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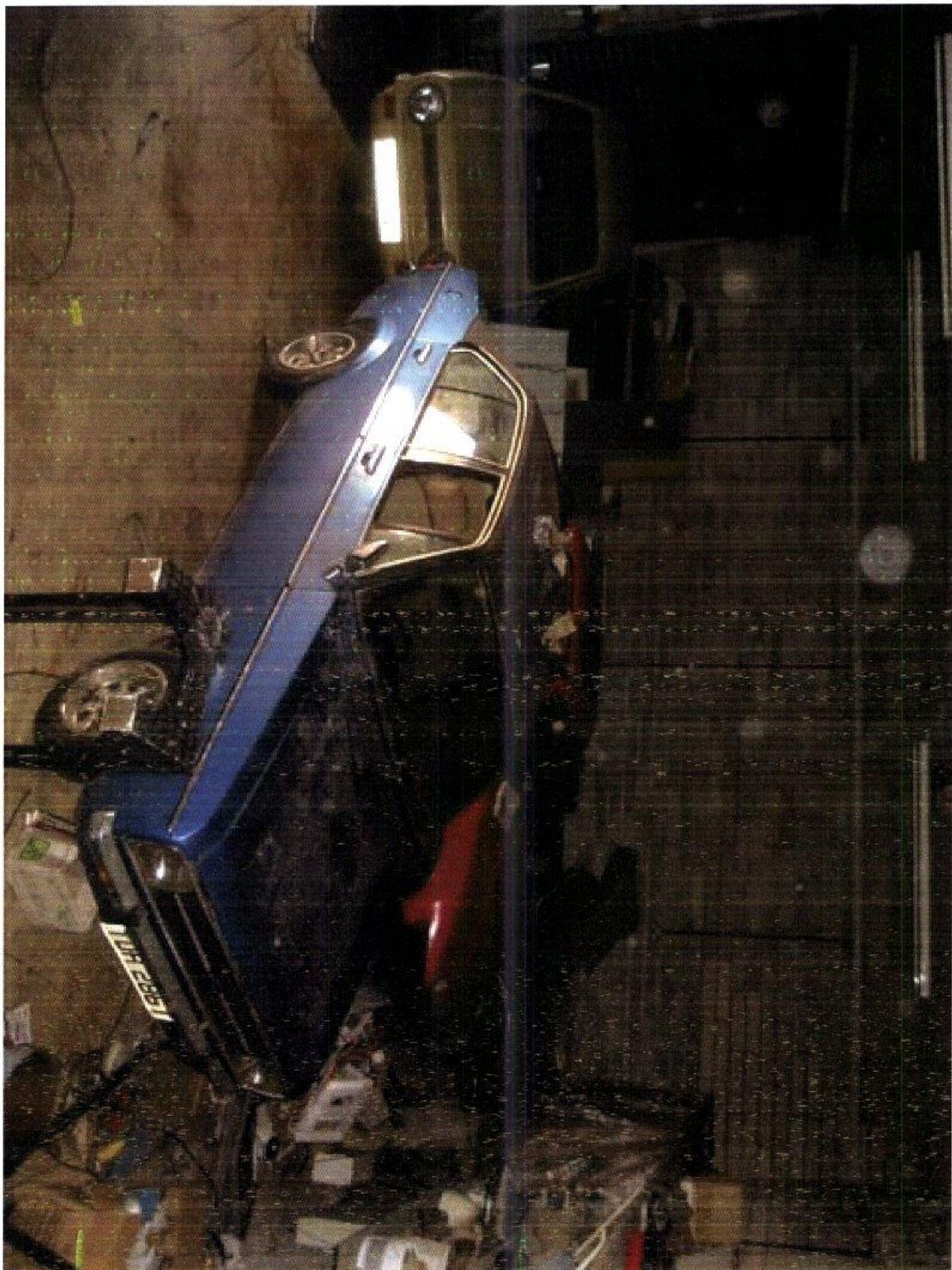
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an extraordinary. In the early morning of 29th August 1955, what had begun as a publicity exercise to demonstrate the inherent sportiness, strength and safety of the Messerschmitt Kabinenroller to a watching world resulted in the setting of 21 new World speed and endurance records and the smashing of 3 existing World Records. 24 records in 24 hours of non-stop circulation of the Hockenheim racing circuit in West Germany. The unique Messerschmitt 200 'Super' Record Car featured essentially standard mechanicals, with special low drag bodywork and it carried on the Messerschmitt Company's record breaking tradition, one previous example of which was the setting of a new World air speed record in 1938 with its Me 209, an antecedent of the better known Me 109. Despite worldwide accolade following the event, the car itself suffered an ignominious aftermath, with, inter alia, holes cut into the bodywork, the removal of some panels and the loss of its original engine. It found a home in the Deutsches Museum in Munich, albeit forlornly locked in a basement room. In 1982 this remarkable replica was created by Russell Church with what can only be described as astonishing and respect-inspiring attention to detail. The subject of an article in the January 1983 issue of Classic and Sportscar Magazine, it was described even then as being "more original than the original". Built from an original Messerschmitt KR200, the history file even contains the original driver's handbook, service book and workshop manual as well as the original Buff logbook. To quote from the article: "The attention to detail inherent in the Church Super is first rate. Russell [Church] going to inordinate lengths to ensure that the engine cover, for example, has eight slots instead of the customary seven and that the Perspex windscreen (which was very difficult to make) matches the original perfectly." The front wings, made from aluminium just like the originals (no fibreglass panels on the entire car) "were the hardest part of the project... the first of which took at least 50 hours to construct." Make no mistake, this is not some look-alike, but a meticulously researched and hand crafted replica or reproduction, complete with an authentic racing helmet, just like the original's. **In 1993 Russell Church sold the car to former Messerschmitt dealer John Perkins in whose collection it has remained until very recently and it has only now become available following the latter's death.** Presently in a condition essentially untouched since its creation some 32 years ago, the paintwork is showing signs of age, however the aluminium and steel bodywork remains free from corrosion. Following a long period of very little use, the mechanics have now been fully serviced and recommissioned for road (or track!) use and this aspect of the car might be considered faultless. The price quoted includes a bare metal repaint to the highest standards, however the car can be supplied in its present, highly 'original', condition at a price to be discussed. Surely an unrepeatable opportunity. £24,800 GBP VIEWING. This can easily be arranged by appointment only. I am always happy to meet overseas visitors at an airport and will do whatever I can to ensure a seamless and enjoyable visit. ROAD TAX & REGISTRATION. The car enjoys tax free passage within the EU and it is supplied with a UK registration document and 12 months MoT as well as UK road tax. WORLDWIDE SHIPPING. I am fully conversant and experienced in the export of fine and valuable motor cars worldwide and I am prepared to arrange this, if required. I will be happy to arrange all requisite paperwork and ensure the whole process is executed smoothly and without drama. Overseas buyers are welcome to arrange to have the vehicle inspected on their behalf by their agent and I will make every endeavour to facilitate this.

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Messerschmitt/FRM TG500 Microcar

Registration no. DSV 200

Chassis no. 20578

Engine no. 2763

FOOTNOTES

Introduced in 1953 as the 'Fend', after its co-designer Fritz Fend, the Messerschmitt *Kabinenroller* microcar was soon being marketed under its manufacturer's name, the change coinciding with a switch from the original's 148cc Fichtel & Sachs engine to a 174cc unit. Sited at the rear, the single-cylinder two-stroke produced a modest 9bhp, enough nevertheless to propel the lightweight and aerodynamic KR175 to around 55mph. The Plexiglas canopy, so reminiscent of those of Messerschmitt's wartime aircraft, hinged sideways to

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of 1955, which featured revised bodywork, an improved turning circle and a floor-mounted accelerator and clutch. By reversing the electric starter the KR200's engine could be made to run backwards, thus providing four reverse gears and the hair-raising possibility of 60mph going backwards! Later models carried the diamond-shaped FMR badge, standing for *Fahrzeug und Maschinenbau GmbH Regensburg*. Production ceased in 1964 after some 30,000 KR200s had been made.

Derivatives included the KR201 Roadster and Cabriolet soft-tops and the fearsome four-wheeled TG500 sports model, known unofficially as the 'Tiger'. As its nomenclature suggests, the TG500 was powered by a 500cc engine: a two-cylinder air-cooled two-stroke designed by the firm of Fichtel & Sachs. Unlike that of the single-cylinder KR175 and KR200, the TG500 unit came with a reverse gear in the 'box'. The basic monocoque bodyshell of the KR200 three-wheeler was retained, albeit modified at the rear to accommodate two wheels and independent suspension. The front track was extended slightly, and with the 10" diameter wheels placed at its extremities, the low-slung TG500 possessed excellent handling characteristics. Tandem seating and a hinged Perspex canopy were other KR200 features carried over, and the TG500 likewise was manufactured in hardtop and open Roadster/Cabriolet variants. With 19.5bhp on tap, the Tiger was capable of reaching 78mph, and to cope with this increased performance came with hydraulic brakes as standard instead of the KR200's mechanical stoppers.

This example of one of the rarest and most desirable of *Kabinenroller* variants was purchased from marque specialist Nick Poll by the late owner for his collection in 1993; he paid £20,000 for the car, which was described at that time as 'immaculate' and, presumably, had been restored. The accompanying V5 registration document indicates that the Tiger has been in the UK since 1984 and lists Nick Poll as the only other owner in this country. Last taxed and MoT'd in 1995, 'DSV 200' will require re-commissioning before returning to the road. We are advised that the fuel line is blocked but the car did run recently when connected to an auxiliary fuel supply. Finished in blue/green with black leather interior, this ultimate *Kabinenroller* is offered with the aforementioned V5 document.

SALEROOM NOTICES

According to information supplied by marque authority Peter Houghton this lot was previously owned in Germany by Mr Zimmerman, a collector of Messerschmitt cars, before being bought, imported to the UK and restored by Nick Poll circa 1984. **John Perkins purchased the vehicle from Nick Poll.**

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