

1910 OLDSMOBILE SPECIAL 40HP ROADSTER RHD

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SPECIAL 40HP
ROADSTER RHD

Year: 1910

Chassis no: 2037

Registration:

AA-00-41 Portugal

Price: £135,000

VEHICLE DETAILS

ADDITIONAL INFORMATION / SERVICE HISTORY

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Chassis Number: 2037

Registration Number: AA-00-41 Portugal

Yellow with black pinstriping and black leather seats

Engine: four cylinder, c336ci., 40bhp; Gearbox: four-speed manual; Suspension: front, semi-elliptic leaf springs, rear, three-quarter elliptic leaf springs; Brakes: two wheel rear drums. Right hand drive.

This vehicle was part of the renowned Browning collection in Utah of Gun manufacturing fame. For 1910 there were two base models to choose from: a four cylinder Special series, or the remarkable Limited series which had a six cylinder engine and was of massive proportions. The Special series came in three body styles: a four-door touring car, a limousine or a roadster, similar to the car we see today.

The engine is a big 5.5 Litre T head 4 cylinder which endows the car with ample power. Starting is done via the starting handle & despite the large cubic inch

capacity is actually very easy to do. The car tends to start on the first turn of the handle with the ignition of course fully retarded. Once running it settles down to a quiet & smooth ide.

The car is finished in a jaunty yellow colour along with black striping. The car is of course festooned in Brass wherever one looks. Comfortable black buttoned leather captains chairs provide seating for two.

A single round opera style glass screen provides a modicum of protection for the driver with his passenger being not so lucky. The car trundles along at 40MPH or so effortlessly & is great fun to drive with an easily mastered 4 speed gear box.

Braking is rear wheel only so prudence over valour is the order of the day particularly on steep wet downhill sections. Nothing to fear however provided it is treated with respect.

The car has been in a portugese collection for some two plus decades where it is used for a minimum of 20kms every month. It has never in two decades failed to start & is really good fun to drive. When you look at the price it compares very very favorably with a mercer raceabout which ten to be of similar appearance. The car has also done several long distance rallies where it performed flawlessly.Vieings are by appointment in Lisbon. The car was previously UK registered SV8515. We can re-register it if it comes back to the UK. It is european taxes paid.

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