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## An Abrupt End

The Swiss, Wunibald Irmin Erich Kamm was professor for automotive engineering and vehicle engines at the technical university in Stuttgart in the 1930s. During his time there he also established the charitable foundation, The Research Institute of Automotive Engineering and Vehicle Engines Stuttgart (FKFS), which enabled him to have a good cooperation with the automotive industry. Kamm's big advantage was that he had a wind tunnel, which allowed him to test the air flow behavior of real cars. In the course of his tests, Wunibald Kamm created his own sophisticated rear-end design, which led to minimal air turbulence and helped increase the car's top speed.

Wunibal Kamm designed the rear end with an abrupt, almost precipitous end and thereby he pointed a drop shape. The appearance was unusual, but the rear-end version was revolutionary under aerodynamic considerations and very soon received a

fixed place under the name, Kamm-rear, in the history of automobiles. Professor Kamm realized his idea on a BMW 328. At BMW, the executives expected extraordinary driving performance of the unique model. They optimized the chassis of the trellis frame and made it of the light material electron, so that the car only weighed 30 kg. Furthermore, the standard 6-cylinder propulsion was increased to a peak value of impressive 136 hp (normally 90 hp) and had a top speed of 230 km/h. The car should celebrate its big appearance on the legendary Mille Miglia with four other 328 in the 1940s. The Kamm-BMW 328 was steered by Conte Giovanni Lurani/Franco Cortese, but the car could not demonstrate its performance, as it had to stop because of technical defect in the seventh round.

The breakout and the big success of the Kamm BMW in the last Mille Miglia, for the time being, was refused. The unique

model did not receive the chance to prove its sportiness, as the Second World War forced the motorsport to stop completely.

**AutoCult GmbH**

Äußere Further Straße 3  
90530 Wendelstein  
Germany

Tel. +49 / 9129 / 296 4280

Fax +49 / 9129 / 296 4281

info@autocult.de

[www.autocult.de](http://www.autocult.de)