

## Škoda Fabia Super 2000 (2008): Successful motorsport comeback for the works team

- › Škoda Fabia S2000 complied with the regulations of the then newly established Super 2000 Rally (S2000) class
- › Naturally aspirated two-litre engine with 280 hp output and all-wheel drive
- › Škoda Fabia S2000 marked factory team's return to international rallying after four-year hiatus
- › Fabia S2000 took fifty national and international championship titles

**Mladá Boleslav, 14 May 2026 – Following the launch of the second-generation Fabia in 2007, the decision was made in Mladá Boleslav to return to international rallies with the works team after a four-year break. The Czech manufacturer put its faith in a top sports car – the Škoda Fabia S2000 – that went on to celebrate numerous international victories.**

After the Škoda Motorsport factory team had withdrawn from the highest class of international rallying, the WRC, it was clear that the rally models from Mladá Boleslav were fully competitive in categories for production-based cars. Continuing the brand's tradition, they had won numerous rallies and titles around the world in previous years thanks to their long-term commitment to motorsport.

The International Automobile Federation (FIA) laid down clear regulations for the newly established Super 2000 Rally (S2000) class: permanent four-wheel drive, naturally aspirated two-litre engine and minimal electronics. This meant some major changes had to be made compared to the technologically advanced Škoda Fabia WRC predecessor with its turbocharged engine. Nevertheless, the Škoda Fabia S2000 also had the ideal set-up to compete on the international rally tracks; it had a lower weight and an output of 280 hp – just twenty horsepower less than its successful predecessor.

The S2000 category was mainly geared towards customer sport. At the same time, it offered car manufacturers the opportunity to develop vehicles that were significantly cheaper to run. All the WRC rounds of the new Intercontinental Rally Challenge (IRC) were shown on television in the brand's key markets, which guaranteed the necessary media coverage and added to the appeal of getting involved. Škoda Motorsport pursued two goals through the IRC project: from a sporting perspective, they wanted to take part in selected IRC rallies, while at the same time promoting customer racing by selling the Fabia S2000 to private teams.

Škoda Motorsport debuted the new race car at the 2009 Monte Carlo Rally. The Fabia S2000 caused a stir on the international rally scene straight off the bat with strong results and major successes, including Juho Hänninen and Mikko Markkula's victory at the Rally

Russia in July. Jan Kopecký and Petr Starý's two wins at the Barum Rally and the Rally Costa Brava also have a firm place in Škoda Motorsport's history. In their very first season, Kopecký and Starý drove to an excellent second place in the IRC championship. Škoda also achieved a strong second place in the manufacturers' championship – despite the team deliberately not taking part in the complete series.

On the heels of these successes came many more. In 2010, Škoda won the IRC Series and Juho Hänninen took the drivers' championship ahead of Jan Kopecký. Despite strong competition, Škoda also secured the brand championship in the following two years with Andreas Mikkelsen at the wheel. In 2011 Juho Hänninen & Mikko Markkula have won the first-ever World Championship title in SWRC for Škoda. From 2013, the car competed in the European Rally Championship, where it dominated for three years. The Škoda Fabia S2000's extremely successful career culminated in Jan Kopecký and Dresler's victory in the 2014 Asia-Pacific Rally Championship. The model went on to take further victories in national championships. The Škoda Fabia S2000 won a total of 50 national and international titles worldwide between 2009 and 2014.

The Fabia S2000 signalled Škoda's return to the top of the international rally scene. This marked the beginning of a motorsport success story, to which its successors have since added some of the most successful chapters in the history of Škoda Motorsport.

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**Škoda Fabia S2000 (2008)**

The Škoda Fabia S2000 was developed according to the rules of the new Super 2000 category, which stipulated a naturally aspirated two-litre engine with an output of 280 hp, four-wheel drive and minimal electronics.

Source: Škoda Auto



**Škoda Fabia S2000 (2008)**

The S2000 category was mainly geared towards customer sport. At the same time, it offered car manufacturers the opportunity to develop vehicles that were significantly cheaper to run.

Source: Škoda Auto



**Škoda Fabia S2000 (2008)**

The Škoda Fabia S2000 brought home a total of 50 national and international championship titles.

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.