

Hyundai i20 WRC

Year: 2015

Chassis number:

MALBC31CADM039480 / 006

**A unique opportunity to
acquire a genuine Works Rally
Car from Hyundai**

- *This chassis helped to
secure the third place in the
Manufacturers'
Championship*
- *Podium finisher with a 2nd
place in the Rally Sweden*
- *Fresh out of restoration and
ready to use*
- *Gravel package included*

Jan B. Lüh
SINCE 2006



Model history



Hyundai's first steps in the World Rally Championship came with the Accent WRC, developed in collaboration with Motor Sport Developments in the UK. Despite steady development, the car struggled against the established manufacturers and failed to achieve a single podium finish. Mounting financial pressures ultimately forced Hyundai to suspend its rallying activities at the end of the 2003 season, marking a premature halt to its ambitions on the global stage.



Hyundai Motorsport returned to the World Rally Championship in 2014 after an eleven-year absence, operating from its new engineering base in Alzenau, Germany. The team introduced the Hyundai i20 WRC, a clean-sheet World Rally Car that combined intensive development with an aggressive factory programme. The car made an immediate impression: after a learning curve through the early rounds, Thierry Neuville converted an extraordinary weekend into the team's maiden victory at Rallye Deutschland 2014 — a watershed moment that ended Volkswagen's run of dominance and confirmed Hyundai's arrival.

In 2015 the i20 WRC continued development with a stable driver line-up including Thierry Neuville, Dani Sordo and Hayden Paddon. The season delivered consistent points and multiple podium appearances as the team learned to extract speed and reliability from the new car across a wide variety of surfaces.



Notable i20 WRC podiums that year included Neuville's strong P2 at Rally Sweden 2015, plus several top-five finishes that collectively helped Hyundai to remain competitive in the manufacturers' battle while refining the car for 2016 homologation updates.

The i20 NG (New Generation) WRC — re-homologated and evolved for 2016 competition — returned tangible rewards. Hayden Paddon scored a dramatic victory on his WRC-winning debut at Rally Argentina 2016, and Thierry Neuville added another triumph at Rally Italia Sardegna 2016, while multiple i20s claimed podium places throughout the year. The 2016 results underlined that Hyundai's factory programme had matured: the i20 was no longer an outsider but a genuine rally-winning car capable of topping the leaderboards on both gravel and tarmac.

The introduction of the i20 Coupe WRC in 2019 elevated Hyundai to new heights. With a strong driver lineup including Thierry Neuville, Ott Tänak, and Dani Sordo, Hyundai Motorsport captured back-to-back FIA WRC Manufacturers' Championships in 2019 and 2020. These triumphs cemented the i20's place in rallying history and confirmed Hyundai as one of the dominant forces in the modern WRC era.





In 2022, the WRC entered the hybrid Rally1 era, and Hyundai responded with the all-new i20 N Rally1 Hybrid. While the season began with challenges, the team quickly adapted, scoring multiple victories with Neuville, Tänak, and Sordo. The addition of Esapekka Lappi in 2023 further bolstered the lineup. Today, Hyundai remains locked in fierce competition with Toyota and M-Sport Ford, consistently fighting for both drivers' and manufacturers' titles.

Hyundai's WRC program has grown into far more than a racing effort — it is a brand flagship. By showcasing innovation, performance, and resilience on the world stage, Hyundai has transformed its image from a budget-oriented manufacturer into a serious contender in the performance and EV sectors. The i20 WRC and its successors embody this philosophy, linking motorsport success directly to Hyundai's global identity and future ambitions.





Specific history of this car

This car is one of a few built chassis for the 2015 WRC season by the Hyundai works team. The 2015 Hyundai i20 WRC was a significantly developed version of the 2014 car. Hyundai Motorsport built upon the "firm foundations" and accumulated experience of their debut 2014 season to make ongoing improvements to the existing i20 WRC model throughout 2015. An engine joker was introduced in Rally Mexico, to deliver more power. This upgrade was ratified on Hyundais in-house engine test bench. A paddle shift was also implemented in Argentina to allow more consistent performance.

The main focus for 2015, though, was on development of the New Generation i20 WRC, which would be introduced for the following season. It was another ambitious phase for Hyundais team with two car projects running concurrently, and with more podium success along the way!

Race history of Chassis 006:

| Racedate | Event: | Driver / Co-Driver | Position |
|------------------------|-------------------|------------------------------------|------------|
| 22.–25. January 2015 | Monte Carlo Rally | Thierry Neuville / Nicolas Gilsoul | 5th |
| 12.–15. February 2015 | Rally Sweden | Thierry Neuville / Nicolas Gilsoul | 2nd |
| 05.–08. March 2015 | Rally Mexico | Thierry Neuville / Nicolas Gilsoul | 8th |
| 21.–24. May 2015 | Rally de Portugal | Thierry Neuville / Nicolas Gilsoul | 38th |
| 02.–05. July 2015 | Rally Poland | Thierry Neuville / Nicolas Gilsoul | 6th |
| 20.–23. August 2015 | Rally Germany | Thierry Neuville / Nicolas Gilsoul | 5th |
| 10.–13. September 2015 | Rally Australia | Thierry Neuville / Nicolas Gilsoul | 7th |

RALLY SWEDEN

WRC
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CHAMPIONSHIP

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CERTINA
SWISS WATCHES



WRC
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RALLY SWEDEN



Ninetech.

RICOH
IT Partner

RAMIRENT

OK Q8

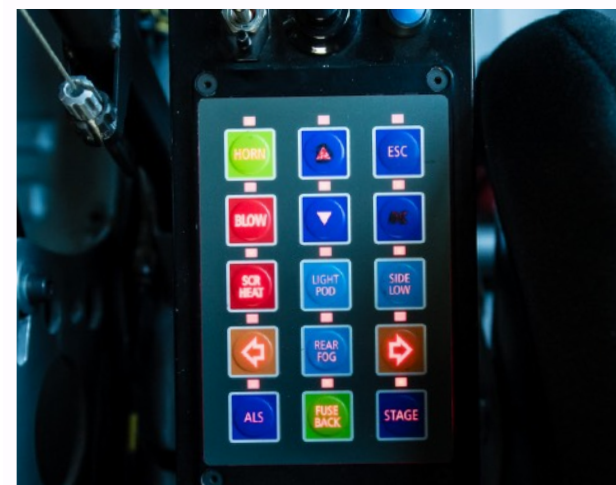
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Rally Monte Carlo 2015

This very car, driven by Thierry Neuville in seven out of 13 rallies, played a decisive role in that achievement, contributing to the team's 224 points that secured Hyundai third place overall in the Manufacturers' Championship. The competition was strong with VW Polo R WRC, Citroën DS3 WRC, and Ford Fiesta RS WRC

By the time regulations changed for 2017, the i20 WRC had fulfilled its mission: it had brought Hyundai its first WRC wins, validated the Alzenau programme, and created a performance platform that would be succeeded by the i20 Coupe WRC. The lessons learned with the i20 WRC — on car setup, tyre usage, and event strategy — fed directly into Hyundai's championship campaigns that followed.



In a world where heritage, rarity, and story define collectible value, the i20 WRC checks all the boxes. It is not only a competitive rally car but also a historical milestone: the car that turned Hyundai from an underestimated newcomer into a global motorsport powerhouse.

For a collector, this is a unique opportunity to acquire a genuine works rally car tied directly to Hyundai's breakthrough results — a pivotal piece of history that marks the moment the brand became a championship contender.

The Hyundai i20 WRC was recently restored by the factory and is in running condition. It's one of three chassis in private hands.

The car comes with a gravel package, spare used windscreen, used brakes, night mask, the FIA Gold Book including a lot of period documents, autographs and more.







RECARO

RECARO

Rally Mexico 2015

