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Independently from political guidelines, implementations and concepts the cities of the German Reich would have also closed ranks, regarding traveling times, due to the increasingly dense autobahn network in the 1930s. According to traffic expert's and maybe also politician's back-then ideas and wishes, public transport was of major importance. Beside the railroad, busses offered an alternative for people without cars.

The bus industry worked intensely on fast and comfortable vehicles. A striking example for that is a bus of Škoda, which was set on its six wheels in 1938. A back twin axle brought the power of 108 hp of the six-cylinder petrol engine with a displacement of eight liter on the road. Despite the missing horsepower the bus was able to reach a top speed above 100 km/h due to its superb aerodynamics. The engineers' top priority during the implementation was the top speed and therefore they attached highest importance to an aerodynamically perfected

design. This was particularly evidenced by the elegantly proportioned and tapering rear end of the bus. But also the slightly curved front end, only interrupted by the front lights, did not provide a target for windage. This was also reflected by the full fairing of the rear twin axle. The front axle had to go without a fairing due to the steering lock.

Equally revolutionary like the striking design was also the suspension the chassis. All three axles featured an independent suspension, which ensured a high level of traveling comfort. That was anything but common back then. A centrally arranged driver's seat, most probably to enable a bigger curve of the front end, topped the whole concept of the extraordinary bus off. Unfortunately the single prototype of the bus burned down during an attack of the allies in World War II.

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