

CLASSIC DRIVER

[Bonhams & Butterfields to Sell 1939 Auto Union D-type at Quail Lodge 2009](#)



One of the most desirable racing cars in the world will come under the hammer this August.

Chassis number 19 was driven to several high-placed finishes in the 1939 season, including **Rudi Hasse's** fifth at the **Nürburgring EifelRennen** and **Hans Stück's** sixth overall at the **French Grand Prix** at **Reims** – chassis 19's last race.

Classic Driver readers will recall this same car being withdrawn from the **Christie's Rétromobile** auction when it emerged that the car's previously believed French Grand Prix-winning race history was proved incorrect by Audi's historic 'Tradition' department. Its correct identity, of chassis 19, was then established.

One can only imagine the confusion created not only by the money-no-object, state-funded **Auto Union** team dismantling and rebuilding cars before every race, but also the terrible aftermath of WW2 when the remaining chassis were appropriated by the advancing Russian army. After the War, it had been discovered by Russian-born American **Paul Karassik** – a Florida-based antique car enthusiast.

The car has been rebuilt by one of the world's greatest restoration companies: **Crosthwaite & Gardiner** of Buxted, England (who build the 'recreated' **Auto Unions** for **Audi Tradition**). It features a three-cam, two-stage supercharged 3.0-litre V12 producing some 485bhp at 7000rpm.

Assuming the car-collecting world remains in reasonably rude health come August, it should prove one of the highlights of this year's Monterey week sales.

Other early entries include the 'without reserve' ex-Jacques Swaters *Ecurie Belgique* **1948 Talbot-Lago T26C**, estimated at \$1,000,000 - 1,300,000, and the **1952 Siata 208CS** 'works' **Mille Miglia** entry, raced by Tullini / Rossi, race number 542.

The sale is scheduled for **Friday August 14 2009** at the **Quail Lodge Resort and Golf Club**.

Text - Steve Wakefield

Photo - James Mann / Bonhams

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