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Is it a Car? Is it a Motorcycle?

To boost sales of the Goliath-vehicles, a well-used but still valuable recipe was used.... A vehicle should be created to break all the records.

In 1951, the idea of the Goliath began, but the project did not start with immediate construction or concept designs. It began with the study of automotive record lists. The best chances were seen in the category of "vehicles up to 750cc engines".

The Goliath actually used 700cc engine, but the compression was increased and a larger carburetor was used. This helped boost the horsepower produced by the little two-stroke from 24 to 42!

The chassis, axles, wheels, and the gearbox were existing parts that came from a three wheeler van and a small truck. The only special component which was built was an aerodynamic light-metal chassis, and the rear part was shaped similarly to the Borgward-INKA record car of 1950.

With the combination of this design and power, the Goliath could reach a top speed of 155 km/h. This speed allowed the Goliath to set 38 world records in total in the newly created classes for three-wheelers that had 750cc – 1200cc engines.

The most important records were the two hours with an average speed of 155 km/h and the 2000 miles with an average speed of 130 km/h.

The drivers who were taking turns during the endurance record were Hugo Steiner, Adolf Bruders, Hans Hugo Hartmann, Otto Koch-Bodes and Helmut Polensky.

However, after all this work, the FIA did not recognize the records officially. They said it was because they were not certain of the vehicle type.

August Momberger, a former technical director, was completely frustrated and wanted to cancel this adventure "record drive" but a team member came up with the glorious idea: if no car, then a motorcycle

combination.

The FIA-functionaries could not reject this idea, and the vehicle was permitted to its class. The motorcycle license was quickly applied for the drivers and so they can started again.

Such a record drive was repeated on the German Hockenheimring in autumn 1951, but the car somersaulted and was completely destroyed.

This accident also tragically claimed the life of the driver, Hugo Steiner.

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