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Design and Aerodynamics: Production model offers the perfect basis

- › FABIA RS Rally2 benefits from the fourth-generation FABIA's best-in-class aerodynamics
- › Downforce almost doubled compared to predecessor model
- › Emotive design language; paint finish in the RS colour Mamba Green

Mladá Boleslav, 14 June 2022 – The new ŠKODA FABIA RS Rally2 brings the emotive design language of the fourth-generation FABIA to the international racing tracks. The new rally vehicle benefits from the production model's aerodynamics. ŠKODA Motorsport developed a highly efficient aerodynamic package based on the FABIA's best-in-class drag coefficient. As a result, the new FABIA RS Rally2 generates almost twice as much downforce as its predecessor. ŠKODA Motorsport's new Mamba Green paintwork ties in with the sporty RS series models OCTAVIA RS and ENYAQ COUPÉ RS iV.

The new FABIA RS Rally2 rally model translates the fourth-generation FABIA's design language to the world of motorsport. In addition to the longer roof spoiler with lateral finlets, the rally model also features the production vehicle's flat, sharply contoured front headlights that extend right up to the large, hexagonal ŠKODA grille. The front and rear lights set visual accents with LED technology. The Rally FABIA also differs from its production counterpart with significantly wider front and rear wings and numerous air outlets on the body. The Mamba Green paintwork references ŠKODA's RS family, echoing the OCTAVIA RS and the ENYAQ COUPÉ RS iV.

Downforce values practically doubled

The production version of the ŠKODA FABIA has the best drag coefficient in its class. The experts at ŠKODA Motorsport used this perfect foundation to develop the aerodynamics package for the FABIA RS Rally2. Paying meticulous attention to detail, the team managed to almost double the downforce compared to its predecessor – an enormous advantage on the track, as greater downforce facilitates higher cornering speeds. For regulatory reasons, the engineers did not include active aerodynamic parts such as the radiator louvre from the production FABIA.

Lukáš Vojík, an aerodynamics specialist from Technical Development at ŠKODA AUTO, explains: "Some aerodynamic elements from the production model have also proven their worth in the rally car. With this model, we have paid more attention to the aerodynamics than we did with its predecessor, and we've closely examined every detail. Our goal: Greater downforce for higher cornering speeds and improved handling, while at the same time increasing the vehicle's aerodynamic efficiency."

The air curtains in the front bumpers of the production FABIA guide the airstream closely and aerodynamically over the body and wheels. These are also used in the FABIA RS Rally2. They increase the downforce in combination with new side skirts, which prevent air from flowing under the vehicle from the side. Incorporating a front splitter across the entire lower edge of the front bumper, they ensure optimum aerodynamic efficiency at the front. The splitter also reduces the amount of air flowing under the vehicle, thus ensuring faster airflow and lower pressure under the vehicle, which increases the downforce.



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Aerodynamic components typical of a rally car

Several aerodynamic components have been specially developed for the FABIA RS Rally2. In addition to the wider front and rear fenders, the newly developed rear wing increases the downforce. The dimensions and position comply with the regulations for the vehicle's width and height. A small spoiler lip, the so-called Gurney flap, serves as a tear-off edge and also improves the downforce. The airflow over the roof is optimised thanks to a centrally positioned air scoop, which simultaneously supplies fresh air to the cockpit. On a production model, this air intake is located below the windscreen, but on rally cars, this area is very susceptible to dust or water.

Cooling air for engine and brakes

The engine and brakes require more cooling air during racing. This is supplied via special aerodynamic components in the FABIA RS Rally2. Two large, central air inlets at the front allow fresh air for the radiator to be directed to the upper section of the engine compartment and to the turbocharger intercooler, which is positioned lower down. Openings on both sides of the bonnet vent the hot air. In addition, cooling air flows directly onto the front brake callipers via two inlets in the front apron and small ventilation pipes.



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You can find all content related to the ŠKODA FABIA RS Rally2 at [#FabiaRSRally2](https://twitter.com/motorsportskoda).

ŠKODA Motorsport:

- › ŠKODA has been active in motorsport since 1901, garnering success in rallies as well as circuit racing.
- › Highlights include winning the 1981 European Touring Car Championship (ETCC) with the ŠKODA 130 RS.
- › In recent years, the ŠKODA FABIA celebrated numerous successes for the Czech manufacturer on rally stages worldwide. From 2009 to 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 ŠKODA FABIA R5 (1.6 turbo engine, four-wheel drive) continued the S2000's success story in 2015. In subsequent years, ŠKODA Motorsport factory drivers took multiple titles in the FIA World Rally Championship's support category WRC2/WRC2 Pro with the models ŠKODA FABIA R5 (Rally2) and ŠKODA FABIA Rally2 evo. Titles went to Jan Kopecký (CZE), Esapekka Lappi (FIN), Pontus Tidemand (SWE), Kalle Rovanperä (FIN) and Andreas Mikkelsen (NOR). Supported by ŠKODA Motorsport, Toksport WRT became Team Champion of the WRC2 category in 2020.
- › 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).
- › In 2021, Andreas Mikkelsen (NOR, Toksport WRT) took the WRC2 Drivers' Championship and the FIA European Rally Championship overall at the wheel of a ŠKODA FABIA Rally2 evo.
- › By the end of the 2021 season, the ŠKODA FABIA R5 (Rally2) and ŠKODA FABIA Rally2 evo had secured over 1,500 victories and more than 3,700 podium positions in 65 countries.

ŠKODA AUTO

- › 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 important growth markets such as India and North Africa.
- › currently offers its customers twelve passenger-car series: the FABIA, RAPID, SCALA, OCTAVIA and SUPERB as well as the KAMIQ, KAROQ, KODIAQ, ENYAQ iV, ENYAQ COUPÉ iV, SLAVIA and KUSHAQ.
- › delivered over 870,000 vehicles to customers around the world in 2021.
- › 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; has additional production capacities in China, Russia, Slovakia and India primarily through Group partnerships, as well as in Ukraine with a local partner.
- › employs 45,000 people globally and is active in over 100 markets.