



ŠKODA
SIMPLY CLEVER

PRESS RELEASE

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ŠKODA 1000 MB (1964–1969): The revolutionary change of concept

- › The first mass-produced car from the Czech Republic was based on a pioneering design with a self-supporting body and light engine in the rear
- › Establishment of a completely new production line at the Mladá Boleslav plant, state-of-the-art four-cylinder engine family sets new standards with cast aluminium casing
- › Between 1964 and 1969, ŠKODA produced 440,639 units of the 1000 MB and 1100 MB notchback models and 2,517 units of the MBX two-door variant

Mladá Boleslav, 4 August 2020 - ŠKODA built a completely new, modern production line for the new 1000 MB at the main plant in Mladá Boleslav. With a compact drive unit in the rear of its self-supporting body, the elegant four-door car was one of the most advanced vehicles in the 1.0-litre class in the 1960s.

In the spring of 1964, ŠKODA changed its design concept and once again demonstrated the engineering competence of the Czech automobile industry with the 1000 MB. The innovative model was based on an entirely new philosophy: its modern four-cylinder engine was moved to the rear where it drove the rear wheels. Many other pioneering changes were also made. For example, the cylinder and crankshaft housings, as well as the bell housing of the manual four-speed transmission, were made of lightweight cast aluminium. Thanks to a patent from the Czech engineer Josef Polák in 1922, these parts could be produced in a much shorter time and with reduced energy consumption. ŠKODA thus continued its 65-year tradition in the field of engine design and manufacturing. It only became apparent with time how visionary the new family of engines was: it continued its career well into the 1990s after ŠKODA AUTO had joined the Volkswagen Group.

ŠKODA also comprehensively adapted its manufacturing facilities to produce the revolutionary 1000 MB, and a technologically advanced production line was established in a new part of the Mladá Boleslav plant. On this line, the self-supporting body of the four-door car was assembled from 665 pressed parts and with 6,900 welding spots.

The 1000 MB was launched as the successor to the successful OCTAVIA, which ŠKODA had built from 1959 to 1964. The development of the notchback model was carried out under the project name NOV (Nový Osobní Vůz), which translates to 'new passenger vehicle'. At the beginning of the 1960s, the 1000 MB was subjected to practical tests under extreme climatic conditions. In addition to its origin in Mladá Boleslav (MB), its final type designation also referred to the displacement of the four-cylinder engine, which was 1,000cc. The water-cooled in-line engine with overhead OHV valves initially provided 37 hp (27 kW), making the innovatively designed family car, which weighed only 755 kilograms thanks to the extensive use of aluminium alloys, easy to handle. The ŠKODA 1000 MB reached a top speed of 120 km/h and averaged seven to eight litres of petrol per 100 kilometres. In 1966 the power output rose to 43 hp (32 kW) and a second engine was added to the range – the 52 hp (38 kW) 1100 MB. The MBX two-door version added a touch of extravagance – it is in high demand among classic car collectors today.



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Despite its compact dimensions of 4.17 metres long, 1.62 metres wide and 1.39 metres tall, the ŠKODA 1000 MB offered a very spacious and functional interior. The model had two boots: the luggage compartment behind the rear seats could even be accessed during journeys; the front one offered a volume of up to 220 litres. ŠKODA's Simply Clever philosophy is demonstrated through ideas such as mounting the spare wheel behind the foldable part of the front mask. This allowed access to the spare wheel without having to unload the front boot. Also on board ex works were seats that could be brought into a sleeping position by folding them down.

In addition to modern technology, the design of the ŠKODA 1000 MB with its sweeping lines, subtle curves and headlights recessed into the wings was also a major step forward. The drop-shaped rear lights, for example, were a tasteful design element, while the great attention to detail was evident, for instance, in the swivelling emblem with the winged arrow that covered the fuel filler neck on the right-hand side.

More than half of the 440,639 ŠKODA 1000 MB and 1100 MB notchback sedans built were exported to dozens of markets between 1964 and 1969. In 1965, for example, deliveries abroad accounted for 70 per cent of production. The potential of the rear engine concept was demonstrated by the sporting successes of both the 1000 MB and later ŠKODA models such as the legendary 130 RS.

The blue 1000 MB in the photographs shown here dates from 1966 and is part of the ŠKODA Museum's vehicle collection in Mladá Boleslav.

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ŠKODA AUTO

- › is this year celebrating 125 years since the company was founded during the pioneering era of the automobile in 1895, making it one of the longest-established car manufacturers in the world.
- › currently offers its customers nine passenger-car series: the CITIGO, FABIA, RAPID, SCALA, OCTAVIA, KAROQ, KODIAQ, as well as the KAMIQ and the SUPERB.
- › delivered 1.24 million vehicles to customers around the world in 2019.
- › has belonged to Volkswagen Group since 1991. The Volkswagen Group is one of the most successful vehicle manufacturers in the world. In association with the Group, ŠKODA AUTO independently develops and manufactures vehicles, as well as components such as engines and transmissions.
- › operates at three locations in the Czech Republic; manufactures in China, Russia, Slovakia, Algeria and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan with local partners.
- › employs over 42,000 people globally and is active in more than 100 markets.
- › is pressing ahead with the transformation from a traditional car manufacturer to the 'Simply Clever company for the best mobility solutions' as part of the ŠKODA 2025 Strategy.