



AUTO UNION W25K ROADSTER

Wanderer 1937





A Car with a Soul

According to Peter Mullin, the Wanderer will never be restored. Its story is preserved in its seats, its headliner, and its fellow cars from the Schlumpf Reserve Collection.

The Auto Union Wanderer came to the Mullin Automotive Museum as part of the Schlumpf Reserve Collection—a group of 62 unrestored cars previously owned by textile giant Fritz Schlumpf.

In 1977 the French government seized Schlumpf's collection of some 500 cars after a crash in the textile business forced

him into bankruptcy. The ensuing legal battle lasted for 20 years until the Reserve Collection was released to Schlumpf's widow Arlette in 1999. Arlette kept them hidden away in a barn in Malmerspach where few were granted entrance to see the treasure trove. Mr. Mullin had known Arlette and was given the promise of the first call when the lot came up for sale. When Mr. Mullin received the call in 2008 he was at the barn in moments. What he found inside was a dream: row upon row of Bugattis, Delahayes, Hispano-Suizas and Peugeots, the list goes on. After some soul



searching of his own, Mr. Mullin purchased the collection, only retaining cars of particular historical significance and selling the rest. The Wanderer is one of these cars.

The Wanderer is one of only three cars in the Mullin Collection not of French heritage. A German car, it was Dr. Ferdinand Porsche's first project after he graduated from engineering school in 1930. Porsche was a consultant to several German carmakers, and he worked with the Wanderer automotive company on the design and manufacture of the W25K's supercharged engine. The W25K was the product of four German automobile companies—Audi, DKW, Horch, and Wanderer—who merged in 1932 to form Auto Union. The four interlocking rings of Auto Union's badge are seen on modern Audis to this day.

Little is known of the Wanderer's early history.

Fritz Schlumpf purchased it in 1964, and it was confiscated by the French government in 1977. Part of the Schlumpf Reserve Collection, it was released to Fritz Schlumpf's widow, Arlette, in 1999. She chose not to restore the cars, but left them where and as she found them. After she died in 2008 the collection once again became available to collectors. Car dealers Bruno Vendiesse and Jaap Braam Ruben purchased the collection, which they soon sold to Peter Mullin. He kept approximately half of the Schlumpf Reserve Collection to display in the Mullin Automotive Museum.



PROFILE

Coachbuilder	Factory
Chassis number	180223
Profile type	Touring
Body type	Roadster cabriolet
Number made	257
Production span	1936-1938
Acceleration	0
Top Speed	93

BODY | CHASSIS

Front brakes type	Lockheed hydraulic
Rear brakes type	Lockheed hydraulic
Front suspension type	Independent suspension with transverse leaf springs
Rear suspension type	Rigid Axle with independent suspension and transverse leaf springs
Length	12' 8"
Height (Ground line to highest roof)	4' 10"
Width	5' 7"
Weight	2200 lbs

ENGINE

Engine number	180231
Type	Inline
Number of cylinders	6
Engine construction	Aluminum
Displacement	1963
BHP at 4000 RPM	85
Gearbox	Manual Syncromesh
Number of gears	4
Overdrive	0



