

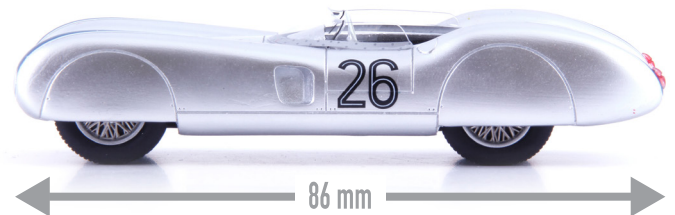
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Racing Technology made in East Germany

In the 1950s, the sporting victory in an internationally high-ranking race would have been the fulfillment of a very great dream for the supreme masters of socialist countries, especially the GDR. However, this did not happen, even huge efforts were made.

As early as 1951, the East German authorities began to work on the realization of this dream by initiating a racing collective. The built-up racecar 'R1' proved with a victory in a race at the AVUS in Berlin 1952 that the chosen path seemed to be the right one. For the coming year, the racing collective was affiliated to the production of EMW in Eisenach and the path taken continued. From then on, the focus was on the development of a new racing car with a modern 1.5-liter six-cylinder DOHC engine with competitive 138 horsepower, a new chassis and an streamlined bodywork. The EMW racing collective competed in the 'Grand Prix of Germany' with the racing world elite in the only contested World Championship race. In 1954 Arthur Rosenhammer opened the

season of the national racing series with a victory in the 'Leipzig City Race' on May 16. At the end of the same year on December 3, the world speed record with an average speed of 229.5 km/h was set over the internationally accepted distance of 10 miles. But the collective did not rest on its success, the technicians spent the time until the next start of the season collectively improving technology and aerodynamics and put four additional racecars on wheels, which were ready for use in time for the season start in 1955.

Even though the race year was successful, the political end for the racing collective followed in 1956. On September 23, 1956, the GDR citizens watched wistfully how the racecars were doing their final laps at the circuit in Dessau.

One of the cars can be visited in the Automobile Welt Eisenach.

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