



GRÄF & STIFT

S3 CABRIOLET GRAND IMPERIAL (1924)

The Only Remaining in the World

PRESENTED BY: MALCOLM FOREST

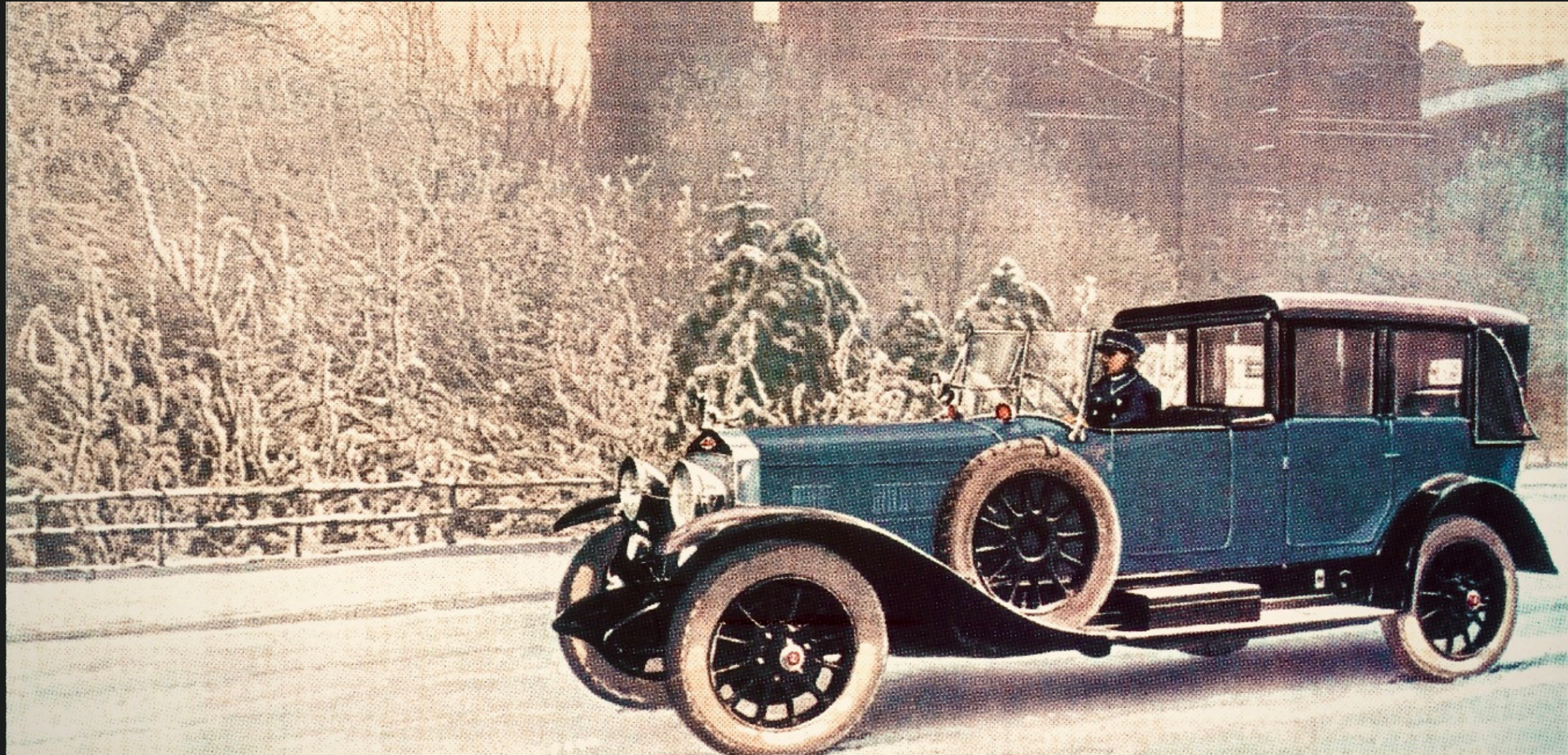
Introduction

This Gräf & Stift Cabriolet Grand Imperial, built in 1924, stands today as the only surviving S3 model in the world. From the heart of Austria's golden age of automotive engineering, this vehicle represents technical marvel, cultural artefact and it's a symbol of refinement, power, and international legacy.

With just 250 units originally produced, the S3 is already a rare icon. This particular car, bearing chassis number "3248/250," is the **very first** S3 and its **prototype**, elevating its significance even further as a bridge between empires, eras, and continents.

A notable fact: In a Gräf & Stift, Archduke Franz Ferdinand was assassinated, an event whose repercussions triggered the outbreak of the First World War





Ein Gräf & Stift S 3 aus einem Prospekt des Jahres 1924.

Timeline



1924

Manufactured in Austria,
shipped to the United
Kingdom for coachwork.



1928–1934

Registered in Brazil by
Alfredo Eulalio Pohlmann,
owner of "Grandes
Armazéns de Paris".



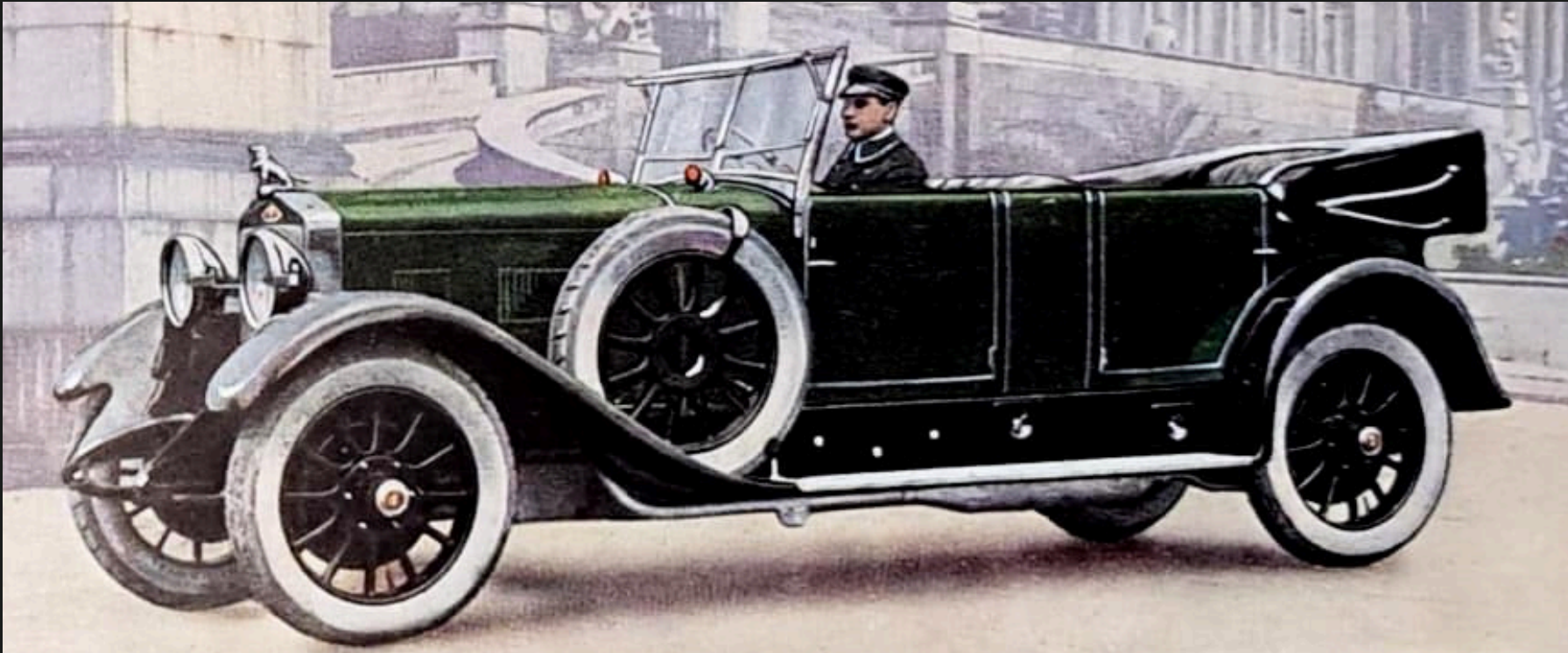
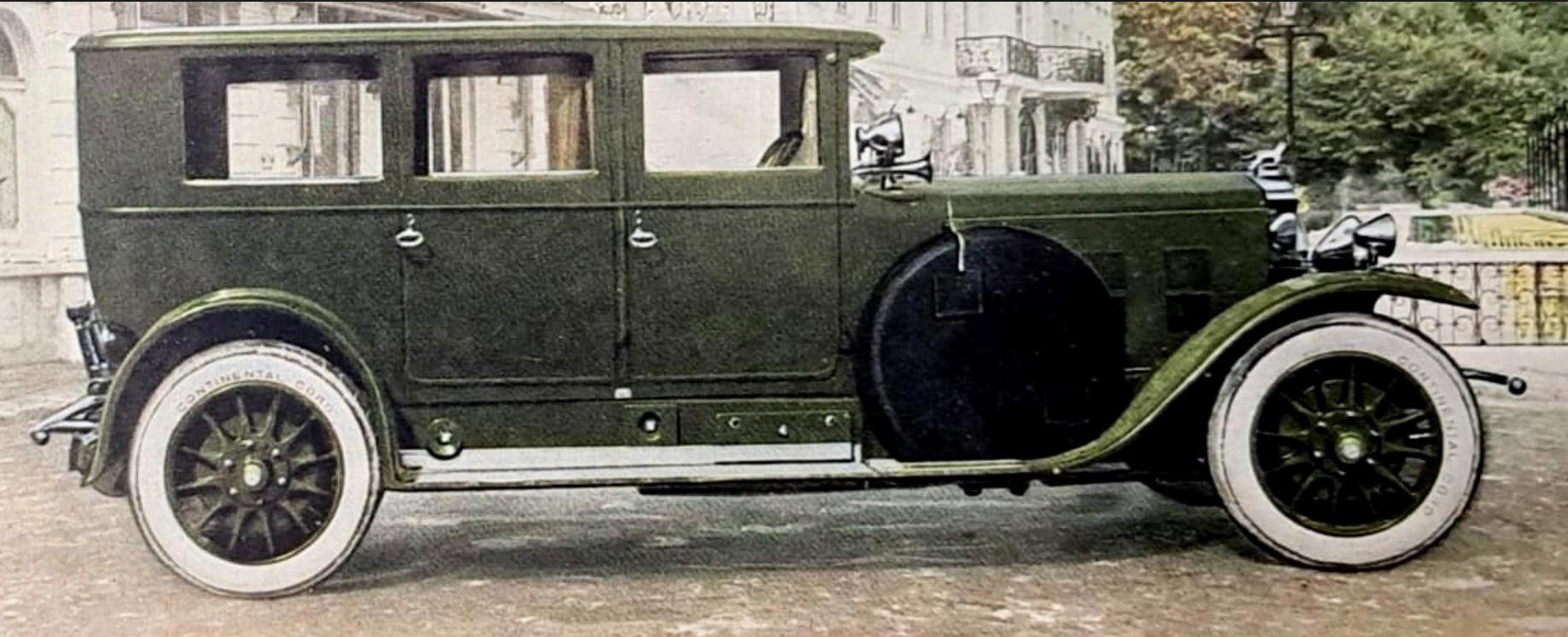
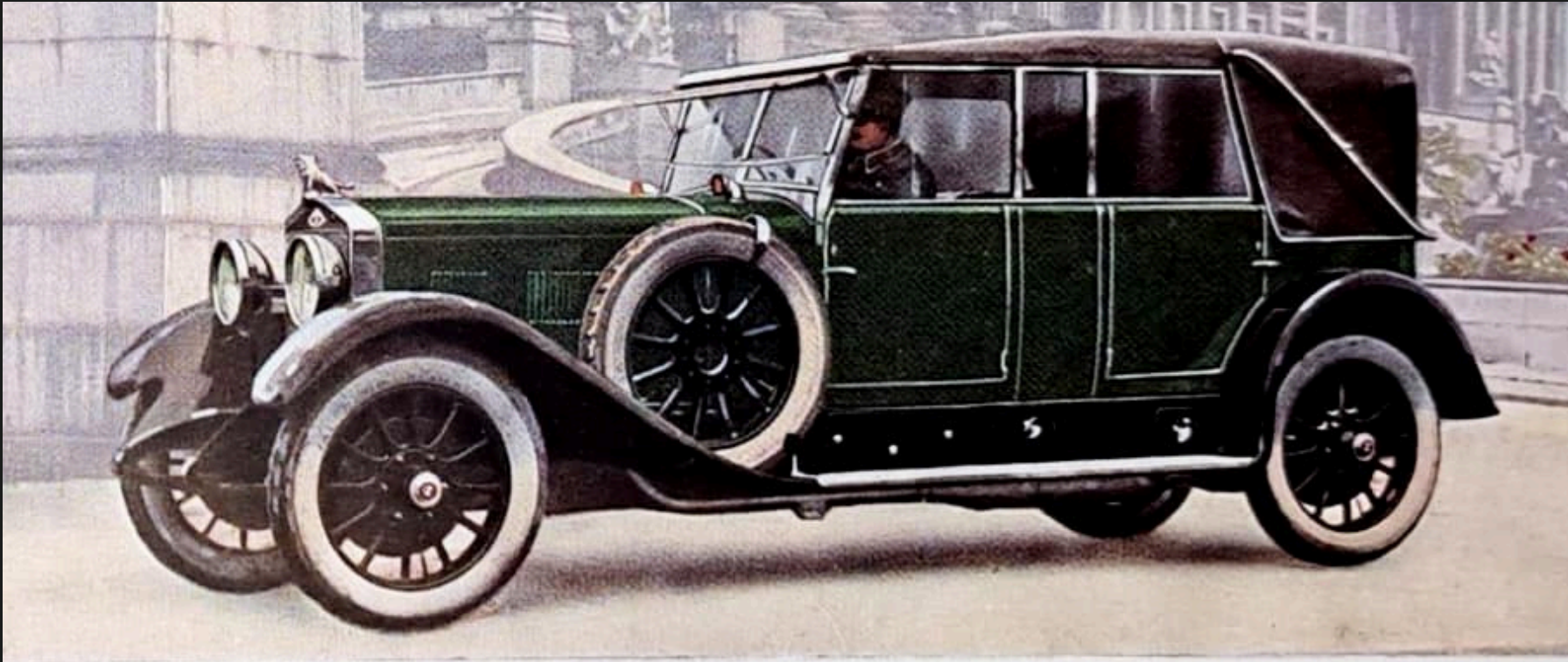
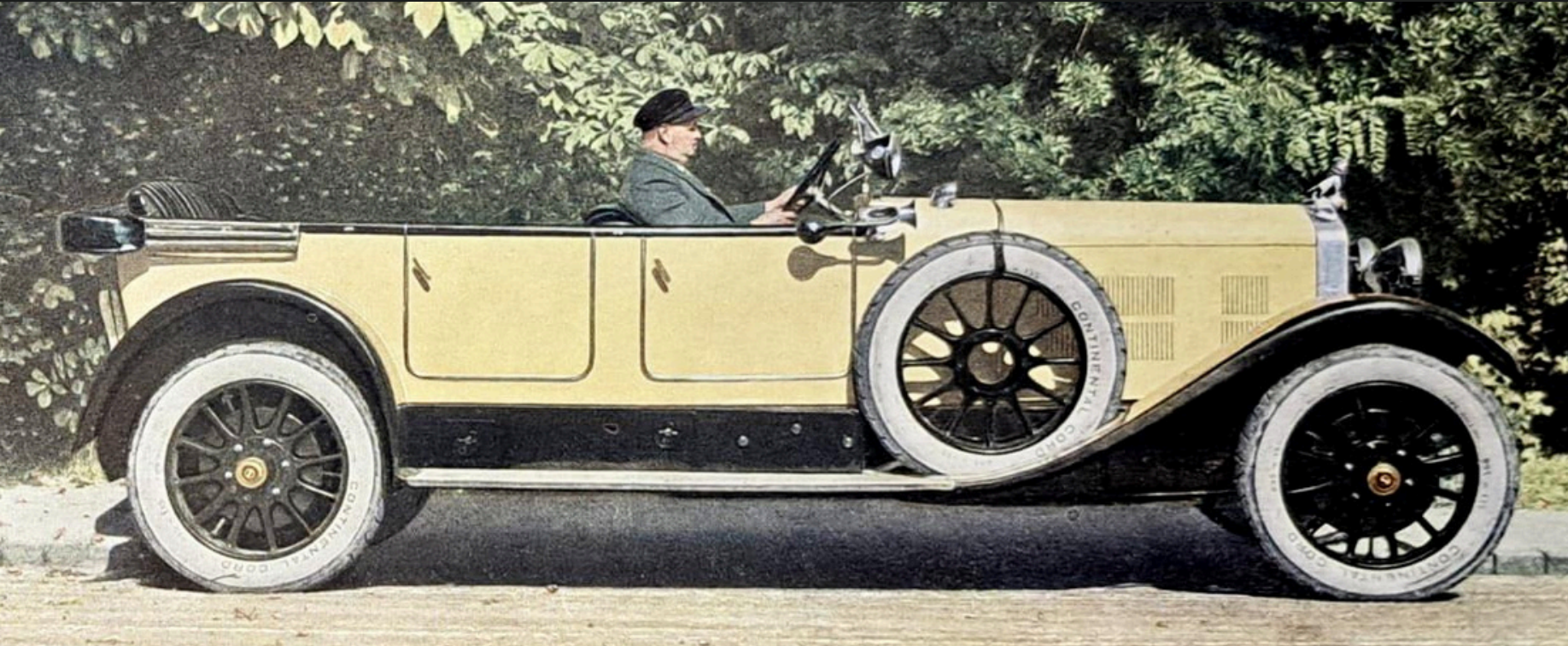
1967

Recovered by Flavio Marx
in Rio de Janeiro.



2022

Restored by Malcolm
Forest for the Bicentennial
of Brazil's Independence.



The Mystery Behind Its Origins

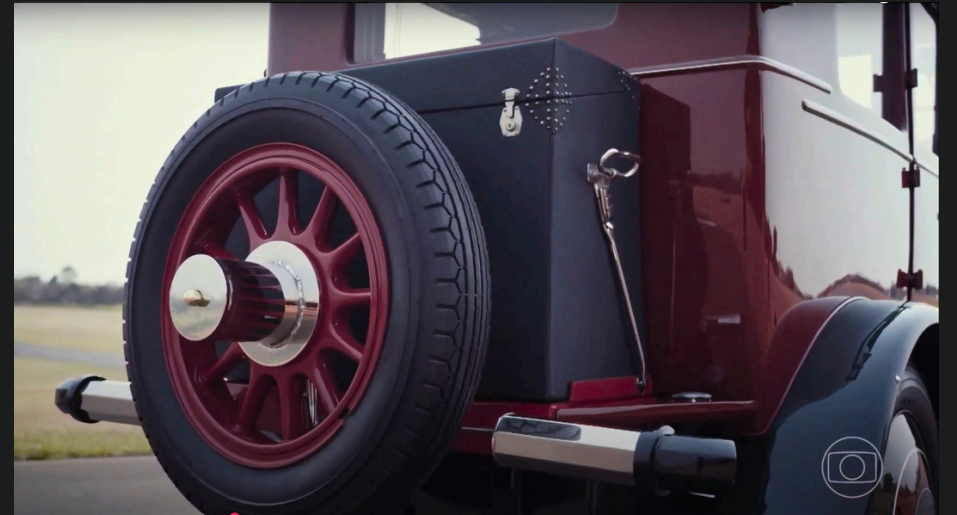
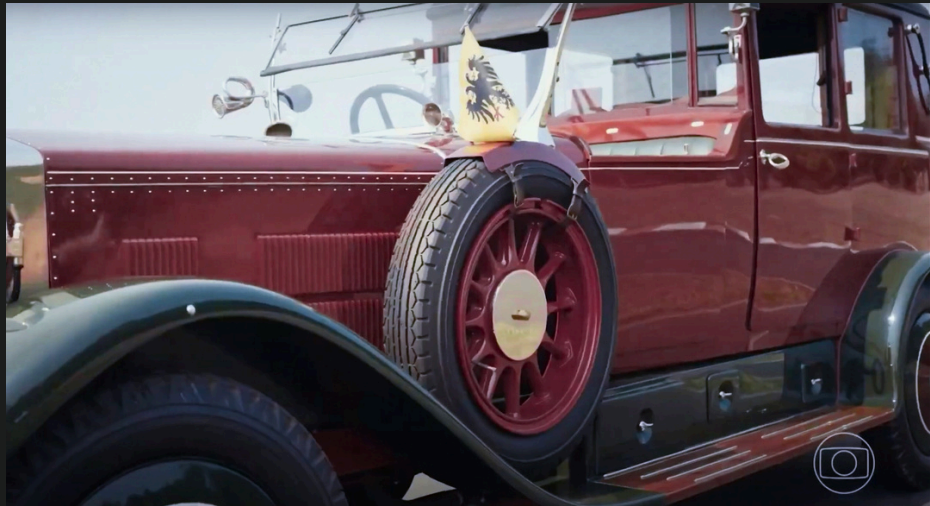
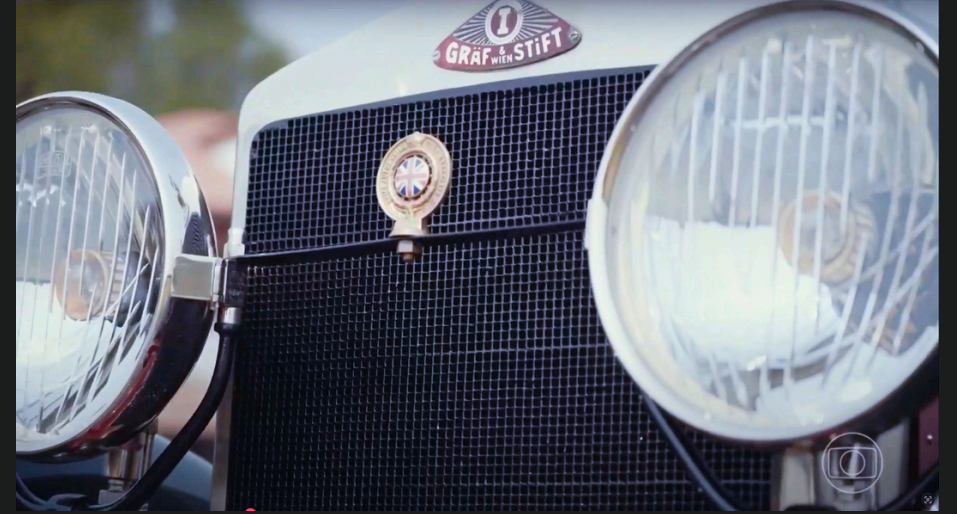
While we know the car was registered in Brazil by 1928, its true first owner remains unknown. However, there are tantalizing clues that suggest noble or even royal connections.

Some speculate links to:

- Manuel de Tefé, a Brazilian aristocrat and racing pioneer trained in Europe
- Alberto Santos-Dumont, the legendary aviator
- Members of the imperial family, such as Prince Dom Pedro de Alcântara

Early photographs even show two biplane emblems on the radiator grille — possibly alluding to an aeronautical past or influence.





Rediscovery & Restoration

After vanishing from public view for decades, this unique car was found in Rio de Janeiro by Flavio Marx in 1967. Yet it wasn't until 2022 that the restoration was completed — a mission led by Dr. Malcolm Forest.

This restoration was more than mechanical; it was spiritual and symbolic. The vehicle was dedicated to:

- Our Lady of Brazil
- Saint Christopher, the protector of travelers
- Archduchess Maria Leopoldina, who signed Brazil's Decree of Independence
- Princess Isabel, who abolished slavery in Brazil

The car was treated as a relic — carefully preserved, honored, and reborn as a legacy piece.



Archduchess Maria Leopoldina — who signed the Decree of Independence



Princess Isabel, the Redeemer of Brazilian slavery

Restoration Highlights

The restoration process took over five years and followed the most rigorous international standards, including those of FIVA (Fédération Internationale des Véhicules Anciens). Key highlights include:

- Chassis No. 3248/250, the very first S3 and its prototype
- All Numbers Match: Engine, chassis, and components preserved in their original state
- Original body and mechanical systems retained, not replaced
- Testimonies from former Gräf & Stift factory workers and renowned Austrian collectors supported its historical significance
- Restoration carried out with museum-grade attention to authenticity

This is not a replica — it is a certified, original monument on wheels.





Colors & Craftsmanship

Color Scheme Restored with Symbolism:

Paint lab-developed by: Sherwin-Williams, São Paulo

Upholstery & trim: Original tones preserved with care



Grenat/Burgundy: Austrian Empire



Deep Green: House of Bragança (Brazil)



Golden-Green Wool Interior: House of Habsburg



Technical Specifications

ENGINE:

- Six cylinders in one block
- Three-point mounting for engine and transmission
- Valves: Hanging in a removable cylinder head
- Bore: 95 mm / Stroke: 140 mm
- Displacement: 5.95 liters
- Power: 23/90 HP
- RPM: 2000

CARBURETOR: 2 Zenith carburetors

IGNITION: High-voltage magneto, ignition dynamo "Bosch"

LUBRICATION: Pressure lubrication

CLUTCH: Single-plate dry clutch

GEARBOX: Four forward gears, one reverse gear

POWER TRANSMISSION: Drive shaft and bevel gears with spiral toothing

STEERING SYSTEM: Worm spindle steering

BRAKES:

- Four-wheel brakes (Perrot system) operated by foot pedal,
- transmission brake operated by hand lever

WHEELS:

- Removable K. P. Z. steel wheels (dimensions: 895 x 135) for high or low pressure tires

SUSPENSION: Front half-elliptic springs, rear lever springs

COOLING: Honeycomb flat radiator, water circulation via water pump and fan

FUEL SUPPLY: Vacuum fuel feed system

LIGHTING: Dynamo and battery, headlights

STARTER: Electric motor acting on the flywheel

SIGNAL INSTRUMENTS: Dual-tone Bosch horn and hand horn

DIMENSIONS:

- Wheelbase: 3700 mm / Track width: 1440 mm / Body length: 2933 mm
- Turning circle diameter: 5900 mm

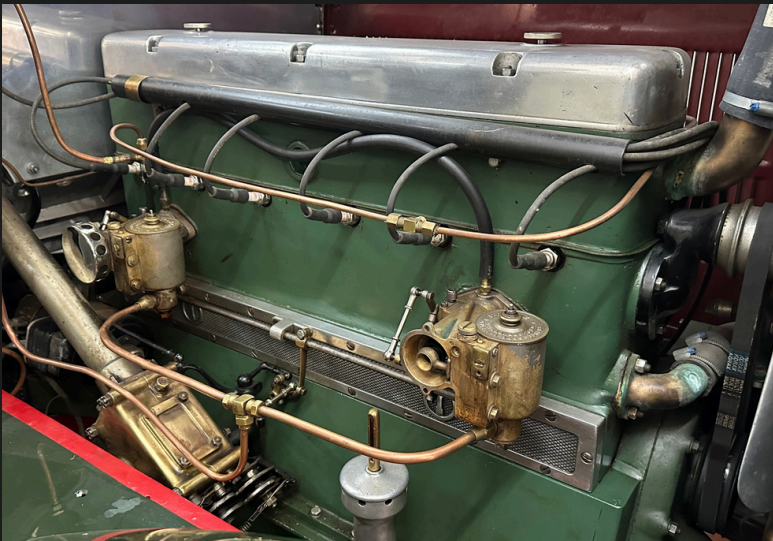
WEIGHT:

- Chassis approx.: 1350 kg
- Open-bodied car approx.: 1950 kg

SPEED: Up to 130 km/h on good roads

FUEL CONSUMPTION: 10 to 15 liters per 100 km

OIL CONSUMPTION: 1 to 1.5 liters per 100 km





His Royal Highness Dom Bertrand de Orleans e Bragança alongside Malcolm Forest with the Gräf S3

“More than a vehicle, this Gräf & Stift S3 is a one-of-a-kind historical bridge — linking empires, innovation, and Brazil’s path to independence. Restored not just in form, but in meaning.”



Malcolm Forest