






# *Old Polish cars*

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- Some of the vehicles produced under communist rule are now retro classics – the sight of which brings joy to the hearts of many car-conscious Poles. Below, you can find a list of seven cars produced in communist Poland, which are now considered appealing on a sentimental level.
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# Warsaw (Warszawa)




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- The first car mass-produced in Poland after World War II. This vehicle was manufactured by FSO from 1951 to 1973 in Warsaw and named after the capital city itself. A number of versions of the Warszawa were created to accommodate the diverse tastes of the nation. This car took on the forms of, amongst others, a station wagon, a pickup, and an ambulance. The power unit is a gasoline R4 engine with a displacement of 2,120 cm<sup>3</sup> and had a 3 or 4 speed manual gearbox.
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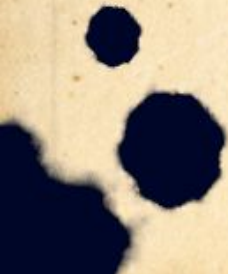
# Fiat 125p



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- A Polish car produced under licence from the Italian company Fiat. FSO started producing the Polish Fiat 125p in 1967 and manufactured it, under different names, until 1991. The changes in name were a result of Fiat withdrawing the licence for this car in 1983. The Polski Fiat 125p was a state-of-the-art vehicle in the second half of the 1960s and was to substitute the Warszawa (Warsaw) – which, by that time, was considered an obsolete design.
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The drive was made of R4 OHV gasoline engines with a capacity of 1.3 and 1.5 liters, and later the range of engines from the Polonez was taken over. There were also short series with diesel and gasoline DOHC engines. The torque was transmitted via a dry single-plate clutch, a 4-speed manual (5-speed since 1985) gearbox, a two-piece drive shaft and a rear axle to the rear wheels.



# Fiat 126p










Another Polish car produced under licence from the aforementioned Italian firm. The Polish Fiat 126p was manufactured from 1973 to 2000 by FSM. This immensely popular car was a characteristic sight on Polish roads for many years. In total, 3.3 million units of this vehicle were produced, 2.4 million of which were for the Polish market. In 2000, the popular Polish band Big Cyc released an album which includes 'Mały Fiat,' an energetic song about this car. Its advantages were the low purchase price (it was the cheapest car available on the Polish market) and a simple design that allows you to repair it yourself. On the other hand, he was criticized for poor performance, low brake efficiency and small usable space. It was powered by an engine with a displacement of 594 cm<sup>3</sup> and 23 hp, and from 1977 652 cm<sup>3</sup> and 24 hp coupled to a 4-speed manual gearbox.


# Syrena / Syrena Sport




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- Syrena, was a small two-door sedan, being put into production in 1957. This car was manufactured until 1983. A prototype was used for the drive, developed by a team led by Eng. Fryderyka Bluemke, 2-cylinder, two-stroke gasoline engine type S-14 with a cylinder capacity of 690 cm<sup>3</sup> and power of 16.2 kW (22 HP). The drive unit is locked with a 4-speed manual non-synchronized gearbox.
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Syrena Sport was the most beautiful Polish car ever made. This sports car was a prototype designed by FSO engineers in 1957 to 1960. Sadly, the communist authorities of the time didn't appreciate the Syrena Sport, as this vehicle's style didn't correspond to their ideology, in which there was no room for flashy cars. Because of this, the Syrena Sport was never put into production. As if that weren't enough, the only specimen of this car was destroyed in the 1970s. The FSO Syrena Sport is a two-door coupé with a body made of plastic, supported by a steel, self-supporting floor plate.






The source of the drive was a newly constructed four-stroke, two-cylinder, air-cooled Boxer engine with an aluminum body called the S16. Cast iron cylinders, pistons and modified [8] aluminum heads were elements of the S03 engine of the SFM Junak motorcycle. The prototype engine received accessories (carburetors, ignition, fuel pump) from the French Panhard Dyna Z car and, with a capacity of 698 cm<sup>3</sup>, it achieved an output of approx. 35 HP at 5,000 revolutions.

# Polonez



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- The name for this car was chosen in a readers' vote conducted by the now-defunct newspaper *Życie Warszawy* (Warsaw Life). Over a million units were produced by FSO from 1978 until 2002, when manufacturing of the Polonez came to an end. In the early 1980s, a coupé version of this car appeared and was produced in small numbers. Nowadays, the Polonez Coupé is a great and much sought-after rarity. An interesting fact is that this car appeared in the Top Gear show hosted by Jeremy Clarkson who was driving this car.

The Polonez range was expanded to encompass a wide range of bodies. These included:

Hatchback (as originally introduced)

Sedan (FSO Polonez Atu, also known as FSO Celina on some export markets) introduced 1996 (first presented 1994)

Station wagon introduced in 1999 (first presented in 1994)

Pick-up called Truck (introduced in 1988)

Extended Pick-up (with small rear seats)

Truck Roy (long body like Caro/Atu but in pick-up form) (introduced around 1997)

Special-bodied service vehicle

Special edition for the Polish Fire Brigade

Cargo LAV (Polonez Caro with higher roof and longer rear part made of PVC put on metal crates - this body is what the Ambulance was built on) introduced around 1993


Coupé (three doors, about 50 made, side doors and B pillar are wider, C pillar is different)

Three-doors (like normal Polonez but lacks rear doors, it is estimated that 300 were made)



# Tarpan



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- Tarpan, was an agricultural vehicle, was once advertised. This truck was produced from 1972 to 1994. A truck that's both fun and serious! The cab has enough room for three people, behind the partition, and on the trunk you can transport sacks of potatoes. On Sundays, you just have to adjust the movable partition and clean up the vehicle, and the truck will be ready to take a six-person family to church. Tarpan had an engine with a displacement of 2417 cm<sup>3</sup> and a compression ratio of 20.6, it developed 51.5 kW (70 hp) at 4200 rpm.



• The End

