

VOL. 1 | NO: 3

RARE & UNIQUE VEHICLES

SPECIAL EDITION



Rochet-Schneider 3600

by Vanvooren, 1905

Szawe

10/32 PS

Benz 33/75 PS

by Alexis Kellner, 1913

Austro-Daimler ADR Roadster

Kabriolet by Alexis Kellner

ROCHET-SCHNEIDER 3600 BY VANVOOREN, 1905

PHOTOGRAPHS: NOMADE PHOTO REIMS

THE CAR

Didier Carayon, curator of the Musée Automobile Reims Champagne in France, was pleasantly surprised when three women, Nathalie, Caroline, and Nancy, approached him last year about the family's car, for which they were keen to find a new home. After weeks of planning, a team of experts visited the shed where the car was stored in January 2021. What emerged was a 1905 Rochet-Schneider bodied by the workshop of Achille Vanvooren in original condition. This car has not been out and about since 1966.

According to Didier Mahistre, a Rochet-Schneider expert, this car, a part of the Series 3600 family, was built during the summer of 1905 and delivered to the Vanvooren workshops in September. It features a 24-hp 3.6-liter four-cylinder engine. According to Didier Carayon's research, it was originally ordered by Charles Le Roy, a French artist. Le Roy often visited his friend Albert Grenier, a wealthy

entrepreneur and painter. Grenier's wife, Lili, was a famous model of the time who worked with the likes of Toulouse-Lautrec and Degas. Lili had her own driver, Émile Pottier.

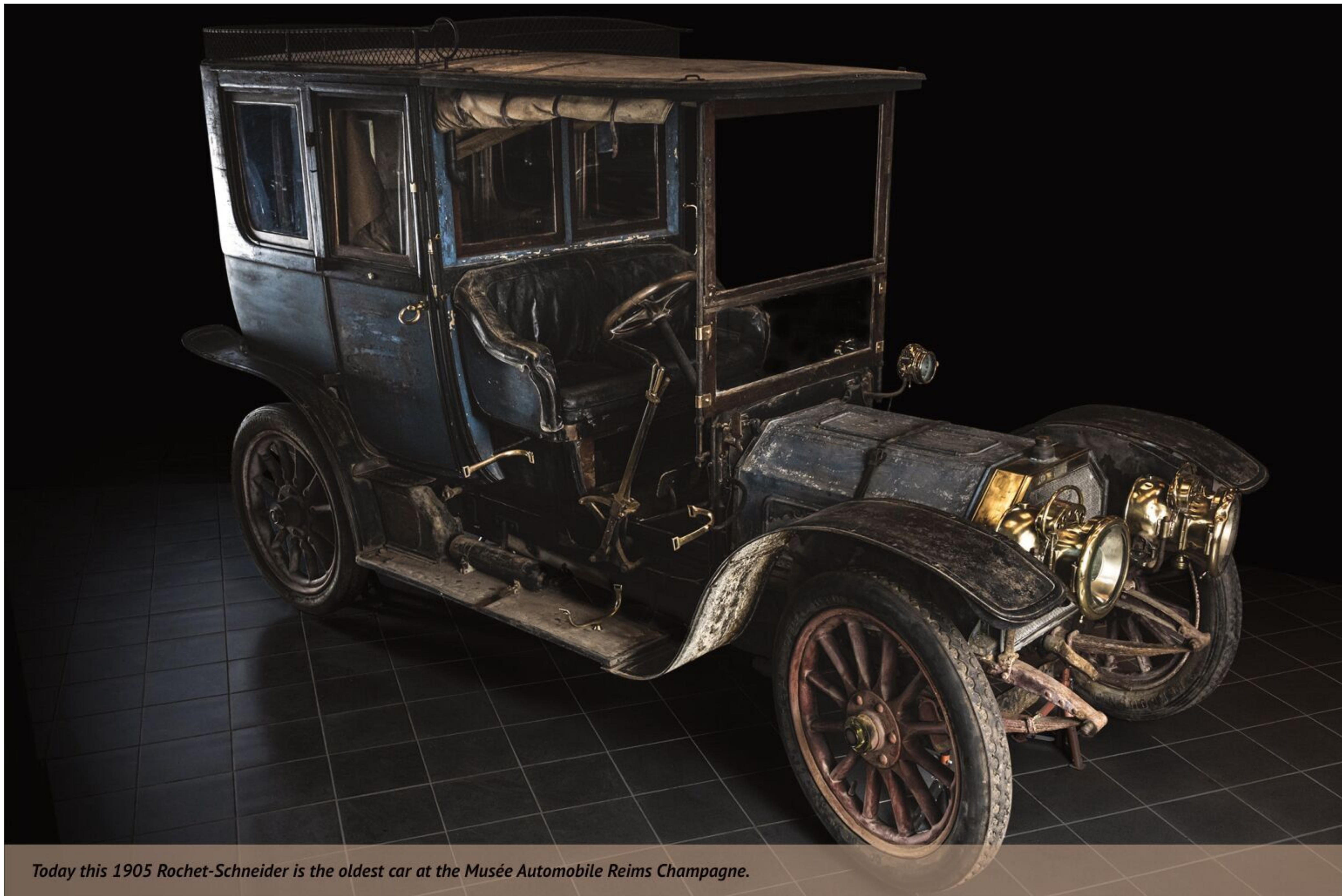
Émile Pottier was born in 1883 in Normandy. He became an orphan at a very young age and worked as a farmhand starting when he was 11. In 1904 he passed his driving test after his boss bought a car and was in need of a driver. In 1910 Pottier started working for the Grenier family.

Le Roy often lent his Rochet-Schneider to Lili. When Albert Grenier died, Lili became the wife of Charles Le Roy. Émile Pottier handled the car through thick and thin and was granted ownership in 1936. Pottier, who was a World War I war veteran, couldn't afford a new car, so he maintained the Rochet-Schneider in good condition. He became the mayor of his village in 1954, and during national holidays like the 14th of July, the flower-covered

car paraded on the streets. The car was last taken out in 1966 for the wedding of Emile's granddaughter.

Rescue operations were hampered by bad weather. Weeks of rain turned the field around the shed into slippery mud. And the car was no lightweight, either – the complete car weighed around two tons! But Carayon and his team persisted. The three sisters sat on the car for a family photo before it was trailed away.

Carayon is aware of his luck: "Finding a car of this age in this condition is rare. It is a source of valuable information," he said. The running gear and gearbox are still intact. Interior upholstery has survived, including the original padded leather seats. "We are not going to do a restoration. We will intervene where it is absolutely necessary, but we want to keep the original parts as much as possible."



Today this 1905 Rochet-Schneider is the oldest car at the Musée Automobile Reims Champagne.



Upholstery is time-worn, but original.



Edouard Rochet and Théophile Schneider set up Rochet-Schneider in 1894.



The number plate, 1667 QU5 dates from 1936. QU stands for the Seine-et-Marne region.



Apprin set up his radiator company in Lyon in 1899, which supplied many local brands.



Émile Pottier took very good care of the car.



The place where Émile Pottier spent most of his time.



The car will be kept in its original condition.

THE MUSEUM

Musée Automobile Reims Champagne, one of the biggest automobile museums in France, was established in 1985 by renowned industrial designer Philippe Charbonneaux (1917–1998), who was responsible among others for the Renault 16. Charbonneaux took over the former Menuiserie Métallique

Moderne plant and placed his car collection there. Today the museum is managed by an association of mechanics and car enthusiasts, many of whom own exhibits. The association is called SCAR, named after Société de Construction Automobile de Reims, a local automobile manufacturer that produced cars between 1906 and 1933. A 1908 SCA. is being displayed in the museum.

Altogether there are more than 200 vehicles displayed, most of them of French origin. There are also motorcycles, pedal cars, and some racing cars, but the main emphasis is on cars that were in everyday use by ordinary people. Having said that, there are some hidden gems, including a Citroën BX4TC and a 1925 Simca-Violet which once raced at Reims. A toy- and model-car collection rounds up the display.



Today there are over 200 vehicles displayed in the Museum.

DETAILS

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SZAWE 10/32 PS

PHOTOS: PETER BERING AND DANSK VETERANBIL KLUB

THE CAR

Szawe was the brainchild of Austrian-born Karl S. Szabo and Erich E. Wechselmann, who founded Szabo & Wechselmann in 1919. The company started out as a car dealership, turned to coachbuilding, and ended up as a car producer. Their main stylist was Ernst Neumann-Neander (1871–1954), a rather well-known painter, graphic artist, and designer.

The first Szawe car, the 10/32 PS, was introduced in 1921. Limited production lasted for three years. Munich-based researcher Hans Lipp estimates that a total of 100 to 200 Szawes were made. Using contemporary photographs, 36 cars can be identified with a certain degree of confidence.

A Szawe that was built in 1922 is now one of the highlights at the Danish Museum of Science & Technology in Copenhagen. Its early history is unknown. In 1929 Baron Mogens Conrad Christian Holck, a nobleman owner of the Danish estate of Holckenhavn (formerly his own Barony), gifted

the car to his daughter on her 18th birthday. It is a very elegant, top-notch tourer with a boat-shaped five-seater sports open body, called the “Admiralsboot.” Features include a silver-plated brass bonnet, mahogany body with copper screws, and aluminum plate wheels.

Its story has recently been chronicled by Peter Bering in *Veteran Tidende*, the official club magazine of the Dansk Veteranbil Klub.

The car was damaged during World War II when the invading German Army requisitioned the castle and had some “fun” with the car. Afterward, the Baron was told by a committee responsible for compensation that the value of the car was the scrapmetal. Luckily the Baron did not choose this path, but sold the car to Harald Rasmussen, who had a tire workshop in nearby Nyborg.

The Dansk Veteranbil Klub heard about the car, and eventually it was acquired in late 1957. Rasmussen started the

restoration process, with a view to using the car with modern tires. Luckily he preserved the original parts wherever possible. The original instruments were missing. But the car had only covered 14,000 km! And it actually drives as a new car would have done in 1922.

As with other club cars, the Szawe ended up at the Danish Museum of Science & Technology, where further repairs were carried out in the early 1970s.

A few years ago the car underwent a very thorough restoration and has been used very rarely since then.





The Danish Museum of Science and Technology's Szawe.



Mahogany was used extensively in the bodywork.



Several members of the Dansk Veteranbil Klub participated in the photoshoot with supporting cars such as a Stanley Steamer and a Delage.

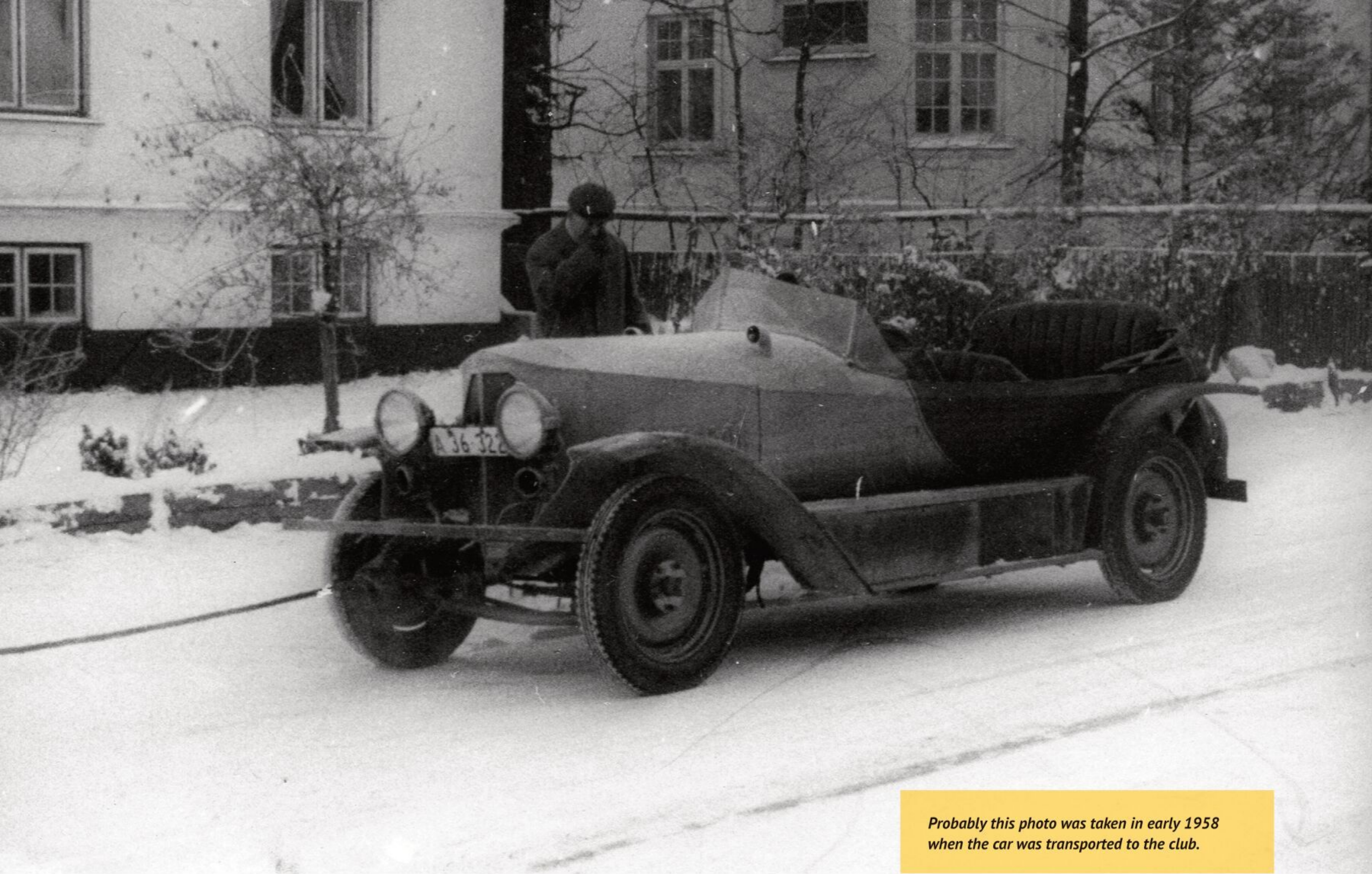
The Szawe is an ideal long-distance tourer.



A picture from 1957 when the Dansk Veteranbil Klub inspected the car at Rasmussen.



Today such a hood ornament is not possible at the front due to safety concerns.



Probably this photo was taken in early 1958 when the car was transported to the club.

Seite 14 MOTOR Januar/Februar 1922

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THE MUSEUM

The Danish Museum of Science and Technology was established in 1911 by the Danish Industry and the Crafts Association of Copenhagen. However, the museum's collection reaches further back. Among other things, the museum has scales from the 17th century and a collection of objects used by the famous Danish scientist H.C. Ørsted to discover electromagnetism in 1820.

Automotive highlights include the original Hammel car from 1888, a 1906 Delaunay-Belleville Landalet which was the first car owned by the Danish royal family, an experimental car built by Jacob Christian Hansen Ellehammer (1871–1946), who was Denmark's most famous inventor, a 1923 Ford Model T, an Alfa Dana racing car from 1958, some of the first Danish electric cars, and many more. Some of the museum's cars, including the Hammel, participate in classic-car events.



This 1906 Delaunay-Belleville was owned by the Danish royal family.



The life and works of Christian Hansen Ellehammer, a famous Danish inventor is widely represented.



A motorised wagon was built at A.F. Hammel's machine factory in Copenhagen by Urban Johansen in around 1888. Today it is considered to be the the oldest car in working condition.

DETAILS:

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Benz 33/75 PS

by Alexis Kellner, 1913

Photos: PS.Speicher, Marcus Yannikakis, Gregor Lorenz (ö_konzept)

Background

Unlike many of his contemporaries, Alexis Kellner did not come from a carriage-builder background. He was born in Cairo, Egypt, and moved to Germany in the early 1900s. His daily job was to manage a manufacturer of incandescent lamps named Deutsche Glühlicht Industrie Blitzlicht. In his free time, he traveled all over Europe in his car. He wrote about his trips frequently for various motoring magazines, usually talking about proper behavior and dress code. His fashion-consciousness led him to drawing new bodies for cars.

After a short partnership with Lindner AG, he took over 58 percent ownership of the Voll & Ruhrbeck workshop, set up by Heinrich Voll and Hermann Ruhrbeck in 1910 in Charlottenburg. In 1912, a new Alexis Kellner company was born, comprising the staff and premises of Voll & Ruhrbeck, with sales

handled by A. Kellner GmbH. After World War I, Alexis Kellner became the majority owner of the company. In the 1920s he focused on his own all-weather bodies and took out several patents related to the convertible top. From the mid-1920s, business began to decrease. The company was declared bankrupt in 1929 and wound up in 1931.

The Car

Benz, which was no longer controlled by its founder, Karl Benz, offered a wide selection of models prior to World War I, the most important being the 8/18 PS (later called 8/20 PS), nicknamed the “Baby Benz.” At the other end of the scale was the limited-production 82/200 PS, a sports car powered by a four-cylinder 21.5-liter engine that was originally designed for an airship.

For the middle class, there were plenty of touring cars with wooden wheels, propeller shafts, and a leather cone clutch. One of

these was the 33/75 PS, which was produced between 1912 and 1918. It was powered by a four-cylinder, 8430-cc engine. A chassis which had a length of 4,7 meters weighed 1400 kg. Equipped with a limousine body, this Benz had a price of 24,000 German marks, which made it one of the most expensive cars on the market.

This Alexis Kellner-bodied Doppelphaeton (double phaeton) features patented sidelights. Its history is unknown. The PS. Speicher collection bought it in California in restored condition.



Alexis Kellner patented sidelights appear on this Benz.



The car was probably restored in California.



Compared to Alexis Kellner hallmark features, a few things have been changed during restoration.

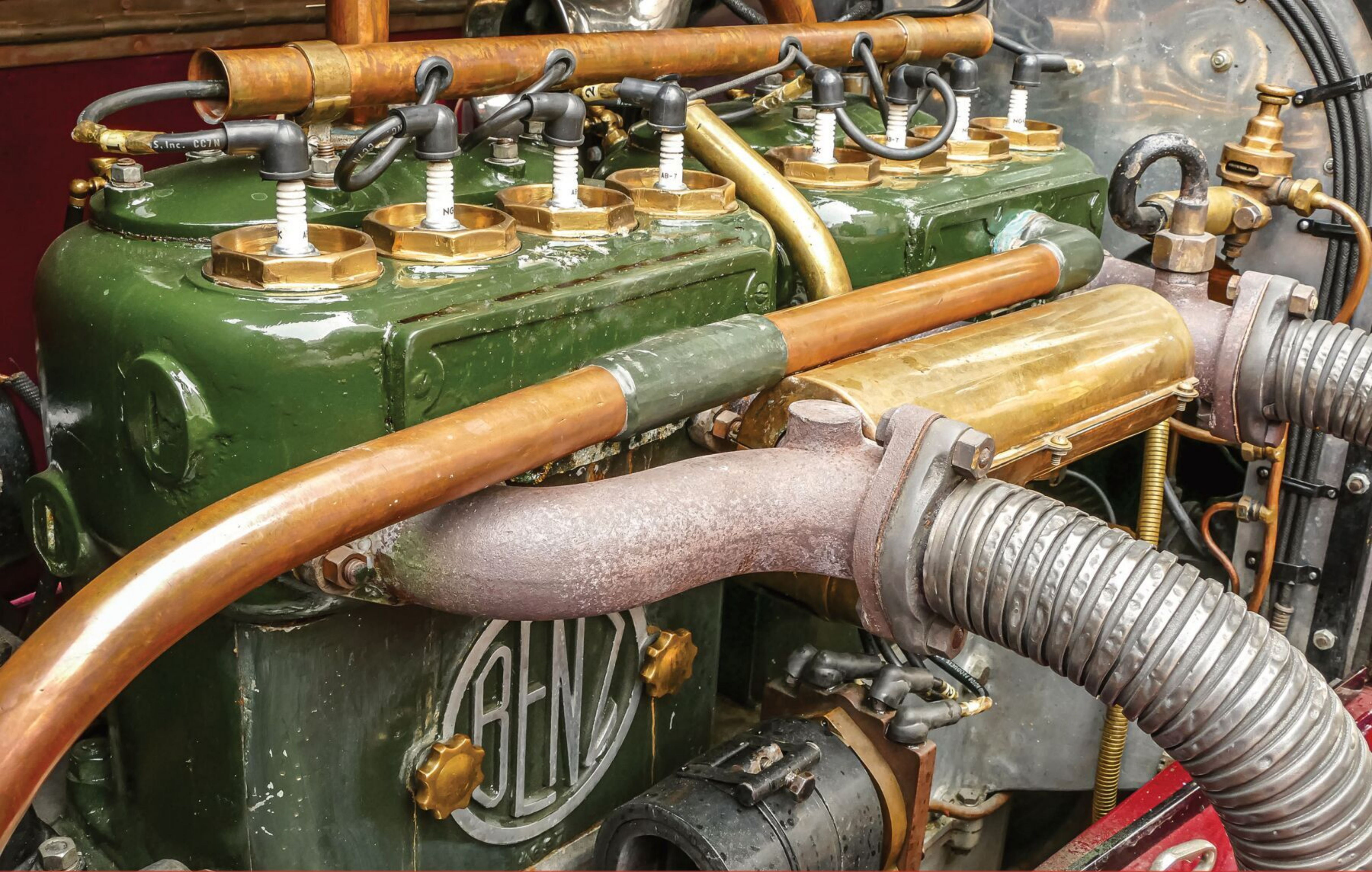




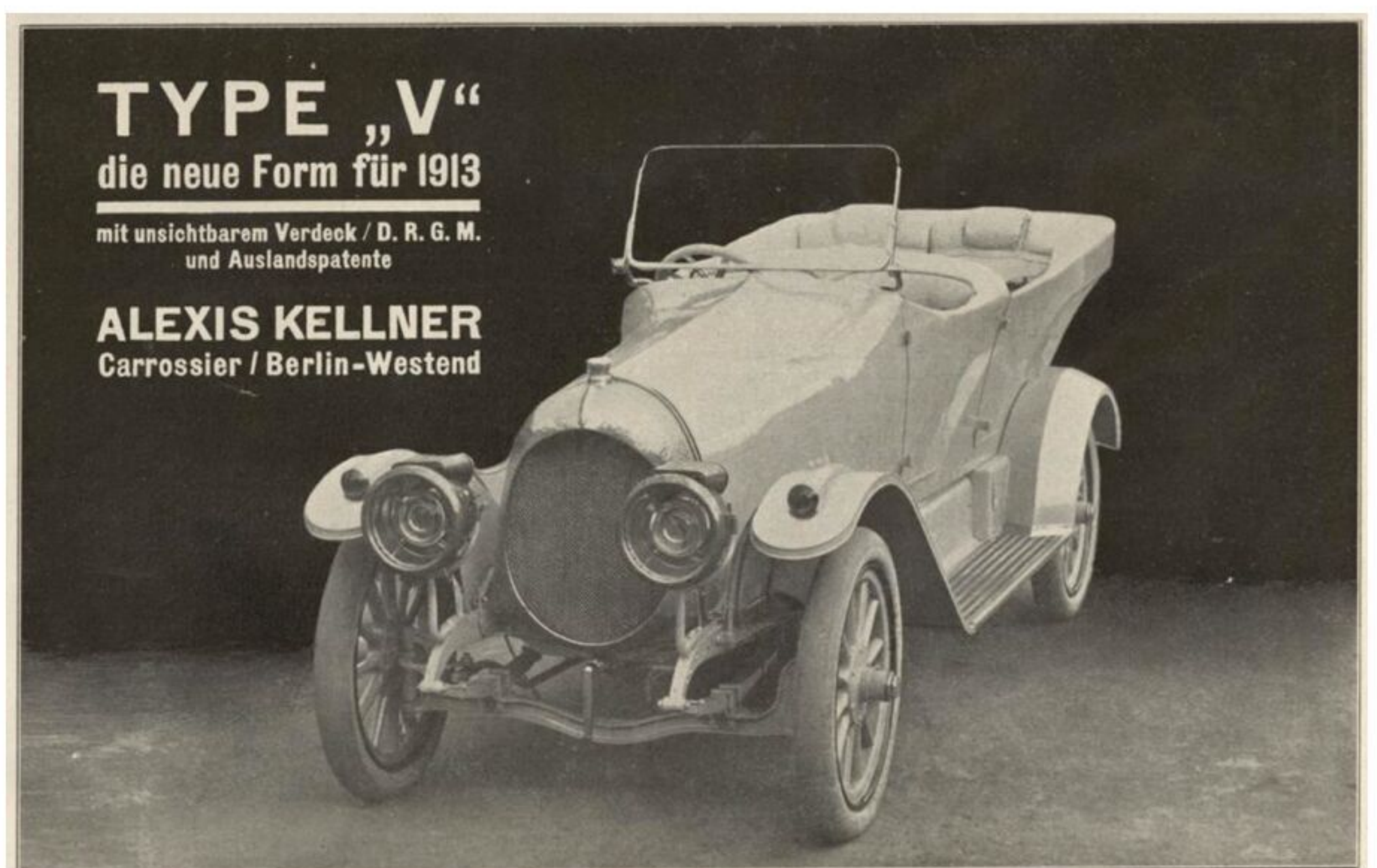
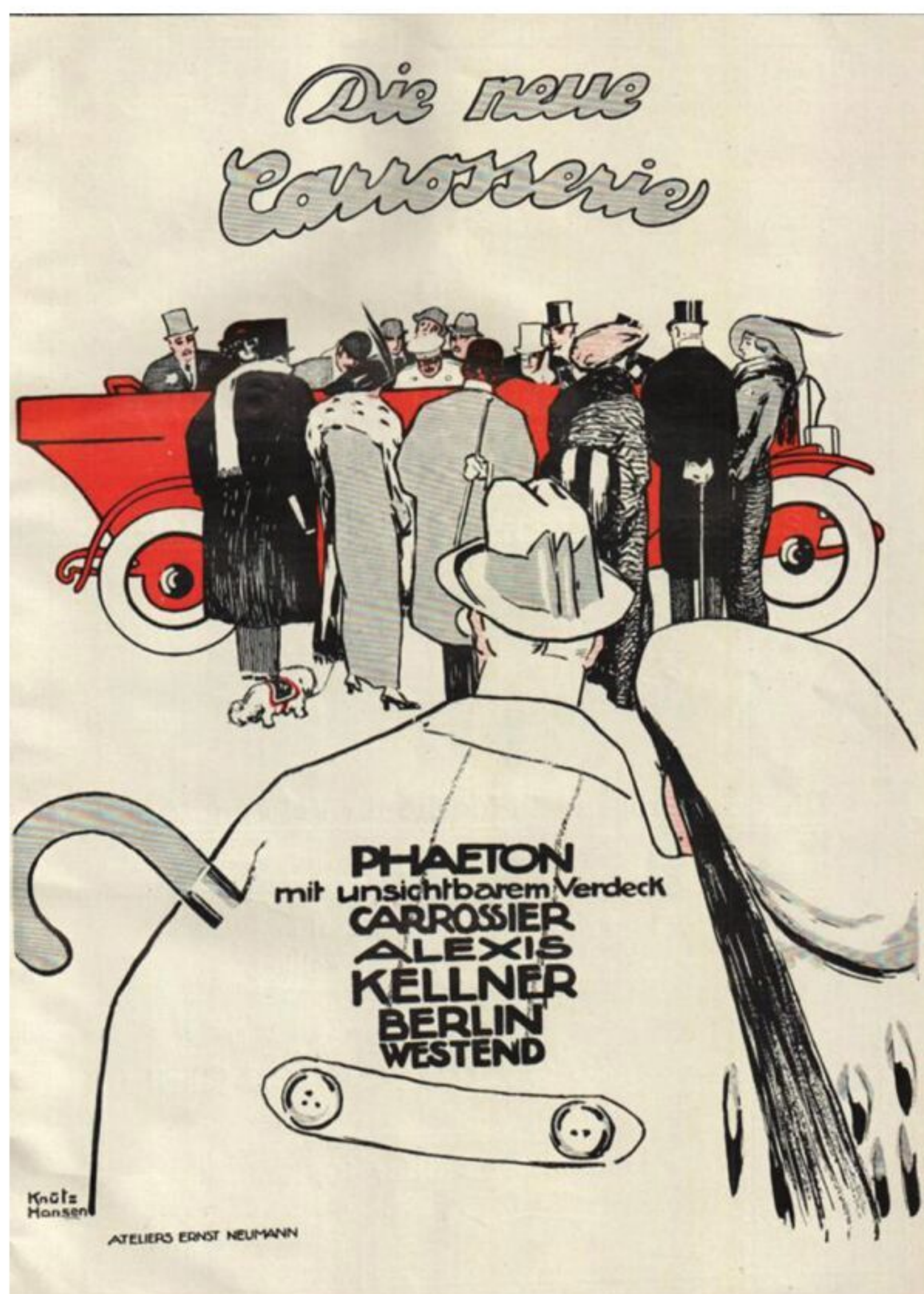
Interior has been reupholstered.



With two jumpseats, the Benz was a six-seater.



The four-cylinder 75-hp engine had a capacity of 8430 cc.

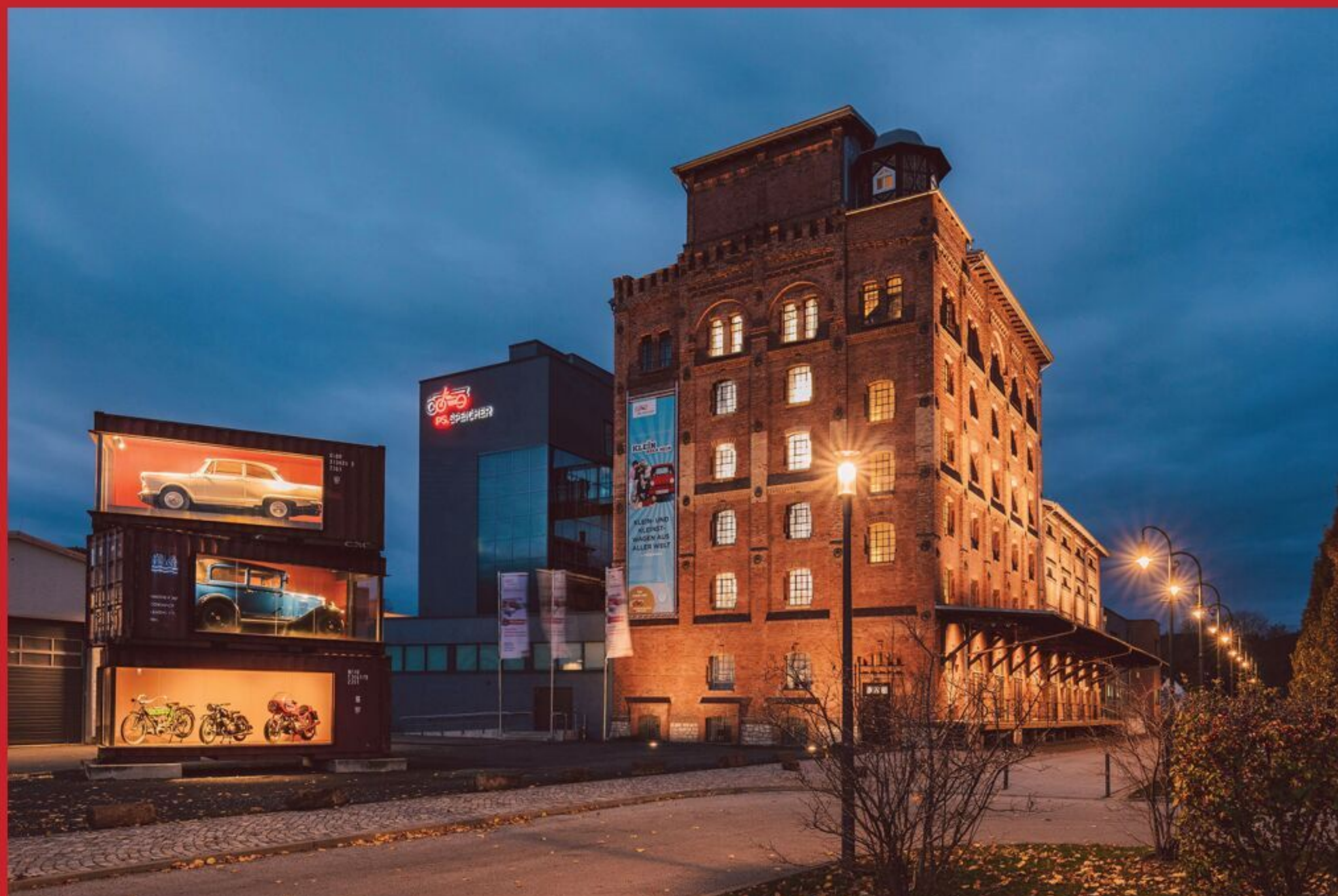


1913 ads highlighted patented top.

The Museum

Situated between Hanover and Kassel, Einbeck in Lower Saxony offers half-timbered façades for the tourists. And it is also the home of PS. Speicher, one of the biggest collections of classic cars, trucks, coaches, and motorcycles in Europe. In the early 2010s Karl-Heinz Rehkopf, a German entrepreneur, looked for a place to house his growing collection. An old granary in Einbeck was an attractive proposal. Following years of refurbishment and with assistance from the team behind the August Horch Museum in Zwickau, the PS. Speicher museum opened its doors in 2014. In the main building the history of mobility is illustrated with 400 vehicles on six floors – including the oldest road-legal Benz, an 1894 Victoria, which is still driven occasionally. The history of motoring is presented with interactive displays. The theme-focused exhibition includes a 1960s campsite, life behind the Iron Curtain, and so on.

Even a visit to the main exhibition is worth a trip, but if you have more time, you can book visits to the depots – there is a microcar collection, a huge warehouse full of trucks, a separate building for motorcycles, and a building simply called “automobile.” Here you can find a wide assortment of motorcars, from prewar German brands (Stoewer, Adler, Mercedes, etc.) to 1970s low-volume Brazilian sports cars.



On top of the old granary several milling relics have been displayed.



For a full experience it is worth visiting the depots as well.

Details

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Austro-Daimler ADR Roadster Kabriolet by Alexis Kellner

Photographs: Alexander Trimmel & Wolfgang Buchta

The car

At the 1928 International Automobil-Ausstellung in Frankfurt, the centerpiece of the Kellner stand was an intriguing and eye-catching cabriolet based on a brand-new Austro-Daimler ADR chassis. The R in the name of the ADR that was unveiled in 1927 indicated Rohrrahmen (tubular frame), which replaced the platform frame used in the ADM. The car was designed by Karl Rabe.

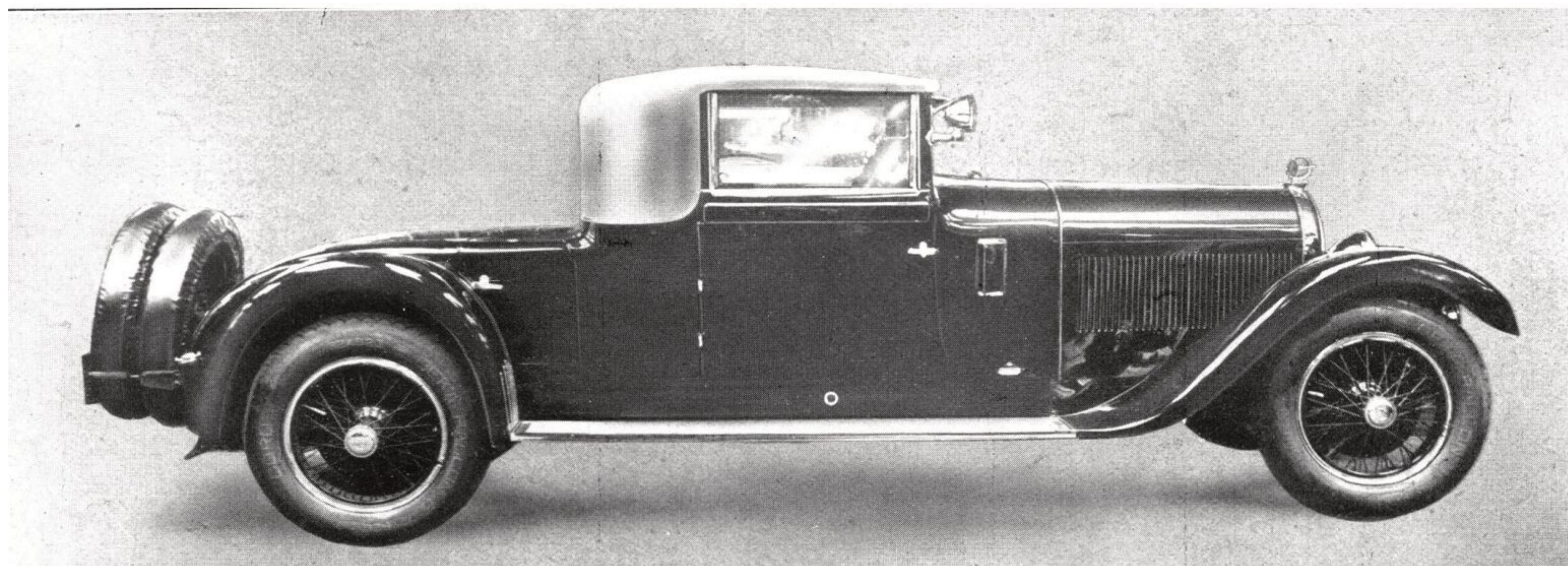
Alexis Kellner featured one of his hallmark cabriolet tops, which lacked

outside bars but could be opened with just one hand, thanks to a special spring and lever mechanism. This was not the only hidden mechanical trick: by pulling a lever behind the driver's seat, the rumble seat popped out at the rear. Additionally, when one opened the driver's door, part of the rear slid down to act as a sill. The interior was upholstered with snake skin.

Although the vehicle carrying chassis no. 27007-70 was paraded at various shows, it later faded into obscurity until the 1970s. In 1974, Interport, the state-owned transport

company of East Germany, offered the vehicle for sale in West Germany. It was repainted yellow, the top was worn out, and the seats were missing, but mechanically it was intact, and the dashboard still had the original dials.

In February 1975, the Austro-Daimler was delivered to West Germany. It changed hands a few times. In 2003 Schröder & Weise Classics offered it for sale. Today the car is part of the Siegfried Marcus Automobil-Museum in Stockerau, near Vienna, Austria.



The car was featured in Allgemeine Automobile Zeitung as part of the Berlin Show coverage.



Today the Kellner-bodied Austro-Daimler ADR Roadster is part of the Siegfried Marcus Automobilmuseum collection in Austria.



Interior is upholstered with snake skin.



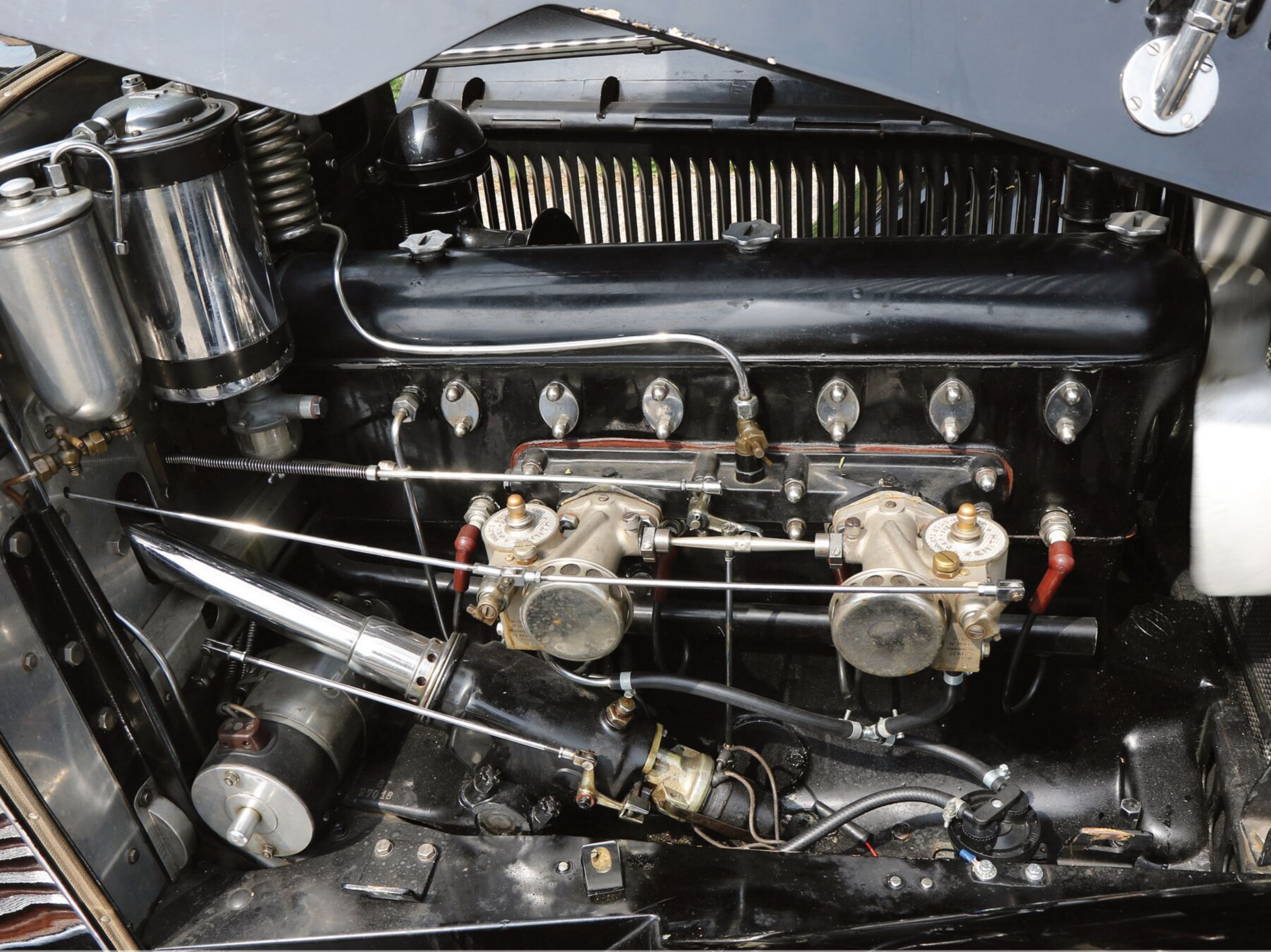
The bow and arrow logo was introduced around 1927.



One of the last cars bodied by Alexis Kellner.



The ADR became the most popular Austro-Daimler.



The ADR featured a 70-hp version of the in-line 6-cylinder 3.0-liter engine, which was developed for the ADM.



The car features Alexis Kellner's patented cabriolet tops.

The Museum

The Siegfried Marcus Automobil-Museum is located in Stockerau, about 30 km from Vienna. It was established in 1984 by Peter Malek, a fruit and vegetable wholesaler who had a passion for classic cars. In 1983, during a visit to the United States, Malek bought his first old-timer, a Ford Model A, followed by a Triumph TR3A. Others followed, and Malek quickly realized that he would need ample parking space. That is when he thought about showing his cars to a wider public. He rented a desolate building that had been built in 1884 as a theater but later was used as a sports hall and finally as a training facility.

Malek carefully restored the building to its former glory and opened his museum in 1986, naming it after Siegfried Marcus. This German-born engineer who worked in Austria was once considered the father of the automobile due to a claim that his internal-combustion-engined vehicle was first built in 1875. Hans Seper, curator of the Austrian Technical Museum, refuted this claim in 1968, and about 10 years ago a thorough scientific examination of the surviving vehicle determined that it was built in 1888.

In 1999 Peter Malek commissioned a replica of the Siegfried Marcus automobile to be built, but it was only completed after his untimely death in 2014. Philipp Malek, who was just 13 when the museum opened, took over management of the collection.

Other museum highlights besides the Austro-Daimler include a rare Steyr 220 Cabriolet by Gläser, a 1962 Rolls-Royce Silver Cloud II Cabriolet by Mulliner, a “K.I.T.T.” auto from the popular TV series Knight Rider, and a Mercedes-Benz 300SL Roadster.



A beautiful Gläser-bodied Steyr 200 cabriolet with two-tone paint is one of the highlights.



A replica of the second Siegfried Marcus car.

Details:

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Email: info@siegfried-marcus.at

WWW: <https://www.siegfried-marcus.at>

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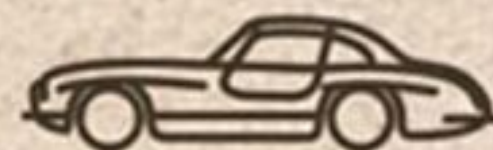
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