

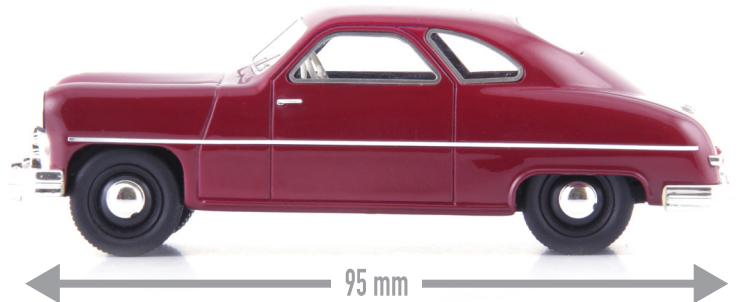
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release

01/2021

limited edition 333 pcs.



## A Fairy Tale that caught up with reality

Before the Second World War, Karl-Heinz Staubau ran a machine factory which specialized in confectionery and ice machines, in the Harburg district of Hamburg. In the course of the war reparations his company was mentioned twice on the dismantling list. In 1949, his factory hall was completely emptied for the second time. All he had left was the building and his 180 employees. But he made a virtue of necessity, put his former profession behind and decided to enter the automobile production. Together with the 32-year-old aircraft designer Gerd Krebs, he put his idea of a small car, which was visually more appealing than comparable vehicles, on paper. Gerd Krebs ensured that the car was much more sophisticated than its competitors. The buyers had the choice between two engines for the small car – a two cylinder two-stroke boxer engine with 400cc or with 750cc, both produced by JLO. The smaller boxer engine produced 12 hp and the 750cc version had a power output of 25 hp. Many of the companies that had a try at the

small car segment around 1950 constructed their models based on motorcycles and not as independent car concepts. But Karl-Heinz Staubau went the other, supposedly better way and designed a “real” car! This was underlined by the fact that the small car offered space for up to six passengers – three in the front on a full width bench seat and additional three in the rear. Series production began in mid-July 1950. It was planned to begin with four cars per day with the option of up to 600 to 900 units per month. The sales price for the 400cc version was set at 4,752 DM and for the 750cc version at 6,457 DM. But the desired success came to nothing. Only 64 copies of the ‘K 400’ left the factory in Hamburg and the 750cc version was sold only 16 times. Already in 1951 the decision was made to cease the production.

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