

## Škoda Felicia Kit Car (1995): The next chapter in an international success story

- › **Following the Škoda Favorit's successes on the international rally tracks, the new Škoda Felicia took over the baton in 1995**
- › **The Škoda Felicia Kit Car regularly beat the competition in the overall standings of the World Rally Championship**
- › **Originally powered by a four-cylinder engine with a 1.3-litre capacity, the model was later released with 1.5- and 1.6-litre displacements**
- › **The Felicia Kit Car was the most successful Škoda with one driven axle in the World Rally Championship**

**Mladá Boleslav, 14 May 2026 – The Škoda Felicia was an important model for the Mladá Boleslav-based car manufacturer in the 1990s – not only as a production vehicle but also in rallying. The Škoda Motorsport team homologated a fully-fledged racing car built according to the rules of the new kit car category for the Formula 2 championship.**

After the Škoda Favorit's victory in the World Championship for so-called Formula 2 vehicles, expectations were high for the newly presented Škoda Felicia Kit Car. In the 1990s, it was common for rally cars to be based on production models. This was also true of the Felicia, even though it had considerably more modifications than its predecessor – the Favorit – to meet the requirements of the new kit car category.

The entire body skeleton of the Škoda Felicia Kit Car as well as the roof, doors, bonnet and windows were derived from the production model. The exterior dimensions were virtually identical to the standard version, too, the only differences being the wider mudguards to accommodate larger wheels, and slightly modified bumpers. The dashboard was the same as that used in the production model, but instead of the usual instrumentation, special Stack instruments were fitted. The brakes came from AP Racing and the shock absorbers were supplied by Proflex.

The most significant changes compared to the production car were under the bonnet: When Škoda Motorsport was developing the Škoda Felicia Kit Car, the team not only had the tried-and-tested OHV engine with a capacity of 1,300 cm<sup>3</sup> at its disposal but also an engine with a higher 1.5-litre displacement. It was with this engine that the car was ultimately homologated. Twenty-five years on, the outputs of 136 and 156 hp may seem modest, but the engines were both reliable and light. Since the competition at the time mostly opted for two-litre four-cylinder engines, the cars from Mladá Boleslav and their drivers truly had their work cut out on the international rally circuits.

The specialists at Škoda Motorsport used the technology of the time to its full potential; the engine's pistons and crankshaft were forged, it featured OBR multi-point fuel injection,

Bosch injectors, Jenswey throttle valves, Champion spark plugs and specially designed sports catalytic converters that did not reduce performance.

The McPherson front axle was freely adjustable, and all set-ups were tested beforehand during road trials. The rear axle, which was reinforced, was based on the one used in the Škoda PICK-UP.

In 1995, the Škoda Motorsport team entered a total of twenty-four rallies, four of which were part of the world championship. Achieving third place in Formula 2 came as a surprise; they were only beaten by the Peugeot and Renault teams who had more powerful vehicles. Nevertheless, their podium finish signalled a promising future – and expectations were more than fulfilled in the following season.

In Mladá Boleslav, it became clear that the vehicle needed a more powerful engine if it was to be a regular winner in its class. Thanks to the brand's existing affiliation with the Volkswagen Group, the designers were able to use an OHC four-cylinder engine with a 1.6-litre displacement and multi-point injection, which also made its debut in production vehicles with the winged arrow at the same time.

Volkswagen itself had never used the engine in racing, so Škoda Motorsport in Mladá Boleslav was almost entirely responsible for developing it. The pistons, connecting rods and crankshaft of the cast-iron four-cylinder engine were forged, and a new camshaft was used for valve timing. The resulting output of 174 hp meant an increase of eighteen brake horsepower compared to the heavier 1,500 cm<sup>3</sup>. The greatest advantage of this engine, however, was its wider power band.

The 1.6-litre engine was used for the first time in Portugal, where Pavel Sibera finished second among the cars with one driven axle. He claimed victory in Australia and Emil Triner left the competition behind in New Zealand. The latter also became famous for drifting onto the finish ramp – even though his Škoda Felicia Kit Car only had front-wheel drive. The legendary Stig Blomqvist achieved his greatest success in the Felicia Kit Car at the famous RAC Rally in Great Britain; in addition to a class victory, he also took third place in the overall standings.

The Škoda Felicia Kit Car rally cars enjoyed regular success in the domestic championship, as well, but as early as 1997, they were gradually replaced by the larger Škoda Octavia Kit Car. This was the forerunner of the first-ever Škoda rally car with four-wheel drive, the Škoda Octavia WRC. The Felicia Kit Car still appeared on the start lists of many races long after the end of its official 'works career'.

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**Škoda Motorsport:**



**Media images:**



**Škoda Felicia Kit Car**

In 1995, the Škoda Motorsport team entered a total of 24 rallies, four of which were part of the world championship. Achieving third place in Formula 2 came as a surprise.

Source: Škoda Auto



**Škoda Felicia Kit Car**

The entire body skeleton of the Škoda Felicia Kit Car as well as the roof, doors, bonnet and windows were derived from the production model. The only differences being the wider mudguards to accommodate larger wheels.

Source: Škoda Auto



**Škoda Felicia Kit Car**

The McPherson front axle was freely adjustable, and all setups were tested beforehand during road trials. The rear axle, which was reinforced, was based on the one used in the Škoda Pick-Up.

Source: Škoda Auto



**Škoda Felicia Kit Car**

The 1.6-litre engine was used for the first time in Portugal, where Pavel Sibera finished second among the cars with one driven axle.

Source: Škoda Auto



**Škoda Felicia Kit Car**

The Škoda Felicia Kit Car with 1.6-litre engine had an output of 172 hp and achieved 100 km/h in 6 seconds.

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.