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FACTS & STORY

BMW 505 Pullman Ghia Aigle (Germany / Switzerland, 1955)

PROTOTYPES

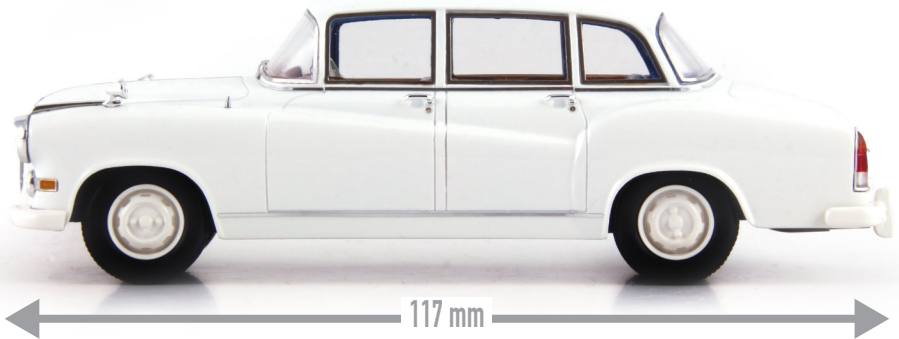
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Lobbying in the young Republic

It was Chancellor Konrad Adenauer who got caught up in the intrigue between two German companies BMW and Mercedes-Benz in the 1950s. The Swabian factory provide the first Chancellor of the Republic with the Type 300, a feudal representative car, but BMW wanted to conquer this place.

In Munich, the chassis of the model 502 was modified and its wheelbase was extended to over 3 meters. The reason for this intervention was in the interior, as it was fitted with a massive partition wall between the front seats and the rear area. The built-in window could be lowered electro-hydraulically and with the window closed, the communication between driver and rear passenger was possible via an intercom system. It was clear from the beginning that the focus was on rear area interior, due to the simple fact that

Konrad Adenauer had to be convinced to substitute his Mercedes-Benz for a BMW.

The verdict against the Munich car was already made after the second test drive. At the same time, this meant the rigorous end of an official stat car from Munich.

While the lobbying of the Swabians put an end to the BMW, the Bavarian was considered quite successful for its new genre from an objective point of view. Inside the BMW it was quieter than inside the Mercedes the power transmission of the 3.2-liter V8-engine with 120 hp was more harmonious compared to the 6-cylinder engine of Mercedes. To reduce weight, the bonnet and boot lid were made of aluminum, the steal body was designed in Munich, but BMW commissioned the Ghia Aigle-plant in Lugano, Switzerland, to produce it.

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