



1964

For its next model, Škoda sets up an aluminium-die-casting production line based on a 1924 Bohemian patent, providing the company with the most advanced foundry in Europe. The 1000 MB's engine is the first worldwide to feature aluminium die-casting. It will see periodic modernisation and remain in production for almost 40 years.

Launch of the rear-engined Škoda 1000 MB, one of the best cars in the one-litre class. This successor to the Popular provides an ideal balance of utility, purchase price and operating costs.

1965

Škoda's "Trekka" and "Skopak" off-road vehicles are made in New Zealand and Pakistan by the respective local importer helped by Škoda technicians and using parts shipped from Mladá Boleslav.

1968

Škoda wins the Eastern European Formula 3 championship.

1969

Launch of the Škoda 100, a facelifted Škoda 1000 MB.

1970

Škoda presents the 110 R Coupé, a sporty model made at Kvasiny plant, just like the Felicia.

1975

Škoda launches the 130 RS sports car, later to become a motorsports legend because to the many trophies it wins, the greatest ones for Škoda so far since the war, one example being the 1977 Rallye Monte Carlo, where the 130 RS took first and second place in its class.

1976

Škoda introduces the 105 / 120, a solid and affordable family car with a rear engine, impressing with good handling and an unbeatable price. The 105 is to become a hit in export markets.

1981

Škoda competes in the European touring car championship, the 130 RS taking all points in its class and clinching the manufacturers' title.

1987

Launch of the Favorit model line, concluding the transition to a modern car concept with front engine, front-wheel drive and a compact body with a large hatchback in record time. Design of the car's elegant body is by Nuccio Bertone of Italy.

1988

The Škoda Favorit is launched and becomes a hit both in Czechoslovakia and abroad.



1990

Following the political landslide of 1989, Škoda seeks a strong foreign partner to make the company competitive in an international market economy. In December 1990, the Czechoslovakian government chooses Volkswagen.

Launch of the Škoda Forman, the estate variant of the Favorit, to be followed a year later by the pickup.

1991

ŠKODA, automobilová a. s. commences operations, becoming Volkswagen Group's fourth brand besides VW, Audi and Seat. Management, marketing, product development and production processes face fundamental modernisation.

1992

All Škoda cars feature mono injection systems and closed-loop catalytic converters.

1994

One million Škoda Favorit made. The Felicia replaces the Favorit.

1.4 million Felicia, the first joint production with VW, will be made from 1994 to 2001.

1995

At the Rallye Monte Carlo, Škoda takes first and second place in Formula 2 with the Felicia.

Ground is broken at Mladá Boleslav for the production facility of the Octavia, the middle-class model.

1996

Internal rankings of quality and customer satisfaction put the Škoda plant at number one within VW Group.

Mladá Boleslav plant celebrates one million Škoda's made since the formation of the joint venture with VW.

Škoda builds a cutting-edge assembly hall for the new Škoda Octavia, the modular factory.

1997

Launch of the Škoda Octavia. This, the brand's second model line, provides the basis for the company's future success.

1998

Škoda production tops 400,000 in one year, with exports going to 70 countries.

1999

Škoda enters the World Rally Championship (WRC).

2000

Škoda is voted manufacturer of the year by "Autocar", the British magazine.

Launch of the new Fabia. The Fabia Combi is Škoda's first presence in the compact class with an estate car.

In Mladá Boleslav, Škoda founds the Czech Republic's first corporate institute of higher learning: Škoda Auto University.

2001

Škoda presents the Octavia RS, the brand's fastest series car to date.

Škoda launches a luxury saloon called the "Superb", creating a link to its historic 1934 upper-class model line.

The brand's first plant outside Europe is built in Aurangabad, India.

2003

The Fabia WRC debuts at the Geneva Automobile Salon.

2006

Škoda establishes its fourth model line, the Roomster, a compact family car with a completely new design.

2009

The Yeti SUV is the brand's fifth model line.

Škoda becomes the most successful importer in Germany, the brand being represented in more than 100 countries worldwide.

2010

The first purely electric Škoda is shown in Paris, the Octavia Green E Line concept car.

GreenLine versions available in all model lines.

The Škoda Motorsport team, driving the Fabia Super 2000 in the Intercontinental Rally Challenge (IRC), wins the drivers' and the manufacturers' title and Škoda also celebrates six titles in national rally championships.

2011

The VisionD showcar and the MissionL close-to-series study introduce a new design language at Škoda and the most comprehensive model offensive in the company's history.

110 years after its first entry in rally sports, Škoda defends both IRC titles, wins the Super 2000 World Rally Championship (SWRC) for the first time in history and adds four more national victories.

Škoda presents its sixth model line, the Citigo subcompact.

ŠKODA MUZEUM

Tr. Václava Klementa 294
293 60 Mladá Boleslav
Czech Republic

T +420 326 832 038
F +420 326 832 039

muzeum@skoda-auto.cz
muzeum.skoda-auto.cz
muzeum.skoda-auto.com

GPS: 50°25'7.615"N,
14°54'50.838"E

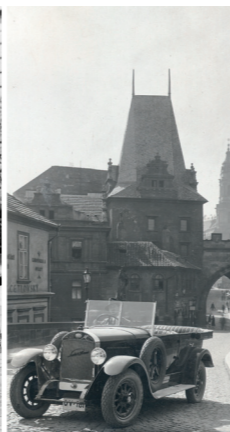
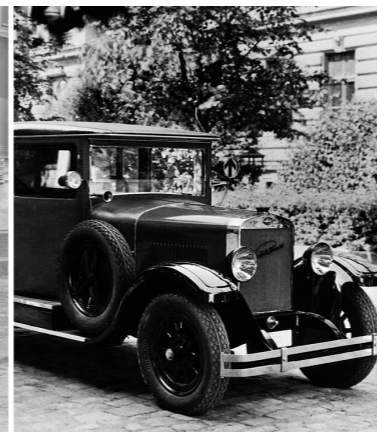
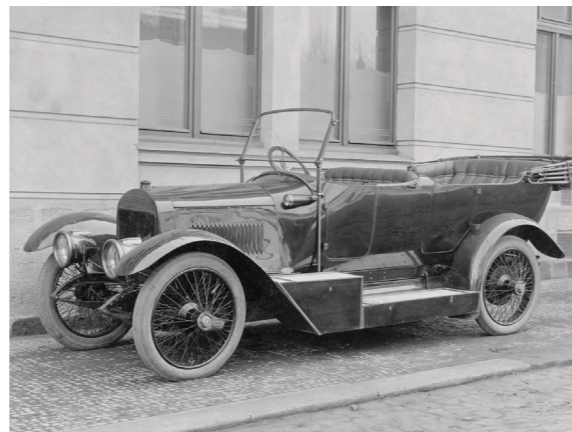
The new Škoda Rapid compact saloon becomes the brand's seventh model line.

The third generation of Škoda's popular model the Octavia is introduced to the media in the reopened Škoda Muzeum in Mladá Boleslav.



ŠKODA AUTO
History





Laurin & Klement

Laurin & Klement was established at a time of rapid global progress.

Early in the 20th century, new transport modes began shaping people's everyday lives and expanding their horizons as the first airplanes proved their worth and the first automobiles took to the road. It is this sort of pioneer era that saw two young men founding their own company.

As cyclists, they were themselves exhilarated by nascent individual mobility and soon began making bicycles in the heart of Europe.

1895

Václav Klement and Václav Laurin open a bicycle production and repair shop.

Their cycles, branded "Slavia", prove a hit both at home and abroad.

1898

L&K improves the Werner brothers' "Motocyclette" and begins production of motorised cycles, the first in Austria-Hungary.

Laurin designs the frame to fit around the power train, establishing an important design principle for motorcycles, and places all controls at the handlebars, within the rider's reach.

1905

Following initial prototypes at the start of the century, L&K begins production of automobiles under the name of "Voiturette".

Václav Vondřich rides an L&K motorcycle to win the renowned "Coupe Internationale" in Dourdan, France.

1906

Series production of the Voiturette begins, initiating a real product offensive.

1907

Laurin & Klement founded as a joint-stock company.

Launch of the four-cylinder L&K F type, which is to become very successful.

The company's model range numbers nine, from a small two-cylinder passenger car to a four-cylinder race car as well as lorries and buses.

The FF type engine, made from two four-cylinder F type type engines, is one of the world's first eight-cylinder engines.

1908

The racing version of the L&K F type competes in the Semmering race, winning all classes it entered.

Launch of the first small four-cylinder G type.

1911

The S type, a simple, reliable large-series car is launched. It will go on to be sold in uncounted body and engine variants until 1925.

1912

L&K takes over RAF (Reichenberger Automobil-Fabrik), a carmaker in nearby Reichenberg, known today as Liberec.

L&K begins licence production of Knight sleeve-valve engines for luxury cars.

1918

In the years following World War I, automobiles are considered luxury goods for some time, and the "Excelsior" motor plough becomes L&K's most successful product.

1919

Car production begins again with two passenger-car model lines named "S" and "M" in direct continuation of pre-war production.

1922

Design of the 100 type middle-class car.

1924

L&K begins making aircraft engines at the government's request.

1925

To strengthen its market position, Laurin & Klement merges with Škoda Works of Pilsen, originally founded by Emil Škoda, an engineer. From now on, Laurin & Klement automobiles will bear the logo with the winged arrow.

1926

At the Prague International Automobile Show, the company appears under its new Škoda brand. One of the first automobiles to be so named is the 150 type roadster.

1930

Škoda introduces then-revolutionary assembly line production enabling an output of 85 automobiles per day.

Škoda car production is demerged into ASAP (Joint-Stock Company For Automobile Industry), a wholly owned subsidiary of Škoda Works Pilsen.

1931

Škoda's model 633 is the perfect small six-cylinder car for its day.

1933

Development of a central-tube frame for the 420-Standard is a milestone in chassis production, providing a basis for reduced vehicle weight and hence improved fuel economy in models to come.

1934

In the Popular, Rapid and Superb model lines, Škoda introduces a new, successful generation of cars with modern central-tube frames and OHV engines.

The Popular soon becomes the Czech people's car and the first Škoda to sell more than 5000.

1936

Škoda Popular Sport lately known as "Monte Carlo" takes second place at the Rallye Monte Carlo, going on to win additional rallies in Africa, the Balkans and in Uruguay in subsequent years.

1939

Launch of the Škoda 995 Popular. This "Škoda for the people" will soon be known as Liduška - a female name alluding to the Czech word for "popular".

Following the outbreak of World War II, civilian production comes to a halt as the entire Škoda Group is taken over by "Reichswerke Hermann Göring AG", a German state company.

1940

Škoda's automobile plant begins armaments production, making weapon parts but mostly assembling general-purpose vehicles, all-wheel drive vehicles and the RSO heavy tractor.

1945

At the end of the war, modernised "Populars" become the first cars to run off the line at Mladá Boleslav plant, badly damaged in an air raid.

Communism marks the Czech economy as the government nationalises the first large companies in autumn of 1945, among them Škoda-Works Pilsen and ASAP in Mladá Boleslav.

1946

ASAP is renamed AZNP (National Automobile Works) as reconstruction begins.

Škoda 1101 Popular is given a facelift including a new body and the nickname "Tudor".

1948

Škoda wins the President's Cup in the 1000-km Montevideo - Melo - Montevideo race.

1950

The bulletproof special government vehicle VOS concludes production of middle- and upper-class automobiles in Mladá Boleslav for a long time.

1952

Škoda presents the 1200 Sedan, the first Škoda to feature an all-metal body rather than one mixing wood and steel. Its three-box design became the standard in Europe in the 1950s.

1955

Launch of the Škoda 440 Spartak.

1959

Škoda modernises the 440, 445 and 450 lines, renaming them the Octavia, Octavia Super and Felicia.

