

prototype of the FSM Beskid 106 passenger car

AUTHOR

TIME AND PLACE OF CREATION

Time:

1984

Place:

, Poland



TECHNICAL DATA

Dimensions:

height: 1460 mm, width: 1500 mm, length:
3160 mm

OTHER

MIM 961/II/80

KEYWORDS

PRL, prototyp, przemysł, ropa naftowa,
samochód osobowy, transport indywidualny,
ulica

DESCRIPTION

The FSM Beskid 106 is a prototype, small displacement car, designed as the successor to the Syrena 105 and Polski Fiat 126p. R&D work began in 1981 and lasted until the early 1990s, resulting in eight prototypes and one 1:1 model of the vehicle's second variant. Despite successful tests, the shortage of funding and unfavourable political decisions halted further development of the design. The FSM Beskid 106 was the most modern passenger car designed in Poland after World War II, although it was largely unified with the Polski Fiat 126p for economic reasons. The streamlined silhouette of the car, which has a very low drag coefficient, allowed a lot of space to be carved out for passengers (more than in the Polonez!), while keeping external dimensions small. At the same time, it reduced fuel consumption. The vehicle has a monocoque body with a transverse engine at the front of the body that drives the front wheels. All wheels are suspended independently on struts

at the front, and on trailing links at the rear. A dual-circuit brake system operates on all wheels of the vehicle, with disc brakes at the front, and drum brakes at the rear. The author of the design requirements and the person who supervised the entire project (i.e. the chief designer) was inż. Wiesław Wiatrak. Body styling and aerodynamics were entrusted to Krzysztof Meissner of the Warsaw Academy of Fine Arts. The interior design, as implemented in the 1989 mock-up, was prepared by designers at the Kraków Academy of Fine Arts, including Prof. Jerzy Ginalski.