

9-16-2002

Dear Mr. Lineaweaver,

According to our production records the VIN 74599 belongs to a BMW 327/28 rolling chassis delivered to Autenrieth/Darmstadt in May 8th 1939. Probably a special body had been ordered from Autenrieth so it would be interesting for us to see a foto of the car as all other BMW 327/28 came with standard coupé or convertible bodies made by Autenrieth.

Yours sincerely  
Bayerische Motoren Werke Aktiengesellschaft  
Mobile Tradition - Historisches Archiv  
W. Zeichner

9-18-2002

Dear Mr. Lineaweaver,

Thank you for the pictures of your car.

Your car seems to be one of only a few built special bodied versions of the 327 and 327/28 serieses made by Autenrieth. In our archives there unforunately is no authentic documentation on these cars, but there is a German book on the history of Autenrieth where a similar car is mentioned with two pictures. PLease send your mail address and I will forward a fotocopy of this page to you.

Yours sincerely  
BMW Historisches Archiv  
W. Zeichner

9-23-2002

Dear Mr. Lineaweaver,

I sent you a photocopy of the page with a similar car.

The title of the book is:  
Erste Darmstädter Karosseriewerke Autenrieth  
Author: Henning Zaiss  
Printed at: Verlag Günther Preuß Darmstadt  
ISBN: 3-928746-03-0

But I am afraid the book is out of print.

Yours sincerely  
BMW Historisches Archiv  
W. Zeichner

# Pillerless Email from Germany

Dear Jamie,

Hagen Nyncke from the BMW archives is for the next two weeks on holiday, so you will not get an answer from him for some time!

Regarding your 327/28 Coupé, chassis-no. 74 599, I am afraid, we are not able, to tell you much more.

It was obviously some sort of a prototype from Autenrieth, build in late 1939 and originaly fitted with the 328 engine. The surviving 327 ledgers could tell you the actual BMW dealer, the car was originaly delivered to, including the original color of the bodywork, but therefor you have to wait, until Hagen is back at work.

Attached please find the only original photograph, I know of, and I doubt that there is anything else available in the archives.

Finaly the no. of cars build, your late father was probably right - I don't think, there were more than two or three build before production stopped, and your car (which is known to the 327 register over here!) is probably the only one known to survive!

One further question - if you happen to own a 328 in the collection, could you please be so kind and let us have chassis-no., body-no and some photographs of the car, only to make shure, that we have the no. in the register of existing cars.

Sorry about not being of great help,  
kind regards,  
Rainer Simons

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**RAINER SIMONS**

Dipl.-Ing.

Schleissheimer Str. 7

D - 80333 MÜNCHEN

Tel.: +49 89 523 29 66

**From:** Jamie Smith jamierrsmith@comcast.net  
**Subject:** Fwd: WG: BMW Coupé Referral from Goetz Pfafflin  
**Date:** May 27, 2019 at 10:32 AM  
**To:** [REDACTED]

JS

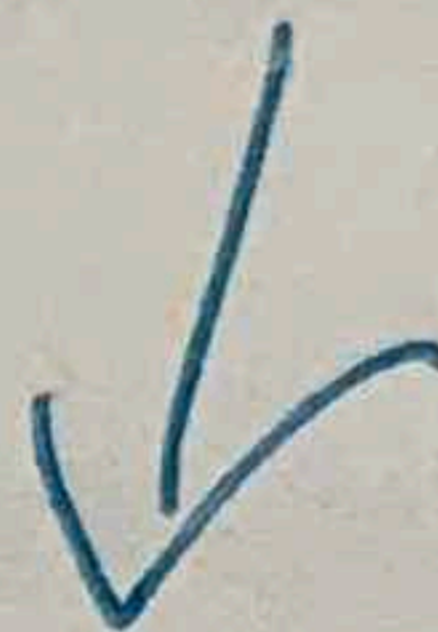
Hey this is interesting information. Let's try to get more info from authunreith.

Jamie Smith  
Sent from my iPhone

Begin forwarded message:

[REDACTED]

*Fillerless Info*



**Subject:** WG: BMW Coupé Referral from Goetz Pfafflin

Dear Mr. Smith,

I can only agree to what Rainer already told you. There is no more information available except the information from the delivery book. It says that the "primed chassis" was sold to Coachbuilder Autenrieth in Darmstadt on May 8<sup>th</sup>. 1939. This is quite unusual as normally the book states the BMW dealer that the car was delivered to. My interpretation is that Autenrieth themselves bought the car for whatever reason. If you have some more photos of the car especially the door, please let us know.

Best regards

Hagen Nyncke

**BMW Group Classic**

Hagen Nyncke  
Archiv, Sammlung, Classic Brand Management  
Automobil- und Rennsportgeschichte  
Moosacher Strasse 66  
80809 München

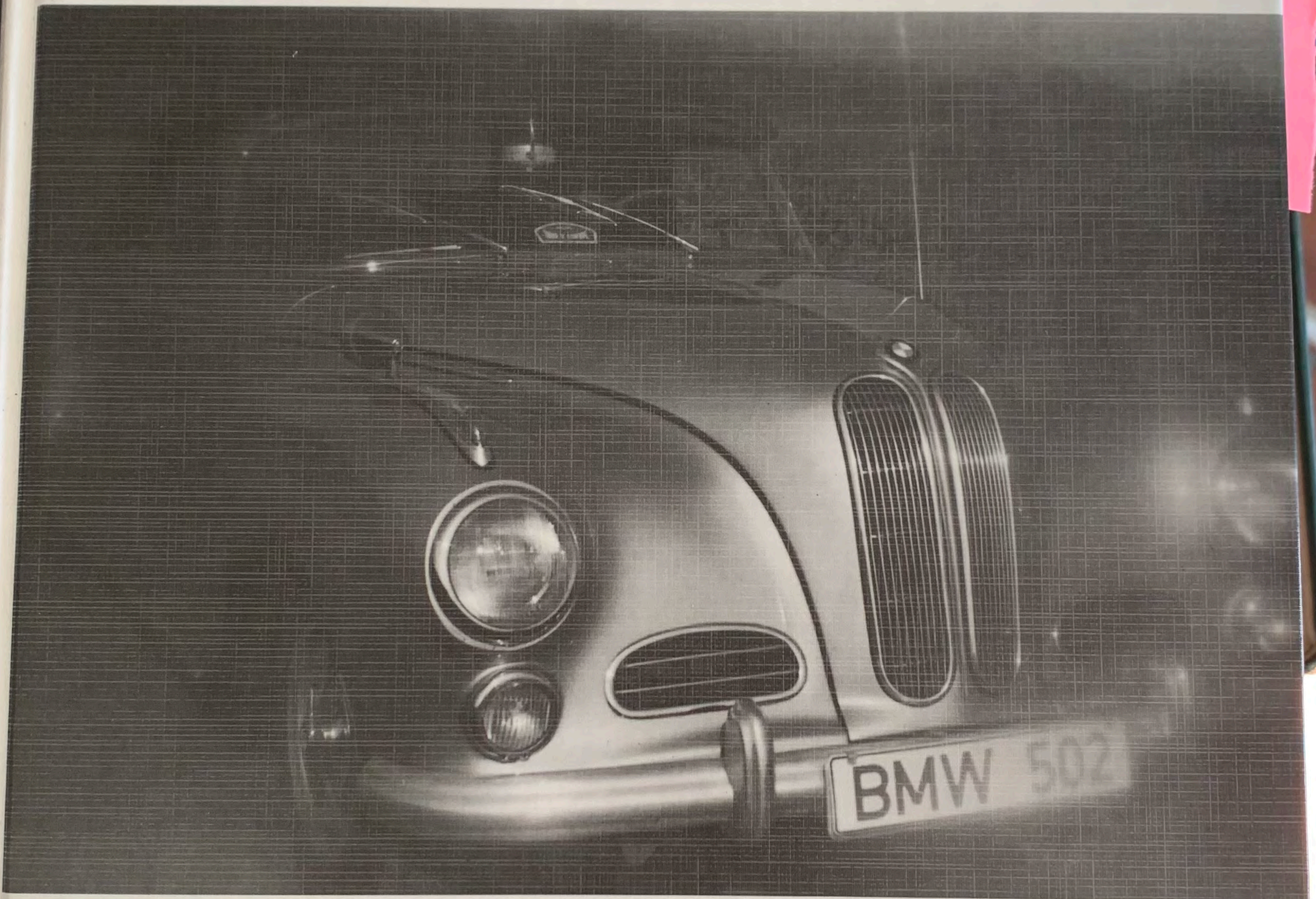
Tel: +49-89-382-27020  
Mobil: +49-151-601-27020  
Mail: [hagen.nyncke@bmwgroup.com](mailto:hagen.nyncke@bmwgroup.com)  
Web: <http://www.bmwgroup.com/>

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Bayerische Motoren Werke Aktiengesellschaft  
Vorstand/Board of Management: Harald Krüger (Vorsitzender/Chairman),  
Milagros Caiña Carreiro-Andree, Klaus Fröhlich, Pieter Nota, Nicolas Peter,  
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Vorsitzender des Aufsichtsrats/Chairman of the Supervisory Board: Norbert Reithofer  
Sitz und Registergericht/Domicile and Court of Registry: München HRB 42243  
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Henning Zaiss

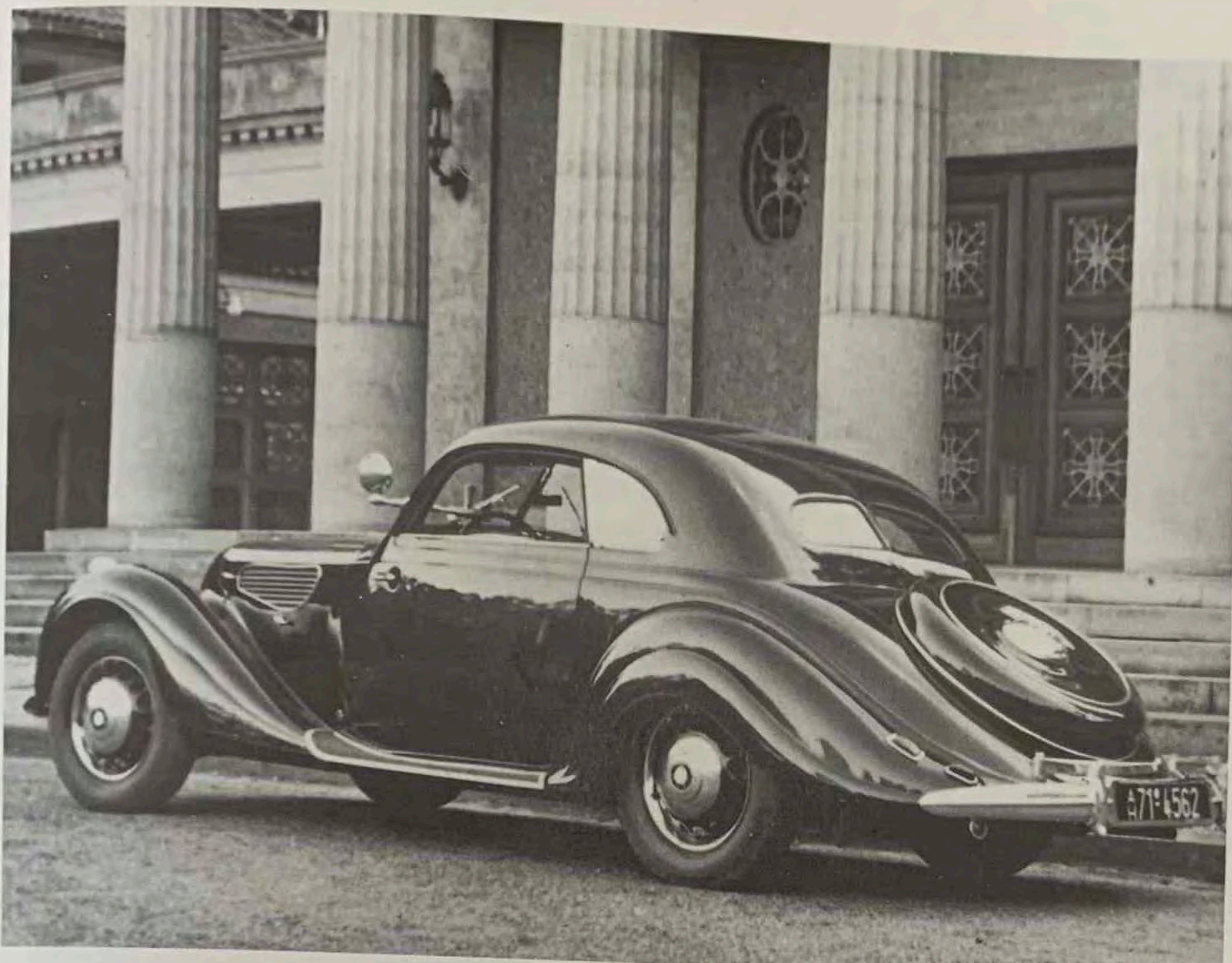
Erste Darmstädter  
Karosseriewerke

# Autenrieth



Das Kompendium  
klassischer und ausgefallener  
Sonderkarosserien  
mit über 300 Fotos  
und Faksimile-Dokumenten

 Verlag Günter Preuß Darmstadt



Die Legende: Typ 327/28

*Handwritten note:*  
 327/28 mit Stoffverdeck  
 327/28 mit Stoffverdeck

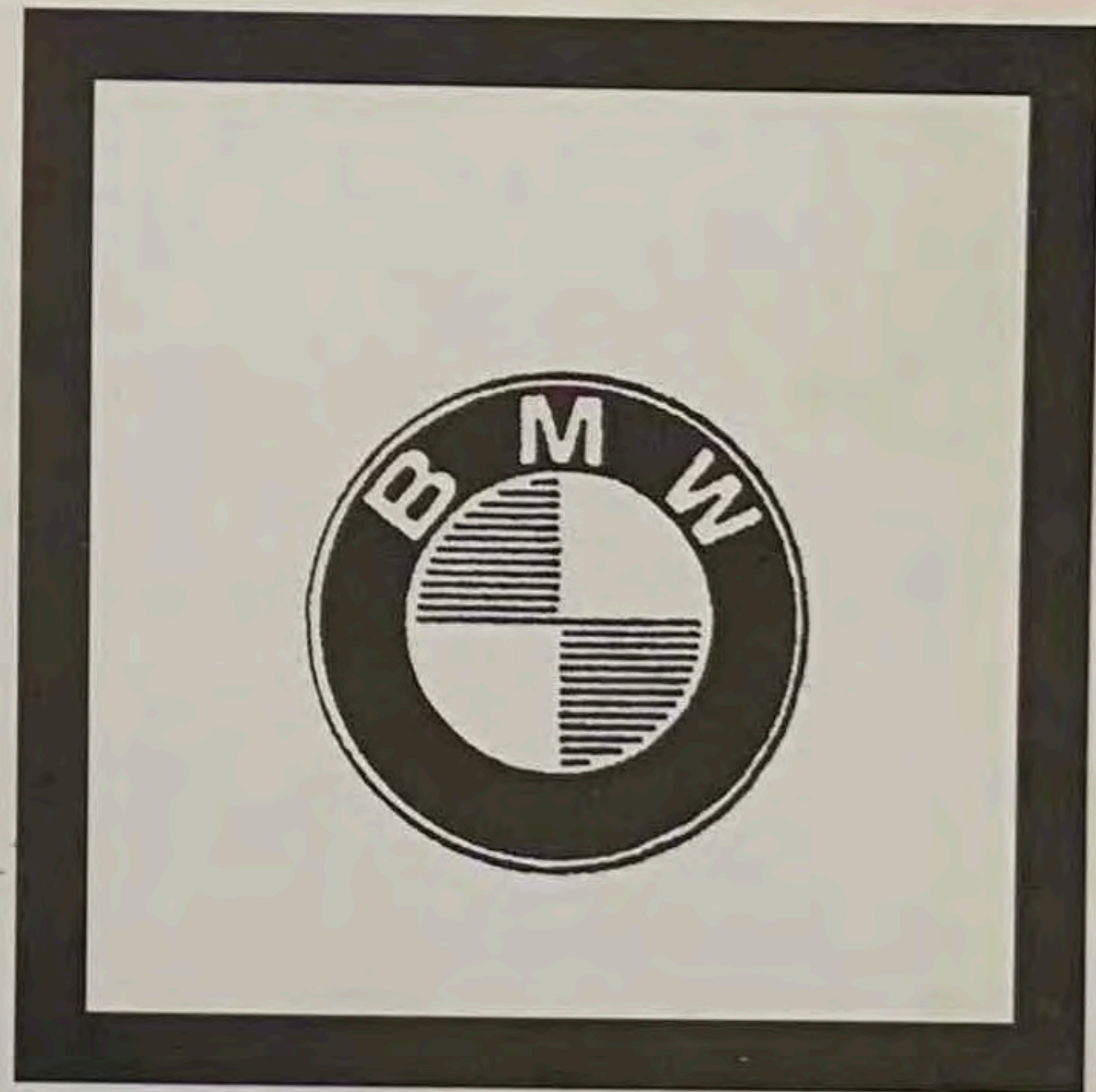
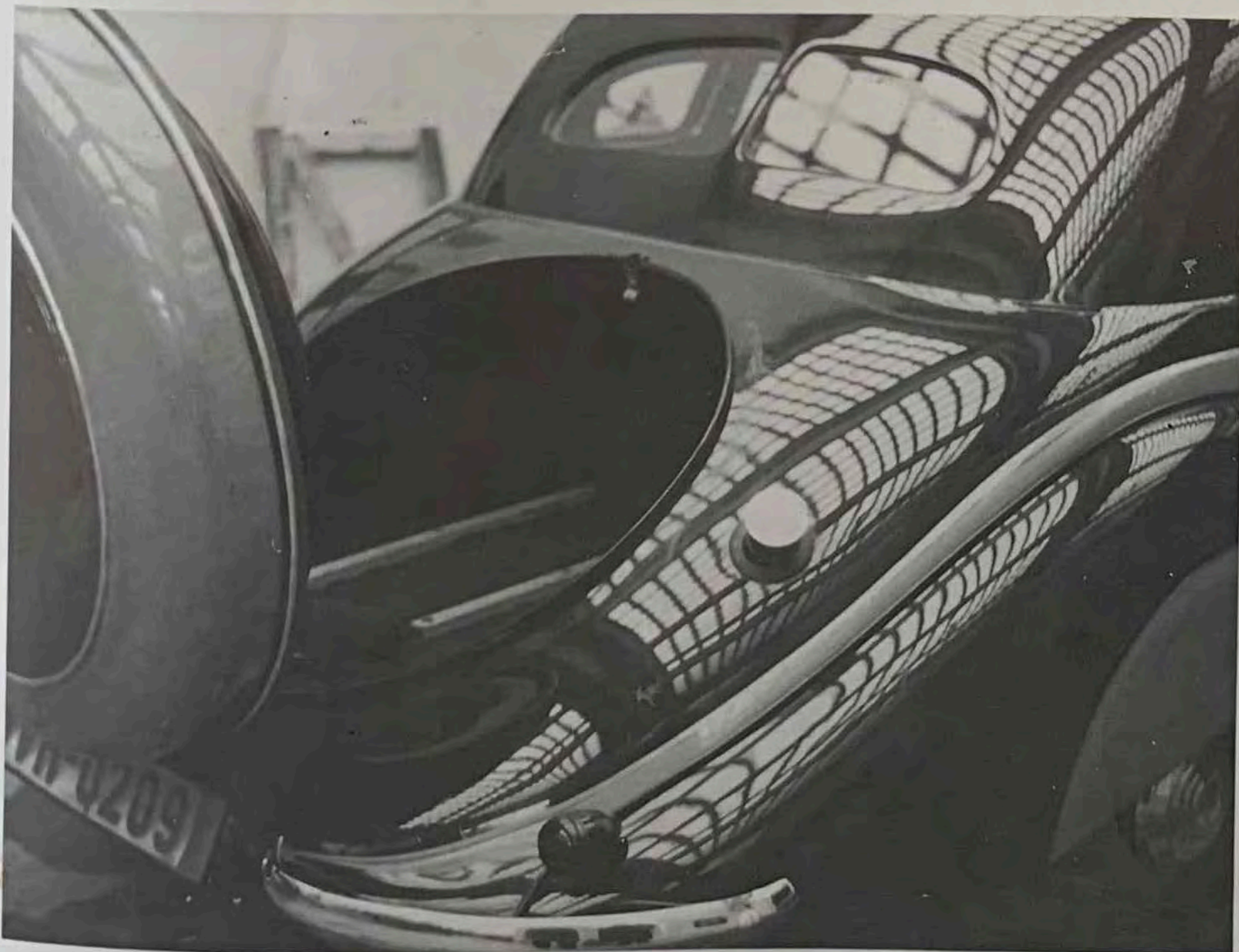
**Karosserie:** Coupé  
**Typ:** 327/28  
**Motor:** 6 Zylinder; 2,0 Liter;  
 80 PS  
**Baujahr:** 1938 bis 1941  
**Stückzahl:** etwa 50 (diverse)  
**Interieur:** Leder  
**Bemerkungen**

**zum Fahrzeug:** Das Fahrzeug wurde auf Wunsch mit einem Stoffschiebedach ausgerüstet, einige wurden mit Rudge-Verschlüssen versehen.

Die Heckscheibe war normalerweise zweigeteilt, wobei ein Modell mit durchgehender Heckscheibe noch existiert.

Es gibt verschiedene Ausführungen der Heckklappe.

**Preis:** 8 100 Reichsmark





(Fortsetzung von Seite 90)

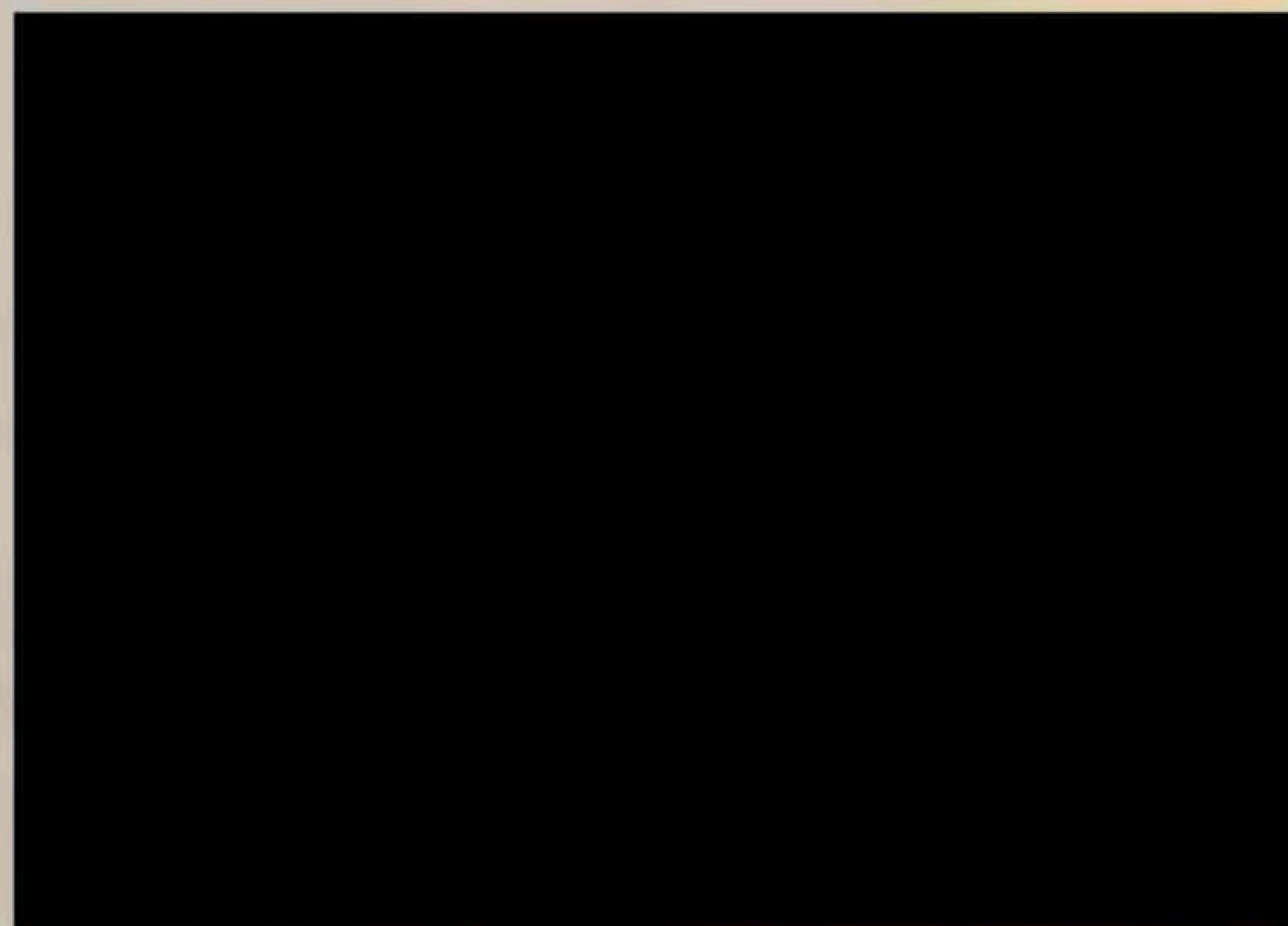
runden Formen schwelgende große, komfortable Limousine brachte das Unternehmen auf dem Oberwiesenfeld an den Rand des Abgrunds. Obwohl technisch hervorragend durchkonstruiert, erlebten die Bayern mit der teuren Fünferreihe 501 und 502 in den fünfziger Jahren ein Fiasko. Der schöne große BMW setzte sich nicht durch, der Wagen war für die noch unter den Folgen des Zweiten Weltkrieges leidenden Deutschen zu teuer. Zudem schien die Karosserie den etwas biederen Geschmack der Nachkriegszeit zu überfordern.

Im November 1952 war der „501“ in Serie gegangen. Schon bald stellte sich heraus,

<b>Karosserie:</b>	Coupé
<b>Typ:</b>	327/328
<b>Motor:</b>	6 Zylinder; 2,0 Liter; 80 PS
<b>Baujahr:</b>	1937 bis 1939
<b>Stückzahl:</b>	<u>Kleinserie</u>
<b>Interieur:</b>	Leder
<b>Bemerkungen zum Fahrzeug:</b>	Rudge-Verschlüsse
<b>Preis:</b>	5900 Reichsmark für das Fahrgestell, 7400 Reichsmark für den Aufbau



KONRAD OSTERTAG DIPL.-ING., DIPL.-WIRTSCH.-ING.



James SMITH  
700 Curtin Lane

Sonoma CA 95476

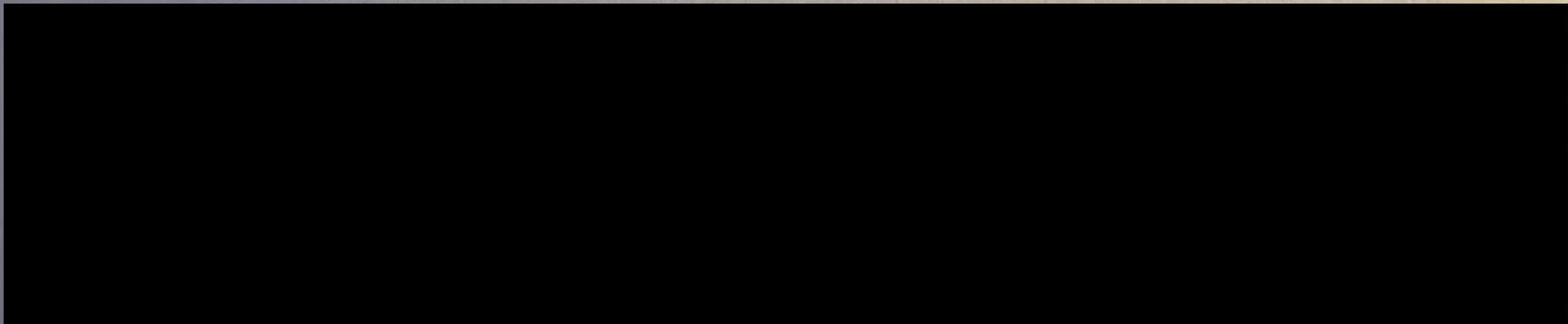
U.S.A.

07-12-2008

Hello Jim,



Concerning your Coupé I found two fotos in my „Autenrieth-Book“, which I enclose as copies. Perhaps they are of interest to you, especially so as one of the pictures with the antenna, corresponds to your car. In my register I have listed about 60 Coupés, but have seen only a few. So far I don't know of another pillarless Coupé, but I will watch out.



Yours,

*Konrad*