



RALLY MAGAZINE **2026**

12-15 FEB

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From the scorching deserts of Saudi Arabia to the icy roads of Umeå – the love of motor racing brings people together. Umeå is proud to once again welcome visitors from all over the world to four days of speed, snow and spectacular scenery.

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HISTORY

Here we look back and make stops along the way to remember both the more and less magical moments. Times and events that left a mark on our synapses and became important parts of the event's story.

1950 - 2020

THE 50s

Rally Sweden's history began in 1950 with the first round of the Midnight Sun Rally, which at that time was a summer competition running across the entire country. The rally started in Gothenburg, Falsterbo and Stockholm, and finished in Kiruna.



FINISHING IN RÄTTVIK

Starting points in Falsterbo, Gothenburg, Stockholm and Sundsvall, with special stages across the country and the finish in Rättvik to make the journey home smoother. Mostly so that as many people as possible would have a shorter trip home afterward.

THE 60s

In 1965 the rally became the Swedish Rally, later Rally Sweden, with Örebro as the central hub. In 1967 it moved to Karlstad and Värmland, and in 2022 further north to Umeå to secure snow and proper winter conditions.



1979

THE FIRST CHAMPION

In 1977 and 1978 the drivers championship was called the FIA Cup, and in 1979 it became an official world championship with Björn Waldegård crowned as the first world champion.

THE 80s

Group B became the wild era of supercars with four wheel drive and turbo engines. The Audi Sport Quattro led the way, followed by the Ford RS200 and the Peugeot 205 T16, machines that required 200 road approved production models.



1981

FOUR WHEEL DRIVE

Hannu Mikkola won on his debut with the Audi Quattro supercar. He also became the first non Swedish driver to win Rally Sweden, which helped boost interest in the Winter Rally.

THE 2000s

The French era takes over the WRC with Peugeot in front, and Sébastien Loeb becomes the first non Nordic winner of Rally Sweden. In 2005 Petter Solberg breaks the pattern by winning both Rally Sweden and the WRC title.



2008

THE YOUNGEST

Starting points in Falsterbo, Gothenburg, Stockholm and Sundsvall with stages across the country and a finish in Rättvik for an easier trip home. The goal was simply to let as many people as possible get home more quickly afterward.

THE 2010s

Rally Sweden has evolved from being an event for rally enthusiasts to putting the audience at the center. With arenas, entertainment and iconic moments like Colin's Crest it now creates unique experiences for everyone.



1968



BJÖRN WALDEGÅRD

After his breakthrough debut in 1965 his career shot straight upward, and Björn Waldegård went on to win the first of his five Rally Sweden titles.

THE 70s

When the WRC began in 1973 the competition was only for the manufacturers title across the thirteen rounds. It wasn't until 1979 that an official drivers championship was introduced. Rally Sweden is one of only five rallies that have been part of the championship since it started in 1973.

1976



SAAB v/s SAAB

Per Eklund and Stig Blomqvist both drove for Saab and were equally hungry for the win. Before the final stage the team manager fired them both for pushing each other too hard. Per won and Stig came second, so harmony was restored in the team afterward.

1988



THE CLIMB

Instead of giving up after receiving time penalties during the 1988 rally, Lars Erik Thorp launched an almost unbelievable climb from thirteenth to third place.

THE 90s

The nineties marked the era after the supercars. Four wheel drive became standard as Mitsubishi and Toyota dominated. Tight battles and team orders drew a broader audience. A home victory after Kenneth Eriksson, however, took time to return.

1998



THE MISSED NOTE

Thomas Rådström leads by more than thirty seconds, but everything unravels. An overheated engine on Jutbo is followed by a missed pace note, a snowbank and a hood flying open. The end is close.

2017



SHATTERED WINDSCREEN

Henning Solberg rolled his car on what turned out to be an extremely fast stage, SS9 Knön in 2017, which was later cancelled before SS12. Spectators helped him roll the car back onto its wheels and he managed to finish.

THE 2020s

The rally celebrated its seventieth anniversary in 2020 and was held just before the pandemic shut the world down. Elfyn Evans became the first British winner and also the last winner in Värmland before the event moved to Umeå to secure reliable snow conditions.

2022



THE RED BARN ARENA

In 2022 Rally Sweden moved to snow safe Umeå, where the festivities reached new heights. The centrally located Red Barn arena quickly became the rally's beating heart and the main hub for excitement and community.

SCHEDULE

11 - 15 FEBRUARY

Rally Sweden 2026 delivers world class, high octane motorsport across four unforgettable days. A festival that brings together enthusiasts from all over the globe to experience adrenaline packed stages, great food, and inspiring exhibitors. An unforgettable winter weekend in Umeå.

WEDNESDAY 11 FEBRUARY

17-19:00 MEET AND GREET IN RÅDHUSTORGET

THURSDAY 12 FEBRUARY

16:00 ARENA OPENS
17:00 STAGE PROGRAM BEGINS
17:30 AUTOGRAPH SESSION
18:00 TEAM PRESENTATIONS AND DRIVER INTERVIEWS ON STAGE
18:50 OPENING CEREMONY FOR RALLY SWEDEN 2026 AND FIREWORKS
19:05 SS1 UMEÅ 1
21-23:00 AFTER RALLY AND VIP

SATURDAY 14 FEBRUARY

13:00 ARENA OPENS
13-16:00 FAMILY ACTIVITIES
14-17:45 TEST DRIVES: MAVERICKS (NORTHBIKE)
15:10 SS12 VÄNNÄS 2 (LIVE ON SCREEN)
16:00 HISTORIC PODIUM CEREMONY
16:59 SS14 KOLKSELE 2 (LIVE ON SCREEN)
17:30 LIVE MUSIC ON STAGE: ELOV & BENY
18:00 MEET & GREET WITH ELOV & BENY
18:05 SS15 UMEÅ
20-00:00 AFTER RALLY AND VIP

FRIDAY 13 FEBRUARY

16:00 ARENA OPENS
16-18:30 TEST DRIVES: MAVERICKS (NORTHBIKE)
16:41 SS6 ANDERSVATTNET 2 (LIVE ON SCREEN)
17:49 SS7 BÄCK 2 (LIVE ON SCREEN)
18:30 LIVE MUSIC ON STAGE: OVER & OUT
19:05 SS8 UMEÅ SPRINT 1
21-23:00 AFTER RALLY AND VIP

SUNDAY 15 FEBRUARY

10:00 ARENA OPENS
10:11 SS17 VÅSTERVIK 2 (LIVE ON SCREEN)
12:15 SS18 UMEÅ 2 (WOLF POWER STAGE)
13:15 PODIUM CEREMONY AND PRIZE-GIVING
15:00 ARENA CLOSES



HISTORIC RALLY



Local favourite driver **Nils Östgård** has yet to see the stars fully align in previous editions of Rally Sweden Historic. “But this time, I’m here to win,” says the Vännäs MK driver, who once again this winter has rented a Toyota Celica from rally legend Jari-Matti Latvala specifically for this event.



Forty-year-old Vännäs native Nils Östgård is a familiar name in Swedish motorsport, with a long and successful career behind him. Rally Sweden’s historic class, however, has so far been a story of near misses rather than triumphs. “In the first year, 2022, I was leading but had to retire in Långed with just two stages to go,” Nils recalls. After a brief pause, he adds, “I’ll admit, that one still hurts.”

In 2022 and 2023 he competed in his own Opel Kadett. For the 2024 event, he rented a similar car and finished third overall.

“But it was impossible to match the four-wheel-drive cars.”

Ahead of the 2025 rally, Nils made the jump to four-wheel drive, renting a Toyota Celica from Finnish rally icon Jari-Matti Latvala, exactly as he has done again this year.

“It’s the same car I’ll be driving now. From what I understand, it’s only been used for sponsor rides since last winter, no competition. It also has a new engine.”

Last year’s rally ended early for Nils. “The head gasket failed. These are race cars that are pushed to the limit,

so anything can happen.” Right after retiring, he spoke with Latvala.

“He said, then we’ll take them next year instead.” And now, that year has arrived.

Once again, Nils is renting the Celica from Latvala, who today is team principal of Toyota Gazoo Racing in the WRC.

“It’s an incredible car, and now I understand it much better.”

Before last winter’s event, Nils



Nils Östgård

travelled to Finland for a test. "It was a very pleasant first introduction."

This time around, the car will arrive in Västerbotten just days before the rally, without Nils having seen or driven it since last year. "There won't be much testing, but that's just how it is. I don't see it as a major issue."

As before, the rental package includes two mechanics. "It means I can focus entirely on driving, which is a huge relief," says Nils, who otherwise juggles many different roles around his rally career.

The Celica was one of the most feared cars on rally stages in the 1990s. "In many ways it's even sharper today, especially with how much the suspension technology has improved."

Renting a car with mechanics for an event like Rally Sweden Historic doesn't come cheap. "No, but if I say it's one krona per metre, it doesn't sound too bad," Nils laughs, explaining that his

total budget for the rally will land somewhere between SEK 200,000 and 250,000.

"Motorsport always costs money," he says, before adding, "Thankfully, I have great sponsors behind me."

Preparation for the fifth Västerbotten edition of Rally Sweden Historic has kept Nils busy. Using his own VW Golf, he has sharpened his skills by competing in events in Mullsjö and at the Vännäs Plåt Rally.

"It's very different from driving the Toyota, but it's important to get back into the right mindset and raise the pace."

As in previous winters, Nils has also spent recent weeks preparing practice stages for visiting teams. "I get paid to work in motorsport, which is great, but road preparation takes a lot of time," says Östgård, who does this work alongside his speed-loving friend Johan Sandow.

Providing this service to visiting WRC2 teams can be profitable, if conditions allow.



"It all depends on the weather. If it keeps snowing, any income disappears into endless ploughing. Either way, it's great fun, and it lets me be part of a real team and build valuable relationships," says Nils, who balances his motorsport commitments with running a property company.

New in Nils's car this winter is co-driver Andreas Johansson from Lycksele, representing Åsele MS. Johansson is a highly experienced 34-year-old, having spent nearly a decade in the co-driver's seat alongside Tom Kristensson, competing extensively on the international stage, including in the European Championship.

This year, Kristensson is easing off his rally programme slightly, which has opened the door for Johansson to join forces with Östgård.



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OLIVER SOLBERG CLAIMS HISTORIC VICTORY AT RALLYE MONTE-CARLO

Oliver Solberg made Swedish rally history on Sunday as the 24-year-old from Mitandersfors became the first Swede in 55 years to win Rallye Monte-Carlo - one of motorsport's most iconic and prestigious events. Solberg also becomes the youngest winner in the rally's history.

Competing in his first full WRC season with Toyota Gazoo Racing WRT, Solberg seized control from the very first stages on Thursday evening. Together with co-driver Elliott Edmondson, the pair built a commanding 44-second lead on the opening day, and from there nothing could stop them.

With six stage wins, Solberg and Edmondson clinched victory in the 94th edition of Rallye Monte-Carlo - a historic triumph that puts them at the top of the FIA World Rally Championship ahead of round two, which takes place in Umeå at Rally Sweden on 12-15 February.

"I don't fully understand it yet," Solberg said at the finish.

"It's an emotional day. This was the most difficult rally I've ever done in my life. It's my first Tarmac rally in this car - and here we are as winners. I want to give a huge

thank you to Toyota for their trust in me. The teamwork has been absolutely fantastic."

This is Solberg's second WRC victory, following his sensational win on debut in Toyota's Rally1 car at Rally Estonia last year. He now joins a distinguished group of Swedish winners of the event, widely regarded as one of the toughest rallies in the world.

Previous Swedish winners include

- Erik "Carlsson on the Roof" Carlsson (Saab 96 - 1962 & 1963)

- Björn Waldegård (Porsche 911 - 1969 & 1970)

- Ove "The Pope" Andersson (Alpine A110 - 1971)

— the last of them 55 years ago.

Oliver Solberg and Elliott Edmondson now lead the FIA WRC by four points over teammate Elfyn Evans heading into their home round, Rally Sweden, in just under three weeks.

The victory once again underlines Sweden's strong position on the international rally scene.

"A win in Monte-Carlo is one of the most prestigious achievements in rallying," says Anna Nordkvist, CEO of Rally Sweden and the Swedish ASN's commercial company.

"Oliver's victory means a great deal for Rally Sweden and Swedish motorsport, and it shows that Sweden continues to be a strong nation internationally. Monte-Carlo is considered one of the sport's great classics and attracts the world's best drivers every year. A Swedish victory there is of huge significance at home as well."

"This is a real statement for Swedish rallying," Nordkvist continues.

"The result shows that we have an environment capable of developing drivers at the very highest level and continuing to deliver international success. When a Swedish driver wins Monte-Carlo, it strengthens the sport's position in Sweden."

In modern times, the rally has largely been dominated by the French pair Sébastien Ogier and Sébastien Loeb, who together share 18 victories. The last Nordic driver to win was Finland's Mikko Hirvonen in 2010, when the event was held outside the WRC.

Focus now shifts to Sweden, Västerbotten and Umeå, where the second round of the FIA World Rally Championship will take place on 12-15 February through Rally Sweden. Solberg, who has won the event three years in a row in WRC2, will now meet the home crowd as the World Championship leader.

Secure your tickets for Rally Sweden today at www.rallysweden.com.



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Med vår ledande teknikkompetens kan vi bidra genom att utforma smarta, energieffektiva och resurssnåla produkter och installationslösningar. Assemblin är den självklara samarbetspartnern för dig som vill investera i grön teknik.

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A CITYWIDE CELEBRATION RETURNS AS RALLY SWEDEN TAKES OVER UMEÅ



Hans Lindberg

Anticipation is building ahead of Rally Sweden 2026, as Umeå once again prepares to host one of Sweden's largest sporting events. Rally Sweden is one of 14 rounds in the FIA World Rally Championship and sits in the calendar between Monte Carlo and Kenya.

"We're really looking forward to showing Umeå at its very best and creating days of speed, excitement, and warm hospitality. A true public celebration in the racing spirit of Umeå," says Hans Lindberg, Chair of the Municipal Executive Board.



This year's edition of Rally Sweden in Umeå is fast approaching, and preparations are already in full swing. Visitors from across the globe are expected to hit the streets when the competition gets underway, transforming northern Sweden's largest city into an international meeting place.

Hans Lindberg is pleased to see the event continue to grow and welcomes the opportunity

for Umeå to showcase both its natural surroundings and its organizational strength.

"It's incredibly exciting to host one of Sweden's biggest events and to showcase rallying at its very best, with cars charging through the forest stage. As always, we're hoping for bright sunshine, cold winter air, and snow that sparkles throughout the event" he says.

This year's entry list features

several high-profile drivers. A local favorite is Sweden's Oliver Solberg, who impressed greatly last year. Oliver has a chance to match his father Petter Solberg's victory at Rally Sweden in 2005.

"I've followed rally for years on television, but nothing compares to experiencing it on site. Whether you're trackside at Red Barn Arena or standing out in the forest, you immediately grasp just how fast it really is.



When a rally car flashes past, you feel the power and intensity in a completely different way, and I'm genuinely looking forward to seeing Oliver Solberg compete again this year." says Lindberg.

The municipality plays a crucial role in making the event run smoothly.

"Umeå is well prepared to welcome spectators and ensure everything runs smoothly. Roads

and streets are cleared, public transport operates perfectly, and our local clubs and volunteers play a crucial role throughout the week. Our ambition is simple: every visitor should leave with a truly memorable experience", says Lindberg.

The event also provides a significant boost to the local business community. Hotels are fully booked well in advance, and restaurants quickly fill up

as visitors pour in. During the event, it becomes clear how well international rally fans and regional visitors come together.

Umeå is a forward-thinking events city, and hosting an event like this shows our ambition to keep pushing boundaries and aiming higher together," concludes Hans Lindberg.

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ANNA NORDKVIST ON THE 2026 WINTER RALLY

The fifth year. As the saying goes, time flies when you are having fun. It does not feel long ago since the first World Championship event here in the city in 2022. Now that the calendar says 2026, it will be the fifth time Rally Sweden is held in Umeå. Umeå and the region surrounding the city, with all its beautiful rally stages and its residents, many of whom help make Rally Sweden what it is, are very close to my heart.

To be a recurring part of a World Championship calendar, and with that to host a World Championship event in a sport that means so much to so many, and where Sweden has a strong historical connection, is something special. Here, action and adrenaline blend with hotdog grilling and wonderful days out in the forest. Very few get the opportunity to be part of something like this. It applies to an organization, to a city, and in fact to a country. How many recurring World Championship events does Sweden have? That we have Rally Sweden in Umeå, and now in 2026 also a Swedish driver in the top class, feels incredibly good.

In my role as Vice President of the international motorsport federation, the FIA, I have the privilege of visiting several of the rallies on the World Championship calendar. And yes, I am biased. But what is achieved by the organization and all the officials at Rally Sweden is truly exceptional. The proximity Rally Sweden offers to the stages, and now also with the Stage Event in Vännäs, is something you rarely see. Add to that our beloved Red Barn Arena, the public heart of Rally Sweden. There is nowhere else like it. A setting that offers more than just rally, where the whole family can attend, all within walking distance of the city center. It beats everything. It is genuinely unique, and something we are proud of, and something Umeå can be immensely proud of as well.

In 2026, the event will be held in Umeå for the fifth year. It has been a developmental journey to get here, and we can see how Rally Sweden has become even more firmly established in the region and the city. During the year, we also moved our office even closer to the city center, now

with space along Rådhusplanaden. But above all, I see it in the work of the central organization together with the rally's organizing clubs, where routines around both the sporting competition and the event side are now firmly in place. It is a real pleasure to be part of.

But Rally Sweden is not just four competition days where the world's best rally drivers compete to see who masters cars and roads best. It is a year round project. A project that grows from a handful of employees in the company to, when the start flag drops, involving more than 4000 people including all the officials. Officials from clubs across the region who support us, and whom we support through financial compensation. After Rally Sweden, we distribute around five million Swedish kronor to local sports and community associations.

Together with Umeå and the region, we have tremendous potential to develop Rally Sweden even further, both as a competition and as the event and public celebration it has already become. When we saw the aerial images of Red Barn last winter, I think many of us were amazed by the sheer scale of Rally Sweden as a public event. Knowing that, together with Umeå, the region, landowners, partners, associations, and all our dedicated officials, we continue to build this in Umeå simply feels great.

A very warm welcome to this year's Rally Sweden.

Kind regards,
Anna Nordkvist
CEO, Rally Sweden.



Anna Nordkvist

Winter's fastest countdown: WRC director Peter Thul on why Rally Sweden hits different



Peter Thul

For Peter Thul, WRC Promoter's Senior Director of Sport, Rally Sweden isn't just another round on the calendar. It is the event that proves what the championship is all about. A two-time German national co-driver champion, Thul has worked in rallying for years and has been with WRC Promoter since 2020, helping shape sporting operations and regulations together with the FIA and manufacturers. When he talks about Sweden, his tone shifts. Not into hype, but into something closer to respect.

- You can't really imagine it. Motorway speed, going sideways in fifth gear, he says.

Rally Sweden stands alone in the WRC season. It is the only event where winter isn't a possibility, it is the entire point. The surface dictates the rhythm. Confidence and precision matter as much as bravery. Tiny errors turn into big time losses. For Thul, that makes Sweden essential, not just spectacular.

- It's important for the manufacturers to demonstrate that their cars can cope with any kind of conditions, especially ice and snow, he says.

The drive into Västerbotten in winter has a certain hush to it. Darkness settles early, snow swallows the sound, and the road narrows into a tunnel of headlights and pine. Then, almost without warning, that calm flips into something else entirely: engines crackling, winter tyres biting, and World Rally Championship cars travelling at speeds that feel improbable on ice.

It is also the kind of rally where tyres become a headline in their own right. On these roads, the line between grip and glide is thin.

- It's a proving ground for the tyres in these special conditions.

Asked to compare it to Monte-Carlo, another rally icon, Thul points out the contrast. Monte can deliver a full season's worth of surface changes in a single stage. Sweden is cleaner in its challenge. More constant conditions, higher speeds, and a relentless flow.

- In Monte-Carlo on one stage you can have five kinds of conditions. In Sweden it's more constant and the speeds are higher.

The result is a rally that feels like a pure performance examination. When conditions are right, it becomes one of the fastest rallies in the world.

Not just a rally – a winter festival

The move to Umeå reshaped Rally Sweden and Thul frames it in one word. Stability.

- First of all, stability in terms of the weather conditions, he says.

But it is not only about the forecast. Thul also points to the feel of the host city. A university town with youthful energy, a place that can carry the atmosphere of a world championship without losing the closeness that makes rally special.

- Umeå is a fantastic city. A university city with young people and with a big audience.

There is the competition, and then there is everything around it. The crowds in the forest. The smell of barbecue drifting between snowbanks. The way strangers become neighbours for a day when you share a perfect viewing spot.

Thul smiles when he describes it.

- The accessibility for spectators and the big party atmosphere. People in the middle of nowhere having barbecues and welcoming foreigners and celebrating, he says.

As Rally Sweden has evolved in Umeå, one modern landmark has quickly become part of the event's identity. Red Barn Arena, a place where the rally week feels like it truly begins.

- One of the most spectacular showcases is Red Barn Arena. It's a kind of celebration when the rally really hits the ground.

Thul is clear about one thing. You can't understand a rally from behind a desk.

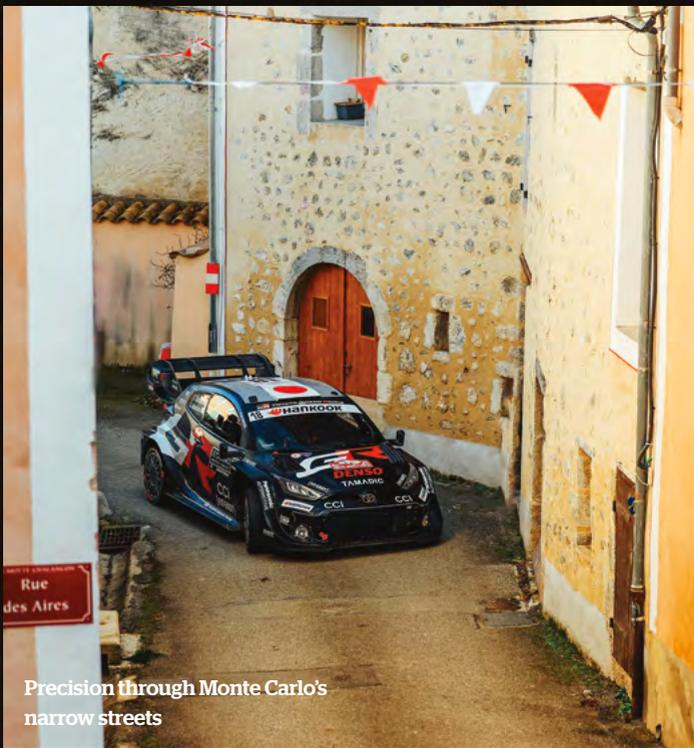
- No, I'm not stuck in the office. It would be a crime. I like to go to Red Barn Arena, go out in the forest, and make sure to visit the celebration in the city with the driver parade. The atmosphere is great in Umeå.

LOOKING AHEAD

Thul's role sits at the intersection between sport, strategy, and the long-term shape of the championship. In the wider WRC conversation, the future is already being built, particularly around the new technical regulations planned for 2027, which he frames as a chance to keep the competition sharp and the championship sustainable. The details will come in time, but the direction is clear. WRC is moving

forward and Rally Sweden remains a key part of that story. A winter rally that doesn't just look good on film, but tests the very limits of control.

And as the countdown continues, in the forests, in the city, and inside the WRC itself, Sweden waits in the dark, ready to get loud again.



Precision through Monte Carlo's narrow streets

What is WRC, really?

The World Rally Championship (WRC) is the world's premier rally championship, organized by the FIA. The series consists of 14 rounds across the globe, where drivers compete on everything from icy forest roads in Sweden to desert landscapes in Saudi Arabia and winding mountain roads in Monte Carlo. The cars, from manufacturers such as Toyota, Hyundai, and Ford, are specially built to handle snow, gravel, and asphalt alike. The championship is divided into classes, with WRC as the top tier, followed by WRC2 and WRC3. Unlike traditional circuit racing, drivers compete against the clock on special stages, where the fastest combined time determines the winner.

Rally Sweden is the series' only rally run on snow.

The importance of tires

Tires play a crucial role in rallying. The 2024 season introduced Hankook as the new exclusive tire supplier. During Rally Sweden, specially designed studded tires are used to provide maximum grip on snow and ice. On gravel and asphalt, different tire compounds are used, adapted to temperature and road conditions.

The tires that make the difference





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*Förmånsvärde är preliminärt netto vid 50% marginalsatt, baserad på 2026 års förmånsvärdesberäkning. Toyota C-HR+: Energiförbrukning och CO₂-utsläpp vid blandad körning enligt WLTP: 13,3–15,7 kWh/100 km och 0 g/km. bZ4X: Energiförbrukning och CO₂-utsläpp vid blandad körning enligt WLTP: 13,9–15,9 kWh/100 km och 0 g/km. bZ4X touring: Energiförbrukning fastställs när bilen har tagits i produktion. CO₂-utsläpp 0 g/km.

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Sedan 1960 har vi levererat högkvalitativa tjänster till privatpersoner och företag. Idag är vi 230 anställda som genom bolagen Kaj Johansson Åkeri och Allmiljö erbjuder allt från enstaka flexibla tjänster och produkter till komplexa helhetslösningar inom Mark & Anläggning, Tåkt & Maskin, Transport & Logistik och Slam & Renhållning.



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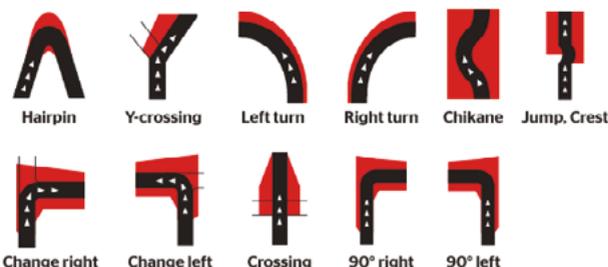
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SAFETY

Motorsports can be dangerous and that's why we need your help. A driver can get a technical malfunction or for some other reason be unable to keep the car on the road. Because of this it is important where you as a spectator stand. **The symbols seen below show where it is dangerous, and therefore forbidden, to stand.** And please be aware that it is **forbidden to walk on the stage within 30 minutes of the stage start.** Keep this in mind and your rally experience will be exciting but safe.



SAFETY CARS

SAFETY 3 3 hours before first WRC car. Route control.

SAFETY 2 1.45 hours before first WRC car. Time control function.

SAFETY 1 1 hour before first WRC car. Stage and spectator safety.

000 WRC 35 minutes before first WRC car. Stage and spectator safety.

FIA SAFETY 30 minutes before first WRC car. Stage and spectator safety.

00 WRC 20 minutes before first WRC car. Spectator safety.

0 WRC 15 minutes before first WRC car. Spectator safety.

SWEEPER Closing the stage for competitors.

STAGE COMMANDER Opening the road for the spectators.

SAFETY CARS RALLY SWEDEN HISTORIC

On stages that include Rally Sweden Historic, these cars run before the first Historic car:

H00 HISTORIC 10 minutes before first Historic car. Spectator safety.

H0 HISTORIC 5 minutes before first Historic car. Spectator safety.



NO DRONE ZONE!

Drones are prohibited during Rally Sweden for security reasons.



DON'T WALK!

It is forbidden to walk on the stage within 30 minutes of the stage start.

All safety marshals in Rally Sweden wear this safety vest. They are here for one purpose – your safety. Please follow their instructions. Thank you!



 #BeSafeTakeCare

Respect the safety instructions as well as the environment. The rule is simple: Leave no one and nothing behind!



RALLY SWEDEN 2026

12 - 15 February

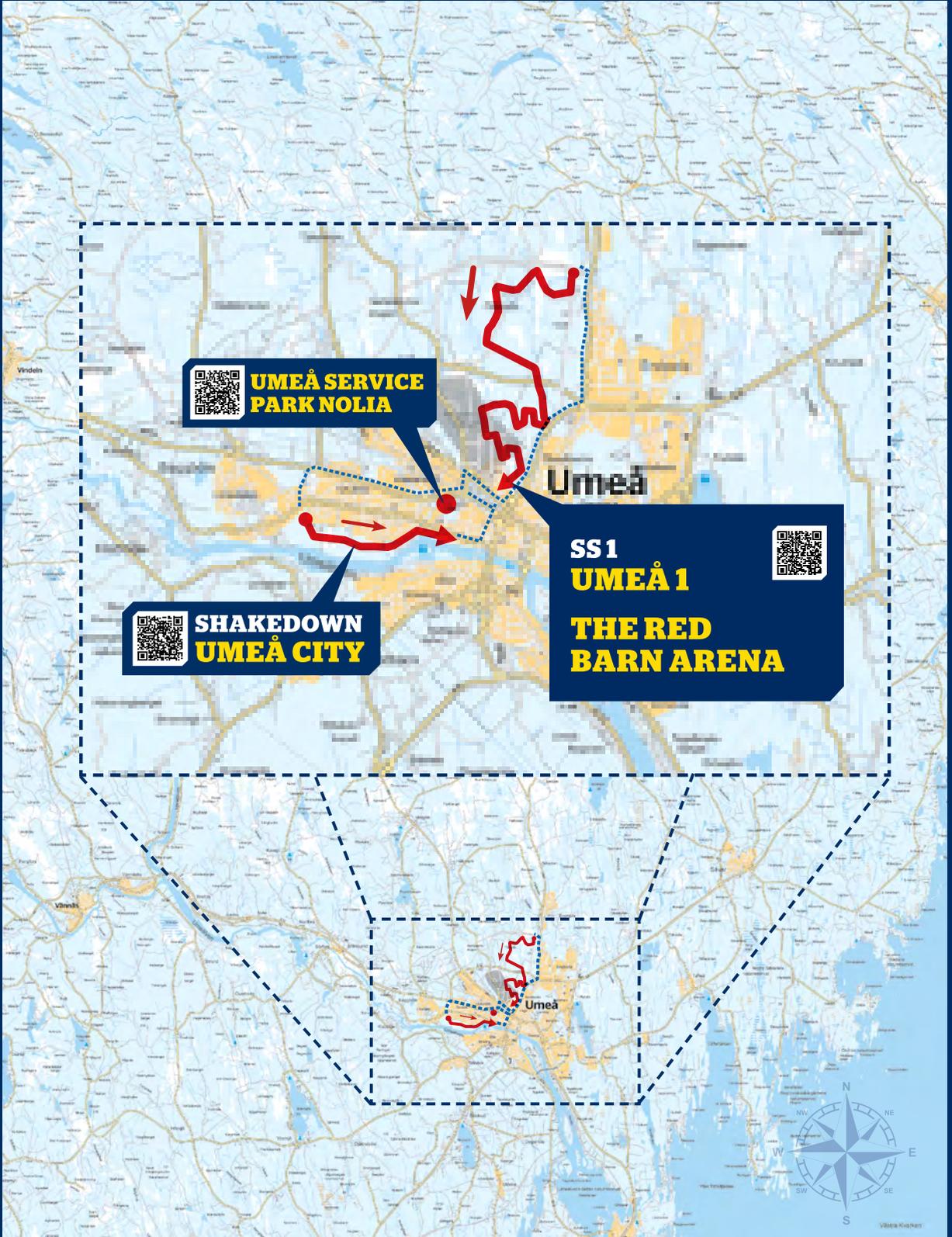
ENTRY LIST

Count	No	Competitor	Driver, Co-Driver	Nat	Car	Class Group	Priority Eligibility
1	33	TOYOTA GAZOO RACING WRT	Elfyn EVANS Scott MARTIN	GBR, GBR	TOYOTA, GR Yaris Rally1	RC1, Rally1	P1, M
2	11	HYUNDAI SHELL MOBIS WORLD RALLY TEAM	Thierry NEUVILLE, Martijn WYDAEGHE	BEL, BEL	HYUNDAI, i20 N Rally1	RC1, Rally1	P1, M
3	18	TOYOTA GAZOO RACING WRT	Takamoto KATSUTA, Aaron JOHNSTON	JPN, IRL	TOYOTA, GR Yaris Rally1	RC1, Rally1	P1, M
4	16	HYUNDAI SHELL MOBIS WORLD RALLY TEAM	Adrien FOURMAUX, Alexandre CORIA	FRA, FRA	HYUNDAI, i20 N Rally1	RC1, Rally1	P1, M
5	5	TOYOTA GAZOO RACING WRT2	Sami PAJARI, Marko SALMINEN	FIN, FIN	TOYOTA, GR Yaris Rally1	RC1, Rally1	P1, M/T
6	99	TOYOTA GAZOO RACING WRT	Oliver SOLBERG, Elliott EDMONDSON	SWE, GBR	TOYOTA, GR Yaris Rally1	RC1, Rally1	P1, M
7	55	M-SPORT FORD WORLD RALLY TEAM	Joshua MCERLEAN, Eoin TREACY	IRL, IRL	FORD, Puma Rally1	RC1, Rally1	P1, M
8	22	M-SPORT FORD WORLD RALLY TEAM	Mārtiņš SESKS, Renārs FRANCIS	LAT, LAT	FORD, Puma Rally1	RC1, Rally1	P1,
9	4	HYUNDAI SHELL MOBIS WORLD RALLY TEAM	Esapekka LAPPI, Enni MÄLKÖNEN	FIN, FIN	HYUNDAI, i20 N Rally1	RC1, Rally1	P1, M
10	95	M-SPORT FORD WORLD RALLY TEAM	Jon ARMSTRONG, Shane BYRNE	IRL, IRL	FORD, Puma Rally1	RC1, Rally1	P1, M
11	37	TOYOTA GAZOO RACING WRT	Lorenzo BERTELLI, Simone SCATTOLIN	ITA, ITA	TOYOTA, GR Yaris Rally1	RC1, Rally1	P1,

Count	No	Competitor	Driver, Co-Driver	Nat	Car	Class Group	Priority Eligibility
12	20	RAUTIO MOTORSPORT	Roope KORHONEN, Anssi VIINIKKA	FIN, FIN	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (DC/ CC)
13	21	MIKKO HEIKKILÄ	Mikko HEIKKILÄ, Kristian TEMONEN	FIN, FIN	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DC/ CC)
14	23	LAURI JOONA	Lauri JOONA, Antti LINNAKETO	FIN, FIN	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DC/ CC)
15	24	TEEMU SUNINEN	Teemu SUNINEN, Janni HUSSI	FIN, FIN	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (D/C)
16	25	ISAK REIERSEN	Isak REIERSEN, Stefan GUSTAVSSON	SWE, SWE	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DC/ CC)
17	26	M-SPORT FORD WORLD RALLY TEAM	Mille JOHANSSON, Johan GRÖNVALL	SWE, SWE	FORD, Fiesta Mk II	RC2, Rally2	P2, WRC2 (T/ DC/CC)
18	27	M-SPORT FORD WORLD RALLY TEAM	Romet JÜRGENSON, Siim OJA	EST, EST	FORD, Fiesta Mk II	RC2, Rally2	P2, WRC2 (T/ DC/CC)
19	28	RAUTIO MOTORSPORT	Tuukka KAUPPINEN, Topi LUHTINEN	FIN, FIN	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (DC/ CC)
20	29	TAYLOR GILL	Taylor GILL, Daniel BRKIC	AUS, AUS	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (DC/ CC)
21	30	TOYOTA ESPAÑA	Alejandro CACHÓN, Borja ROZADA	ESP, ESP	TOYOTA, GR Yaris	RC2, Rally2	P2,
22	31	MATTÉO CHATILLON	Mattéo CHATILLON, Maxence CORNUAU	FRA, FRA	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DC/ CC)
23	32	ADAM GRAHN	Adam GRAHN, Christoffer BÄCK	SWE, SWE	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DC/ CC)
24	34	ELIOTT DELECOUR	Eliott DELECOUR, Sabrina DE CASTELLI	FRA, FRA	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (DC/ CC)
25	35	PRINTSPORT	Yuki YAMAMOTO, James FULTON	JPN, IRL	TOYOTA, GR Yaris	RC2, Rally2	P2,
26	36	JENS HVAAL	Jens HVAAL, Stig Rune SKJÆRMOEN	NOR, NOR	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DC/ CC)
27	38	TOMMI JYLHÄ	Tommi JYLHÄ, Kimmo NEVANPÄÄ	FIN, FIN	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (DC/ CC)

Count	No	Competitor	Driver, Co-Driver	Nat	Car	Class Group	Priority Eligibility
28	39	MT RACING SRL	Giovanni TRENTIN, Pietro Elia OMETTO	ITA, ITA	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DC/ CC)
29	40	TEAM ARMIN SCHWARZ DRIVING EXPERIENCE	Fabio SCHWARZ, Pascal RAABE	GER, GER	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (DC/ CC)
30	41	BERNHARD TEN BRINKE	Bernhard TEN BRINKE, Thomas WOODBURN	NED, GBR	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (DC/ CC)
31	42	ALEJANDRO MAURO	Alejandro MAURO, Ariday BONILLA	MEX, ESP	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DC/ CC)
32	43	JAROSŁAW KOŁTUN	Jarosław KOŁTUN, Ireneusz PLESKOT	POL, POL	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DC/ CC)
33	44	PRINTSPORT	Michał SOŁOWOW, Maciej BARAN	POL, POL	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (DCM/ CCM)
34	45	MARKO VIITANEN	Marko VIITANEN, Tapio SUOMINEN	FIN, FIN	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (DCM/ CC)
35	46	ALEXANDER VILLANUEVA	Alexander VILLANUEVA, Axel CORONADO	ESP, ESP	TOYOTA, GR Yaris	RC2, Rally2	P2, WRC2 (DCM/ CC)
36	47	CRISTIAN BAUMGART	Cristian BAUMGART, Luis Felipe ECKEL	BRA, BRA	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DCM/ CC)
37	48	JOHN WARTIQUE	John WARTIQUE, Maxime ANDERNACK	BEL, BEL	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DC/ CC)
38	49	CHOOLOGAN RACING TEAM	Robert KOLČÁK, Petr ČERNOHORSKÝ	SVK, CZE	HYUNDAI, i20 N	RC2, Rally2	P2, WRC2 (DC/ CC)
39	50	GP GARAGE MY TEAM	Uğur SOYLU, Onur VATANSEVER	TUR, TUR	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DCM/ CC)
40	51	MIGUEL GRANADOS	Miguel GRANADOS, Marc MARTÍ	MEX, ESP	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DCM/ CM)
41	52	LUCIANO COBBE	Luciano COBBE, Roberto MOMETTI	ITA, ITA	SKODA, Fabia RS	RC2, Rally2	P2, WRC2 (DCM/ CCM)
42	53	MATTEO FONTANA	Matteo FONTANA, Alessandro ARNABOLDI	ITA, ITA	FORD, Fiesta Rally3	RC3, Rally3	P3, WRC3
43	54	TYMEK ABRAMOWSKI	Tymek ABRAMOWSKI, Jakub WRÓBEL	POL, POL	FORD, Fiesta Rally3	RC3, Rally3	P3, WRC3

Count	No	Competitor	Driver, Co-Driver	Nat	Car	Class Group	Priority Eligibility
44	56	ANDRÉ MARTÍNEZ	André MARTÍNEZ, Matias ARANGUREN	PER, ARG	FORD, Fiesta Rally3	RC3, Rally3	P3, WRC3
45	57	ERIC ROYÈRE	Eric ROYÈRE, Alexis GRENIER	FRA, FRA	FORD, Fiesta Rally3	RC3, Rally3	P3, WRC3
46	58	GEORGIOS VASILAKIS	Georgios VASILAKIS, Allan HARRYMAN	GRE, IRL	FORD, Fiesta Rally3	RC3, Rally3	P3, WRC3 (DM/ CM)
47	59	NICOLAS OTTO BOEHRINGER	Nicolas Otto BOEHRINGER, Hugo MAGALHAES	ESP, POR	FORD, Fiesta Rally3	RC3, Rally3	P3, WRC3
48	60	CASTROL FORD TEAM TÜRKIYE	Ali TÜRKKkan, Oytun ALBAYRAK	TUR, TUR	FORD, Fiesta Rally3	RC3, Rally3	P4, JWRC / WRC3
49	61	MOTORSPORT IRELAND RALLY ACADEMY	Craig RAHILL, Conor SMITH	IRL, IRL	FORD, Fiesta Rally3	RC3, Rally3	P4, JWRC
50	62	CALLE CARLBERG	Calle CARLBERG, Jørgen ERIKSEN	SWE, NOR	FORD, Fiesta Rally3	RC3, Rally3	P4, JWRC
51	63	TEAM PETROL OFISI	Kerem KAZAZ, Corentin SILVESTRE	TUR, FRA	FORD, Fiesta Rally3	RC3, Rally3	P4, JWRC / WRC3
52	64	LEEVI LASSILA	Leevi LASSILA, Mikko LUKKA	FIN, FIN	FORD, Fiesta Rally3	RC3, Rally3	P4, JWRC
53	65	RAÚL HERNÁNDEZ	Raúl HERNÁNDEZ, José MURADO	ESP, ESP	FORD, Fiesta Rally3	RC3, Rally3	P4, JWRC / WRC3
54	66	GIL MEMBRADO	Gil MEMBRADO, Adrián PÉREZ	ESP, ESP	FORD, Fiesta Rally3	RC3, Rally3	P4, JWRC / WRC3
55	67		Emile BREITTMAYER, Stephane PREVOT	BEL, BEL	CITROEN, C3	RC2, Rally2	,
56	68		Enda MCCORMACK, Liam MCCORMACK	IRL, USA	HYUNDAI, i20 N	RC2, Rally2	,
57	69		Jorge MARTÍNEZ, Marcelo BRIZIO	PER, ARG	HYUNDAI, i20 N	RC2, Rally2	, (DM/CM)
58	70		Pauric DUFFY, Jeffrey CASE	IRL, IRL	HYUNDAI, i20 N	RC2, Rally2	,
59	71		Tony RIBAUDO, Cyrielle DELORME	FRA, FRA	RENAULT, Clio Rally3	RC3, Rally3	,



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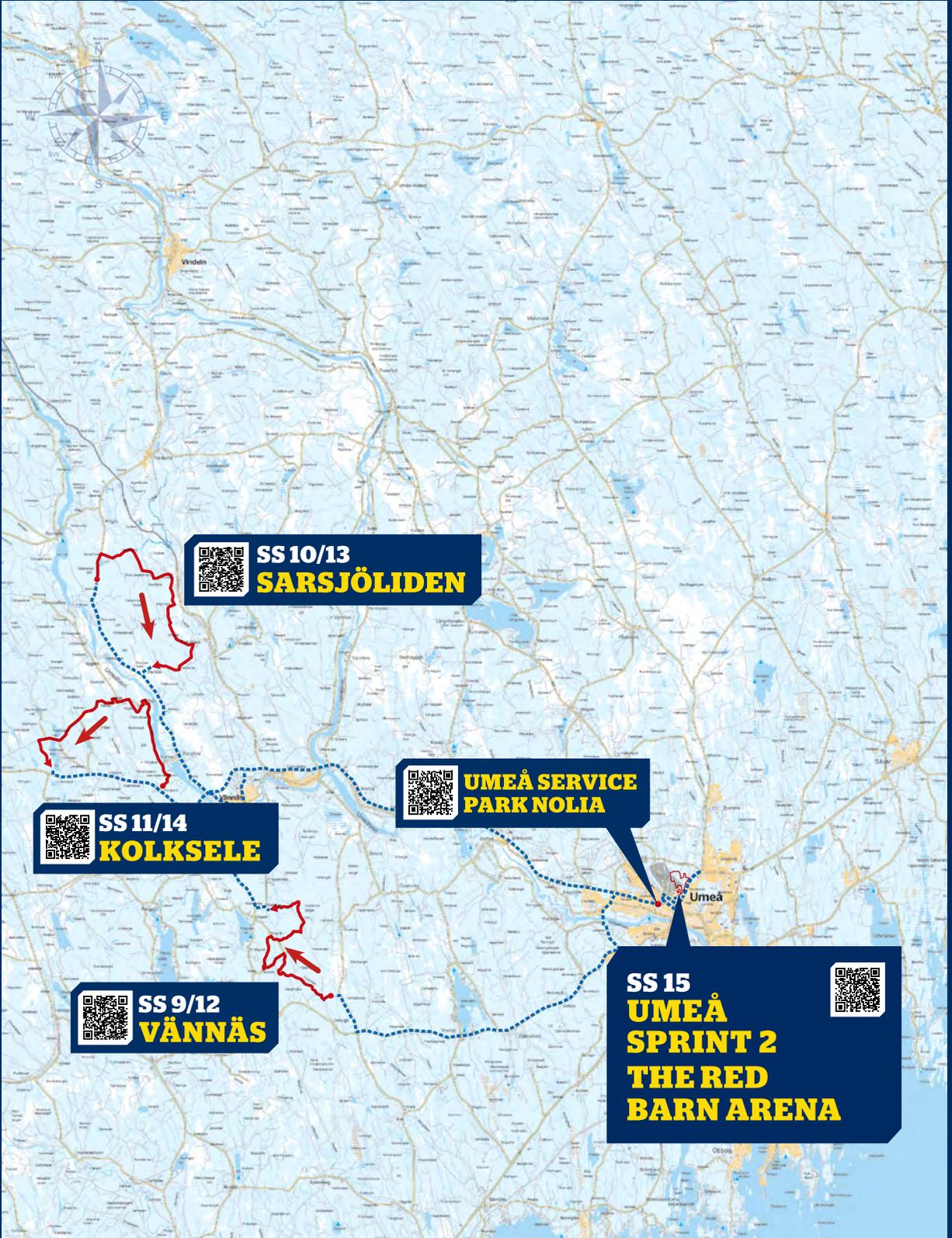


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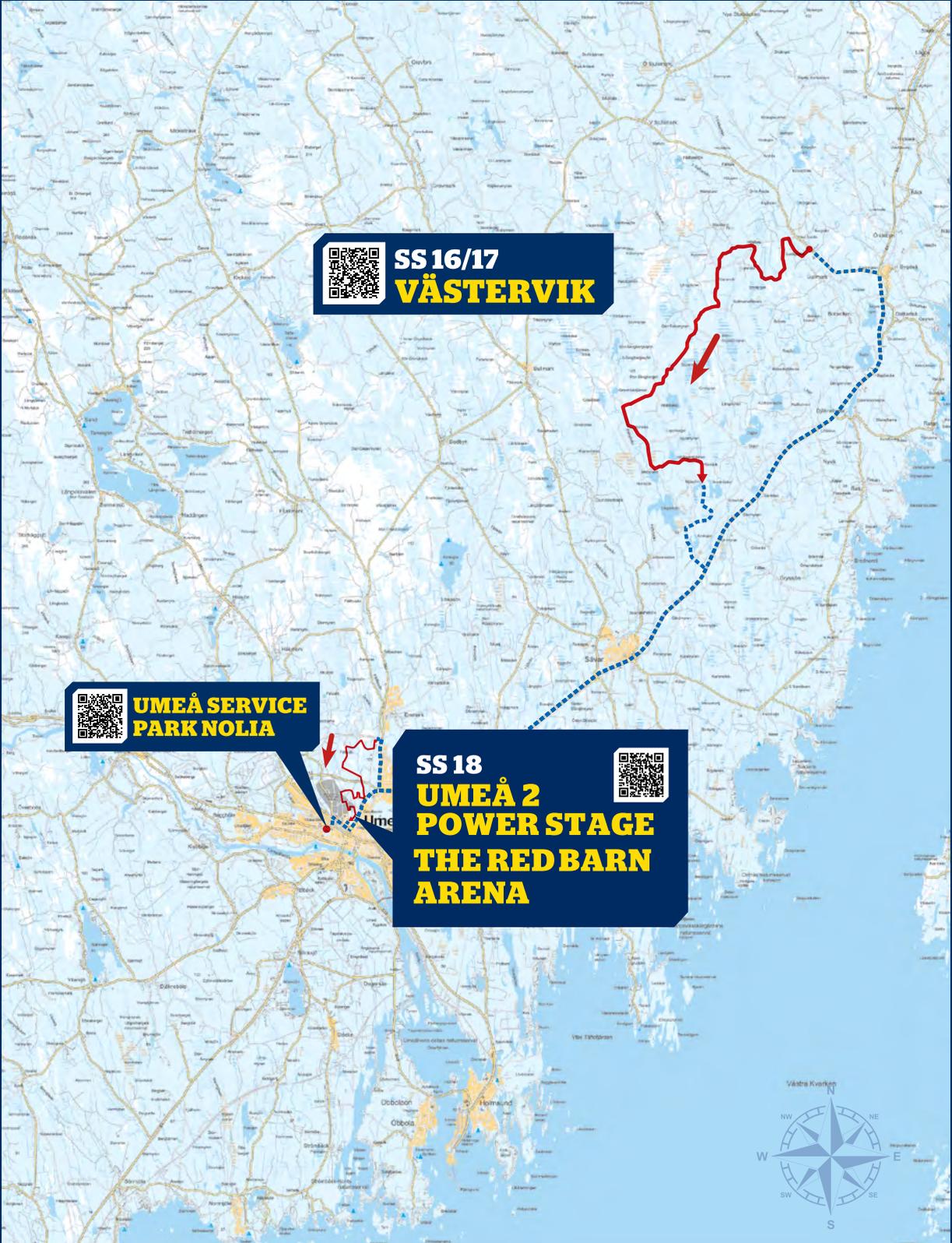
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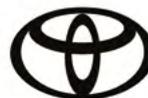


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