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limited edition 333 pcs.



Hidden Champion

Immediately after the end of the war, the Jawa Minor II was renamed and offered as the Aero Minor. The name "AERO" though had nothing to do with the Aero-automobiles of the pre-war. The naming was in fact the result of the post-war restructuring in the Czechoslovakian industry. It was changing from a difficult wartime market to a peacetime economy, and they have to be integrated into the newly introduced socialist planned economy.

The automobile- and motorcycle factory, Jawa, survived the war relatively unscathed, and they were able to start production of the old pre-war models immediately. In December 1945, Aero was nationalized, and the vehicle production was stopped, and the Jawa production had to be stopped as they would rather produce higher quality automobiles.

But this was not the end for the Jawa Minor II! The new operators, who were communist,

recognized this vehicle as a modern concept with a cheap production.

Starting in 1946, the Jawa Minor II was renamed to "Aero Minor". The production was moved to the "Flugzeugwerke Walter" in Prague and "Flugzeugwerk Letov", because these factories had plenty of production capacity available. One factory provided drivetrain units and chassis and the other one the car body. Being built and assembled in these post-war airplane factories is actually how the "Aero" car came to be named as well.

The Aero Minor II was built as a two-door and four-seater sedan. The car body had a rear bumper with integrated fenders, it was equipped with a 2-cylinder, 20hp, 2-stroke engine sized at 616cc, and it was front wheel drive.

The production of the Aero Minor II ran until 1951 and 14,187 examples were built in total. Production was eventually phased out as the

airplane industry began to grow again and the production space was needed for aircraft manufacturing, and therefore the vehicle production was completely stopped.

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