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Cult Car ŠKODA 1000 MBX Celebrates 50 Years

- › The elegant two-door ŠKODA 1000 MBX celebrates its debut half a century ago
- › Construction of MBX version based on popular classic ŠKODA 1000 MB
- › Brand produced total of 2517 ŠKODA 1000 MBX; more than half exported

Mladá Boleslav, 8 March 2016 – The ŠKODA 1000 MBX De Luxe turns 50. The elegant two-door celebrated its debut at the International Motor Show in Geneva in March 1966. The spacious five-seater with rear engine and rear wheel drive was launched into series production in the October of the same year. The model represented the pinnacle of the one-litre class in its day.

“The legendary two-door ŠKODA 1000 MBX with its liberally glazed body crowned the success of the first Czech large production car – the four-door ŠKODA 1000 MB,” says Andrea Frydlová, Head of the ŠKODA Museum. “This makes the vehicle an important milestone in ŠKODA’s history. The production figures increased significantly throughout the 1960s in Mladá Boleslav. Many progressive technologies in mass production caught on, including high pressure die-casting for cylinder and crank cases, as well as gearbox casing.”

The MBX was based on the mass-produced four-door ŠKODA 1000 MB, which boasted a modern monocoque body and the engine was installed behind the driven rear axle. ŠKODA built an entirely new plant in the immediate vicinity of the existing factory buildings in Mladá Boleslav for the construction of the ŠKODA 1000 MB at the beginning of the 1960s. The new production plant comprised modern facilities with more than 40 production halls and other buildings on the 80 hectare site.

The history of the two-door MBX dates back to 1960 when the two prototypes to the ŠKODA 990 Tudor were being built. The special bodywork with clearly negative-sloping rear pillars that flow into the panoramic rear window and two doors with frameless windows was created at the Kvasiny plant. The body shell retained the generous space of the original notchback with an enhanced side view. It was not only the driver and front passenger that could wind down the door windows, but also the passengers in the back could open the small windows in the rear. In addition, the triangular-shaped fold-out doors improved the ventilation in the interior.

The ŠKODA 1000 MBX De Luxe was first presented to the public at the opening of the Geneva Motor Show on 10 March 1966. The model delighted the visitors with the originality of its shape. The two-door gave the impression of not having a central pillar with its extensively glazed surfaces. In fact, the centre pillar ended in the middle of the vehicle body under the window line, and its narrower upper portion could be rolled down together with the rear side windows. At this moment, the occupants could enjoy brilliant views and an exceptionally airy and spacious interior.





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The ŠKODA 1000 MB and the two-door MBX set standards in innovative engine and drive technology. In terms of engine manufacturing, ŠKODA was the first European producer ever to incorporate the aluminium die-casting process in cylinder-block production. The four-speed transmission case was also produced using this construction method. Thus, ŠKODA built on a process originally devised in 1922 by Czech engineer Josef Polák, the main advantage being significantly shorter production times.

The ŠKODA 1000 MBX was powered by a four-cylinder petrol engine with a displacement of 988 cm³ and an output of 38 kW (52 hp) at 5000/min. With an unladen weight of 815 kg and a load capacity of 375 kg, the automobile reached a top speed of 127 km/h. The fuel consumption was 7.8-8.0 litres of petrol per 100 km. The car was fitted with two Jikov carburettors as standard; an engine with a single carburettor was only installed in a few dozen units. The time-consuming assembly of the ŠKODA 1000 MBX, demanding a lot of manual labour, began in October 1966 in the standalone operation section of the Mladá Boleslav plant, so as not to slow down the main production line. The last twelve MBX models of the total 1403 of the one-litre version rolled off the production line in early 1968.

In November 1967, the brand's range was extended to include the dynamic 1100 MBX De Luxe version. The engine output remained unchanged with a displacement of 1107 cm³, the advantage being the better lugging capability – 81.4 n.m compared to the original 75.5 n.m. Further improvements included a more powerful oil pump and more efficient cooling. 1114 of the stronger version had been produced by 1969, giving a total of 2517 MBX two-door units. Despite the relatively low production volume compared to the mass-produced four-door 1000 MB (443,156 units), this version made a significant contribution to the popularization of the ŠKODA brand in many discerning foreign markets. Today, the model is among the most sought after and highly valued vintage cars with significant appreciation in value. The legendary Coupé ŠKODA 110 R (1970-1980), followed by the ŠKODA models Garde and Rapid, continued the success of the attractive two-door MBX version.

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Media images:



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In addition to its attractive design, the MBX bodywork wooed onlookers with its even better side view. It was not just the windows in the doors that could be wound down, but also the small ones next to the back seat. The triangular-shaped fold-out doors improved the interior ventilation

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A total of 2517 ŠKODA MBXs were produced – with 988 cm³ or 1107 cm³ engines.

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Cult Car ŠKODA 1000 MBX Celebrates 50 Years

After winding down the side windows, the bodywork appeared pillarless.

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Cult Car ŠKODA 1000 MBX Celebrates 50 Years

The two-door was based on the contemporary-style notchback ŠKODA 1000 MB, which was produced from 1964 in Mladá Boleslav.

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ŠKODA AUTO

- > is one of the longest-established vehicle production companies in the world. In 1895, the Czech headquarters in Mladá Boleslav began producing bicycles, followed by the production of motorbikes and cars.
- > currently offers the following models in the range: Citigo, Fabia, Rapid, Octavia, Yeti and Superb.
- > in 2015 delivered more than 1 million vehicles to customers worldwide.
- > has belonged to Volkswagen since 1991. The Volkswagen Group is one of the most successful automotive groups in the world. ŠKODA, in association with the Group, independently manufactures and develops vehicles, as well as components, engines and gear transmissions.
- > operates at three locations in the Czech Republic, produces in China, Russia, Slovakia and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan through local partners.
- > employs over 25,900 people globally and is active in more than 100 markets.

