

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.

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- › 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;
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- › independently develops and produces components such as MEB battery systems, engines and transmissions for other Volkswagen Group brands;
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