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FACTS & STORY

Adler Trumpf Rennlimousine (Germany, 1939)

scale 1/18

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With Aerodynamics to Sporting Success

With the takeover of the front-wheel drive, a striking feature of the mass-produced type Trumpf, in 1935, the Adler plant from Frankfurt was starting with the construction of streamlined vehicles after the patent of Paul Jaray.

Because of little experience in the field of aerodynamics, the Frankfurt plant engaged the experienced specialist Baron Reinhard von König-Fachsenfeld. The vehicle impressed with its flowing lines and elongated appearance. A 1.5 liter four-stroke engine, with a performance of 55 hp, was hidden under the long bonnet. The car body shaped by aluminum sheet was designed by the company Vetter in Bad Cannstatt. The dominant elements of the aluminum dress were smooth surface of the sideline, in which the doors were integrated nearly without visible contours, and the rear wheels covered with sheet metal.

Another eye catcher was the harmonious and gentle indication of the front fenders, which

were featured by a slightly swung curve to the doors. The overall appearance conveyed a two-seater sports car on the first glance, which was also called as a "Rennlimousine" because of its closed driver's cab.

The Frankfurt company was so convinced of the performance of its new car, that they also tried the highest discipline – the world record. In 1935 the company was booking the race track in the French Montlhéry, which was very popular for record drives at that time and was racing the Rennlimousine through the raised corners of the track.

After this presentation, the Adler cars were debuting in the racing scene at the 24-hours-racing of Spa-Francorchamps on 12th/13th of July 1936. They were winning the title in the category for engines until 2.0 liters.

During 1937 and 1939 the company from Frankfurt was expanding its racing participation, but with the world at war further development of the unique Adler-cars was stopped.

Six pieces of these models were produced in total, which partially differs – in the optics as well as in the motorization – a 2.0 liter engine was the strongest version.

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