

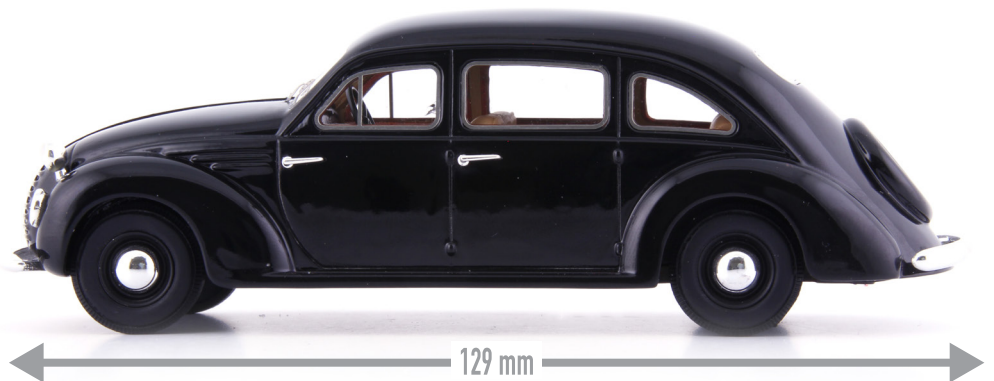
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release

12/2019

limited edition 333 pcs.



Sudden End

In the first half on the 1930s the Polish government obviously disliked the fact that the national automotive market was ruled by foreign manufacturers. Due to that the officials decided to build their own premium class passenger car for the Polish people in 1934.

Panstwow Zaklady Inzynieryjne, or short PZInz, was commissioned to realize the passenger car. Within in the short development time of only 5 months blueprints were made and also mostly implemented. For the type designation the responsible persons agreed on the abbreviation Lux-Sport or even shorter L-S. Chiefly responsible for the design of the very roundish, seven-seated passenger car was, beside Aleksander Rummel and Mieczyslaw Debicki, Prof. Stanislaw Panczakiewicz. Due to him many aerodynamical aspects were incorporated into the design of the body work. In the light of the later automotive knowledge, the four-door Lux-Sport is a little bit reminiscent of a greatly enlarged VW Beetle!

With the chassis the engineers went for a central frame with independent suspension. Drive was a inhouse-built, front-installed, water-cooled V8 four-cycle engine with a displacement of 3.8 liter and an output of 96 hp, which transferred its power through a manual Cotal planetary gearbox to the rear axle. Until 1939 the car was extensively tested. The scheduled series production was frustrated by the outbreak of the World War II. Today one war-surviving chassis is stocked at the technical museum of Warsaw. Currently the Polish club ProCAX is intensively after to revive and reconstruct the Lux-Sport.

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