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What if...

It is the old dream of the automobile designer: Achieve a faster speed with better aerodynamics.

The Czechoslovakian manufacturer, Skoda, followed this wisdom in the 1930s and dedicated himself to the development of a well-built middle-class limousine with new technical elements in his testing department. A 1.995 ccm –engine, with a water cooled four cylinder boxer motor, producing 60 hp was installed in front of the rear axle. The production models however had the engine installed in the front. Furthermore, a revolutionary creation of the tank was used and instead of using conventional tanks a central tube of the chassis was used for this purpose. As the new technical measurements made sure that the vehicle had a low and balanced centre of gravity, the design of the chassis was aimed to give the vehicle a good aerodynamics.

This was achieved by a so-called streamline shape. The rear of the vehicle was especially characteristic; it was slightly falling down in a curving line from the roof of the vehicle until the rear bumper. Also, both back wheels were covered with filler panels to have a better aerodynamics against any wind turbulences. Built as a four-door version, the car was reflecting a premium car whereby the highly building front part was also very impressive. The automobile was titled with the number sequence 935. Two examples were set on its wheels and were presented to the public on the Salon in Prague in 1935 on the Skoda-booth.

Each visitor, who was dreaming to possess such a car, was disappointed, as the Skoda type 935 never went into series production.

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