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British-Turkish cooperation

The first passenger car from Turkey was called Anadol A1, and its origins date back to the year 1959.

Vehbi Koç, who was located in Istanbul, was founding the company Otosan Otomobil Sanayii in this year. Without own sufficient experience the plant was falling back to a license of Ford and was presenting the car under the logo Otosan from 1963. However, the wish of Vehbi Koç was to establish an own production and therefore we was asking Ford in Great Britain if an own and complete production was possible in Turkey. Ford was replying him that this was although possible, but however there are costs for the entire production plant in the value of 10 million British pounds and neither Otosan nor Ford would bear it. As an alternative Ford was referring to the company Reliant Motor Co Ltd., that made a name as a specialist for the planning of vehicles and was producing in small quantities. The company, Otosan, contacted the company Reliant Motor Co

Ltd. and both envoys came very soon to an agreement. On the basis of the type FW5 a four-seater family car should be created, which looked similar to the model Consul or Cortiga of Ford. The British company D. Ogle Ltd. was involved as Designer for the independence of a new model offshoot. With the further use of the Forde engine and a number of components, both British companies were creating a car that never could deny its Ford roots and finally the serial production could start under the designation Anadol A1 on 7th of December 1966. The two-door notchback saloon was powered by a four-cylinder Kent-engine, sized at 1.198 cm³, and had 50 hp, which was also installed in the Ford Cortina. The blocked 4-speed transmission came also from the Ford production. The maximum speed of exactly 127 km/h (79 mph) was indicated by the Turkish manufacturer. The weight of 874 kilograms (1927 lbs) was quite easy, which was primarily the result of the fact that the total car body was made of GFK (fiberglass).

The notchback version of the A1 remained until 1975 in the assortment with further small technical changes.

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