

POSTWAR INVENTION

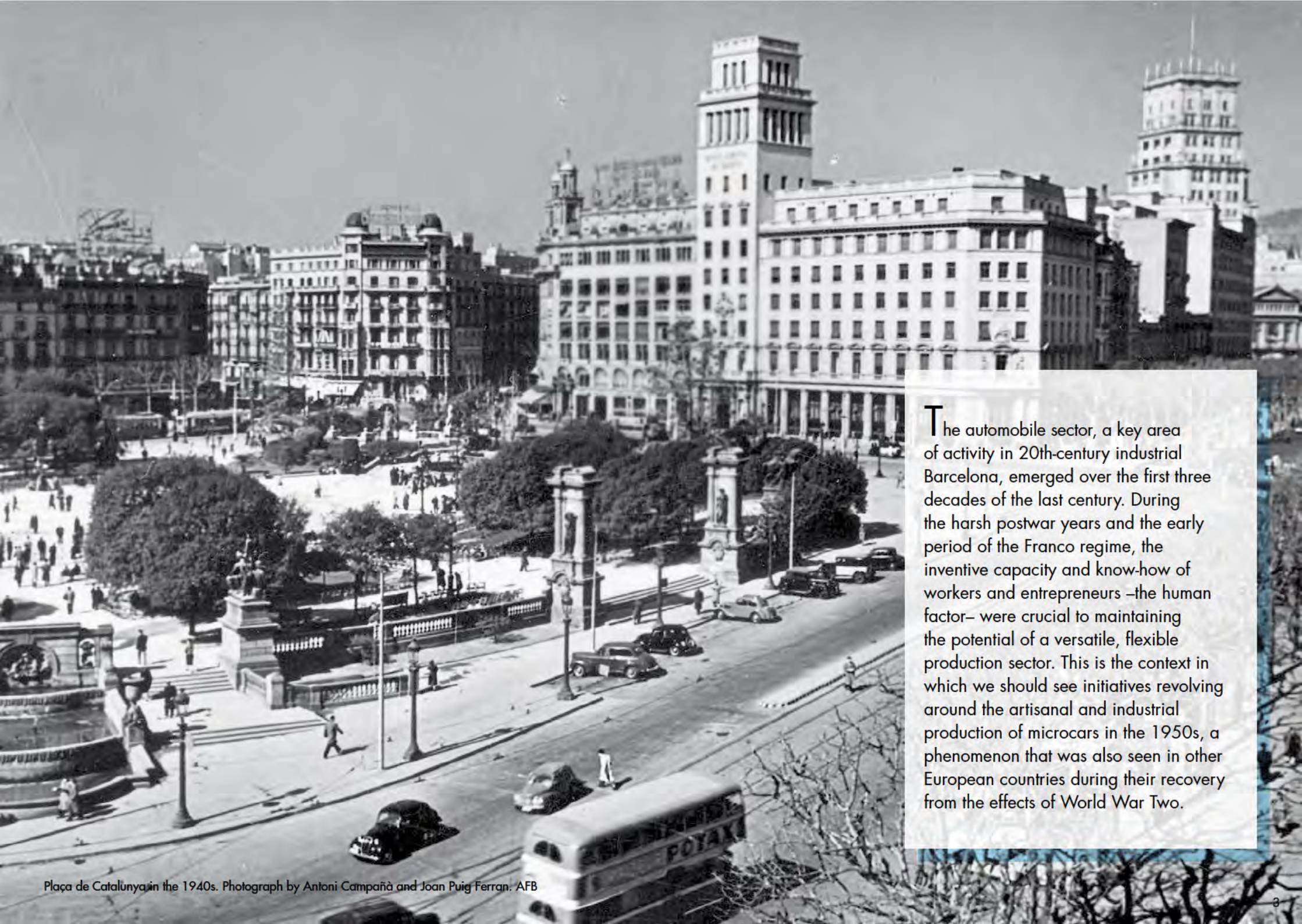
MICROCARS IN BARCELONA



MUHBA
MUSEU D'HISTÒRIA DE BARCELONA

Ajuntament de
Barcelona



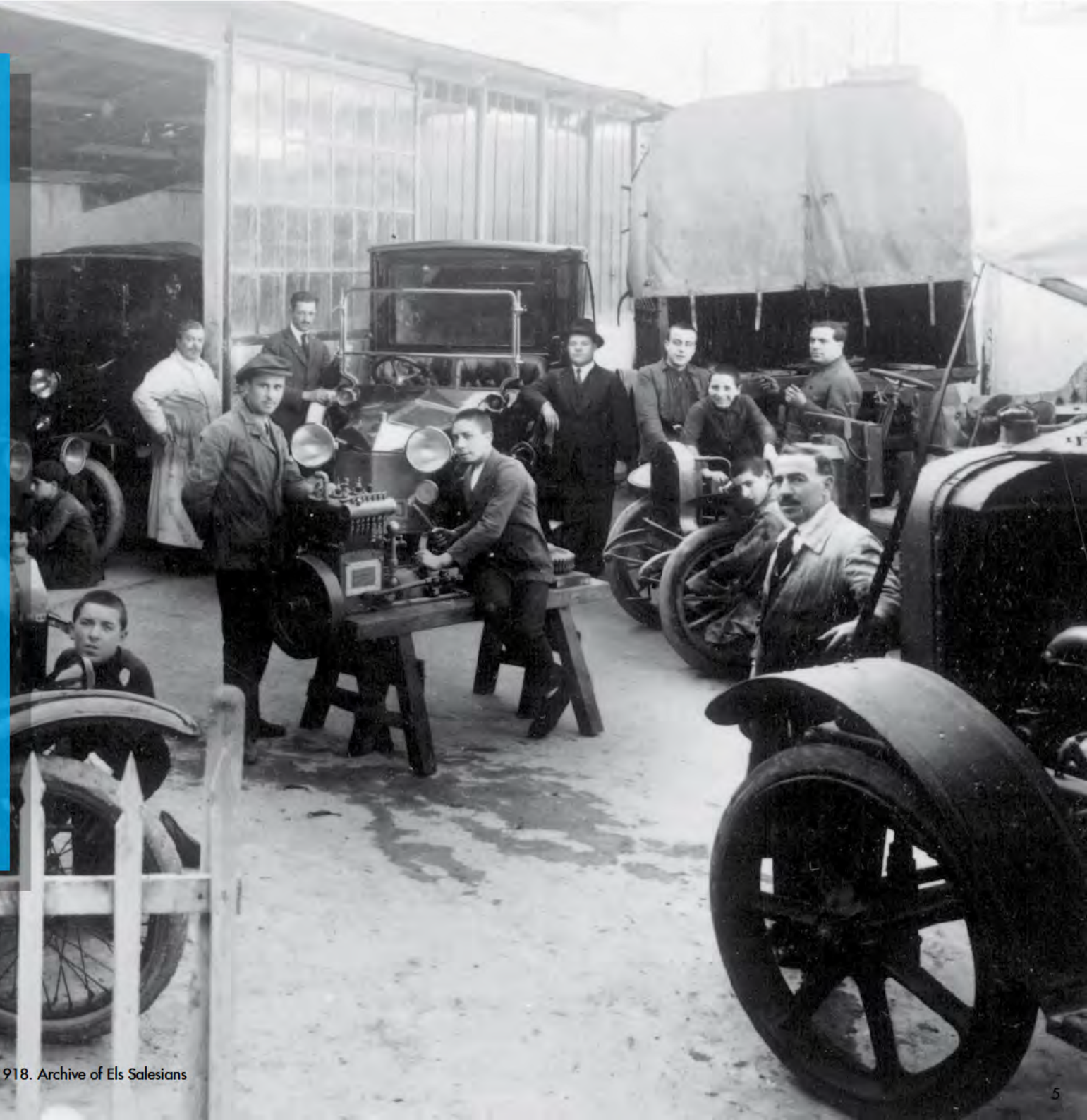


The automobile sector, a key area of activity in 20th-century industrial Barcelona, emerged over the first three decades of the last century. During the harsh postwar years and the early period of the Franco regime, the inventive capacity and know-how of workers and entrepreneurs –the human factor– were crucial to maintaining the potential of a versatile, flexible production sector. This is the context in which we should see initiatives revolving around the artisanal and industrial production of microcars in the 1950s, a phenomenon that was also seen in other European countries during their recovery from the effects of World War Two.

Plaça de Catalunya in the 1940s. Photograph by Antoni Campañà and Joan Puig Ferran. AFB

THE AUTOMOBILE INDUSTRY IN BARCELONA

The first car in Spain was built in Barcelona in 1889, after which, little by little, the technical and business fabric surrounding this sector, typical of the second industrial revolution, was established. Certain manufacturers, such as La Hispano-Suiza and Elizalde, achieved international fame and a high technological standard. Most cars were imported, but the local production system, which included the specialist ancillary industry, was a crucial factor in the decision taken by such companies as Ford (1923) and General Motors (1932) to set up their factories in Barcelona, having previously tried other parts of Spain. It was at this time that thoughts were turning to the mass production of the most popular cars.



LA HISPANO-SUIZA: A REFERENCE

The car manufacturer La Hispano-Suiza, Fábrica de Automóviles, SA was founded in 1904 as a joint venture by the Barcelona Damià Mateu and the Swiss engineer Marc Birkigt. The company achieved international standing, with several factories and production lines turning out trucks, cars, aviation engines and weapons. The main factory was in La Sagrera neighbourhood of Barcelona, whilst a French subsidiary was established in Bois-Colombes. In 1917, in an operation sponsored by King Alfonso XIII, La Hispano-Suiza opened a factory in Guadalajara, whilst, in 1918, metalworking facilities were established in Ripoll in cooperation with La Farga Casanova forge of Campdevàno. La Hispano-Suiza cars, produced one by one, were luxury models.



The La Hispano-Suiza trademark



Inside the La Hispano-Suiza factory
Photograph by Frederic Ballell
between 1905 and 1915. AFB



The La Hispano-Suiza stand at
the 1925 Barcelona Car Show
Manuel Garriga Archive

IN SEARCH OF THE PEOPLE'S CAR

The global crisis that began in 1929 persuaded the major manufacturers to become interested in producing cars at more affordable prices. In 1932, Ford developed the 8 HP model in Europe. In Barcelona, production of this model began in 1933 using a good number of locally-made parts. Moreover, several Barcelona entrepreneurs became interested in producing cars at more affordable prices. In 1935, Antoni Sitjes, an engineer trained in France, started to manufacture the Nacional Sitjes, a model that became known as the Popular Sitjes in 1936. During the Civil War, the automobile industry was collectivised and production was adapted to the war effort.

Este es el momento

PRUEBE UN NUEVO FORD 8 HP. 1934

SU COCHE FORD ESTARA PROTEGIDO POR EL SERVICIO FORD

¡y puede usted adquirirlo a plazos

FORD MOTOR IBERICA BARCELONA

Con la compra de un coche a plazos a más o menos precio el programa de RADIO-FORD

Advertisement for the Ford 8 HP
La Vanguardia, 13 May 1934. AHCB

The Nacional Sitjes car
Photograph by Ramon Claret and Joan Bert, 1935. ANC



CARS IN THE POSTWAR PERIOD

During the autarchic period, repair workshops and the ancillary industry used all their ingenuity to prolong the lives of vehicles and run them on alternative fuels. Repairs of all kinds were carried out, from engine replacements to bodywork renewal, and vehicles ran on gasogene devices. The reluctance of the early Francoist regime to countenance a major automobile industry in Barcelona further favoured the initiatives of small and medium-sized enterprises in this sector.



1940 Azcoyen gasogene
Salvador Claret Automobile
Collection. Sils Car Museum

THE GASOGENE

World War Two and Franco's alignment with the Axis powers had the effect of prolonging the difficulties suffered during the postwar years. Resources were scarce and the autarchic policy increased the problems. These were the years of rationing and the black market, and attempts were made to compensate for the oil shortage by using gasogenes, rather large devices that were attached to vehicles to burn nutshells, wood or coal and produce a gaseous fuel. In Barcelona, several companies produced these devices, which were used to drive automobile engines, albeit rather inefficiently.



A family pose beside a car fitted with
a gasogene. 1940s-50s
Photograph by Pons. Pla de l'Estany
County Council Collection. ACPE



Car fitted with a Tachó gasogene, 1949
Antoni Tachó Archive



Car fitted with a gasogene made by Roig i Pérez. Photograph by Brangulí (photographers), 1940-45. ANC

THE STATE DRAGS ITS FEET

In 1941, taking its lead from Fascist Italian dirigisme, the Franco regime established INI, the national institute for industry, which promoted both autarchic policy and the distribution of industry all around Spain. As a consequence of this, the importance of Barcelona and Catalonia as a whole was decreased. In 1946, INI obliged La Hispano-Suiza to become ENASA and to devote the factory in La Sagrera to producing Pegaso trucks. INI also refused to allow General Motors Peninsular to re-open its business and made it difficult for Ford Motor Ibérica to import parts. As a result, Ford Motor Ibérica ceased car manufacture and limited its activity to assembling small trucks. Nonetheless, there was no denying the potential of Barcelona' industrial district and, finally, SEAT, backed by FIAT, was authorised to set up production there. The first SEAT 1400 left the factory in 1953, but its price made it a luxury. The more popularly-priced 600 did not enter production until 1957.

"Yes: production must increase. Work needs the exact materials so that production translates into a saleable article... You will have noted, Mr Minister, the desire for machines to work in this land... I have noted in the veritable enthusiasm that the working masses reveal, a desire that can be seen in their eyes: that desire for each "Long Live Spain" to be accompanied by the "Long Live Spain" of the smoking chimneys and busy machines."

Josep Maria Milà i Camps, president of the Provincial Council, to the minister Ramón Serrano Suñer on 15 June 1939. Milà was removed from office after making this speech. *La Vanguardia Española*, 16 June 1939. AHCB

"In the economic order, everything possible was done to benefit the rest of Spain by extending industrialisation, but a negative criterion was applied in the extreme to the detriment of the guilty regions, to make them realise that they were being punished by slowing down their already notable development. I know of countless applications by Catalan initiatives and Catalan capital to install new factories that have been resolved by the formula "authorised for outside Catalonia'."

Dionisio Ridruejo
Escrito en España, 1962



SITUACION GEOGRAFICA DE LAS INVESTIGACIONES, EXPLOTACIONES Y PRODUCCIONES DE LAS EMPRESAS EN QUE EL INSTITUTO PARTICIPA

"Important mission by the National Institute for Industry in Spain's economic and industrial advancement"
La Vanguardia Española, 17 July 1947. AHCB

Pegaso fire engine made in Barcelona, 1949
Photograph by Pérez de Rozas. AFB



INITIATIVES IN THE CITY

After the war, the firm of Sitjes survived by operating as a workshop, but was unable to revive car production. In 1945, Sitjes sold patents, designs and permits to Eusebi Cortès, an entrepreneur from Tarragona who established the Eucort make. Cortès hired an engineer from the German firm of Auto Union and, in 1946, presented his first automobile at the Trade Show. The following year, he presented a van. Although unable to secure support from INI, Cortès hoped that Eucort would produce 50 vehicles per day at his factory at 124, Carrer de Nàpols. However, due to technical and financial difficulties, he was unable to meet either production or sales targets, and the factory closed in 1950, by which time the SEAT project was already underway.

Advertisement for Eucort cars, between 1945 and 1953
Miguel Pascual Laborda Archive



Advertising image for Eucort
Antonio Palacín. Manuel Garriga Archive

Automóviles "EUCORT"

Una nueva industria nacional
montada con los últimos adelantos técnicos



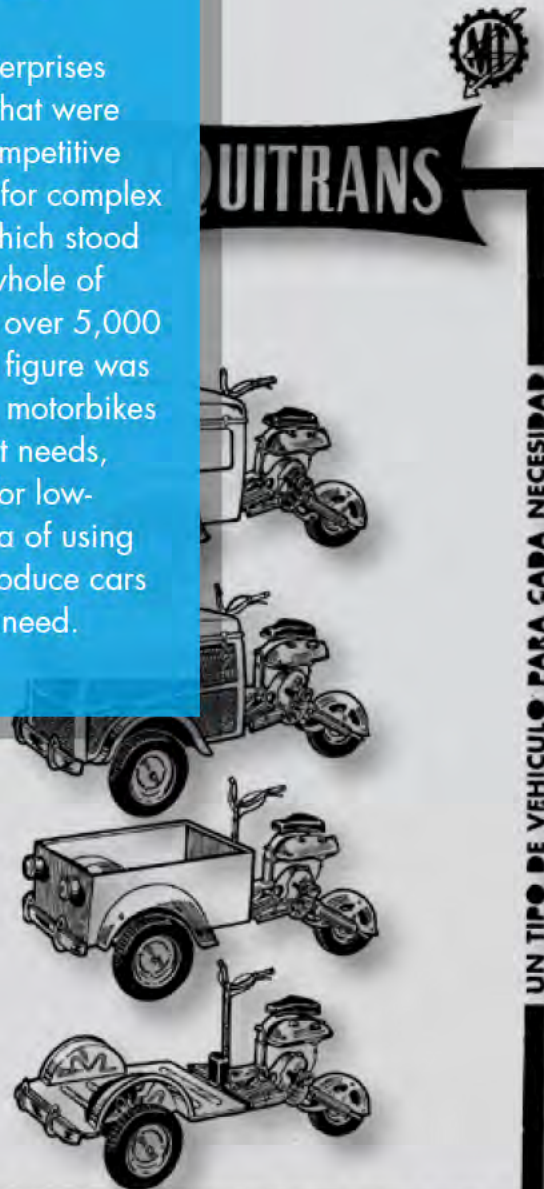
Nápoles, 124

Teléfono 55713

BARCELONA

TURNING MOTORCYCLES INTO CARS

Small and medium-sized enterprises could produce motorcycles that were technically acceptable at competitive prices and without the need for complex infrastructure. Production, which stood at barely 500 units for the whole of Spain in 1945, had risen to over 5,000 by 1950, and by 1955 this figure was closer to 70,000. However, motorbikes could not satisfy all transport needs, and demand was growing for low-priced automobiles. The idea of using motorcycle technology to produce cars emerged in response to this need.



PUEDA ADQUIRIRLO CON GRANDES FACILIDADES DE PAGO

Advertisement for Maquitrans motor tricycle models. Claudi Roca Collection

THE SUCCESS OF THE MOTORCYCLE

Despite the difficulties of the times, the demand for motorcycles began to rise significantly in the second half of the 1940s, and automobile workshops and parts manufacturers launched an ever-increasing number of initiatives to produce these machines using their own technology. One such was Montesa, a firm that was launched when, in 1945, the industrialist Pere Permanyer, supported by Francesc X. Bultó, decided to expand his gasogene production industry to the mass production of motorcycles. As this sector matured over the years, it generated plans to manufacture small vehicles with performance similar to that of automobiles but with motorcycle structure and engine.



Advertisement for the Audenis Limousine motor tricycle
Claudi Roca Collection

The Montesa factory in Carrer Còrsega, with Pere Permanyer in the centre of the group, 1945. Photograph by Josep Brangulí. Bassella Motorcycle Museum Archive.



ENGINE AVAILABILITY

Hispano Villiers, SA was founded in Barcelona in 1951 as a subsidiary of the British engine and motorcycle manufacturer The Villiers Engineering Company Ltd. The factory was installed in Passeig de Vallaura, next to the premises of Harry Walker, a company that had been importing original Villiers engines and distributing them all over Spain for many years. The first Hispano Villiers engines went onto the market in 1953 to satisfy growing demand for competitive systems with tried-and-tested quality. These engines were fitted onto motorcycles made by such firms as Sanglas, Clúa and Cremsa, and were also those most commonly used to power three-wheeler vans and microcars.



Hispano Villiers Engine

THE MICROCARS OF BARCELONA

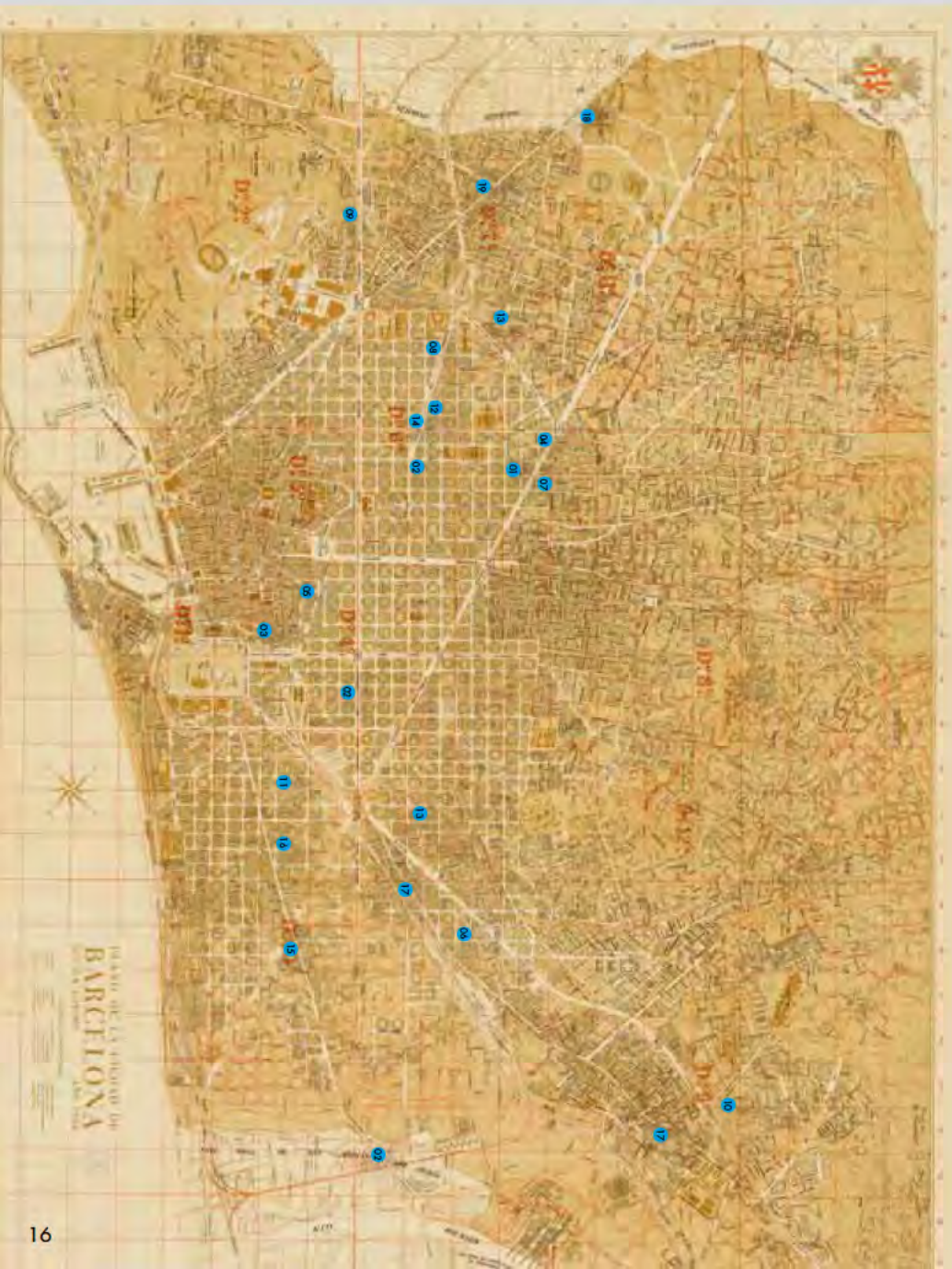
By around 1950, success in motorcycle manufacture, the ready supply of engines and the know-how of workshops and parts manufacturers had led to the emergence of many attempts to produce low-cost vehicles, with the Barcelona Trade Show as the main showcase for the new models. Some microcars — such as the Barcino, the JBR and the Montesa BCB— got no further than the prototype stage, whilst others went into artisanal production and, in the case of the Biscuter, the industrial drive towards mass production produced enormous success over a number of years.

MICROCAR FACTORIES AND WORKSHOPS IN BARCELONA (1950-56)

- 01 ADEUS
- 02 AUTOMOCIONAL
- 03 BANCINO
- 04 CABELLA
- 05 CAMILO
- 06 CONSTRUCCIONES MECANICAS CIA
- 07 DAVID
- 08 FABRICA ESPANOLA DE MOTOCICLETAS Y TRISCOOTERS
- 09 FURGONETA HISPANO
- 10 HISPANO VILLERS (motor)
- 11 HUBACAN MOTORS
- 12 JUNIOR
- 13 KARI
- 14 MANUFACTURAS METALICAS NEU
- 15 MOVILIT
- 16 MT (Mecanica y Elementos de Transporte)
- 17 MMSA (Motos y Motos, SA)
- 18 NACIONAL R. G. (Fabrica Nacional de Automoviles, Aviones y Motos de Aviodol)
- 19 ORX
- 20 JBR

NO LOCATION FOUND FOR:
 AUTOMOVILES FABRI-
 CACION AMERICCH
 MUSEANG
 SMO
 VALERIS AMAU

Cartographic base:
 Plan of the City of Barcelona,
 Barcelona City Council,
 Technical Service for the City
 Plan, 1988
 Cartographic Institute of Catalonia



DAVID

In 1950, Josep M. Munés's firm of David, SA presented a new triscooter model for urban deliveries, based on the company's own technology. Several versions were produced, including a two-seater car. David had already manufactured what were known as cyclecars between 1914 and 1922, but the company was then converted into a taxi firm (introducing the yellow and black used to distinguish taxis in Barcelona even today) and Citroën dealer. The firm also entered other businesses, such as car parks and vehicle towing services. David manufactured vehicles from 1952 to 1957, whilst also remaining active in the service sector.



The David workshop, 1950s
 Francesc Roig. Manuel Garriga Archive



A 1955 David
 Claudi Roca Collection

A David taxi in Plaça de Catalunya, 1956
 Photograph by Pérez de Rozas. AFB



KAPI

The Kapi make was established by the infantry captain Federico Saldaña who, though stationed in Burgos, always felt that Barcelona was the best place in which to develop his industrial project. In December 1951, Saldaña presented his first microcar in Carrer de Pelai. Of all the companies that ventured into microcar manufacture, Kapi was the one that produced the greatest diversity of models and versions, using engines by different makers (AMC-Fita, Hispano Villiers, IRESA and Montesa). However, mechanically speaking, the vehicles were not particularly reliable. Kapi continued to manufacture until 1957.

1955 Junior 3R-197,
first series
Claudi Roca Collection



JÚNIOR

Reina Junior, SL, a company founded by Antoni Cases, manufactured motorcycles and three-wheeler vans. The firm's workshop, which employed six workers and a supervisor, was in Carrer Mallorca, between Carrer Comte Borrell and Carrer Viladomat. There, in 1955 and 1956, Junior produced 16 of its microcars, powered by 125 cc and 197 cc Hispano Villiers engines. These early units had neither reverse gear nor electrical starter. The manufacturing process was entirely artisanal and the vehicle chassis were also handmade at a workshop in L'Hospitalet de Llobregat.

The Kapi stand at the 1952
Barcelona Trade Fair
Photograph by Co de Triola. AFCEC



"The Kapi four-wheel Jeep"
HP Suplemento Periódico del Anuario
Automovilista de España, May/June 1955
Eduard Esteve Collection



MYMSA

The origins of MYMSA (Motores y Motos, SA) go back to a Ford workshop in El Clot neighbourhood of Barcelona, where the Aragall brothers began to produce motorcycles in 1953. In 1955, they presented their first delivery tricycle at the Barcelona Trade Show. This model was the Rana three-wheeler van, fitted with a 125 cc engine developed by the company itself. Two years later, MYMSA launched a model with a more powerful 175 cc engine, producing around 150 units and a prototype car. The company's success led them to take on larger premises at 29-33, Passeig de Torras i Bages in Sant Andreu, where artisanal production continued until 1963.

MYMSA
175 cc. 3 R



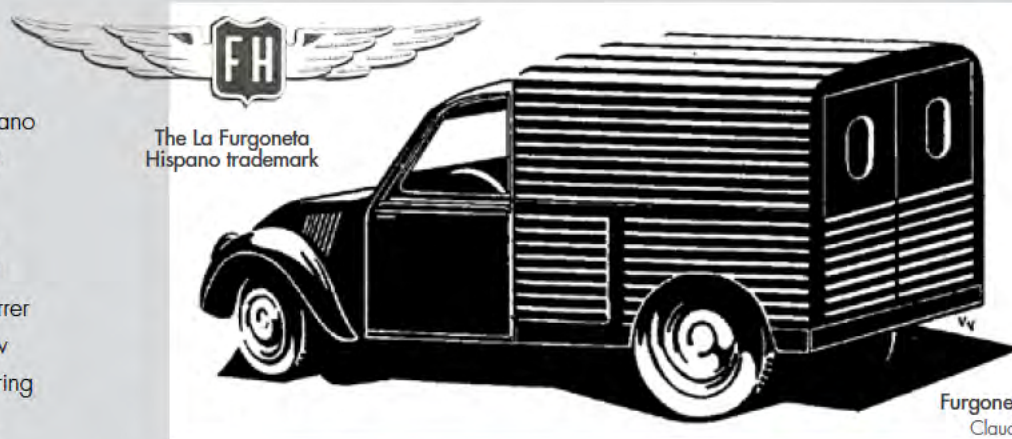
175cc Mysma three-wheeler van, 1957



The 1957 Mysma stand at the 1958 Barcelona
Trade Fair
Manuel Garriga Archive

FURGONETA HISPANO

The Furgoneta Hispano, a small transport vehicle fitted with a Hispano Villiers engine and used for goods delivery, was presented in 1955. The offices of Furgoneta Hispano, SA were at 246, Gran Via, whilst the workshops were nearby in Carrer d'Indíbil. In 1958 and 1959, new van models were presented, featuring chassis and mechanical changes. Distributed all over Spain thanks to the firm's excellent sales network, approximately 350 Hispano vans were produced in total, with the last units coming out of the workshop in 1959.



The Delfin trademark
Claudi Roca Collection



1956 Delfin
Claudi Roca Collection

Presentation of the Furgoneta Hispano van at the Barcelona Trade Show, between 1955 and 1956. ACCC



DELFIN

Between 1956 and 1959, Juli Fusté's firm La Fábrica Española de Motocicletas y Triciclos, based at 29, Carrer de València, produced a score of vans for small goods transport under the Delfin mark. The company was engaged, particularly, in making motorcycles, sold under the Fusté, JFC, Olímpic and Delfin marks. The design of the Delfin was based on the Solito, a model produced by the French firm of New Map, which had been producing motorcycles since 1920 and small cars and vans since 1938. Delfin vans were fitted with 197 cc Hispano Villiers engines, more powerful than those used in the original Solito and which required changes to the vehicle front.



Delfin three-wheeler van
Claudi Roca Collection

MT

MT (Maquinaria y Elementos de Transporte, SA, better known as Maquitrans) was founded in the postwar years as a transport vehicle repair and rebuilding business. In 1952, the firm launched a three-wheeler (a motorcycle with three wheels and a van for goods transport on the front) with MT's own design and mechanical engineering. In 1954, the company developed a prototype microcar, which was followed, in 1957, by a second model, of which only a dozen units were ever produced. Having launched a new type of three-wheeler van in 1958, MT went on to acquire the license to make motorcycles under the Italian Ducati make.



1954 MT
Claudi Roca Collection

AUTONACIONAL

Autonacional, SL was founded in 1950 in a joint venture launched by three entrepreneurs, Llorenç Marco, Àngel Gill and Vicenç Fullea, to manufacture vehicles at affordable prices. Gill and Fullea had formerly been at Eucort, where they had assembled and sold the brand's last automobiles to Autonacional. They soon increased the company's capital, with Benet Jofre, Damià Casanova and Josep M. Marcet —mayor of Sabadell— amongst others, all acquiring shares in the firm. As a result of this, Autonacional, SL became Autonacional, SA and production soon switched to microcars.

Advertisements for the Biscuter Comercial and Pegasin
Manuel Garriga Archive

THE AUTONACIONAL PROJECT

Autonacional started out as a repair and sales workshop at 127-131, Carrer de València, 127-131. However, the firm's core business changed decisively when the owners discovered the Biscooter, a viable design produced by the respected French engineer Gabriel Voisin, who had presented it at the Parish Trade Fair in 1950. The partners originally from Eucort did not agree with this switch to microcars, and left the firm, but the rest of the company continued to operate. Autonacional, SA had acquired sufficient resources to finance an industrial organisation capable of entering mass production, along with the means to promote the brand and make the product popular. The Autonacional factory was located in Sant Adrià de Besòs.



Insignia of sections at the Autonacional factory
Eduard Esteve Collection



Interior of the Autonacional factory
Miguel Pascual Laborda Archive

Biscuter structure at the 1954 Barcelona Trade Show. Manuel Garriga Archive

BISCUTER

The Biscuter model produced at the Sant Adrià factory was not exactly the same as its French predecessor. Gabriel Voisin made several changes and adapted his design to the Hispano Villiers engines that were produced in Barcelona and fitted to all versions of the vehicle. The first units, simple and without reverse gear, came off the production line in June 1954. Improvements were made to later versions. The Biscuter was the biggest selling microcar in Spain, with a total of 12,000 units sold amongst all the different models. Autonacional ceased manufacture in 1958, although the firm continued to sell off its remaining stock of vehicles for another four years, as well as providing technical services for the cars sold.

Biscuter Pegasín
Claudi Roca Collection



Autonacional Biscuter test drive circuit
Miguel Pascual Laborda Archive



Biscuter
COMERCIAL

una superación de las ventajas que le han hecho famoso por su perfecta concepción mecánica, que le ofrece a Ud. con sus tres versiones de distribución para carga y pasaje, la verdadera solución al doble problema del transporte familiar y comercial.

Un solo motor dividido y gran espacio para la carga.

Un volante en el lado para dos, tres personas y maniobrable espacia para la carga.

Un volante dos plazas delantero y dos volantes posteriores en la parte posterior.

filauto
CONCESIONARIOS EN TODAS LAS PROVINCIAS ESPAÑOLAS
Valencia, 127-135 - Barcelona

Advertisement for the Biscuter Comercial
Manuel Garriga Archive

Blessing of cars on Avinguda Diagonal on St Christopher's Day, July 1954
Photograph by Pérez de Rozas. AFB



Students in a Biscuter on St Thomas's Day, March 1958
Photograph by Pérez de Rozas. AFB



Biscuter advertising leaflet, 1961
Eduard Esteve Collection

Biscuter

EL MAYOR ALCANCE UTILITARIO

VOISIN, prestigio de la automoción mundial, avala con su nombre la producción de VEHICULO que ya es indispensable PARA TODOS

SOLICITE FICHA PARA CURSAR SU PROPUESTA DE PEDIDO

AUTONACIONAL, S.A.

Valencia, 127-135 - Tel. 30.05.46 y 30.01.37 - BARCELONA

THE COMPETITION FACING BISCUER

The Biscuter's main Catalan competitor was the PTV, produced in Manresa by Automóviles Utilitarios, SA (AUSA), a company established by Maurici Perramon, Antoni and Guillem Tachó and Josep Vila. AUSA presented its first model in 1956 and went on to produce more than 1,100 units of its small cars until 1961. Other vehicles in circulation included Isetta "bubble cars", made in Madrid under license from the Italian motorcycle manufacturer ISO. Later, the Goggomobil arrived, manufactured near Bilbao under a German patent. The Isetta was less successful than the Biscuter in Spain, but was the biggest selling vehicle internationally. BMW sold the Isetta in Germany from 1955 to 1962, making improvements to the vehicle.

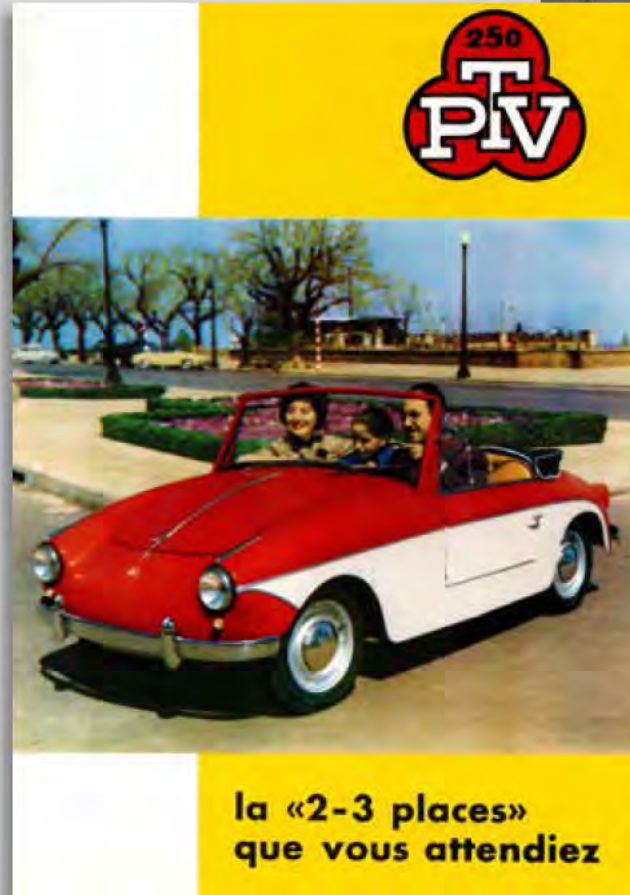


Advertisement leaflet for the Isetta, 1959
Antoni Tachó Archive



Montserrat Pons and Àngels García with an Isetta, 1958
García Pons family

Catalogue for the PTV 250 for the French market
Antoni Tachó Archive



The AUSA workshops in Manresa, 1958
Antoni Tachó Archive

The PTV, at the 1958 Barcelona Trade Fair. AUSA Archive



Isetta

GARAGE SPLENDIT



Seizing the opportunity to meet an unsatisfied social demand for mobility, industrial creativity was fostered in the 1950s by know-how in automobile manufacture acquired in the first third of the century and the ingenuity to overcome difficulties during the postwar years. Despite all the limitations and the short lifespan of the market, the small cars and vans that we now know as *microcars* also helped to keep the Barcelona automobile industry alive.

The first SEAT 600 came off the production line in June 1957. Despite the waiting lists to get one and the slow rhythm at which economic revival, stimulated by the 1959 Stabilisation Plan, gradually translated into improved standards of living for most, leading to the decline of the microcar, this new vehicle quickly became the first mass car. Barcelona's automobile industry had entered a new phase.

PROGRAMME

TALKS

Thursday, 14 February 2013

The automobile industry in postwar Barcelona. Between companies and the State

Talk with Jordi Nadal and Jordi Catalan

Thursday, 21 February 2013

Ingenuity and entrepreneurship in difficult times. From the gasogene to motorcycles and microcars

Talk with Manuel Garriga and Lluís Virós

Thursday, 28 February 2013

Stories of MYMSA, motorcycles and microcars made in Sant Andreu

Talk with Josep Aragall and Jaume Aragall

Thursday, 7 March 2013

Microcars and other innovations in the economic and social climate of Barcelona in the fifties

Talk with Francesc Roca and Josep M. Cortès

Thursday, 14 March 2013

Microcars, from history to collecting

Round table with Claudi Roca, Eduard Esteve, Antoni Fàbregas, Jaume Jubert, Ramon Pradas i Antoni Tachó

The talks will begin at 6.15 pm and will comprise visit to the exhibition followed at 7 pm by a discussion with the guest speakers at 7 pm. Admission free, advance reservation recommended

THE EXHIBITION AS SEEN BY...

Tours by authors including Josep M. Cortès, Albert Cubeles, Manuel Garriga, Miguel Pascual, Claudi Roca, Antoni Tachó and Lluís Virós.

Saturdays December 29, January 12 and 26, February 9, 16 and 23 and March 2 and 9, from 11 am to 12 noon. Price: €5.10

Find details about the programme of tours on the museum website
Maximum capacity: 18 people. Advance reservation required

GUIDED TOURS

Saturdays December 22, January 5, February 2 and 16 and March 9, from 11 am to 12 noon. Price: €5.10

Maximum capacity: 18 people. Advance reservation required

PROGRAMME OF THE FRIENDS OF FABRA I COATS

Tours for associations and organisations, organised jointly by the Friends of Fabra i Coats and the Museum

SCHOOLS PROGRAMME

Educational materials and morning or afternoon tours by prior arrangement for primary (third cycle) and secondary schools, from January

Duration: 60-90 minutes

MUHBA reserves the right to change the programme if necessary
Information: www.museuhistoria.bcn.cat

POSTWAR INVENTION

MICROCARS IN BARCELONA

The "Postwar Invention. Microcars of Barcelona" exhibition programme, publications, talks and tours, like the projects "Indianas 1736-1847. The Origins of Industrial Barcelona" (2012) and "We've got the 600! Recovery without Democracy. Barcelona, 1947-1973" (2010), are devoted to historic continuities and discontinuities in the activities of Barcelona, and their effects on the life of the people and the city's links to Catalonia as a whole, Europe and the world.

The exhibition, which will be open to the public from December 2012 to March 2013, is based on a proposal put forward by Friends of Fabra i Coats and the collector Claudi Roca, is supported by Sant Andreu District Council and is the first show generated by the museum project on the city and work that the History Museum of Barcelona is developing at Fabra i Coats.

Organised by

History Museum of Barcelona · Institute of Culture · Barcelona City Council

Partners

Association of Friends of Fabra i Coats
Sant Andreu District Council · Barcelona City Council
Claudi Roca i Casas (microcar collection)

Project director Joan Roca i Albert

Curator Albert Cubeles i Bonet

Technical assistant to the curator Claudi Roca i Casas

Consultants Jordi Catalan Vidal · Manuel Garriga Casas

Project coordination

Carne García i Soler

Consulting and documentation

Carmen Cazalla Ocaña · Xavier Cazeneuve i Descarrega · Marta Iglesias Urbano

Exhibition coordination

Carmen Cazalla Ocaña · Marta Iglesias Urbano

Architecture and graphic design

Marta Galí i Brillas · Marta Oristrell i Santamaria

Photographs Edmond Mestres Montseny · Pep Parer

Assembly Croquis

Preventive conservation Anna Lázaro Lucas

Framing Acutangle, SL

Transport

Fundació Museu de la Moto · Grues Viñolas ·

Transportes Juan Cárdenas Hurtado

Insurance Marsh, SA

Management support

Sergi Benajas · Eulàlia Cartró · Montserrat Valero

Proofreading and translation Caplletra

Audiovisual *Barcelona, when they made cars from motorcycles*

Script Albert Cubeles i Bonet

Video production Enric Juste i Noé

Documentation Lluís Sales i Favà

Exhibition notes

Text and image selection

Albert Cubeles i Bonet · Joan Roca i Albert

Graphic design

Marta Galí i Brillas · Marta Oristrell i Santamaria

Printed by Belso, SL

Activities Teresa Macià i Bigorra · Fragment

Schools programme Imma Masdevall · Fragment

Communication

Àngels Bertran Gómez · Clàssic Motor Club del Bages

Design of communication elements

Marta Galí i Brillas · Marta Oristrell i Santamaria

Press Judith Samsó Soler

Public information Carles Mela · Iliades team

Security Senén Vallès · Metropolís · Barna Porters · SEVIP

Maintenance

MUHBA Technical Services · Sant Andreu District Council

Works in the exhibition loaned by

Walter J. Anklí · Salvador Claret i Sargatal · Eduard Esteve · Pere

Fernández Bori · Manuel Garriga Casas · Jaume Jubert Manzaneres ·

Edmond Mestres · Museu de la Moto de Barcelona · Claudi Roca

i Casas

Personal acknowledgements

José Acevedo · Walter J. Anklí · Jaume Aragall · Josep Aragall · Ignasi

Barjau · Josep Baró Puig · Jordi Catalan Vidal · Eduard Cornet Bosch ·

Eduard Esteve · Pere Fernández Bori · Agustí Font Nart · Ricard Font ·

Salvador Fortuny · Família García Pons · Manuel Garriga Casas · Jordi

Gilí · Francesc Grabulosa i Novell sdb · Antoni Guri · Lola Harana ·

Jaume Jubert Manzaneres · Euniciano Martín Hernández sdb · Antoni

Martínez · Edmond Mestres Montseny · Antonio Palacín · Miguel

Pascual Laborda · María Raya · Claudi Roca i Casas · Joan Rossinyol

Cortès · Ignacio Sáenz de Cámara · Àlex Sánchez · Nico Sant Bagunyà ·

Antoni Segura · Estanislaó Soler i Rafart · Antoni Tachó

Institutional acknowledgements

Amics de la Fabra i Coats · Arxíu Històric de la Ciutat de Barcelona ·

Associació d'Estudis Històrics d'Automoció · AUSA · Institut Cartogràfic

de Catalunya · Centre d'Estudis Històrics Internacionals · Clàssic Motor

Club del Bages · Museu de l'Automòbil Salvador Claret · Museu de la

Moto de Barcelona · Museu Picasso de Barcelona

Images

Arxíu Antoni Tachó · Arxíu AUSA · Biblioteca de Catalunya (ARCA) ·

Antic Car Club de Catalunya (ACCC) · Centre de Documentació del

Servei d'Arqueologia: ICUB · Arxíu Comarcal del Pla de l'Estany (ACPE) ·

Eduard Cornet Bosch · Eduard Esteve · Arxíu Família Aragall · Família

García Pons · Arxíu de la Filmoteca de la Generalitat · Salvador Fortuny ·

Arxíu Fotogràfic Centre Excursionista de Catalunya (AFCEC) · Arxíu

Fotogràfic de Barcelona (AFB) · Arxíu Històric de la Ciutat de Barcelona

(AHCB) · Arxíu Històric Fotogràfic · Institut d'Estudis Fotogràfics de

Catalunya (IEFC) · Institut Cartogràfic de Catalunya (ICC) · Arxíu Manuel

Garriga · Arxíu de la Moto de Bassella · Arxíu Municipal del Districte

de les Corts (AMDC) · Arxíu Municipal del Districte de Sant Martí

(AMDSM) · Arxíu Municipal de Lleida · Arxíu Nacional de Catalunya

(ANC) · Antonio Palacín · Nico Sant Bagunyà · Arxíu SEAT · Arxíu

Miguel Pascual Laborda · Arxíu dels Salesians · Arxíu de La Vanguardia

MUSEU D'HISTÒRIA DE BARCELONA

MUHBA AT FABRA I COATS

del 21/12/12 al 15/03/13

Espai Josep Bota
C/ de Sant Adrià, 20
Metro: L1, SANT ANDREU
Bus: 11, 35, 40, 73, B20

TIMES:

Tuesday to Friday, from 5 to 8 pm. PRICE: €2,20

Saturdays and Sundays, from 10 am to 2 pm and from 4.30 to 7.30 pm. ADMISSION FREE

INFORMATION AND RESERVATIONS:

Tel.: 932562122 (Monday to Friday, from 10 am to 2 pm and from 4 to 7 pm)

Fax: 932680454

reservesmuhba@bcn.cat

MUHBA Llibrets de sala

- 1 Barraques. La ciutat informal
- 2 Barcelona connectada, ciutadans transnacionals
- 3 Barcelona i els Jocs Florals, 1859
- 4 Cerdà i Barcelona. La primera metròpoli, 1853-1897
- 5 Salomó ben Adret de Barcelona, 1235-1310
- 6 Ja tenim 600! La represa sense democràcia
- 7 La revolució de l'aigua a Barcelona
- 8 Murals sota la lupa. Les pintures de la capella de Sant Miquel
- 9 Indianes, 1736-1847. Els orígens de la Barcelona industrial
- 10 Barcelona, vint històries musicals
- 11 L'enginy de postguerra. Microcotxes de Barcelona