

Škoda 1000 MB (1964) and 1100 MB B5 (1966): A Family Saloon in Rally

Mladá Boleslav, 14 May 2026 – The 1000 MB, a small family saloon from the mid-1960s, is seriously considered to be a little automotive miracle that Škoda's engineers made happen in the hard times of real socialism. In its era, it was a car fully comparable to the best European family cars of the one-litre class, even managing to beat its Western rivals in some areas.

It was advanced for 1964 not only because of its rear-engine, rear-drive layout, but also because of its unibody construction with bolted-on body panels and independent suspension front and rear. The most advanced feature, though, was the aluminium engine block and gearbox case, manufactured using then state-of-the-art aluminium pressure casting.

Naturally, the main mission of the 1000 MB's creators was to get Czechoslovakia driving a modern car, and also to offer it in the most demanding foreign markets. They were so successful that the production line struggled to meet the demand. Still, they also wanted to showcase their pride and joy in the world of motorsport - and they succeeded in that as well.

A talent for competition

The 1000 MB started out in the A1 and A2 classes, but its golden era in rallying began in 1966, when the new FIA rules came into force. At that point, the B3 category (also known as the GT class) was abolished and replaced with a new, less stringent class B, Group 5. The advantage for manufacturers was that it allowed for more fundamental changes, which didn't just include changes to the suspension, gearbox and steering, but it also made it possible to alter the engine displacement.

This allowed the competition cars to become kind of driveable test labs, which were used to try out all the technical innovations, including the larger, four-cylinder prototype engines. However, the first 1000 MB B5, introduced in 1966, still used the one-litre, naturally aspirated power plant which, thanks to dual Jikov 32 SOPc carburettors, hotter 280° camshafts, specially developed intake manifold and larger intake valves, offered a maximum power of 75 PS at 6,500 rpm and maximum torque of 88 Nm at 5,000 rpm.

With these modifications, the first competition 1000 MB B5 was able to accelerate from standstill to 100 km/h in 14.2 seconds. Given a long-enough straight, it was able to reach 160 km/h and it could manage a one-kilometre drag race in a little over 35 seconds.

A rev-happy four-cylinder

In the fall of 1967, some more interesting versions of the 1000 MB rolled out of Škoda's motorsport workshop. The crew of Václav Bobek sr. and Miroslav Fousek used a car powered by an engine borrowed from a Formula 3 racecar (Type 992). It was based on

a production unit, but able to offer 90 PS at an impressive 8,000 rpm. Another notable change was moving the radiator from the engine bay to the front fascia, where an oil cooler was also fitted.

The other 1000 MB B5 was used by Vladimír Krček and Milan Žid. Their car was a bit different. The radiator and its fan remained in the back, but dual oil coolers appeared under the front bonnet. The four-cylinder engine was tuned to produce 85 PS at 8,000 rpm and in the six-hour race at Brno circuit in 1967, its crew managed to beat two much more powerful, V8-powered Tatra 603 T2 B5 racecars.

Before introduction of the new B6 racecars with much larger prototype engines, the B5s achieved their biggest successes in 1968 season. Their four-cylinder engines' displacement was increased to 1,143 and 1,150 cm³, respectively, and at their hottest spec, they were able to offer up to 97 PS at 7,500 rpm thanks to their higher compression ratio, modified intake manifold, new exhaust, eight-port head and, most of all, twin Weber carburetors.

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Škoda Motorsport

- › Škoda celebrates 125 years of Motorsport since the first efforts in 1901, garnering success in rallies as well as in circuit racing.
- › Highlights include winning the 1981 European Touring Car Championship (ETCC) with the Škoda 130 RS.
- › Since 2009, the Škoda Fabia celebrated numerous successes for the Czech manufacturer on rally stages worldwide.
- › Until 2014, the Škoda Fabia S2000 (2.0 naturally aspirated engine, four-wheel drive) secured 50 international titles and national rally championships. The Škoda Fabia S2000 also helped to win the FIA European Rally Championship (ERC) and the Intercontinental Rally Challenge (IRC) three times each.
- › The successor model Škoda Fabia R5 (1.6 turbo engine, four-wheel drive) entered the scene in 2015. Later renamed to Škoda Fabia Rally2 and followed by the further developed Škoda Fabia Rally2 evo, the model collected nearly 2,000 victories in 68 countries until the end of the 2022 season.
- › During this period, Škoda Motorsport factory drivers Jan Kopecký (CZE), Esapekka Lappi (FIN), Pontus Tidemand (SWE) and Kalle Rovanperä (FIN) won the FIA World Rally Championship's support category WRC2/WRC2 Pro. Škoda Motorsport also took the WRC2/WRC2 Pro Manufacturers' title five times in a row from 2015 to 2019.
- › Beginning with the 2020 season, Škoda Motorsport changed its strategy to supporting private teams. The success story continued: Driving a Škoda Fabia Rally2 evo run by Toksport WRT, Andreas Mikkelsen (NOR) und Emil Lindholm (FIN) became WRC2 Champions in 2021 and 2022. Mikkelsen became WRC2 Champion again in 2023 with team Toksport WRT, when the all-new Škoda Fabia RS Rally2 entered the scene. The Škoda Motorsport supported team Toksport WRT also won the WRC2 Teams' title three times in 2020, 2022 and 2023. In 2025 Toksport WRT took another WRC2 Teams' title and Nikolay Gryazin/Konstantin Aleksandrov of Toksport WRT become WRC2 Challenger drivers' and co-drivers' champions respectively.
- › Škoda Motorsport customer teams have also won titles in the FIA World Rally Championship (WRC), FIA European Rally Championship (ERC), the FIA African Rally Championship (ARC), the FIA North American and Central American Rally Championship (NACAM), the FIA South American Rally Championship (CODASUR) and the FIA Asia-Pacific Rally Championship (APRC).

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 1,040,000 vehicles to customers worldwide in 2025;
- › 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 Slovakia, Kazakhstan 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.