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Statement on the Development and Recent Events Surrounding LYNX

What has happened around LYNX over the past years must be classified clearly, fully and unambiguously.

From the very beginning, the development of LYNX under the leadership of Frank Berger was aimed not merely at preserving the brand, but at rebuilding it structurally, operationally and strategically, and bringing it to a level that reflects its historical value. This development was not based on theoretical concepts, but on concrete vehicle concepts and strategic visions personally developed and documented by Frank Berger as early as 2017/2018. These visions were not only further developed in the following years, but were consistently implemented under extremely difficult conditions, operationally, structurally and economically.

Frank Berger carried this development largely himself. He initiated projects, designed and built them, brought in investors, created structures, and operationally restored LYNX to a position where it could once again be perceived as a serious manufacturer.

Within a short period of time, essential foundations were established that had been missing for years. These include, in particular, the targeted return of LYNX to the United Kingdom from previously existing structures in the Czech Republic, the establishment of workshop and production structures, the development and positioning of concrete vehicle projects such as the Eventer, the conception and implementation of further projects, particularly in the Porsche sector, as well as the preparation and implementation of strategic cooperations.

A particularly clear and robust indication of the viability and level of this work is the fact that Frank Berger had already reached an advanced stage of concrete collaboration with Jaguar Classic. This cooperation included numerous specific meetings and coordination efforts, including with the legal department, engineers and senior sales representatives at Jaguar. Frank Berger also holds a direct written confirmation from the then Director of Jaguar Classic explicitly stating that Jaguar Classic intended to bring a vehicle to market together with LYNX. This not only confirmed the developed strategy, but elevated it to a concrete collaboration at the highest level.

At the same time, further projects were in an advanced stage of implementation. In particular, within the Porsche project, vehicles were available, conversions were concretely prepared, molds had been produced and aluminium body parts had already been manufactured. The projects had therefore reached a stage where real assets had been created and a market launch was foreseeable. All of these developments are comprehensively documented and verifiable. Following initial announcements alone, international enquiries were received, further underlining the actual economic potential.

However, from 2019 onwards, there were repeated interventions in this development, influence on projects and partners, and disruptions to existing structures, largely initiated and driven by Johannes Schilcher and his environment.

Over several years, Frank Berger was therefore forced, alongside the continued development of LYNX, to continuously defend against new interventions, disruptions and attacks on projects, structures and his person, and to repeatedly secure and in some cases rebuild structures that had already been established.

From the end of 2023, the situation escalated further significantly. In this context, there were acts of deception, massive threats, and also threats directed personally at Frank Berger and his family. Against this background, Frank Berger was forced to prioritise the protection of his family, which inevitably meant that the operational development of LYNX could not temporarily be continued with the same intensity as before. These events are documented and are being legally addressed.

In summary, it must be clearly stated that the development of LYNX over several years was not slowed down by a lack of capability, lack of projects, or lack of substance, but by repeated interventions in existing structures, influence on projects and partners, targeted disruption of operational development, and by parallel structures being established with the aim of gaining control over LYNX, the projects and the created assets, and relocating the activities back to the Czech Republic. The resulting delays and financial damages must be assessed in this context.

Against this background, the current situation must also be clearly classified: In the Czech Republic, a company was founded under the name “Lynx Motors (International) Limited s.r.o.”, in which Johannes Schilcher and Roland Crnogorac act as managing directors. At the same time, brand and trademark elements are being used without any legal entitlement. The use of the LYNX name and logo by these actors is without legal basis and is in direct contradiction to existing contractual agreements and documented obligations. Corresponding legal steps have already been initiated.

The damage caused by this is considerable. It affects not only the operational development, but also investors, partners and customers. It must therefore be expressly stated that the losses and delays incurred are not the result of a lack of performance or insufficient implementation, but of the interventions and disruptions described above.

Particularly serious is the fact that the very damages, delays and economic consequences demonstrably caused by these interventions and acts of sabotage are, in public representations, in part deliberately being attributed to Frank Berger.

Independent experts and industry specialists from the automotive sector who had insight into the projects, planning and work already carried out have consistently confirmed that the developed projects, particularly the Eventer and the Porsche project would, under normal conditions, in all likelihood have led to a successful economic development of LYNX.

Therefore, not only the damage caused by delays and destroyed structures must be taken into account, but also the loss of profit must be assessed as real economic damage.

Irrespective of this, it must be stated that the substance created, the projects developed and the strategic direction of LYNX are viable and represent a solid foundation for the further development of the brand.

Against this background, Frank Berger has decided to deliberately place the future operational development of LYNX in new hands and to focus himself on the full clarification and legal resolution of the events of the past years. This decision is made out of responsibility towards the LYNX brand, the projects, the investors, the customers and his family.

The further development of LYNX will in future be in the hands of parties who have the necessary experience, financial resources and entrepreneurial capabilities to further develop the brand and lead it into its next phase.

This clear separation ensures that LYNX can be managed operationally independently from the events of the past. The further development of LYNX can therefore begin immediately, independently and without legacy burdens. The brand, the projects, the vehicles and all activities can be continued and further developed independently from the legal and structural review of past matters.

The review and legal processing of the events of the past years will take place in parallel, but completely separate from the further development of LYNX, and Frank Berger will deliberately and personally assume full responsibility for the complete legal and structural clarification of these matters.

This document does not serve as a justification, but as a classification of the actual developments and as a basis for the structural and legal steps now being initiated as well as for the reorganisation of LYNX.

Frank Berger is grateful for any factual information, regardless of whether it relates to the events described here, to LYNX, or to claims made about him personally. Any information may help to fully clarify the actual course of events.

All statements made in this document can be substantiated by documents, correspondence, contracts, witness statements and further evidence, which can be provided at any time.

The past years have been marked by considerable strain, conflict and setbacks for Frank Berger, his family and for LYNX.

However, what matters is not what lies behind LYNX, but what lies ahead of the brand.

The substance, the projects, the vehicles and the strategic direction of LYNX exist. The operational development of LYNX can therefore begin again immediately, independently and without legacy burdens.

While the operational structure will in future focus entirely on the development and expansion of the brand, Frank Berger will consistently and fully address the events of the past years.

The objective is to finally free the LYNX brand from the burdens of the past and to lead it into the future on a clear, clean and stable foundation.

The story of LYNX is therefore not over.

On the contrary — it is now beginning again.