

Classic Days 2026

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Škoda Auto celebrates more than 130 years of craftsmanship and innovation

- › For more than 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 more than 130 years, Škoda has continuously been reinventing itself, building on a position of strength to drive the transformation towards electromobility

Mladá Boleslav, 12 October 2026 – Škoda Auto celebrates more than 130 years, 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. For more than 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.

Škoda Museum

The Škoda Museum in Mladá Boleslav takes visitors on a journey through more than 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 m², 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.

Laurin & Klement Slavia Type B (1899–1904)

- › The Slavia Type B was the first Laurin & Klement motorbike to be raced for promotional purposes
- › The 240 cc single-cylinder engine generated a maximum output of 1.75 hp
- › Weighing just 55 kg, the Slavia Type B reached a top speed of 40 km/h

Mladá Boleslav, 12 October 2026 – The lightweight Slavia Type B, powered by a 1.75 hp engine, was the first Laurin & Klement machine used to promote the brand through racing. It competed in hill climbs such as Exelberg, Semmering, and Ries, as well as in the Paris–Berlin and Paris–Vienna long-distance races.

Production of the Laurin & Klement Slavia Type B began in 1899. It made its public debut alongside the Type A on 18 November that year at the cycle racing track in Prague-Bubny. Its air-cooled, four-stroke, 240 cc single-cylinder engine was mounted transversely low in the frame to improve handling and stability. The engine produced up to 1.75 hp, and the motorbike's light weight of just 55 kg helped it reach a top speed of 40 km/h.

Early motorbikes did not have gearboxes, so a flat leather belt drove the rear wheel directly from the engine, giving the Slavia Type B a single fixed gear ratio. Riders therefore also had to use the pedals and a conventional bicycle chain to start the engine and provide additional propulsion. The motorbike had a wheelbase of 1,325 mm.

The Slavia Type B holds a special place in Škoda's history as the first Laurin & Klement machine entered in an international motor race. At the time, the long-distance Paris–Berlin race was considered the toughest event in Europe. Fewer than half the competitors completed the three-day, 1,196-kilometre race, and the Slavia Type B was the only motorbike to reach the finish.

Between 1899 and 1904, Laurin & Klement built 540 Slavia Type B motorbikes in Mladá Boleslav. The example on display dates from 1901 and is the oldest known to be still in running order. It is on loan from a private Czech collection.

Laurin & Klement BZ (1902–1904)

- › The Laurin & Klement BZ motorbike was developed from the Slavia Types A and B
- › Designed for more demanding terrain, it had a more powerful engine producing up to 2.5 hp
- › The manufacturer specified a range of up to 120 km on a full tank and offered auxiliary fuel tanks to extend it by a further 80 km

Mladá Boleslav, 12 October 2026 – The Laurin & Klement BZ evolved from the Slavia Types A and B. Unveiled to the public in autumn 1902, it had an enlarged 331 cc engine producing up to 2.5 hp.

Like its predecessors, the Laurin & Klement BZ motorbike had an air-cooled, four-stroke, single-cylinder engine mounted transversely low in the frame. It retained the direct drive, but engine displacement increased from 240 to 331 cc, raising maximum output to 2.5 hp. Its speed could be adjusted in stages from 10 to 50 km/h.

The wheelbase was increased by 25 mm to 1,350 mm, while the manufacturer specified a weight of between 55 and 58 kg. Fuel consumption was stated as approximately 1 litre of petrol per 25 km, equivalent to around 4 l/100 km. On a full tank, the BZ could cover up to 120 km. Laurin & Klement also offered special auxiliary fuel tanks that extended the range by a further 80 km.

Contemporary advertising brochures described the Laurin & Klement BZ as a touring motorbike suited to more demanding, mountainous terrain or heavier riders. It was priced at 1,150 crowns.

Laurin & Klement built 690 BZ motorbikes between 1902 and 1904. The example on display dates from 1903 and is the second-oldest motorbike in the Škoda Museum's collection. Its extensive restoration was completed in 2021.

Laurin & Klement Voiturette A (1905-1907)

Before venturing into automobile production, 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 Museum presents only surviving Laurin & Klement BSC sports car from 1908

- › The 118-year-old two-seater now in original condition
- › The only preserved specimen of twelve Laurin & Klement BSC ever built
- › Major mechanical vehicle components including the engine are original parts from 1908

Mladá Boleslav, 12 October 2026 – The Laurin & Klement type BSC sports car is celebrating its 118th birthday this year – and is on display at the Škoda Museum exhibition in Mladá Boleslav in time for this anniversary. The rare vehicle was fully restored between 2016 and 2018. A team of experts reconstructed the model based on original drawings and other historical sources. All the important mechanical components in the unique car are original parts; the engine bears the authentic serial number, with which the sports car left the Mladá Boleslav factory in 1908.

The Laurin & Klement BSC appears in numerous films

The only surviving Laurin & Klement BSC, which can now be seen in the Škoda Museum, was completed on 12 July 1908. The engine number 5635 confirms the authenticity of the vehicle. The rarity changed hands often and underwent many modifications. For example, the L&K BSC was converted into a racing car for the film 'Dědeček automobil' (Grandpa Car) by Alfréd Radok, which was released in Czechoslovak cinemas on 27 March 1957.

Later, the shape of the BSC's bonnet and fender, as well as many details were changed – also for other film appearances. However, all the essential mechanical parts have been preserved, and the vehicle, which has always been roadworthy throughout the years, is one of the fixed stars of the Czechoslovak vintage car scene.

In 2016, the unique Laurin & Klement BSC found its way into the inventory of the Škoda Museum in Mladá Boleslav where experts first analysed the condition of the vehicle in detail and then researched its history in the archives. Later, they began the complex process of restoring the BSC as close as possible to its condition in 1908. The BSC is now one of the most valuable exhibits of the Škoda Museum in Mladá Boleslav.

The history of the BS model family

After launching bicycle production in late 1895, Václav Laurin and Václav Klement's company extended their range in 1899 to include motorcycles. Just a few years later, starting in late 1905, the entrepreneurs presented the production version of their first automobile – the Laurin & Klement Voiturette A. Over the next two years, the young carmakers continued to develop their model range and implement several profound structural changes.

The rapidly increasing demand for the modern vehicles from Mladá Boleslav with their favourable price/performance ratio led to a rapid increase in production figures – from a few dozen automobiles in 1906 to nearly 500 in 1908.

The BS model series established an important position in those years. In contrast to the Voiturette type A, B and B2 with two-cylinder V-engines built first, the later BS series had a two-cylinder with 1399 cc displacement and 10 hp (7.4 kW) performance. Because the ambitious company was consistently aligned to the needs of its customers, Laurin & Klement models in the BS family had features designed specifically for different customer groups such as doctors and business people. The model range included at least six different wheelbases from 1,905 to 2,380 millimetres and five gauges from 1,120 to 1,300 millimetres. The manufacturer offered numerous body styles on these bases, ranging from 'Personen-Voiturettes' – the French term for small cars – to taxis and light commercial vehicles. Between 1908 and 1909, 66 L&K vehicles of the BS series were built.

The most valuable versions include twelve vehicles in the sporty BSC variant. Their engine power was increased from the standard 10 hp (7.4 kW) to 12 hp (8.8 kW). The first BSC rolled out of the Laurin & Klement factory buildings on 10 June 1908; the last on 20 October 1908. The sporty type BSC was available both as a roadworthy chassis and as a complete vehicle with body. The chassis, for which customers could have individual custom bodies made, cost 5,000 K – the abbreviation for Austro-Hungarian krone. A complete vehicle with an open two-seater standard body was available from L&K for 5,500K.

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 Sport (1936): Outstanding success at the Monte Carlo Rally

- › In January 1936, the Škoda Popular roadster took second place in the Monte Carlo Rally in the under 1,500 cm³ class
- › The team tested their leather overalls, heating and Bata tyres with off-road tread in the snow-covered Giant Mountains
- › The limited-edition series model Škoda Popular Monte Carlo set standards in both technology and design

Mladá Boleslav, 12 October 2026 – 90 years ago, Zdeněk Pohl and Jaroslav Hausman set off from Mladá Boleslav for the famous Monte Carlo Rally in their Škoda Popular Sport. In the principality of Monaco, they drove the roadster to one of the greatest successes in Škoda Auto's motorsport history.

The Monte Carlo Rally, which is as famous as it is demanding, was first held in 1911 to attract tourists even during the cold winter months to the Principality of Monaco. Zdeněk Pohl and Jaroslav Hausman took part in the fifteenth run, which took place from 25 January to 2 February 1936, with the Škoda Popular Sport and impressively held their own against the competition.

Since the length and difficulty of the route from the official starting point were also decisive for success in the Monte Carlo Rally, Pohl and Hausman set off from Athens and travelled via the Riviera to Monaco. Other possible starting points included Bucharest, Palermo, Stavanger or Tallinn. Within 17 hours, the pair had covered 850 kilometres from Prague to the ferry in Trieste in their Škoda Popular Sport.

After arriving in the Greek metropolis of Athens, Zdeněk Pohl and Jaroslav Hausman had four days to recover and prepare their vehicle technically for the rally – without the assistance of a mechanic or professionally equipped service vehicle.

The 3,852-kilometre journey via Thessaloniki, Belgrade, Budapest, Vienna, Strasbourg and Avignon to Monaco took four days in total. Pohl later recalled, "I saw strange things along the way. On one occasion, a horse was reversing towards us at full speed; another time, I had to dodge an elephant. The road was clear, of course – we were hallucinating after four nights without sleep. The hum of the engine made us tired, plus it was very foggy."

Out of the 105 teams registered, only 72 vehicles finished the Monte Carlo Rally in 1936. The Škoda Popular Sport reached the finish without any penalty points, and it also passed the technical inspection and did well in the skill test. This secured second place for Pohl and Hausman in the under 1,500 cm³ class.

Their success with the Škoda Popular Sport was the result of careful preparation. For example, the duo tested their leather overalls and off-road Bata tyres in the snowy Giant Mountains. Since the pair could not agree during the preparation whether a wooden or tin shovel would be better suited to freeing the car from the snow, they ultimately packed both options.

The Škoda Popular Sport was fitted with the modified chassis of the lighter Popular series, but the engine came from the more powerful Rapid. The four-cylinder with a displacement of 1,386 cm³ generated an output of 34 hp, the top speed was around 110 km/h. New Ate-brand hydraulic brakes improved the braking performance. Two fuel tanks with a total capacity of 170 litres guaranteed a range of 1,500 km; consumption was 11.3 litres per 100 km. Its total weight was 790 kilograms, of which the open body accounted for only 250 kilograms. The fully loaded Popular weighed in at around 960 kg, plus 170 kg for the driver and front passenger. During the cold season, Pohl and Hausman benefited from the hot air heating as well as a holder for a thermos flask and the partially heated windscreen. The folding passenger seat also came in handy, allowing the co-pilot to rest during the journey.

The automobile manufacturer from Mladá Boleslav took their great success at the Monte Carlo Rally as an opportunity to expand the model range to include an exclusive series of sports vehicles. The first Škoda Popular Monte Carlo roadster was delivered in July 1936, followed by the first coupé in August 1936. The official presentation was held at the Paris Motor Show on 1 October 1936. By 1939, Škoda had built around 70 roadsters and coupés in the series, and customers included the then fourteen-year-old Yugoslav King Petar II Karađorđević.

One of these vehicles has been part of the Škoda Museum collection since 1968. The black Popular Monte Carlo coupé from 1937 is one of only twenty surviving copies. It was painstakingly restored in the early 2000s and has since been attracting attention at classic car events at home and abroad.

The design of the models with their characteristic headlights and lattice in front of the radiator grille is influenced by the style of the interwar period. With its elegantly curved lines, the Škoda Popular Monte Carlo is still a design icon in the company's history. Today, the 'Monte Carlo' equipment line for the Fabia, Scala and Kamiq model series commemorates Škoda's great motorsport successes at the rally in the Principality of Monaco.

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 cm³ 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 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.

The Škoda 1101 'Tudor' celebrates its 80th anniversary

- › The production of Škoda's first post-war model began 80 years ago
- › More than 70,000 units were built between 1946 and 1952
- › An exhibition at the Škoda Museum commemorated the 'Tudor's' 80th anniversary

Mladá Boleslav, 12 October 2026 – Škoda celebrates a special anniversary this year: Production of its first post-war model began 80 years ago. The Škoda 1101 'Tudor', the first production example of which was completed on 6 May 1946, marked the start of a new stage in the Czech automobile manufacturer's development. An exhibition at the Škoda Museum in Mladá Boleslav commemorated the successful model earlier this year.

The model series Škoda 1101 featured an attractive design and modern technical concept for the time. It included a bifurcated central tube frame, independent suspension, powerful hydraulic brakes and a powerful and economical four-cylinder engine with a displacement of 1,089 cm³ 23.5 kW (32 hp).

From 1946, the closed two-door formed the basis of the broad model range. It was actually the English adjective 'two-door' from which the popular name 'Tudor' arose. Initially, a four-door saloon was added to meet the needs of customers at home and abroad. This would later be used by the Czechoslovak ministries and the diplomatic corps as a service vehicle, and was the most frequently built variant from 1949.

The open-top model range included the popular 'Tudor' convertibles with the doors set in a rigid frame and the folding part of the roof made of material. Then there were the elegant Roadsters. Offering high everyday practicality, there was the van with two side windows and the estate version that was known as a station wagon, marked 'STW'. At that time, they already had a folding rear seat, which increased size of the loading space to 1490 mm in length and 1380 mm in width. A special chapter of the 'Tudor' story was written by the Škoda 1101 VO (vojenský otevřený, military model – open) and 1101 P (pohotovostní, standby/emergency) with its jeep body. These versions were used by the armed forces of several countries, including Portugal, Saudi Arabia and Egypt.

The production of the Škoda model series 1101 (following modernization, known as 1102) was carried out at a state-owned company, known officially as AZNP (Automobilové závody, národní podnik English: Automobile Plants, National Corporation). The chassis with complete technology emerged in Mladá Boleslav; the body was constructed at the newly integrated plants of Kvasiny and Vrchlabí – today, these three locations comprise Škoda's production network in the Czech Republic. When the model was first launched in May 1946, the Czech

market price for a Škoda 1101 was 67,700 crowns, and due to the difficult economic situation of the time, customers even required a ration coupon.

Between 1946 and 1952, 66,904 Škoda 'Tudor' models were constructed for civilian use, and 4237 special versions were built especially for the armed forces. Almost two thirds of all Škoda 1101/1102 ever produced were exported – in 1947 to 36 countries around the world, four years later that figure had risen to 76. Among the most important markets were Poland, the Netherlands, Belgium and the Federal Republic of Germany. The model, however, was also firmly established in Australia, Brazil, India, in the Union of South Africa and Canada.

The Škoda 1101/1102 also scored major successes in motorsport. In 1948 Three 'Tudor' in the <1100 cm³ class were victorious in the 24-hour race in Spa, Belgium. The special edition Škoda Sport and Supersport had uprated engines in different versions, including a version with 1490 cm³, which featured a Roots blower, and reached more than 200 km/h with its 132 kW (180 hp) output. Its success in motorsport proved to be a great advertisement for the Škoda 1101/1102 on export markets. At the same time, this allowed for production to be continuously improved – even the supercharged cars used many of the same parts as the series produced models.

The Škoda 1101/1102 takes a place of honour in the long history of the brand from Mladá Boleslav. The following model series successfully continued this technical concept until 1964 when production began on a completely new generation of vehicles – the Škoda 1000 MB with rear engine and self-supporting all-metal body.

Škoda Sport (1949): The long-distance runner from the other side of the Iron Curtain

- › The Škoda Sport took part in the 24-hour race at Le Mans in 1950 and is the last ever Czech car to compete there
- › The vehicle impressively held its own against the competition before retiring after 13 hours due to a minor technical defect
- › The Škoda 1101 'Tudor' presented in 1946 was used as the technical basis

Mladá Boleslav, 12 October 2026 – Among all the sports models and special vehicles in Škoda's history, the Škoda Sport enjoys a unique position – to this day, it is the last Czech car to have taken part with a Czech crew in the famous 24 Hours of Le Mans.

In the 1950s, motorsport did not seem to have much of a future in Czechoslovakia, motorbikes were the most popular means of transport. However, the first international races were being held at this time. In 1949, for example, the famous 24-hour race in Le Mans was staged again for the first time after the Second World War, and a year later the newly founded Formula 1 series was launched.

Škoda Sport based on the Škoda 1101 'Tudor'

Czechoslovakia also wanted to face the international competition with a locally built vehicle so that the durability of series-produced parts could be tested and Škoda vehicles could be promoted abroad. The decision was therefore made to build the Škoda Sport, a sporty derivative based on the Škoda 1101 'Tudor' presented in 1946. The racing car had a weight-optimised chassis from the Škoda 1101. Due to the vehicle's low height, the powertrain was repositioned, and the central tube was shortened by 400 mm, while the fork of the skeleton frame was lengthened at the front. The designers also adjusted the placement of the steering and the pedals. The car was given a low, open body that was made by hand from sheet aluminium. The fuel tank was placed behind the two seats and the fuel was supplied by an electric pump. The radiator grille had five ribs and the front headlights were set into the front section. Mostly standard parts from the 'Tudor' were used to construct the Škoda Sport, including the 12-volt onboard electrical system from the PAL company and Barum tyres. Two blue-painted cars with 1.1-litre engines were built. One of these racing cars was to compete in the class up to 1500 cm³ and delivered 56 hp with an extra Roots supercharger, while the car intended for the class up to 1100 cm³ had 42 hp without a supercharger.

From Brno to Le Mans

Both cars competed for the first time on 25 September 1949 in the Brno City Prize, the last Czechoslovakian Grand Prix for monopostos. Jaroslav Netušil drove to victory in the class up to 1100 cm³ in the car without a supercharger, while Václav Bobek took second place in the class up to 1500 cm³ in the Škoda Sport with a supercharger.

For the competition at Le Mans, it was decided to use the vehicle without a supercharger and to further optimise the Škoda Sport. In line with French regulations and the experience gained so far, the wheelbase was extended by 180 mm and two additional headlights were fitted to the sides of the radiator grille. The car, now painted in the national colours, was also fitted with a windscreen in front of the passenger seat and drove on Michelin tyres for its race at the Sarthe. With a full tank of fuel and tools and spare parts, which were the only ones allowed for essential repairs during the race, the car weighed in at just 700 kilograms. Under the bonnet was the tried and tested, water-cooled four-cylinder engine with a displacement of 1089 cm³ that delivered 50 hp (37 kW) at 5200 rpm thanks to a compression ratio of 8.6:1, a Solex 40 UAIP carburettor and other technical modifications. With the racing fuel common at the time – a mixture of petrol, ethanol and acetone – the Škoda Sport reached a top speed of 140 km/h with a consumption of just 12 litres per 100 km. It was possible to drive for four hours straight on a full tank – a clear advantage for Václav Bobek and Jaroslav Netušil, who were able to cover longer distances without stopping for fuel than their rivals.

Škoda Sport in the 24 Hours of Le Mans 1950

The race began on 24 June 1950 at 16:00 with the classic Le Mans start – the cars were lined up on one side of the track, the drivers on the other. With the starting gun, they sprinted to their race cars and jumped behind the wheel. The organisers allowed 60 participants out of 112 interested parties. Václav Bobek and Jaroslav Netušil successfully held their own against the competition for a long time and soon held a promising position. Thirteen hours into the race, however, the car lost power on the 121st lap forcing the team to retire. The cause was a broken piston pin fuse – a minor technical defect. However, only parts carried in the car could be used for the repair and a replacement fuse was not on board.

Until they pulled out, Václav Bobek and Jaroslav Netušil had fought their way to second place in the class up to 1100 cm³ at an average speed of 126 km/h. Their fifth place in the power coefficient special classification, which was common at the time, was also impressive. With this outstanding performance, it was little consolation that none of their rivals in the up to 1100 cm³ class finished, either.

For political reasons, Škoda did not enter any vehicles in the following run of the Le Mans race. Although the Škoda Sport did not return to the Sarthe, it successfully took part in a further 80 races in Central and Eastern Europe over the next twelve years, with teams from other countries of the Eastern Bloc competing.

Over time, the Škoda Sport was equipped with increasingly powerful engines, most recently in the carburettor version with 120 hp and an engine with two superchargers that generated 190 hp. After some aerodynamic modifications, the Le Mans car set the Czechoslovak speed record in the class up to 1100 cm³ in 1953 at 160.1 km/h. After being dropped from Škoda's racing team, the special cars went to private drivers who raced with them until 1963.

In 2020, the fully restored Škoda Sport should have taken part in the Le Mans Classic commemorative race to mark the 70th anniversary of its appearance at the Sarthe, but the organisers were forced to cancel the event due to the COVID-19 pandemic. The long-awaited return of the original 1950 Le Mans car finally came in 2022, when it lined up at Le Mans Classic with its historic starting number 44. In July 2025, the Škoda Sport was back on the famous circuit once again, underlining its lasting place among the legends of endurance racing.

1955: Škoda 440 on the international stage

In the mid-1950s, the political conditions in Czechoslovakia were not particularly favourable to international motor racing.

Even so, Škoda from Mladá Boleslav took part in events abroad and, thanks to the new Škoda 440 (4 cylinders and 40 hp), also made its presence felt. The Spartak, as the car was popularly known, made its debut in mid-June 1955 at the Alpine Rally, where Václav Bobek took silver and Miroslav Fousek bronze in the class up to 1,300 cm³. This was a much more successful appearance than a year earlier, when the crews had struggled there with the Škoda 1200 and had to reverse up the steep climb to the Turracher Höhe.

In 1955, Škoda also competed in the Liège–Rome–Liège Rally, where, after 5,100 kilometres, the Fousek–Čížkovský crew finished tenth out of 143 starters. At Norway's Viking Rally, three crews in Škoda cars finished fourth, sixth and eleventh.

In January 1956, the AZNP factory team also returned to the famous Monte Carlo Rally, where seven "Spartaks" with foreign crews started alongside the three factory cars. The Norwegian pairing of Ingier–Askersrud finished fifth in its class, in which a total of 107 cars competed.

The new Škoda vehicle then demonstrated its strength at the demanding Tulip Rally (Tulpenrallye). Although the event was based in the Netherlands, its 3,600 kilometres also covered Germany, Switzerland, Monaco and Luxembourg and included special stages at the Nürburgring and Zandvoort circuits. Only 137 of the 240 cars finished; the Fousek–Kohout crew came sixth in its class and Viček–Dobří thirteenth.

Škoda Octavia (1959–1964)

- › The first Škoda Octavia evolved from the 440/445/450 model series popularly nicknamed the 'Spartak'
- › Modest in size by today's standards, it was available with 1.1- and 1.2-litre engines producing up to 39 hp
- › A competition-oriented Touring Sport version was also produced, with output increased to 50 hp

Mladá Boleslav, 12 October 2026 – The original Octavia evolved from the 440/445/450 model series, popularly nicknamed the Spartak. Customers valued the Octavia for its affordability, reliability, and driving characteristics. It became a key Škoda model, and its present-day successor remains one of the brand's mainstays.

When Škoda modernised the 440 model series, the car manufacturer replaced the numerical designation with a name. Octavia was chosen deliberately: it derives from the Latin word *octavus*, meaning "eighth". It was the eighth Škoda model introduced after the Second World War, and the eighth in a line of models featuring independent suspension on all four wheels.

The Octavia had a four-stroke, inline four-cylinder OHV engine mounted longitudinally behind the front axle, driving the rear wheels through a four-speed manual gearbox. The entry-level 1.1-litre engine produced up to 29 kW (39 hp) at 5,500 rpm and a peak torque of 68.6 Nm at 2,800 rpm. The car had a top speed of 110 km/h, with fuel consumption of around 7.7 l/100 km.

The range also included the Octavia Super, whose more powerful 1.2-litre engine delivered up to 33 kW (44 hp). At the top of the range was the sporty Touring Sport, producing 50 hp and 74.5 Nm of torque in road-going form, before any competition modifications. Its higher output came from fitting two carburettors instead of one and raising the compression ratio from 7:1 to 8.4:1. Further modifications for competition could almost double that output.

Compact by today's standards, the first Octavia was 4,065 mm long – around 4 cm shorter than the current Fabia. It was 1,600 mm wide and 1,430 mm high, with a wheelbase of 2,390 mm and a weight of around 920 kg.

The Škoda Octavia was made from 1959 to 1964, with the estate remaining in production until 1971. A total of 229,531 standard notchback Octavias were built, along with 79,489 units of the more powerful Octavia Super. The Octavia in the Škoda Museum's collection dates from 1960, when it was delivered to its first owner in Prague. Its third owner donated the car to the museum in 1977, and it was restored there in 1996.

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.

60 years of the Trekka: an SUV from New Zealand

- › The Trekka was developed jointly by Škoda in Mladá Boleslav and its New Zealand importer
- › The Octavia Super provided the technical basis for a vehicle designed for both commercial and leisure use, with some off-road capability
- › The Trekka probably remains New Zealand's only series-produced car and is regarded as an early forerunner of today's Škoda SUVs

Mladá Boleslav, 12 October 2026 – Škoda vehicles have made their mark around the world. In some countries, they even gave rise to vehicles tailored to local needs – fascinating curiosities from today's perspective. One such example is the Trekka, regarded as an early forerunner of Škoda SUVs, although it did not carry a Škoda badge.

The first Škoda Octavia, produced from 1959, proved popular with customers in dozens of countries, not least because of its practicality. For logistical, tax, or customs reasons, it was imported into some countries as CKD (completely knocked down) kits. This was also how it reached New Zealand, where final assembly was carried out by Škoda's general importer, Motor Industries International.

Škoda's New Zealand importer came up with the idea of an affordable vehicle for local customers that would suit both commercial and leisure use while offering enhanced off-road capability. Motor Industries International worked with local specialist companies and Škoda in Mladá Boleslav to develop the vehicle. Several designs and prototypes were created in 1965 and 1966 by Josef Velebný, Škoda's former head of body development, and New Zealand-based designer George Taylor.

The resulting vehicle was named the Trekka. Production began in Otahuhu in 1966, using components from Mladá Boleslav alongside locally sourced parts, and the first vehicles took to the road on 2 December. Based on a modified Škoda Octavia chassis, the Trekka had a rigid backbone frame and independent wheel suspension. The chassis was imported from Mladá Boleslav with its wheelbase shortened from 2,389 to 2,165 mm and its final-drive ratio changed from 4.78 to 5.25. Together, its 190 mm ground clearance and 5.90 × 15-inch tyres made it easier to negotiate rough terrain.

The basic version of the Trekka was just 3,550 mm long and 1,600 mm wide. Depending on the version, its height ranged from 1,785 to 2,040 mm. Kerb weight ranged from 920 to 980 kg, with a payload of up to 500 kg. It used the Octavia Super's powertrain. Its 1,221 cm³ OHV four-cylinder engine was mounted longitudinally at the front and delivered up to 34 kW (47 hp) at 4,500 rpm and maximum torque of 87 Nm at 3,000 rpm. Paired with a four-speed synchromesh gearbox, the engine gave the Trekka a top speed of up to 110 km/h, with average fuel consumption of around 11 l/100 km.

Thanks to local production, the Trekka was available with virtually no waiting time, and New Zealand customers could choose from several body styles, including a three-door version with between two and eight seats and a choice of a fixed roof, a retractable canvas roof, or a removable plastic roof. An estate (STW) and a beach version were also available.

By 1967, the 750th customer had taken delivery of their Trekka, and the milestone 1,000th unit was assembled in Otahuhu in January 1968. New Zealand relaxed its rules on imports of light commercial vehicles in 1970, while production of the Octavia Combi in Czechoslovakia ended in 1971. Trekka production consequently declined, coming to an end in 1972. Around 2,800 were built in total. The last vehicles in stock were sold in 1973.

The Trekka was also exported from New Zealand to Fiji and other Pacific islands. Several vehicles were shipped in knocked-down form to Pakistan and Australia, and a few were even used as ambulances in Vietnam. Over the years, a number of Trekkas found their way to the Czech Republic, one of which is now part of the Škoda Museum's collection.

The Trekka probably remains the only vehicle developed and series-produced in New Zealand. Škoda subsequently applied the knowledge and experience gained from its involvement in the Trekka project elsewhere. One example was the Skopak (Škoda-Pakistan) pick-up, developed for the Pakistani market, which entered production in May 1970. The Trekka is also regarded as an early forerunner of today's popular Škoda SUVs. Škoda continues to operate successfully in New Zealand today.

Škoda 1100 MBX (1967–1969)

- › The two-door 1000 MBX was followed by the Škoda 1100 MBX, offering a larger engine and more torque
- › The elegant body featured extensive glazing and appeared to have no B-pillars when the side windows were lowered
- › Only 1,114 Škoda 1100 MBX units were built between 1967 and 1969

Mladá Boleslav, 12 October 2026 – The elegant two-door Škoda 1100 MBX is one of Škoda's rarest series-produced models from the second half of the 1960s. Based on the four-door Škoda 1000 MB sedan, it was offered as an alternative to the 1000 MBX. Its distinctive design, with frameless doors and rear side windows that could be lowered, gave it an exceptionally airy interior for its time.

The two-door MBX can be traced back to 1960, when two prototypes were built under the internal designation Škoda 990 Tudor. The prototypes had sharply raked rear pillars flowing into a panoramic rear window, and two doors with frameless windows. Despite these changes, the car retained the generous interior space of the sedan on which it was based. Both the door windows and the smaller windows beside the rear seats could be lowered. Hinged triangular quarterlights provided additional ventilation.

The series-production 1000 MBX De Luxe made its public debut on 10 March 1966 at the Geneva Motor Show. Its extensive glazing gave it the appearance of a pillarless body. In fact, the B-pillars ended below the side window line, while their narrow upper sections could be lowered together with the rear side windows. When the windows were lowered, the opening between the front and rear pillars was uninterrupted. In November 1967, the more dynamic Škoda 1100 MBX De Luxe joined the range. Its four-cylinder petrol engine was enlarged to 1,107 cc. Although maximum output remained unchanged at 38 kW (52 hp), peak torque rose from 75.5 to 81.4 Nm, giving the engine greater flexibility. Further technical modifications included a more powerful oil pump and more efficient cooling.

The MBX range benefited from advanced production technologies introduced with the Škoda 1000 MB. Škoda was the first European car manufacturer to use aluminium die-casting for the engine block, and the four-speed gearbox casing was made using the same method. Assembly required a high proportion of manual work and was time-consuming, so the MBX models were built in a separate production facility in Mladá Boleslav. By 1969, 1,114 Škoda 1100 MBX cars had been built. Together with 1,403 units of the 1000 MBX, this brought overall production of the two-door MBX range to just 2,517 cars. A significant proportion were exported, with the attractive two-door model helping to raise Škoda's profile abroad. The MBX technological concept was carried forward in the Škoda 110 R coupé, and later in the Garde and Rapid models.

Škoda 110 R Coupé (1970-1980)

Having made its debut 56 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 S Rallye (1972–1975)

- › Škoda took advantage of revised FIA regulations to develop a competition car with an engine enlarged from 1.2 to 1.3 litres
- › Key modifications to the Škoda 120 S included a revised cooling system, which also helped improve the car's weight distribution
- › In its most powerful competition specification, the Škoda 120 S Rallye produced up to 120 hp

Mladá Boleslav, 12 October 2026 – At first glance, the Škoda 120 S Rallye resembles the classic Škoda 100/110, but its redesigned cooling system and powertrain made it more closely related to the later Škoda 130 RS. It was developed in response to revised FIA regulations that abolished the class for cars with engines of up to 1,150 cc and introduced a new class for engines of up to 1,300 cc.

Despite its outward resemblance to the contemporary Škoda 100/110 models, the Škoda 120 S was so extensively re-engineered that it was assigned a new type designation, Š 728. One of the main changes was to move the radiator from the rear engine compartment to the redesigned front of the car. A new grille was also fitted to the bonnet to allow hot air from the radiator to escape. Relocating the cooling system also gave the car more even weight distribution between the axles and improved its handling.

The road-going Škoda 120 S had a liquid-cooled, four-stroke, 1,173 cc OHV four-cylinder engine mounted longitudinally behind the rear axle, with a Jikov carburettor and a compression ratio of 9.4:1. It produced up to 64 hp at 5,250 rpm and up to 89 Nm of torque at 4,000 rpm. Other modifications included cast-iron crankshaft bearing caps, an eight-port cylinder head, and more precise balancing of the crankshaft and connecting rods. The Škoda 120 S's weight of 795 kg helped it accelerate from 0 to 100 km/h in 16.4 seconds and reach a top speed of 150 km/h.

The more powerful 120 S Rallye had two twin-choke Weber carburettors and a higher compression ratio of 10.8:1, raising engine output to 84 hp at 6,500 rpm and cutting its 0–100 km/h acceleration time to just 14.2 seconds.

The most powerful competition version was intended primarily for Škoda's works drivers. Increasing the bore from 72 to 75.8 mm raised engine displacement to 1,299 cc. The cylinder-head intake ports, exhaust system, and valve timing were also modified, while a dry-sump lubrication system and improved Lucas ignition were introduced. In Group 2 Category A specification, the car produced 120 hp at 7,000 rpm and a maximum torque of 127 Nm at 5,000 rpm. It could accelerate from 0 to 100 km/h in just 10.4 seconds and reach speeds of up to 200 km/h, depending on the final-drive ratio.

Although the Škoda 120 S is less well known today, it played a major role in the subsequent development of Škoda's competition technology. Its engine, transmission, and cooling system made it a predecessor to the legendary Škoda 130 RS. Around 250 examples were built between 1972 and 1975. They were used by the Škoda works team and numerous privateer competitors in Czechoslovakia and abroad.

Škoda 130 RS (1975): A star on both sides of the Iron Curtain

- › The Škoda 130 RS was one of the most successful rally and racing cars in Europe in the late 1970s and early 1980s
- › In 1981, Škoda was crowned European champion in the brand classification of the European Touring Car Championship with the 130 RS
- › The brand chalked up numerous successes with the car in the World Rally Championship, including victory in the 1977 Monte Carlo Rally
- › The output of the traditional OHV engine with 1,300 cm³ displacement mounted behind the rear wheels was increased to 142 hp in Mladá Boleslav
- › Almost 200 units of the Škoda 130 RS were produced in its original factory specification

Mladá Boleslav, 12 October 2026 – Drivers loved it, rivals feared it, on the tracks it commanded more respect than any other Škoda before it. Long considered the best sports car from Mladá Boleslav, the Škoda 130 RS was first presented to the public 51 years ago.

Following the successful era of Škoda's first rear-wheel-drive car, the Škoda 1000 MB, the time came for an upgrade in 1969 – and the world was introduced to the Škoda 100/110 L models. These differed from their predecessor mainly in their new bodywork. The following year, the designers used the basic version to develop the Škoda 110 L Rally and the Škoda 110 R Coupé, which was built at the Kvasiny plant. 1972 saw the launch of the Škoda 120 S Rally – a sports car that competed more often on domestic race tracks in the 1970s than any other vehicle.

With the ambition to also do well in the overall rankings at international rallies, the B5-category vehicles were introduced in 1974, namely the Škoda 180 RS and the Škoda 200 RS. These, however, could not obtain homologation for races abroad; their primary mission was to raise the standard of domestic rallies and try out new design elements. Ultimately, all the previously mentioned vehicles were eclipsed by a racing car that combined the best features of them all and went on to become a legend of Czechoslovak motor racing – the Škoda 130 RS.

The new Škoda 130 RS Coupé (Type 735) made its circuit debut in Most in April 1975. The RS showed what it was capable of less than a month later during a round of the European Touring Car Championship in Brno, where it took 3rd and 4th place in the under-2,000 cm³ class at its debut appearance. At that time, a five-speed gearbox was being used, but a year later, the FIA changed the regulations and the Škoda 130 RS had to revert to a four-speed gearbox, to which it remained faithful until the end of its sporting career.

The drivetrain of the Škoda 130 RS consisted of a classic, water-cooled four-cylinder engine with OHV valve control, installed behind the rear axle. The first sales version had a power output of 82.8 kW (112.5 hp) at 7,250 rpm, gradually rising to 105 kW (142 hp) at 8,500 rpm as the circuit car developed.

The engine with its aluminium cylinder and crankcase had evolved from the series-production four-cylinder engines, but unlike these, it featured a cast-iron cylinder head with eight valves and dry-sump lubrication. The displacement increased from the original 1,289 cm³ to the limit for the under-1,300 cm³ class – exactly 1,299.6 cm³.

The greatest strength of the Czechoslovak coupé, however, was its handling; its light and well-balanced design helped drivers not only around the bends but also on straights, in jumps and when they pushed the accelerator to the limit and literally had to fight against the laws of physics. In such situations, the Škoda 130 RS always proved to be a reliable partner, and its drivers were able to hold their own even among the more powerful competition.

Unlike the Škoda 180/200 RS, the smaller RS could also be driven abroad in Europe, mainly in the West. The Škoda 130 RS got off to a very successful start, both in rallying and on the circuits. It opened its first rally season in 1976, and just one year later, it took class victory in the Monte Carlo Rally, finishing 12th overall (driver team Blahna/Hlávka). In the 1978 season, the Zapadlo/Motal driver team finished first in its class and 9th overall in the Škoda 130 RS at the Acropolis Rally. One year later, the Škoda 130 RS even finished 8th overall in the toughest European rally. Throughout its career, the rally coupé achieved many outstanding successes at the national and international level. In the A2 class under 1,600 cm³, it regularly beat even the stronger competition. Its official career on domestic tracks ended in the 1983 season, but the Škoda 130 RS was still on the road for many years afterwards as a training and autocross vehicle.

The Škoda 130 RS not only enjoys a definitive place in rallying but also in the history of the European Touring Car Championship. The brand from Mladá Boleslav completed the full season in this prestigious series for the first time in 1978. Until then, the focus had been on the circuits of the former Eastern Bloc. At its very first appearance, Škoda took third place in the brand classification, competing against renowned manufacturers.

One year later, the Škoda 130 RS achieved second place in the overall standings, and in 1980, third place behind Audi and BMW, as well as first place in its class.

While it was widely believed that this was the most a circuit coupé from Czechoslovakia could achieve, the Škoda 130 RS was about to achieve its greatest success: in 1981, the Czechoslovakian racing car with a 1.3 OHV engine fought its way to the top of the overall standings after a tough season, and Škoda won the title in the European Touring Car Championship. The competitors were shaking their heads in disbelief, and the drivers of the Škoda 130 RS, Zdeněk Vojtěch, Břetislav Enge, Jan Šenkýř, Petr Martinovský, Josef Michl and a few others – as well as the cars themselves – were in the spotlight of the European sports media.

Today, both the rally version and the circuit version of the Škoda 130 RS are prominent stars at the Škoda Museum and regularly take part in commemorative events. Almost 200 original vehicles were built between 1975 and 1980, and several dozen were also assembled from original parts in the Svazarm (a paramilitary/Boy Scout organisation in Communist Czechoslovakia).

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 LDD (1984)

- › The name Rapid was used for the Škoda Garde in several international markets, alongside other market-specific model designations
- › Škoda's UK importer offered customers an open-top version converted by LDD
- › A total of 11,179 Škoda Gardes were built, but open-top versions were rare

Mladá Boleslav, 12 October 2026 – The Škoda Museum's collection includes a rare fabric-roof version of a 1984 Škoda Garde. Known as the Škoda Rapid LDD, it bears both the name of the Garde's successor and that of the company responsible for its conversion.

The two-door Škoda Garde succeeded the popular 110 R and made its debut on 13 September 1981 at the International Engineering Fair in Brno. Production began in Kvasiny in early October before moving to Bratislava on 30 April 1982. By 1984, 11,179 units had been built.

The Garde retained the established rear-engined layout, with a four-stroke, 1,174 cc inline four-cylinder OHV engine mounted longitudinally behind the driven rear axle. It produced 40.5 kW (55 hp) and, paired with a four-speed gearbox, gave the car a top speed of 150 km/h.

The car was sold as the Garde in Czechoslovakia, but trademark conflicts with other manufacturers meant it was marketed under different names – including the 120 R Coupé and Rapid – in some export markets. The Rapid name was also used for its successor.

The example in the Škoda Museum's collection was built in Bratislava in 1984 and subsequently exported to England, where Škoda's UK importer commissioned Ludgate Design & Development (LDD) to carry out the open-top conversion. The Škoda Museum acquired the resulting Škoda Rapid LDD in its original condition in 2024.

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 Fabia RS Rally2 celebrates 125 years of Škoda Motorsport success

- › The Paris-to-Berlin race in 1901 laid the foundations for the organisation known today as Škoda Motorsport
- › Celebrations of the 125th anniversary start with special features for all Škoda Fabia RS Rally2 cars delivered in 2026
- › Škoda Motorsport is also celebrating throughout the year with both events and exhibitions of historic cars and a special livery on the Fabia RS Rally2

Mladá Boleslav, 12 October 2026 – The legacy of Škoda Motorsport dates back to 1901, when it began with motorcycle races. It continues to this day, now with victories and titles in the WRC2 category of the FIA World Rally Championship, the FIA European Rally Championship and other regional and national rally series. To celebrate its 125 years anniversary, Škoda Motorsport is equipping each Škoda Fabia RS Rally2 sold to customers with additional features.

To celebrate 125 years of success in racing and rallying, Škoda Motorsport offers its customers special benefits. All Škoda Fabia RS Rally2 cars delivered from January 2026 onwards include several additional features for the anniversary year. This package includes rear polycarbonate window, crossmember covers for gravel and asphalt, an extra lights bag (if the extra lights are included in the purchase), six magnesium OZ rims in special colour, light engine wiring, updated central panel, "125 Years" welcome display, and CV joint sleeves. The pack is completed by decals in "125 Years" design, a new Unique Dark Chrome logo on the bonnet, an interior plaque and a cloth car cover bearing the "125 Years Škoda Motorsport" logo. In addition, during the anniversary year each buyer of a new Škoda Fabia RS Rally2 will receive a selection of Škoda Motorsport merchandising items.

Throughout the year, Škoda Motorsport celebrates the anniversary by showcasing their heritage during different events and occasions with a special 125 years livery on the Fabia RS Rally2. During the year, numerous crews and teams around the world will rely on the Rally2 version of the Škoda Fabia. For the third year running, Škoda Motorsport supports teams participating in the FIA European Rally Championship (ERC) with a dedicated Bonus Program. Additionally, Škoda Motorsport continues to support all teams at selected FIA European Rally Championship and FIA World Rally Championship events with its dedicated spare parts truck.

The Fabia RS Rally2 was introduced in 2022. It followed upon the success of Rally2 and Rally2 evo projects. Škoda Motorsport development team built a new engine and drivetrain for the car, improved the electronics and the aerodynamics of the car, thanks to the base in the fourth-generation Fabia. In the very first full season of the Fabia RS Rally2, in 2023, Andreas Mikkelsen won the title in the WRC2 category. This confirmed not only the value of Škoda Motorsport's eight years of experience in this category, but also the quality of the new

car, which, like its predecessors, has become a bestseller in the Rally2 category. To date, Škoda Motorsport has sold over 270 cars.

In 2025, the Škoda Fabia RS Rally2 received several improvements under the name Packet 25. Thanks to this, it was once again one of the most successful cars in international, regional and national rallies. Škoda Motorsport customer team Toksport WRT won the WRC2 Teams' title in the FIA World Rally Championship (WRC). Their crew Nikolay Gryazin/Konstantin Aleksandrov became WRC2 Challenger champions and Miguel Granados/Marc Martí secured the WRC Masters Cup title. Mikołaj Marczyk and navigator Szymon Gospodarczyk drove a Škoda Fabia RS Rally2 to the title in the FIA European Rally Championship. With similar cars, Nasser Al-Attiyah and co-driver Cándido Carrera took the FIA Middle East Rally Championship and Hiroki Arai/Hiroki Tachikui the FIA Asia-Pacific Rally Championship. In addition, drivers of rally cars from Mladá Boleslav won 20 national championships as well as numerous important national sub-championships.

More info about the Fabia RS Rally2 can be found [here](#).

Detailed information about the Packet 25 can be found [here](#).

Škoda Octavia turns 30: Three decades of a brand icon

- › The first modern-generation Škoda Octavia rolled off the production line in Mladá Boleslav on 3 September 1996
- › Almost 7.9 million Octavias have been produced over the past 30 years
- › The Octavia has played a major role in Škoda's development as the brand's bestseller across four generations

Mladá Boleslav, 12 October 2026 – Škoda Auto is marking the 30th anniversary of the modern-generation Octavia, which entered production on 3 September 1996. Since then, the model has played a central role in the development of the Mladá Boleslav-based carmaker following its integration into the Volkswagen Group, combining quality and practicality with proven Volkswagen Group technology. Today, the fourth generation of this best-selling model is produced in Mladá Boleslav, Kvasiny and Kostanay, Kazakhstan. Almost 7.9 million units have been produced over the past three decades.

Successful revival of a historic model name

The decision to revive the historic Octavia name – originally used for a model produced between 1959 and 1971 – was taken during the development of a new vehicle. Work began in 1992, one year after Škoda Auto had joined the Volkswagen Group. Access to the Group's technology supported the development of a practical car styled by Dirk van Braeckel, then Škoda's Head of Design. Meanwhile, a new production facility in Mladá Boleslav raised annual capacity from 90,000 to 350,000 vehicles.

The first-generation Škoda Octavia liftback, with a 528-litre boot, was unveiled on 1 September 1996; series production began on 3 September that year. The Octavia Combi followed in March 1998 and was joined by an all-wheel-drive version in 1999, further expanding the model's versatility. The year 2000 saw the debut of the very first Octavia RS. It proved a true success story: in total, 1.44 million units were produced, and selected variants remained in production until 2010, even though the second modern Octavia generation had already been unveiled in 2004.

Subsequent generations build on the model's strengths

The second generation built on the Octavia's established strengths, offering even more interior space, with its boot capacity increased by 32 litres, along with enhanced practicality and new technologies such as the DSG dual-clutch transmission. By the end of production in 2013, 2.6 million units had been built.

Built from 2012 to 2020, the third-generation Škoda Octavia achieved a similarly strong production volume and introduced advanced driver assistance systems and technologies previously reserved for vehicles in higher segments. At the same time, it featured a lighter

body, optimised TSI and TDI engines and a GreenLine version. This incorporated technologies designed to reduce fuel consumption and emissions, including special underbody panelling, brake energy recuperation and low-rolling-resistance tyres.

The third modern Octavia generation received a major facelift in 2017, featuring a redesigned front end with split headlights, infotainment screens with a glass-design finish and upgraded assistance systems.

Fourth generation: Continuing a legacy of success

The current, fourth-generation Octavia made its debut in November 2019 in liftback and Combi body styles. Following an update in early 2024, it now offers further improved connectivity and safety, with up to ten airbags and driver assistance systems including Attention and Drowsiness Assist. A new algorithm helps assess the driver's level of fatigue more accurately.

The Octavia remains a popular choice among private and business customers across international markets and has received numerous prestigious international accolades, including multiple Best Cars awards and the Golden Steering Wheel.

125 years of Škoda Motorsport

- › The history of Škoda Motorsport began 125 years ago this year, back in 1901 with the L&K Slavia Type B motorcycle
- › The brand entered automobile racing in 1906, shortly after it began manufacturing cars
- › Anniversary celebrations include a themed exhibition at the Škoda Museum, special equipment for the Fabia RS Rally2 competition car and the limited-production Fabia Motorsport Edition

Mladá Boleslav, 12 October 2026 – This year, Škoda Auto is celebrating 125 years in motorsport. The company began competing on racing circuits and courses at home and abroad shortly after it was founded and quickly achieved notable success. Škoda Motorsport's history spans achievements in motorcycle racing, endurance events, circuit racing, and rallying.

Motorsport has long been a proving ground for technical expertise and vehicle endurance and reliability. It also supports the development of technologies and the testing of components, with the resulting solutions often finding their way into the production vehicles. Little wonder, then, that Laurin & Klement motorcycles began racing just a few years after the company was founded.

Václav Laurin and Václav Klement founded their bicycle manufacturing company in 1895. In 1901, one of their motorcycles entered its first motor race: the Laurin & Klement Slavia Type B took part in the long-distance Paris–Berlin race. Narcis Podsedníček was the only motorcycle rider to complete the 1,196-kilometre, three-day event. However, his arrival at the finish after dark was not properly recorded, and he was not classified in the official results.

Undeterred by the lack of recognition, factory foreman and racer Narcis Podsedníček went on to take one of the top two places in the Neuwaldegg–Exelberg hill climb on 11 May 1902, alongside Václav Laurin. In June, Laurin & Klement motorcycles finished third and fourth in the four-day, 1,750-kilometre Paris–Vienna race – an exceptional achievement, as no other motorcycles reached the finish.

Laurin & Klement continued to enjoy success, both major and minor, on two wheels until 1905, when it ended bicycle production and began manufacturing cars. Its cars soon proved competitive too: in 1906, L&K cars finished first, second, and fourth in their category at the Schottwien–Semmering hill climb in Austria.

In March 1908, at the inaugural Zbraslav–Jíloviště hill climb, the brand took six first places, five second places, and one third place across various categories. That same year, a 16 hp L&K FC won its class in the 686-kilometre St Petersburg–Moscow race, beating rival cars

with outputs of up to 100 hp. The FCS later set a class speed record for the brand, reaching 118.72 km/h on the world's first purpose-built motor racing circuit.

The long run of success was interrupted only in the mid-1920s, when the Mladá Boleslav car manufacturer had to suspend its motorsport activities. The company's overall situation led to its merger with the Škoda engineering group in Plzeň in 1925. The brand soon returned to motorsport, however, with Škoda cars once again lining up for events at home and abroad. In June 1933, for example, they finished second, third, and fourth in their category in the inaugural 1000 Miles of Czechoslovakia.

Škoda also enjoyed success at the Monte Carlo Rally, where the Popular roadster finished second in the up-to-1,500 cc class in January 1936. The Rapid coupé followed with a successful showing in 1937. These and subsequent achievements are recalled by the Monte Carlo designation, which Škoda now uses for sporty versions of its smaller models.

After the Second World War, three Škoda 1101 cars dominated their class in the 24-hour race at Spa in Belgium. This period also saw the development of Sport and Supersport circuit-racing specials, derived from the Škoda 1101 and fitted with supercharged engines. The Škoda 1100 OHC first appeared as a roadster in 1957, with the coupé version introduced in 1959. Then came the Škoda Octavia, which enjoyed considerable success in motorsport, including three consecutive class victories at the Monte Carlo Rally from 1961 to 1963.

In 1964, the Škoda 1000 MB took to the race track with a new rear-engined layout and a monocoque body. It was followed by the Škoda 110 L Rallye, the Škoda 120 S, and, most notably, the legendary Škoda 130 RS coupé. Nicknamed the "Porsche of the East", the 130 RS repeatedly dominated its class, including at the Monte Carlo Rally in 1977 and the Acropolis Rally in 1978, 1979, and 1981. It also secured overall victory in the 1981 European Touring Car Championship manufacturers' standings.

The modern era of Škoda's involvement in motorsport began in the 1989 season with the Favorit hatchback competing at Finland's 1000 Lakes Rally. Škoda then competed with the Felicia and Octavia Kit Car before developing the Octavia WRC for the newly introduced WRC category in 1999. The Fabia WRC replaced the Octavia as the brand's top-level rally car from 2003 to 2007.

The Fabia Super 2000 marked a move into a different competition category. The Škoda works crew of Jan Kopecký and Pavel Dresler won back-to-back championship titles with the car – first in the ERC drivers' standings and then in the APRC. Between 2009 and 2014, drivers competing in Škoda Fabia Super 2000 cars won a total of 50 national and international titles.

In 2015, the Škoda Fabia R5 became the manufacturer's flagship rally car, later giving way to the Fabia Rally2. Between 2015 and 2019, Škoda Motorsport works crews won five world championship titles in the manufacturers' standings, while customer teams added another five FIA titles and 23 national championship victories. Driving the Fabia Rally2 evo, introduced in 2019, Kalle Rovanperä became the youngest world champion in history.

The Fabia RS Rally2 is Škoda Motorsport's current competition car. In its first full season in 2023, Andreas Mikkelsen claimed the WRC2 championship title behind its wheel. A few days ago, Estonian driver Robert Virves secured this year's WRC2 title in a Fabia RS Rally2, with rounds to spare (subject to FIA approval). Since its debut, the Fabia RS Rally2 has built on its predecessors' achievements. To mark Škoda Motorsport's 125th anniversary, cars delivered to customers this year come with additional special features.

The Enyaq RS Race study offers a glimpse of the future of Škoda competition cars. It explores the potential of electric racing cars and of lightweight materials that could be used in production vehicles. To celebrate 125 years in motorsport, Škoda Auto has also created a limited-edition Fabia – the Motorsport Edition. Based on the special Fabia 130 model, it combines a 1.5 TSI engine producing 130 kW with sporty styling inspired by the Fabia RS Rally2 competition car.

The anniversary programme also included a special edition of the Sosnová Classic motorsport event. The Sosnová circuit near Česká Lípa welcomed numerous renowned Škoda works drivers from different eras, all of whom had achieved outstanding results in the brand's competition cars. The event also featured an exhibition of more than ten iconic competition cars alongside their modern successors.

At the Škoda Museum, a themed exhibition tracing 125 years of Škoda Motorsport runs until January 2027. Visitors can see a range of competition cars and explore the different eras of Škoda's motorsport history. Almost 20 vehicles are on display in the Depo Motorsport hall, while other areas feature a drivers' gallery, a display case containing valuable trophies, and an exhibition of drivers' safety equipment.

Contact

Vítězslav Kodym

Head of Product Communications

+420 604 292 131

vitezslav.kodym@skoda-auto.cz

Kateřina Boukalová

Spokesperson Product Communications

+420 734 299 812

katerina.boukalova@skoda-auto.cz

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 14 passenger car model ranges: Fabia, Scala, Octavia, Superb, Kamiq, Karoq, Kodiaq, Epiq, Elroq, Enyaq, Peaq, 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 Spain, 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.