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An Opel in a streamlined dress

The topic "Streamline" became more and more popular in the automotive industry in the mid of the 1930s. The governmental initiated construction of the German Autobahn had a substantial share in this, as with these fast traffic connections the issue of an as fast as possible average travel speed became more important for the German car manufacturers. But the aerodynamics found not only increasing acceptance in the design of passenger cars, also some busses were fitted with a streamlined radiator front, which offered less surface for wind than their traditionally bodied representatives.

Some completely new bodyworks were created at the workshops of the company "Ludewig", which based on the 2.5t-chassis of the Opel-Blitz. The first specially built bus dated back to the year 1934 and thus belongs into the early stages of the streamline era. Unfortunately this version has not survived to this day - just as its seven, some sources mention eight, successors that were built

until 1937/38. Although the busses differed in some details, they were all built for the same purpose - luxurious transportation for the passengers. For the busses built by Ludewig this applied primarily to passengers, who had to get from their hotels to the Olympic stadium during the Olympics in Berlin 1936. After their use as shuttle busses during the summer Olympics the busses went on a promotion tour and were also on exhibition at the International Car Show Germany in 1937.

After this it is known that the busses were in service for the Essen-based travel business OBI, before they were subject to the radical confiscation of private vehicles by the military. During the war the streamlined busses were used as personnel carriers.

AutoCult GmbH
Äußere Further Straße 3
90530 Wendelstein
Germany

Tel. +49 / 9129 / 296 4280
Fax +49 / 9129 / 296 4281
info@autocult.de

www.autocult-models.de