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Misjudged Progress

In 1951 the brand Goliath offered a delivery van called GV 800. A two-cycle engine with 16 HP powered the four-wheeled mini truck. The GV 800 and its successor - the GV 800 A (21 HP strong) – reached only a dull sale. The production ran in Bremen until 1953, but the engineers of Goliath were fully aware, that they needed a stronger and a more advanced successor to remain competitive in a hard-fought market.

Goliath hoped that they had achieved this aim with the new-developed type “Express” which was presented in 1953. It was a front-wheel drive and still had a two-cycle engine. Out of 688 cc it produced 29 HP, which was signified by its type designation Express 700 (700 E). Due to faster traffic, the stronger type “Express 900” with 886 cc replaced the 700-version in mid of 1955. The customer had the option between a 38 HP-strong carburetor-version and a 40 HP-strong fuel-injected version. Both versions reached a top speed of 100 km/h.

During the production of the Express 900 a rethinking started at the executive board. Goliath decided to substitute the former favored two-cycle engine with a four-cycle one. A forward-looking decision from where we stand, which didn’t find absolute favor in those days. Nevertheless the engineers saw the potential in the four-cycle engine in the long run and developed the new powertrain. The result was a four-cylinder, liquid-cooled boxer engine with a capacity of 1093 cc, which reached an output of 40 HP. The “big” Goliath Express was available from mid of July in 1957. There wasn’t any major visual difference between the Express 1100 and its two-cycle brother – just a small type label gave more information.

However the Goliath 1100 Express didn’t win customers favor. Until July 1961 approximately 6.000 pieces left the assembling line of the plant in Bremen.

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