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ŠKODA Museum presents only surviving Laurin & Klement BSC sports car from 1908

- › The 110-year-old two-seater now in original condition
- › 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 November 2018 – The Laurin & Klement type BSC sports car is celebrating its 110th birthday this year – and will be entering the ŠKODA Museum exhibition in Mladá Boleslav in time for this anniversary. The rare vehicle has been fully restored over the past two years. 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.

Andrea Frydlová, Head of the ŠKODA Museum says, “The sporty Laurin & Klement BSC from 1908 is the only surviving example of twelve produced in total. Following a comprehensive overhaul of the chassis, engine, transmission and other components as well as the installation of a new electrical system, the vehicle received a body that was manufactured exactly according to the historical sources. The 1,399 cc twin cylinder starts reliably after just a few turns of the hand crank. The Laurin & Klement BSC is now one of the most valuable exhibits of the ŠKODA Museum in Mladá Boleslav.”

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



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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.

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ŠKODA Museum presents only surviving Laurin & Klement BSC sports car from 1908

The sports car Laurin & Klement BSC, built in 1908, is the only surviving example of just twelve of this type ever built. It has been fully restored and today is a magnet for visitors to the ŠKODA Museum.

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Source: ŠKODA AUTO



ŠKODA Museum presents only surviving Laurin & Klement BSC sports car from 1908

Experts in the restoration workshop at the ŠKODA Museum have restored the L&K type BSC almost exactly to its condition in 1908 with the help of many historical documents in the corporate archive.

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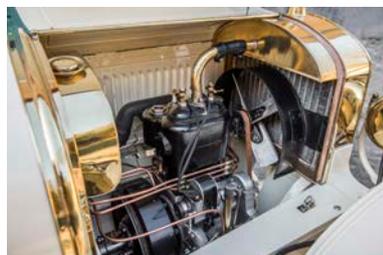
Source: ŠKODA AUTO



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ŠKODA Museum presents only surviving Laurin & Klement BSC sports car from 1908

All key components of the car are original parts, with which the L&K BSC left the factory halls in 1908 – including the engine with serial number 5635. The water-cooled two-cylinder in-line engine with a displacement of 1399 cm³ had an output of 12 hp (8.8 kW) with the fuel at that time.

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Source: ŠKODA AUTO

ŠKODA AUTO

- › was founded during the pioneering days of the automobile in 1895, making it one of the longest-established automobile companies in the world.
- › currently offers its customers eight passenger-car series: the CITIGO, FABIA, RAPID, OCTAVIA, KAROQ, KODIAQ, as well as the KAMIQ (in China) and the SUPERB.
- › delivered more than 1.2 million vehicles to customers around the world in 2017.
- › has belonged to Volkswagen Group since 1991. The Volkswagen Group is one of the most successful vehicle manufacturers in the world. In association with the Group, ŠKODA AUTO independently develops and manufactures vehicles, as well as components such as engines and transmissions.
- › operates at three locations in the Czech Republic; manufactures in China, Russia, Slovakia, Algeria and India mainly through Group partnerships, as well as in Ukraine and Kazakhstan with local partners.
- › employs over 35,000 people globally and is active in more than 100 markets.
- › is pressing ahead with the transformation from a traditional car manufacturer to the 'Simply Clever company for the best mobility solutions' as part of the ŠKODA 2025 Strategy.