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„...from Race to Race on Tempo Matador.“

In 1950, the Hamburg plant Vidal & Sohn - Tempo put a commercial vehicle on the market which was called Matador 50 and was bought in all areas of the commercial sector.

In fact it was one of the few new trucks which could transport a payload of 1.000 kg. but this was not only the reason for the Matador's success. The plant was offering many different superstructures of the Matador 50; they ranged from different platform versions, several box constructions, furniture trucks and also cattle trucks and so called superstructures of mounting trolleys. Among other things, the racing truck was also built with a double rear axle instead of a single rear axle. The race transporter was equipped with a foldable ramp and the loaded passenger vehicle could be pulled very comfortable on the race transporter – this principle is also today proved.

The Matador truck had a motor from a VW-engine sized at 24.5 hp, which was usually installed in the VW Beetle. The race

transporter should achieve a maximum speed of 75 km/h with this performance.

One original Tempo Matador race transporter can be seen in the the collection of the Museum PROTOTYP in Hamburg.

In 1952, the assembly of the Matador 50 must come to a compulsory end, as VW, in Wolfsburg, stopped the supply of the VW-engine. The Matador 50 is became the bestseller of that era of the German time of economic miracle with a total number of exactly 13.521 produced types.

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