

GLAS

CLUBNACHRICHTEN



Ausgabe 124 | Sommer 2019 | €10,-

HISTORIE

MESSEN

TREFFEN

TECHNIK



Anglasen 2019

Es gab wieder einmal viel zu bestaunen



Himmelfahrtstreffen

Mit dem Goggo nach Holland



GLAS in Italien

Ein „Dornröschen“ am Straßenrand



GLAS S 1004 – 40 years on a sidewalk

Giorgio Spolverini lives in Milan. He is automotive journalist from 2001 and he wrote for many car magazines such as Gente Motori, Auto & Fuoristrada, Quattroruote, Ruoteclassiche and so on. Now he is member of the GLAS club because he owns the only original GLAS S 1004 in Italy. He wrote down his story for us.



One time I did not love oldtimers, but I loved only new cars with high technology under body. But, at a certain time, about 15 years ago, I started to appreciate oldtimers, first of all 4x4 cars. I have had so many 4x4 cars, each one perfectly restored or conserved. The new cars, as you know, today are only "domestic appliances"! After a few time I added in my passion also particular and significant cars for me (and for the history of the cars too), such as GLAS S 1004, the first one with timing belt.

An extensive collection

I love oldtimers with something special, about technical or beauty (according to me). I love first of all German and Austrian cars: I own not only a GLAS, but also a Messerschmitt KR 200 (very nice and futuristic three wheels), Mercedes Unimog 411, "Froschaug" (very nice and strong vehicle with portal axles), Steyr Puch Haflinger and Pinzgauer (the best 4x4 specialistic ever built, with portal axles), Mercedes G Klasse (the best civil- and military-

4x4), 1951 Volkswagen "Brezelkäfer" (the king of the Käfer) and so on. Then, I appreciate Japanese cars, especially little and powerful cars, such as Honda Z 600 (more little than a 500 fiat and very fast) and Honda S 800 Coupé (800 cc with 4 carburatur..). Obviously I love also 4x4 Japanese cars, like old Toyota Land Cruiser (extremely heavy duty vehicles) and

Toyota Pickup 4x4 first generation (stish and indestructible).

GLAS awakens my interest

I fall in love with GLAS the first time during an Artcurial auction in Paris. There was a GLAS GT 1700 for sale and I wanted to buy it, but finally I

Demontage vor dem Lackieren / Disassembly before painting ▼





bought something completely different, a DKW Schnellaster (better and more clever in use than a Volkswagen T1). But in my mind I desired a GLAS for its particularity and non conventional cars (very few people understand this...)... And I found the only survivor in Italy, the GLAS S 1004. It was not in good condition, and not in bad condition. Fantastic the original colour that I maintained during restoration. The car was in the central part of Italy in Civitanova Marche.

My problem is that I live in Milan, and not in Civitanova Marche. A dealer bought the car before me and then he sold to me after few days, because he knew I love this car and I was looking for it and... it was the only Italian GLAS in our nation.

Parked for 40 long years only

This GLAS has a particular history: The car was stopped for a lot of years on a sidewalk in the city Civitanova Marche. Unbelievable that the car was parked for more than 40 years on the same sidewalk on a public city street and no one (police-men etc.) moved it from that public sidewalk. (You can see the car parked on the same place of the Via

Indipendenza in Civitanova Marche for more than 40 years also through Google Maps.)

First owner was a lawyer, that drove this car for about 4 or 5 years and about 75.000 kms. I conserve also a post mail that the lawyer sent to ACI (road assistance service in Italy) to complain about bad service. Very nice and funny to read. Then he gave the GLAS to his best friend, and he drove it for no more than 2.000 kms. Now it has in fact original 77.000

kms, as you can read on the clock. Then I started the restoration with help of the GLAS club, to make it as new. Obviously I miss some little parts, such as original air filter box, as you can see. But the car was luckily complete and still "untouched", because owned from two families only. Now it runs great (you can hear from the video I put on facebook) and it starts with half turn of keys, unbelievable... like a

*Auch nicht-sichtbare Ecken wurden lackiert
New paint in every corner ▼*





Toyota. When I bought it, consider that I did not try the car and the timing belt was completely destroyed. I thought a big problem, instead no big problems. I've done just a very big and important service (I changed everything) before to restart engine, to brake good and to switch on the lamps! Important for restoring a car is also documentation.

Will there be another GLAS?

I appreciate the GLAS models for the rally and the races and I really

love the short wheelbase. It is really very fun to drive and the engine too, even if it has only 42 PS, it is sportive and it has a good sound. I obviously love to drive cars rear-wheel drive and little dimensions. So, GLAS S1004, such as Honda S800 Coupé, are cars for me! Shifting gears is lovely, very simple, all perfectly synchronized. I changed shock absorbers and all the other components, and you drive it very well. I love the body "Sedan", more comfortable than Coupé body.

I studied very well GLAS and particularly GLAS S 1004. Obviously,

as you can imagine, I love also Gog-gomobil cars, such as the Transporter Van. I think it will be not the only GLAS I will have, I would like to try also GLAS GT. Step by step. Meanwhile I enjoy my "Limo" and later we will see.

About history of GLAS in Italy, sincerely there are no GLAS for sure. Consider that it is the only one first registered in Italy – and I own it!

Giorgio Spolverini

