



1930 Austro-Daimler Type ADR Alpine Tourer

Owner: Bernard Berman of Allentown, Pennsylvania

A U S T R O - D A I M L E R

Austro-Daimler's reputation was made in 1910 with the Prince Henry model, named for the punishing 1206-mile reliability trial it had won, that event in turn named for H.R.H. Prince Henry of Prussia, brother to Wilhelm, the emperor of Germany. Though its origins dated back to the turn of the century, the Viennese firm's first cars had been—as the name suggests—merely copies of the Daimlers (soon to be renamed Mercedes) that were built in Germany. Independence from the parent company arrived in 1906, together with the chief engineer services of one Ferdinand Porsche. Austro-Daimler fortunes soared. The

Prince Henry model, one of the finest sporting cars of the period, was built up to World War I. Following the Armistice, Professor Porsche developed a series of advanced and elegant Austro-Daimlers until, in a fit of pique, he abruptly resigned from the Viennese firm and entrained for Stuttgart to design a few memorable Mercedes.

Porsche's successor, Karl Rabe, produced an even more advanced Austro-Daimler, the Type ADR with tubular backbone chassis and independent rear suspension. The car was fitted initially with the predecessor 3-liter 100 hp 100 mph ADMIII six-cylinder engine, subse-

quently with a new 3.6-liter Bergmeister six good for 120 hp and ideal for Alpine touring. A combination of events conspired to mortally wound the Austro-Daimler company. First, the ADR's chassis design was too Tatra-like for the Czechoslovakian firm not to notice. Litigation followed. Then, in the depths of the Depression, to survive, three Austrian firms merged—Steyr, Puch and Austro-Daimler. The marque ceased to exist soon thereafter. Any Classic Era Austro-Daimler is rare. Bernard Berman is lucky to own two: the ADR Victoria Convertible for over a decade, the Alpine Tourer since 1966.

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