

prototype of the Smyk B30 passenger car

AUTHOR

TIME AND PLACE OF CREATION

Time:

1957

Place:

, Poland



TECHNICAL DATA

Dimensions:

height: 1370 mm, width: 1300 mm, length:

2950 mm

OTHER

MIM 169/II/8

KEYWORDS

miniaturyzacja, PRL, prototyp, przemysł,
samochód osobowy, towar luksusowy,
transport indywidualny, ulica, wzornictwo
polskie

DESCRIPTION

The Smyk B30 was designed in 1957 at the Automotive Industry Design Bureau in Warsaw by a team of engineers that included Karol Wójcicki, Janusz Zygadlewicz and Andrzej Zgliczyński. The vehicle was to carry two adults and two children. Its design was intended to enable cheap, mass production, and ensure ease of operation and low running costs. These design goals forced the use of many extraordinary and unique technical solutions, the most important of which was the Polish designers' patented, all-wheel independent suspension, which was a combination of torsion bars and suspension links, as well as a single, lifting door that was integrated into the front wall of the body. The monocoque body was made of sheet metal formed using the simplest of methods, and it was propelled by the engine from the Junak motorcycle produced by the Automotive Equipment Factory in

Łódź, which was adapted for this purpose. The gearbox was equipped with an inversion gear that was used to change the direction of rotation, resulting in the vehicle having four gearbox speeds both forward and reverse. Like the Mikrus, with which the Smyk competed for implementation in mass production, as an inexpensive substitute for a passenger car the microcar was intended to promote individual motoring in Poland. Twenty prototypes were built. The rush in which the project was carried out resulted in numerous design flaws and a high failure rate of the vehicle. Consequently, work on the Smyk B30 was discontinued in 1959. The vehicle was intended for production in the Szczecin Motorcycle Factory, but the decision was made to produce the Mikrus in Mielec instead.