

YOUR GUIDE TO AUBURN CORD DUESENBERG AT PEBBLE BEACH

CLASS A: ANTIQUE THROUGH 1915

A-06 1911 Auburn Model N 5

Passenger Touring

The Eckhart Carriage Company of Auburn, Indiana, was founded in 1875 to produce carriages. In 1903, the Eckhart brothers decided to shift to automobiles and formed the Auburn Automobile Company. Initially focused on 2-cylinder cars, by 1909, they were shifting to larger 4 cylinder automobiles. This 1911 Model N 5 passenger touring is the largest, most powerful and most expensive Auburn produced to that date. Its 40 hp motor placed Auburn in a higher class in all respects. Owner: David Baird

CLASS E: AUBURN & CORD

E-01 1930 Cord L-29 Phaeton Sedan

The L-29 Cord, named for E. L. Cord, Chairman of the Cord Corporation that owned the Auburn Automobile Company, was introduced in 1929 to great acclaim. America's first production front wheel drive vehicle, it featured engineering by Harry Miller and C. W. Van Ranst and body design by the brilliant Alan Leamy. With its extraordinary long front end and low top profile, the car was a styling sensation that changed automobile design forever. In the words of L-29 Cord owner Frank Lloyd Wright, who owned one from 1929 until his death in 1959, the L-29 was "Heroic." Owner: Academy of Art University

E-03 1930 Cord L-29 Murphy Town Car

While the four factory bodies for the L-29 Cord were stunning, E. L. Cord wanted to offer a full line of coachbuilt bodies for his namesake car. Having a close relationship with the Murphy Body Company regarding the Duesenberg Model J, it was only natural that Murphy built at least one half of the coachbuilt L-29s. Among the most breathtaking are the Town Cars, built on both the standard 137½" wheelbase and the stretched 152½" wheelbase. The profile of these cars with their low height, raked windshield and close-coupled bodies is simply perfect. Movie stars, including Dolores Del Rio and John Barrymore, loved these cars. Owner: The Nethercutt Collection

E-03 1930 Cord L-29 Hayes Coupe

One of the most extraordinary one-off L-29 Cords is this Hayes Coupe, which was a collaboration between Count Alexis de Sakhnoffsky and the Hayes Body Company. At the 1929 Monte Carlo Concours, it won the Grand Prix award. A few days later, at the Beaulieu Concours, the Cord won the coveted Grand Prix d'Honneur. It then toured the United States to great acclaim. Owner: Patrick S. Ryan

E-04 1932 Auburn 12-160A Speedster

The twelve-cylinder Auburn engine has 391 cubic inches, 160 hp and twin down draft carburetors. With the lightweight boattail Speedster body, several stock car speed records were set at California's Muroc Dry Lake. In addition, the famous Collier brothers competed strongly in both American and European racing events driving an Auburn Twelve Speedster nearly identical to this example. From showroom to boulevard to race track, the Twelve Speedster excelled in all respects. Owner: Stan Lucas

E-05 1933 Auburn 12-161A Speedster

The 1931-1933 Auburn Speedster models are an example of Alan Leamy's design talents at their very best. With its rakish V windshield, sweeping belt moldings and disappearing top, this car looks like it is going fast even when parked. The 1933 12-161A model is particularly attractive due to the longer hood/wheelbase required to accommodate the 12 cylinder engine. This particular car was stored for many years, inside an abandoned school bus and was a challenging restoration. Owner: Judge Joseph C. Cassini III

E-06 1933 Auburn Salon 12-165 Brougham

In 1932, Auburn joined the ranks of Franklin, Cadillac, Packard, Pierce Arrow, Lincoln and Marmon in offering a large multicylinder prestige automobile. Of all these, Auburn offered the most car for the dollar with prices starting at a low \$975. The 1933 Salon model, with V12, was a higher cost, deluxe car featuring a V windshield, unique stainless steel trim around the fenders and windows plus a special grille and bumpers. Priced at \$1,695.00, the Salon

Brougham is an exceptionally rare car. This fine automobile is a completely original, unrestored (though repainted) example.

Owner: Stephen Babinsky

E-07 1935 Auburn 851 Phaeton Sedan

While Auburn had actually managed to increase sales in the early 1930s, it was in deep financial trouble by 1934. The newly designed 1934 Auburn had not met with acceptance and the company had only \$50,000 to spend for a complete redesign. Amazingly, Gordon Buehrig was able to accomplish this, and the 1935 851 design was greatly admired. The Convertible Sedan was a popular all-weather car with roll-up windows and a fully convertible top, available with or without a supercharged engine. Owner: Robert Pass

E-08 1935 Auburn 851 Speedster

The third generation of Auburn Speedster, the model 851, included a 150 hp supercharged straight 8 Lycoming motor with a dual ratio rear axle. While these cars were guaranteed to go over 100 mph and, indeed, set 70 new stock car speed records at the Bonneville Salt Flats, the real sensation was the swoopy body styling. The design is actually a reworking of leftover 1931 to 1933 Speedster bodies performed by master designer Gordon Buehrig. Priced at \$2,245, approximately 180 of these sensational cars were built in 1935 and 1936. Owner: Ray & Janet Scherr

E-09 1936 Auburn 852 S/C Speedster

Production of the final Auburn Speedster model, the 852, continued until the end of 1936 at which time all Auburn production ended. While the 6-cylinder Auburn was clearly the entry-level moneymaker, the 852 Speedster continued to be the ultimate Auburn. It not only generated showroom traffic but was a great corporate image booster appearing in a number of movies and photos with stars. The magic of the car continues to this day as they are highly sought after and treasured.

Owner: James L. Fought

E-10 1936 Auburn "Duesenberg Prototype" Gentleman's Speedster E-10

This one-off prototype car has been referred to over the years as an Auburn Bear Cat by company records, as the "Gentleman's Speedster" by its designer, Gordon Buehrig, and as a Duesenberg Prototype in later sales and marketing materials. According to Buehrig, the company wanted a vehicle to use up their surplus V-12 Auburn engines. Constructed on a 6-cylinder Auburn chassis, it has a Duesenberg style hood and Cord style bumpers. The body is a modified Auburn Speedster and the engine is tweaked to 220 hp. This largely unrestored automobile is a wonderful survivor of an important styling prototype. Owner: The William E. Swigart Jr. Auto Museum

E-11 1937 Cord 812 Berline

The 1936-1937 Cord 810/812 models are considered one of the greatest designs of all time. Originally intended as a "baby" Duesenberg, it evolved into the radical Gordon Buehrig designed front wheel drive Cord. The car features a 125 hp Lycoming V-8 engine, a 4-speed transmission with an innovative electric shift, disappearing headlights, no formal grille, no running boards, and unibody-construction. The car created an absolute sensation when it was introduced but there was no way it could be produced in great numbers. In 1937, the top-of-the-line Berline was introduced with a stretched wheelbase, divider window and other luxury touches. In 170 hp supercharged form, it cost over \$3,000 and only 21 were built. This particular Cord Berline was driven all the way from Seattle to Pebble Beach to be with us today. Owner: James Raisbeck

E-12 1938 Cord 812 Prototype Convertible Coupe

In August 1937, E. L. Cord sold all of his holdings in the Cord Corporation, and by September, the new owners decided to stop all production of Auburn, Cord and Duesenberg automobiles. Prior to this, however, the styling department had built a one-off prototype that may have been a proposed 1938 Cord. The car is very different from the production 1937 Cord 812 Cabriolet, but the differences are extremely subtle. The car features a slanted, a higher grill, and a number of other changes. This one-off hand-built prototype has been wonderfully restored. Owner: Alvin Sikora

E-13 1938 Phantom Corsair

Rust Heinz, heir to the Heinz 57 Catsup fortune, was a young designer who had the means to put into reality his car of tomorrow, better known as the Phantom Corsair. Based on a 1936 Westchester Sedan with a Granatelli modified 192 hp supercharged Cord motor, the body was constructed by Maurice Schwartz of Bohman & Schwartz Body Company. Designed in a wind tunnel, the radical fastback body incorporates modern items such as a climate control system and crash padded dash. It starred in the 1938 movie *The Young at Heart* where it was called the "Flying Wombat." Originally intended to be produced in limited numbers for \$12,500, the project ended with Heinz' untimely death in 1939. Owner: National Automobile Museum (The Harrah Collection)

CLASS G: DUESENBERG J & SJ**G-01 1929 Duesenberg J Chassis**

The chassis of the Model J (this is chassis 2274) is what set Duesenberg apart from all other automobile manufactures of its day. Constructed of 7/32-inch steel with side members 8 1/2 inches deep and cross members, it was designed to carry the most substantial coachwork. The massive 420-cubic-inch engine (this is engine J-253) produced an advertised 265 hp at 4200 rpm—more than twice that of any American engine at the time. There is also an advanced system of dashboard warning lights linked to the automatic lubrication system, the oil and the battery. Owner: Richie Clyne & Buck Kamphausen

G-02 1929 Duesenberg J Derham Sport Phaeton

This Model J (chassis 2136, engine J-116) is one of two Derham Sport Phaetons produced by this highly regarded Rosemont Pennsylvania Coachwork builder. The first owner was Charles Hooper Crosby of Piedmont, California. It appeared in at least two MGM movies including an Elvis Presley film *Spinout*. A very well known car, it has been enjoyed by many enthusiasts over the years. Owner: Timothy Durham

G-03 1929 Duesenberg J Judkins Coupe

This exciting coupe (chassis 2162, engine J-137) is the first Gordon Buehrig designed Duesenberg. It was not unusual for cars of the classic era to have several different bodies mounted on them, and this chassis originally carried a Murphy convertible coupe. There were only two Judkins Duesenberg Coupes of this style built and this example is the only remaining. Owner: Richie Clyne

G-04 1930 Duesenberg J Murphy Disappearing Top Torpedo Convertible Coupe

The Walter M. Murphy Company built about 200 bodies on Duesenberg chassis, more than any other coachwork builder. This car (chassis 2317, engine J-302) is one of five Murphy Disappearing Top Convertible Coupes built on the short wheel base, and they are said to have sold for an estimated \$15,000 in 1930 during the Great Depression. Note the beautiful polished bevel that starts at the point of the grill shell and curves to the cowl before continuing along the top of the doors and the entire rear deck. Owner: The William Lyon Family

G-05 1930 Duesenberg SJ Murphy Disappearing Top Convertible Coupé

The Disappearing Top Convertible Coupe was the epitome of Duesenberg elegance. This particular coupé (chassis 2310, engine J-284) was used by Buster Keaton's son, Jim Talmadge, to explore the California desserts. The car was built as a J, but a blower has since been added. Owner: Chuck Spielman

G-06 1931 Duesenberg J Figoni Speedster

Figoni built three bodies for Duesenberg chassis. This car (chassis 2509 engine J-465) is a true speedster without side windows. This Figoni Speedster was driven by E. Z. Sadovich in the Nice to Paris Rally, and shown in the 1932 Cannes Concours d'Elegance at which the car was awarded the "Grand Prix". Owner: Sam & Emily Mann

G-07 1931 Duesenberg J LeBaron Phaeton

This LeBaron Phaeton was sold new to big band leader Paul Whiteman in May 1930. The body was initially on a short wheelbase chassis, but in 1932, Mr. Whiteman returned the car to a factory branch in New York or Philadelphia, where the body was removed and held in inventory. In 1937 the owner of a Duesenberg Town Car had the body mounted onto this long wheelbase chassis (chassis 2313, engine J-492). Owner: William F. St Clair

G-08 1931 Duesenberg J Murphy Coupe

One of six new Duesenbergs bought by the elusive George Whittell, this Model J (chassis 2478, engine J-284) was built specifically to his order with a polished aluminum solid top. In the mid-1940s he gave this to a girlfriend who immediately drove it to Los Angeles to a waiting buyer. Owner: Lee Herrington

G-09 1931 Duesenberg J Weymann Tapertail Speedster

Gordon Buehrig referred to his design for this Duesenberg (chassis 2450, engine J-437) as a tapertail speedster. This sleek design is accomplished without running boards or step plates. The addition of the sweep panel styling on the short wheelbase chassis adds to the cars sporty appearance. Owner: The William Lyon Family

G-10 1933 Duesenberg J Bohman & Schwartz Convertible Coupe

This Duesenberg (chassis 2421, engine J-386) was custom built for Roy del Ruth, the Hollywood producer of many films from the 1920s to the 1950s. This example features a very delicate polished belt line that continues around the entire car, ending at the grille shell. This fully disappearing top convertible coupe is the second body to grace this chassis; it was replaced in period. Owner: Yasuhiko Akimoto

G-11 1933 Duesenberg J Fernandez & Darrin Victoria

Film star Greta Garbo owned this long wheel base cabriolet (chassis 2503, engine J-481) built by the famed Paris coachwork partnership of Fernandez & Darrin. Only four bodies were built by Fernandez & Darrin on Duesenberg chassis. This stellar example of their work was first exhibited at the 1932 Paris Auto Salon. It carries the French safety bumpers and extended truck with rear mounted spare tires. Owner: Robert M. Lee

G-12 1933 Duesenberg SJ Rollston Arlington Torpedo Sedan

Widely known as "Twenty Grand" (reflecting its 1932 selling price) this supercharged Duesenberg (chassis 2539, engine J-513) was designed by Gordon Buehrig as a show car for the Chicago Century of Progress Exposition of 1933-34. This graceful one-off close-coupled design is considered by many to be one of the most beautiful Duesenbergs built. Owner: The Nethercutt Collection

G-13 1934 Duesenberg SJ LaGrande Phaeton

Duesenberg created the fictitious coach builder LaGrande to offer its customers a coachwork style body while helping to increase its margins. This supercharged example (chassis 2131, engine J-107) features dual carburetors, a rear cowl and distinctive sweep panel styling on a long wheelbase chassis. Owner: The Keller Family

G-14 1935 Duesenberg J Bohman & Schwartz Convertible Coupe

This Model J (chassis 2585, engine J-560) was given to actor Clark Gable by Carol Lombard. It was initially a JN convertible coupe and Gable had it restyled by Bohman & Schwartz. The car carries many unique features including painted radiator and headlight buckets to accentuate the long hood to cowl line. Other details include a dramatically lower windshield, single bar bumpers, and two covered, mounted rear spare tires. Although not supercharged, the car has external exhaust pipes, which were often added. Owner: Sam Mann

G-15 1935 Duesenberg J Gurney Nutting Speedster

The 1935 Duesenberg SJ Gurney Nutting Speedster (chassis 2614, engine J-585) was built for the Maharaja of Indore in London. It was supposed to be delivered to India, but after Japan invaded China, there was fear it might also invade India, and many wealthy Indians fled their homes. The Maharaja eventually took delivery of this car (and a 2.9 Alfa Romeo) at his mansion in Santa Ana, California. Owner: The William Lyon Family

G-16 1935 Duesenberg SJ Short Wheel Base LaGrande Speedster

Used as a promotional venture by Duesenberg, this SJ (chassis 2594, engine J-563), was sold at cost to actor Gary Cooper, and it quickly became a treasured toy, which he kept until after the war. Just two Short Wheel Base SJ Speedsters were built (the other was intended for Clark Gable), and they are often called SSJs (for short, supercharged J) although that was not a formal factory term. Owner: Miles C. Collier

G-17 1935 Duesenberg SJN Rollston Convertible Coupe

One of 38 factory supercharged (320 bhp) Duesenbergs, this car (chassis 2589, engine J-564) is said to have just 16,000 miles since new. The JN series was first ordered in 1935 and consisted of a total of 10 cars that incorporated 17-inch wheels, skirted fenders, and a built-in trunk. Owner: William U. Parfet

G-18 1937 Duesenberg J Rollston Convertible Coupe

This car (chassis 2549, engine J-529) has one of the last chassis issued by the factory before the company's demise. Unique features of this Model J include Chrysler taillights, a sleeker rear deck, 17" wheels with wheel covers, and

the last of the four Rollston "scoop" front fender cars. The car has a black exterior and red interior just as it did originally. Owner: Robert Bahre

CLASS K: PREWAR SPORTS AND RACING

K-02 1935 Duesenberg SJ Special

Later nicknamed the "Mormon Meteor," this supercharged Duesenberg Special (engine J-557) with dual carburetors and engine modifications is said to produce over 400 bhp. In 1935 Ab Jenkins drove this car to a new one-hour record of 143.42 mph and a 24-hour record of an average speed of 135.580 mph. The car is shown today in its early race configuration, sporting a head faring and orange tires just as it did under Duesenberg ownership. Owner: Harry Yeaggy

CLASS L-1: PREWAR PRESERVATION

L1-09 1933 Duesenberg SJ Weymann Speedster

This Duesenberg (chassis 2537, engine J-508) has a reported 2,000 original miles. It was designed by Gordon Buehrig and referred to by him as a fishtail speedster. Its dramatic styling incorporated a narrow car and fenders that sat off of the body. The car's first owner was George Whittell, a California/Nevada millionaire who owned six new Duesenberg's during his lifetime. Mr. Whittell was an honorary Fire Marshall of Woodside, California, and that is why this car has the red light and a siren. Owner: Robert M. Lee