

Škoda Fabia R5/ Rally2/ Rally2 evo: Successful in the hands of factory drivers and privateers alike

- › **Production based rally car replaces Škoda Fabia Super 2000 in 2015**
- › **All-wheel drive and 1.6 litres turbo engine producing roughly 214 kW (290 PS)**
- › **Common parts and road car derived components keep costs low for development, competition and rebuilding**
- › **Until 2021 season's end, more than 1,500 victories collected; also titles in world, European and national championships all over the planet**

Mladá Boleslav, 14 May 2026 – Bearing the name R5, a completely new vehicle class was introduced for global rallying in 2012. It's still valid today, albeit under the name Rally2. Based on the Fabia series production model, Škoda Motorsport developed a completely new rally car, which over time became the most successful in the category. In addition to fielding its own factory drivers, Škoda Motorsport from the very beginning also concentrated on supporting customer teams.

In 2012, a new vehicle category in global rallying replaced the Super 2000 class, in which Škoda had celebrated numerous successes with the Fabia Super 2000. Following the regulations for the new R5 category, today known as Rally2, Škoda Motorsport developed a successor model based on the third generation Škoda Fabia road car, which was presented in 2014.

The strategy behind the R5 regulations was to bring the rally cars closer to their production counterparts again as well as to reduce the costs for development, competition and revisions. The foundation were completely new technical regulations, which still exist today. Instead of the two-litre naturally aspirated engine of the Super 2000 class, which was designed purely as a racing engine, a near standard 1.6-litre turbo powerplant became common for R5 class cars. This engine could be derived from any production model. Škoda opted for the four-cylinder of the Superb variant sold in China. In accordance with the class limit, the displacement was reduced to 1,620 cubic centimetres. To level out the engine performance of different R5 models, a 32 millimetres FIA approved air restrictor was stipulated. The engine of the Škoda Fabia's rally variant has been further developed in several stages since 2015. In its current version, it produces around 214 kW (290 hp) with a maximum torque of 425 Newton metres.

In the R5/Rally2 class, most of the components of the all-wheel drive are common. As well as all its competitors, the rally going Škoda Fabia's drivetrain features a gearbox with five forward gears and no centre differential. The sequential shift gearbox is specially developed for racing. Other technical components, on the other hand, must be based on freely available

and therefore comparatively low-cost production parts, including for example the brake system, the turbocharger and the intercooler.

However, the manufacturers were given room for improvement. Škoda Motorsport used this freedom in 2019 to further develop its bestseller into the Škoda Fabia R5 evo. The progress concerned, among other areas, the engine, the chassis, the differentials front and rear as well as the intervals for rebuilding. Following a change in nomenclature by the FIA, the Škoda Fabia R5 evo also was renamed Škoda Fabia Rally2 evo. In 2020 and again in 2021, Škoda Motorsport introduced further improvement steps for its successful rally car before bringing the new generation car in 2022.

The Škoda Fabia R5, which made its world championship debut in Portugal in spring 2015, continued the success story of its predecessor. Škoda Motorsport factory drivers won the WRC2 and WRC2 Pro categories of the FIA World Rally Championship in 2016 (Esapekka Lappi/FIN), 2017 (Pontus Tidemand/SWE), 2018 (Jan Kopecký/CZE) and 2019 (Kalle Rovanperä/FIN).

Purposefully designed as a rally car for customer sport from the very beginning, Škoda Fabia R5, Škoda Fabia Rally2 and Škoda Fabia Rally2 evo also became the most successful and popular vehicle of the category in the hands of private drivers and teams. ŠKODA Motorsport customers have won over 3300 rallies since 2015, including the current model Škoda Fabia RS Rally2, thus securing numerous titles in categories WRC2 and WRC3 of the FIA World Rally Championship, among others. They have also won the FIA Asia-Pacific Rally Championship (APRC), the FIA South American Rally Championship (CODASUR), the FIA African Rally Championship (ARC) and more than 100 national championships. In the 2021 WRC season, Norwegian Andreas Mikkelsen of Škoda Motorsport supported Team Toksport became WRC2 World Champion and also took the title as European Rally Champion. In addition, around two dozen national and regional championships again went to drivers and teams putting their trust in the Škoda Fabia Rally2 evo.

The production-based rally vehicle from Mladá Boleslav demonstrated impressive versatility right from the start. At the wheel of a Škoda Fabia R5/Rally2/Rally2 evo, drivers celebrated victories in snow-covered Sweden, on the rock-strewn tracks of South America, Australia and Africa, on the soft and extremely fast gravel stages in Finland as well as on the asphalt roads of Italy, Spain and Lebanon.

By the time the new model Fabia RS Rally2 was introduced, Škoda Motorsport had sold more than 460 units of the Škoda Fabia in Rally2 and Rally2 evo variant. Twelve of these were very special examples: a limited edition series with extended equipment launched in spring 2021 to mark the jubilee "120 years of Škoda in motorsport". In addition to the standard equipment, the Škoda Fabia Rally2 evo Edition 120 included a set of green painted magnesium wheels and a full pod of extra LED lights plus LED corner lights. An additional full package of extra internal accessories based on factory crews experience was part of the standard configuration. This included storage bags or nets for personal belongings, tools, spare parts or additional equipment. More comfort improving accessories like camel bags for

drinking water, bottles for car liquids, belts, holders and much more completed the package of extras. The limited edition equipment also brought a unique Edition 120 welcome screen for both monitors in the cockpit, a special car livery plus a plaque identifying the production number. A certificate of authenticity, useful Škoda merchandise like a backpack and an exclusive Škoda Fabia Rally2 evo model car (1:18 scale) with identical looks rounded up the special offer.

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Škoda Fabia R5

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Source: Škoda Auto



Škoda Fabia R5

In 2021, Andreas Mikkelsen won the WRC2 Drivers' classification of the FIA World Rally Championship (WRC) and also the FIA European Rally Championship (ERC) overall. In both series, the Norwegian drove a Škoda Fabia Rally2 evo of team Toksport WRT.

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.