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FACTS & STORY

Audi Berlin-Rom Stromlinien-Coupe (Germany, 1938)

STREAMLINER

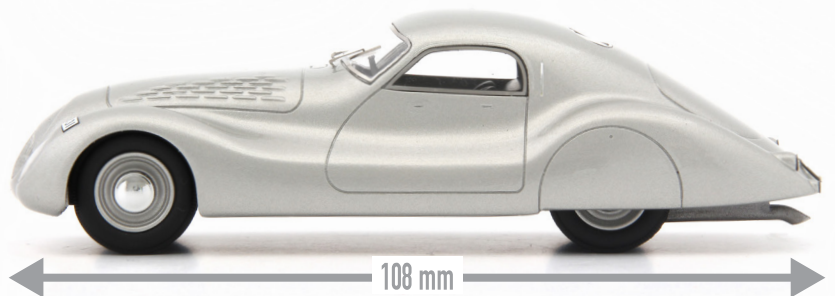
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Built for a race that never took place

The idea of using the new highway system for a long-distance race originated in the year 1937 and came from Adolf Hühnelein and his Italian colleague count Alberto Bonacossa.

The first race was scheduled to take place between the capitals Rome and Berlin in 1938. This plan also got through to the big car manufacturers and especially executives of the "Auto-Union" felt called to compete in this long-distance race. All those involved were very probably aware from the beginning that a standard car was not fast enough to compete successfully in a race, which takes part on highways. Soon Auto Union's executive board voiced its approval of the development of extra-fast series cars, which should compete for victory under the signs of Wanderer, DKW, Horch and also of Audi. The entire project internally bore the name "Stromlinien-Limousine" ("streamlined sedan"). Although all cars originated from the same department and production of Auto Union, each car had a different design. The

chassis of the Audi came from a type 920, which was available from November 1938. The design of the aluminum bodywork came from Paul Jaray and was designed to reach the best possible aerodynamic efficiency. In his skillful and accustomed manner he drew a car whose shape ran in roundish and large arcs from the front towards the rear end. The body maker "Hornig" built the aluminum bodies for two Audis. According to internal records the Audi was able to reach a top speed of 160 km/h, thus about impressive 30 km/h faster than the standard type 920.

The Auto Union had its racecars all set for the competition, but the long distance race was first postponed from 1938 to 1939 and ultimately completely cancelled.

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