakia
 2. Eng. Rosický, Cvrkal, Czechoslovakia
7. September/October - V. Rallye Yugoslavia
 1. Jelínek-Kvaizar, Czechoslovakia
 2. Cirkovič-Ješič, Yugeslavia
8. October - the GDR - Rallye Wartburg - Championship of Socialist Countries
 1. Jelínek-Kvaizar, Czechoslovakia
9. October - the GFR - Tour d'Europe - route 14,000 km long
 1. Haugland-Antonsen, Norway - SKODA Rallye 110 L
 2. Horsák-Eng. Motal, Czechoslovakia SKODA Rallye 110 L
10. November - England - RAC Rally - European Championship of Trade Marks
 1. Haugland-Antonsen, Norway SKODA Rallye 110 L
 2. Sveinsvøl-Olsen, Norway SKODA Rallye 110 L