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## Bavarian Gem

From 1969, in the Bavarian community Bernbeuren, two-seated sports cars were manufactured, which were known under the name NSU Thurner RS. The company Rudolf Thurner, Karosseriebau & Sportwagen was standing behind these cars. Insiders are connecting with the name of the owner a presence in motor racing since 1959, recently in the Formula 3.

The skilled insurance salesman named Rudolf Thurner was also dreaming of a production of an own sports car, alongside of racing, and in 1968 was presenting his finished prototype for the first time. The car optically resembled the popular racers of the motorsport scene – a flat appearance with an elongated muzzle, a short rear and gullwing doors as a highlight. A total of six employees were working in the small car manufactory to install sports cars with distinctive gullwing doors and especially were producing the car body by themselves. This was made of glass fibre reinforced plastic (GFK) and was fixed on

a tubular steel frame. For the windscreen, the mechanics were falling back on a standard part of the Porsche 904. The total construction was weighting only 670 kg - primarily because of the light plastic skin. This lightweight paired with 65 hp, powered with an air-cooled four-cylinder-engine, was promising a lot of driving pleasure and that it was exactly what NSU Thurner wanted to convey.

As a tribute on the fast lightweight of nearly 180 km/h, the driver had to accept, that it was very loud in the interior. Especially when the engine warmed up, the volume climbed to nearly 100 dB. This noise level made of course a conversation during the sporty driving nearly impossible. Nevertheless, the Bavarian gullwing sports car received a road approval in Germany and could be obtained for 12.700 German Mark at the beginning, which was a respectable amount for a car on the eve of the 1970s.

Finally the entry into the Thurner-driving experience grew to 15.600 German Mark.

124 Thurner cars were leaving the small plant in total. 121 pieces were produced in conventional RS-optics, three with a wider car body, and one model was set on its wheels as a thoroughbred mountain racer with roll bars and fuel-injected NSU-engine, sized at 125 hp.

Maybe there would have been even more cars, but in 1974 Rudolf Thurner stopped production.

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