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Fast but not in Demand

Even today the name of the carmaker Maybach, in connection with the era of the 1930s, stands synonymously for feudal and aristocratic automobiles. Maybach excessively expedited the aspiration of ultimate car luxury and answered the customer wishes of the wealthiest. Located in Friedrichshafen, the company orientated itself towards large engines since the beginning of the 1920s and also its gusto for the streamline theme became apparent quite early.

In 1932 Maybach realized its first streamlined passenger car. The model of the new SW-series, SW was the abbreviation for German term "Schwingachswagen" (oscillating-axle-vehicle), debuted in 1935. Even in the beginning of the same year Maybach aroused interest through a conventionalized illustration of a new streamlined car in diverse magazines. The streamlined prototype was initially on exhibition at the Maybach booth on the International Motor

Show 1935. Connoisseurs among the visitors immediately recognized that the car bore the hallmarks of no less a person than Paul Jaray. Especially the typically drop-shaped greenhouse of the optically modified SW 35 revealed his collaboration. Hidden beneath the long hood was a 3.5-liter straight-six engine with 140 hp, which speeded the 1,300 kg heavy vehicle up to 160 km/h. By the standards of the time, a remarkable speed for a production car. By comparison, the conventionally bodied SW 35 models, which were already considered as very fast, reached only a top speed of 140 km/h. As chassis served the new SW 35 frame, which according to advertising featured the advantages of a "double oscillating-axle – double suspension – lowered chassis". The unique car was manufactured at the factory of body maker Karosseriefabrik Spohn in Ravensberg, where many orders for Maybach were implemented. Spohn titled the car with the halting wording: "fast car with special adequacy for the autobahn".

The streamlined Maybach-conversion attracted much attention and the specialized press went into raptures. But Maybach's dream of selling the unique limousine did not come true. The company Spohn made only two car bodies. Both are presumed lost since 1945.

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