

Mladá Boleslav, October 6, 2025

## Press Kit Classic Days 2025

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## Škoda Auto celebrates 130 years of craftsmanship and innovation

- › For the past 130 years, Škoda has evolved with a strong customer centricity
- › Milestones such as its integration into the Volkswagen Group have enabled its transformation into an internationally successful global player
- › Škoda offers the most up-to-date portfolio in its history and provides „the best of both worlds“: fully electric, as well as plug-in-hybrid and ICE drivetrain options
- › For 130 years, Škoda has continuously been reinventing itself building on a position on strength to drive the transformation towards electromobility

Mladá Boleslav, 6 October 2025 – Škoda Auto celebrates its 130th anniversary this year, looking back on a journey from Laurin and Klement's first bicycle „made in Mladá Boleslav“ to an internationally successful car manufacturer. To reflect on its eventful history, Škoda is hosting the Classic Days event, showcasing various models that had a profound impact on the company's development. Yet, there are also milestone events, that played a decisive role in shaping the company's course such as the start of bicycle production in Mladá Boleslav in 1895, the production of the first motorized bicycles and motorcycles in 1899 and the brand's first participation in motorcycle races in 1901. They also entail both the introduction of the Voiturette A in 1905, the brand's first automobile, including the merger Laurin & Klement with the Pilsen-based engineering company Škoda in 1925.

In terms of models, 1987 marked a turning point: with the Favorit, Škoda presented the brand's first modern model with front-wheel drive. In 1991, Škoda became part of the Volkswagen Group—the beginning of a European success story in which Škoda transformed from a regional market leader into an internationally successful global player. In 1996, the first modern generation of the Octavia followed, the first model developed entirely under the umbrella of the Volkswagen Group and a brand leader ever since. In 2020, Škoda presented the Enyaq, its first battery-electric model, which quickly became an international success.

The Classic Days event now showcases Škoda's long history and heritage, presenting iconic models and offering exhibitions and test drives. Over the past 130 years, the company has proven its resilience, adaptability and customer focus time and time again – shaping its development from the first international export orders from Germany and the United Kingdom in the late 19th century to a globally successful car manufacturer. Today, Škoda is active in around 100 international markets worldwide, among these dynamically growing economies such as India and Vietnam.

This eventful corporate development is the foundation on which the company is building and tackles the comprehensive transformation to electric mobility from a position of strength: with the most modern model range in the company's history and a drive portfolio that includes fully electric models as well as plug-in hybrids and ICEs.

## Evolution of the brand – selected models that made a particular impact

These selected models offer a detailed look at how Škoda continued to drive innovation over the years. Each of the presented models has a special place in the company's history, highlighting technological progress, design enhancements and innovative concepts.

### **Laurin & Klement Voiturette A (1905-1907)**

Before venturing into automobile production, the Laurin & Klement were known for their bicycles and motorcycles. The first car produced by Laurin & Klement was manufactured from 1905 to 1907. This easy to drive two-seater automobile, debuting on October 29, 1905, reached speeds of up to 40 km/h, powered by a 7-horsepower gasoline two-cylinder engine. The 44 units of the L&K Voiturette A were sold for a competitive 3,600 crowns each. For context, the average worker earned 2 crowns a day at the time. Gasoline cost 66 hellers per kilogram, and the Voiturette A consumed around four kilograms per 100 kilometres. The chassis consisted of a ladder frame supporting two rigid axles with semi-elliptical leaf springs, and power was transmitted to the rear wheels via a cardan shaft, chains were also available on request. The Voiturette A model was followed by the Voiturette B model, which had its engine capacity increased to 1399cc, and of which 200 units were produced.

#### **The first Laurin & Klement car model from Mladá Boleslav**

Officially licensed for road use on January 18, 1906, the Voiturette A made its public debut at the Prague Motor Show on April 15 of that year. This vehicle laid the foundation for Laurin & Klement's subsequent development, with the product range expanding rapidly. It soon entailed other vehicles featuring two-cylinder engines, among them not only passenger cars but also commercial vehicles, and racing cars. In 1907 the FF type featured an in-line eight-cylinder engine.

The original car is part of the main exhibition at the Škoda Museum in Mladá Boleslav, while one of the five surviving original Voiturette A cars from 1906 is part of a Czech private collection.

## Škoda/Laurin & Klement 110 (1925-1929)

In 1925, Laurin & Klement merged with industry giant Škoda, which was subsequently also reflected in the branding of the models from Mladá Boleslav. As a result, for a certain period of time, the models featured both the Škoda and Laurin & Klement logos after the merger on already existing models for the upcoming years.

This is the case of the L&K 110, which was offered in various styles, including limousines, roadsters, vans and ambulances. Debuting in 1925, this model was produced with rear-wheel drive and a mixed construction body that utilized a wooden skeleton and steel sheet panels. This vehicle initially featured an in-line four-cylinder engine with a displacement of 1791 cc, generating 25 horsepower. Later, the engine was upgraded to a displacement of 1944 cc, producing 30 horsepower, paired with a four-speed gearbox. Drum brakes on all four wheels ensured reliable deceleration. The L&K 110 was the last model produced solely under the Laurin & Klement brand; subsequent models from 1926 to 1929 bore both Laurin & Klement and Škoda logos on the radiator. In total 2.985 units of the successful Laurin & Klement 110 were built.

### A reliable companion

The Laurin & Klement 110 was equipped with an electric starter and a manual crank start option. The detachable crank offered an alternative starting method. The vehicle on display in the Škoda Museum is from the first series and one of the last built with the Laurin & Klement logo.

## Škoda 645 (1929-1934)

Manufactured between 1929 and 1934, this vehicle exemplified performance and comfort at the time. It featured a four-stroke inline six-cylinder engine with a displacement of 2492 cc, producing 45 horsepower at 2600 rpm. Equipped with a three-speed gearbox, it reached a maximum speed of 90 km/h. The robust chassis included rigid axles with band dampers for enhanced ride comfort. Furthermore, the Škoda 645 featured drum brakes on all four wheels. The four-door phaeton body often included leather upholstery in open versions for durability, closed versions had upholstery made of luxurious fabric and the steering wheel was positioned on the right side, as in Czechoslovakia traffic drove on the left at that period. The rear of the vehicle featured holders for two vertically mounted spare wheels and an externally accessible trunk.

### Elegance and sophistication in design

The Škoda 645 was completed on a long chassis with a Faux Cabriolet body and impressed with both, its sophisticated design and its mechanical engineering, featuring semi-elliptical

leaf springs for a smooth ride and mechanical brakes. In total, 758 units were built, one of these models is on display in the Škoda Museum until today.

## **Škoda Popular Monte Carlo (1936-1939)**

Produced between 1936 and 1939, the Škoda Popular Monte Carlo was inspired by the early successes at the Monte Carlo Rally, particularly the 2nd place finish of the Popular Sport in the under 1,500 cm<sup>3</sup> class achieved by Zdeněk Pohl and Jaroslav Hausman. The model featured a four-stroke in-line four-cylinder engine with a displacement of 1386 cc, producing 31 horsepower, paired with a three-speed gearbox. The car's maximum speed ranged from 110 to 125 km/h. The Popular Monte Carlo's chassis included a rigid yet lightweight central tubular frame and a transaxle drive system with the transmission on the rear axle, enhancing its dynamic characteristics. Modern hydraulic brakes and precise rack-and-pinion steering contributed to the car's traction, stability, and handling.

### **Honoring motorsport achievements**

Offered in coupé and roadster body styles, the Popular Monte Carlo, with 72 units built, combined technical expertise with motorsport experience. Between the summer of 1936 and the spring of 1939, Škoda sold 70 of these exclusive models.

A black Popular Monte Carlo coupé from 1937 has been in the Škoda Museum's collection since 1968. It was professionally restored at the turn of the millennium and finished in 2002. It has since participated in many classic car events. Around a dozen vehicles are still in existence to this day. A second coupé is on display at the Škoda Museum workshops, just like a Popular Monte Carlo roadster.

## **Škoda Superb 3000 OHV (1938-1949)**

The model designation Superb was first used by Škoda on 22 October 1934 for the modernised Škoda 640. The Škoda Superb OHV was manufactured from 1938 to 1949 and known for its spaciousness and power. The vehicle featured a four-stroke inline six-cylinder engine with a displacement of 3137 cc, generating 85 horsepower. Paired with a four-speed gearbox, it reached speeds of up to 125 km/h. The model's electrical system included a 12V installation. Its backbone chassis frame and independent suspension on all wheels ensured provided driving comfort. In 1939, a facelift introduced a rounded single-piece bonnet, earning it the nickname "alligator."

### **Pre-war luxury in Škoda Museum**

The Superb was available in various body styles including sedan, limousine, semi-convertible, and custom designs. In 1938, Škoda switched to the more efficient OHV concept with valves in the cylinder head, enhancing engine performance. The black Superb limousine from the Škoda Museum, which was acquired from a private collector, features spare wheels

in the front wings and reserve seats turning it into a seven-seater. In total, 275 units were built.

#### **Mainly intended for politicians and large-scale industrials**

The version showcased at the Classic Days event features a facelift version from spring 1939. Until 1945, 113 vehicles were produced and between 1946 and 1949, another 162 cars were completed in sedan, semi-convertible, and limousine designs. For a brief period, between 1939-1940, the Superb was also available with eight-cylinder engines.

### **Škoda Rapid 1500 OHV "highway" (1939-1941)**

Designed for highway travel, this specific version of Rapid was produced between 1939 and 1941. It featured a four-stroke, four-cylinder engine with a displacement of 1558 cc, generating 46 horsepower, paired with a three-speed gearbox, allowing it to reach up to 110 km/h. The aerodynamic design included a rounded front part, protruding fenders, and a slanting roof, optimizing efficiency and fuel consumption.

#### **Innovation in car design**

The Rapid 1500 OHV represented an innovative approach to automotive design, aerodynamics, and efficiency. It was offered in various body styles, including sedan, convertible and van. In total, 1.804 units of the Rapid 1500 OHV were built. Among these, 110 units of the "highway" version featured a closed two-door body referred to as the "highway body", intended for driving on motorways. Its aerodynamic body enabled high-speed travel at low fuel consumption. Notably, the Škoda Rapid 1500 OHV was the first historically documented model from Škoda to be tested in a wind tunnel.

The model is on display as part of the museum collection. This vehicle was acquired in 2013, with its renovation completed in 2021.

### **Škoda 1101 'Tudor' cabrio (1946-1952)**

The production of the Škoda 1101 'Tudor' began on 6 May 1946, at the Mladá Boleslav plant, with additional support from the Kvasiny and Vrchlabí sites. The model was produced until 1952, with a total of 66,904 civilian units and 4,237 special versions for the armed forces. The vehicle found customers in more than 70 countries, over 65 percent of the produced cars were exported. The nickname "Tudor" is derived from the British term "two-door," reflecting the two-door design of most produced versions.

#### **A practical classic with universal body styles**

The Škoda 1101, whose construction and design were based on the pre-war Škoda Popular, featured a four-stroke, in-line four-cylinder engine with a displacement of 1089 cc,

generating 32 horsepower. It was paired with a four-speed gearbox, allowing the vehicle to reach speeds of up to 100 km/h. The vehicle featured a rigid and relatively light central tube frame with all-round independent suspension. The bodywork design included a wooden skeleton and steel sheet panels for durability. The Škoda 1101 was available in various body styles, including limousines, roadsters, vans, and ambulances. Furthermore, the cabriolet version provided an open-top driving experience.

#### **Differences between Škoda 1101 and 1102**

The Škoda 1102, introduced in 1948, shared many of the mechanical components with the 1101, from which it differed primarily in terms of appearance and some interior modifications. The 1102 featured modified bumpers and a plainer radiator grille. In the interior, the gear stick was moved to the steering column, providing more legroom for both drivers and passengers.

#### **The renovated Škoda 1101 cabriolet from 1948 at the museum**

One notable example of the model is a green Škoda 1101 cabriolet completed on 5 April 1948, and handed over to the Swiss embassy on April 16, 1948. After changing ownership several times, this vehicle became part of the Škoda Museum collection in 2005. The Škoda 1101/1102 series accomplished major achievements in motorsport, including a class victory at the 24-hour race in Spa, Belgium, on July 11, 1948. The Škoda 1101 marked a new phase in Škoda Auto's history, combining design and racing success.

## **Škoda Sport (1949)**

Designed for racing, the Škoda Sport was produced in 1949, with only two units ever made. Featuring a four-cylinder engine with a displacement of 1089 cc, it generated 60 horsepower, paired with a four-speed gearbox, allowing it to reach speeds of up to 160 km/h. One car was modified for the 1950 Le Mans race, the Škoda Sport participated in the 24-hour race at Le Mans.

#### **Škoda Sport at Le Mans in 1950**

During the 1950 Le Mans race, the Škoda team held its own in second place in its class and fifth place overall as dawn approached. Despite the competition from French race car specialist Gordini, which entered six cars, the Škoda Sport was performing impressively. The car, built with simplicity and ingenuity, was quite similar to production models. It featured a shortened central-tube chassis frame and axles, with modified brakes and gearbox for high-speed racing. The aluminium bodywork reduced the vehicle's weight to 590 kg, while the tweaked engine with a Solex carburettor in combination with a special methyl alcohol fuel mixture provided a power output of 50 hp for a top speed of 140 km/h.

**Unexpected setback and missed opportunities at Le Mans**

Everything was going well until the break of dawn when a minor technical issue—a broken piston pin circlip, caused the engine to break down. This vital part, costing only pennies, led to the team's retirement after 13 hours. The Škoda Sport's fuel efficiency allowed longer driving shifts, but the mechanical failure ended their race prematurely. In 1950, two more Škoda Supersport "cigar bodywork" racing cars were built. The original car, which took part in the 1950 24 Hours of Le Mans race, is currently part of a private collection, has undergone a very sensitive renovation, and regularly participates in Le Mans Classic races.

**Škoda Felicia (1959-1964)**

The Felicia convertible, produced from 1959 to 1964, reflected the spirit of the 1960s with its clean lines, rounded edges, and elegant design. Automobiles of this era often featured chrome accents and vibrant colors, and the Felicia embraced these trends. Equipped with a 1089 cc four-cylinder engine that produced 50 horsepower, it reached speeds of up to 120 km/h. The convertible also offered a removable hardtop made of fiberglass-reinforced plastic, adding to its versatility and modern appeal. The Felicia was a roadster based on the Octavia, built on a central tubular frame with independent suspension featuring modern telescopic shock absorbers. From August 1960, it was available with a removable hardtop made of fibreglass-reinforced plastic.

**The success and design evolution of the Škoda Felicia convertible**

The convertible gained international attention at motor shows in Geneva, Leipzig, and New York, as well as trade fairs in South America and Africa. By its second year, annual production had reached 4,210 units, with two-thirds sold abroad. In March 1961, Škoda presented a facelifted version of the Felicia at the Geneva Motor Show. The enhancements included a more striking radiator grille, raised rear wings with drop-shaped lights, and the relocation of the gear stick from the steering column to the center tunnel, offering particularly short shifting distances. Additionally, the fuel tank cap could now be unlocked from the vehicle interior, enhancing convenience.

**The Felicia Super**

In 1962, the Felicia Super was launched, featuring a 1.2-litre engine with 55 horsepower and a top speed of 135 km/h. A total of 14,863 units of the Felicia and Felicia Super were produced between 1959 and 1964. One of these vehicles was acquired in pre-renovation condition for a museum's collection in 1995 and restored by experts until 1998.

**Škoda Octavia Combi (1961-1971)**

Officially introduced in 1960 at the International Engineering Fair in Brno, production of the Škoda Octavia Combi began in 1961 after operational tests and homologation were



completed. The Octavia Combi was known for its spaciousness, featuring a boot with a capacity of 690 liters, which could be expanded to 1,050 liters by folding down the rear seats. The flat storage compartment was accessible via a two-part rear door.

#### **Engine performance and practical design**

The Octavia Combi was powered by a four-stroke in-line four-cylinder engine with a displacement of 1221 cc, producing 47 horsepower and paired with a four-speed gearbox. This setup allowed the car to reach speeds of up to 115 km/h. The Octavia Combi offered several clever features, such as a spare wheel stored in a separate compartment under the trunk floor, accessible via a dedicated lid above the rear bumper.

#### **The innovative sleeping area in the Škoda Octavia combi models**

From 1961, all Octavia Combi models came with a bed area adjustment feature as standard. The front seats could be moved forward and the backrests folded nearly flat to create a sleeping area, with the removed rear seat backrests serving as headrests. This feature was further improved in the 1968 model year to allow the rear seat backrests to be folded both forward and backward.

#### **The Škoda Octavia Combi's global popularity and production milestones**

About two thirds of all Octavia Combis produced were exported. Due to the high demand production continued beyond April 1964, even as the factory prepared for the Škoda 1000/1000 MB with a rear engine. In 1966, 72% of the Octavia Combi cars produced were exported, for example to East Germany, Hungary, the UK, Norway, Australia, and Iceland. Production of the Škoda Octavia Combi ended shortly before Christmas in 1971, as the factory prepared to manufacture the new Škoda 110 R sports coupe. A total of 54,086 units were produced.

### **Škoda Trekka (1966-1972)**

The Trekka was produced between 1966 and 1972, specifically designed and engineered for the market in New Zealand. It was based on the modified chassis of the Škoda Octavia Super and used its drivetrain including a four-stroke in-line four-cylinder engine with a displacement of 1221 cc, generating 40 horsepower. The vehicle was equipped with a four-speed gearbox, allowing it to reach speeds of up to 105 km/h. The Trekka had a shorter wheelbase compared to the Octavia Super, which improved its off-road characteristics. Additionally, a differential lock for the driven rear wheels was available as an option.

**The optimal vehicle for outdoor activities**

The Trekka was designed to handle various terrains and was suitable for outdoor activities and commercial applications. With nearly 3,000 units built, it was the first passenger vehicle developed and produced in New Zealand. The local Škoda general importer in Otahuhu near Auckland City initiated the development of the Trekka to create an affordable and practical vehicle for farmers, artisans, and other businesses. The Trekka was offered in different body styles, such as a three-door pick-up with a canvas or hard plastic roof, and included features like a removable top made of glass fibre reinforced plastic.

**Legacy and historical context**

The Trekka's production in New Zealand required Škoda to adapt to local market needs. The experience gained with the Trekka helped the development of other models for specific markets, such as the Skopak for Pakistan and the Škoda 1202 Kamyonet for Turkey. The 1969 Trekka is now part of a private Czech collection and another one is displayed at the Škoda Museum.

**Škoda 110 R Coupé (1970-1980)**

Having made its debut 55 years ago, this elegant sports car with a sleek and aerodynamic body style was produced from 1970 to 1980. Featuring a four-stroke in-line four-cylinder engine with a displacement of 1107 cc, it generated 52 horsepower, paired with a four-speed gearbox, allowing it to reach speeds of up to 145 km/h. Built at the Kvasiny plant, the rear-wheel-drive coupé served as the basis for Škoda's rally and racing cars.

**Popular among customers seeking an attractive vehicle**

The Škoda 110 R was popular for its performance and design. Its successful motorsport derivatives, including the Škoda 130 RS, further boosted its reputation. The 110 R made a significant impact on export markets, with most units shipped outside Czechoslovakia, including to Great Britain, New Zealand, and Kuwait. In 1973, 93 percent of the approximately 6,000 coupés built were shipped abroad.

The 110 R, which was acquired for the museum's collection in 2019 and underwent extensive renovation was manufactured in August 1971 as one of the last units of the first model year.

**First production challenges, then export hit**

The development of the 110 R began in 1966, with the first prototype rolling out of the plant in March 1968. It made its public debut in September 1970 at the engineering fair in Brno, followed by presentations at motor shows in Paris, London, and Turin. Despite initial production challenges due to the political circumstances at the time, the 110 R became a successful export product. By 1980, Škoda had produced a total of 57,085 units. The 110 R

was succeeded by the Škoda Garde/Rapid in 1981. The motorsport success of the 130 RS, known as the "Porsche of the East," strengthened the legacy of the 110 R in racing history, making it a sought-after collector's item today.

## Škoda 120 GLS (1976-1990)

Considered the flagship of the Mladá Boleslav car brand, this sedan body style model was produced from 1976 to 1990. It featured a four-stroke in-line four-cylinder engine with a displacement of 1174 cc, generating 54 horsepower, paired with a four-speed gearbox, allowing it to reach speeds of up to 140 km/h. The 120 GLS was recognizable by its stainless steel four-headlight front grille. It was manufactured at the Vrchlabí plant and was known for its solid construction and practical features.

### Challenging ramp-up for series production and export success

Series production began in August 1978, although the manufacture of the GLS in Vrchlabí faced challenges due to the delayed transfer of the Škoda 1203 utility model production to Trnava, Slovakia. Despite this, both model series were produced simultaneously, allowing for flexible manufacturing in line with the customer demand. Overall, more than 70% of the GLS models were intended for export.

### Presented at Škoda vintage car events

The Škoda 120 GLS continued the rear-wheel drive and rear engine concept from the earlier Škoda 1000 MB. This concept evolved into the Škoda 100 series starting in 1969, and later into the 105, 120, 130, and other derivatives. The model series, which remained in production until 1989, included a small portion being particularly well equipped models like the GLS.

## Škoda Rapid 135 (1987-1990)

Produced between 1987 and 1990, the stylish and sporty Škoda Rapid was the final chapter of Škoda's rear-engine coupés. Featuring a four-stroke in-line four-cylinder engine with a displacement of 1289 cc, it generated 58 horsepower, paired with a five-speed gearbox, allowing it to reach speeds of up to 150 km/h. The Rapid's design included a sleek and aerodynamic body style, offering a sporty driving experience. In total, 10,980 units of the Rapid were built.

**Final era of the Škoda Rapid 135**

The Škoda Rapid 135 was manufactured at the AZNP Kvasiny plant. This two-door coupé was developed with the intention to modernize the previous Škoda Garde/Rapid 743 and marked the end of the rear-engine era for Škoda, preceding the transition to the modern Favorit. The Rapid 135, which began production in 1984 and continued until August 1990, featured a rear-engine, rear-wheel-drive configuration. The Rapid 135 and 136 were derived from the Škoda 135 GL and 136 GL respectively, and included engines similar to those in the Favorit-four-cylinder with all aluminum units and a displacement of 1.3 liters. The Rapid 135 produced 58 horsepower, while the Rapid 136 offered 62 horsepower. Domestic models used carburetors, while export versions featured Bendix fuel injection systems, with some models also incorporating catalytic converters. The final modernization included updates such as more durable rear suspension arms and changes in the interior. The Rapid was the last two-door Škoda vehicle with a coupé silhouette.

**Škoda Favorit 136 L (1988-1994)**

In December 1982, the Czechoslovak government decided to develop a front-engine, front-wheel-drive car within five years. Led by Petr Hrdlička, a team at Škoda in Mladá Boleslav developed the Favorit, navigating planned economy challenges. Produced from August 1988 to 1994, the Škoda Favorit 136 L was equipped with a four-stroke in-line four-cylinder engine of 1289 cc, delivering 58 horsepower and paired with a five-speed gearbox, allowing speeds up to 150 km/h. The hatchback body style provided ample cargo space.

**Bertone's impact**

Bodywork designed by Stile Bertone, the Favorit had a bigger interior despite being shorter than its predecessor, providing sufficient space. It underwent extensive testing, also at high altitudes and high temperatures. The all aluminum engine met modern consumption and emission standards. Furthermore, it was highly stable and reliable and thus capable of covering up to 250,000 kilometers before requiring full service.

Post-Velvet Revolution, Škoda joined the Volkswagen Group in 1991, which ultimately led to improvements in quality, technology, safety, and design. The Favorit also celebrated multiple motorsport successes, winning its class at the Monte Carlo Rally four times between 1991 and 1994. By September 1994, 783,167 units of the Favorit were produced. Including the Forman estate and commercial variants, total production had reached over a million vehicles by mid 1995.

## Škoda Museum

The Škoda Museum in Mladá Boleslav takes visitors on a journey through 130 years of company's history, from the earliest Laurin & Klement vehicles to today's current models. Opened in 1995 in the historic factory halls, the museum was fully refurbished in 2012, combining historical authenticity with modern exhibition techniques. Covering 1,800 m<sup>2</sup>, it presents around 360 items, including production vehicles, prototypes, rally cars, motorcycles, and even the 1899 Slavia bicycle, the oldest exhibit in the collection.

Films, photographs, documents and interactive multimedia elements allow visitors to explore both the technical development and the stories behind the vehicles. The site also features the Laurin & Klement Forum and the Václav Café, providing functional spaces within the historic complex for cultural events, presentations, and both cultural and educational programs.

## Icons reimaged - a modern take on classic Škoda models

To mark the 130th anniversary of the company's founding, the Škoda Design department has prepared a series of bold design sketches showcasing how Škoda's designers envision the modern look of key models from the company's history. These reinterpretations present Škoda's historic models in a contemporary light, balancing the company's history and their origins with the clarity and functionality of modern design.

For more details on these design creations, visit [www.skoda-storyboard.com](http://www.skoda-storyboard.com)

### The eVOITURETTE

Modern reinterpretation of the Voiturette A by Yuhan Zhang into a partly traditional, partly autonomous carriage, using artificial wood, 3D-printed components, and interactive LED elements, finished in a red-and-white colour scheme.

### The Popular Monte Carlo

Reinterpreted by Ljudmil Slavov, the Popular Monte Carlo becomes a roadster, preserving its motorsport character while applying the Modern Solid design language.

### The Škoda Felicia Cabriolet

The Bohe Vita by Martin Leprince reimagines the Felicia cabriolet, retaining the long bonnet, proportions, and rear fins of the 1959 to 1965 model, and integrating a floating windscreen that connects interior and exterior surfaces.

**The 110 R coupé**

The design by Richard Švec combines the 110 R's original elegance with motorsport elements, including flared fenders, a roll cage, centre-lock wheels, concealed headlights, and camera-based side mirrors.

**The Škoda Sport**

Created by Daniel Petr, the Škoda Sport retains the aluminium fenders, distinctive grille, a racing number, and classic colours, while adding hybrid-ready features and carbon-fibre details.

**The Škoda Favorit**

Reimagined by Ljudmil Slavov and David Stingl, the Škoda Favorit becomes a compact crossover, maintaining the clean forms of the original Bertone hatchback and subtle references to its rally history.

**The Škoda Felicia Fun pick-up**

Produced from 1997 to 2000, the Felicia Fun pick up was reimagined by Julien Petitseigneur. He kept the vehicle's playful character while adapting it to Modern Solid proportions with a wide stance, large wheels, contrasting details and a dashboard display featuring retro-style graphics.

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### Škoda Auto

- › is successfully steering through the new decade with the Next Level Škoda Strategy;
- › aims to become one of the top three best-selling brands in Europe by the end of the decade by offering its customers the best of both worlds through a range of attractive BEV, hybrid & ICE products;
- › effectively exploits the potential in important growth markets such as India, Vietnam and the ASEAN region;
- › currently offers customers 12 passenger car model ranges: Fabia, Scala, Octavia, Superb, Kamiq, Karoq, Kodiaq, Elroq, Enyaq, Slavia, Kylaq and Kushaq;
- › delivered more than 926,000 vehicles to customers worldwide in 2024;
- › has been part of the Volkswagen Group, one of the world's most successful car manufacturers, for more than 30 years;
- › is part of Brand Group CORE, an organisational merger of the Volkswagen Group's volume brands, with the aim of achieving joint growth and significantly increasing the overall efficiency of all five volume brands;
- › independently develops and produces components such as MEB battery systems, engines and transmissions for other Volkswagen Group brands;
- › operates three production plants in the Czech Republic; has production capacities in China, Slovakia and India, mostly through group partnerships, as well as in Vietnam and Ukraine in cooperation with a local partner;
- › employs around 40,000 people worldwide and is active in almost 100 markets.