



It's all about the ride.

DIRECTOR'S MESSAGE

I would like to welcome everyone to the new year. We're looking forward to a great year with you and your classic cars. We have several events planned that we hope you can enjoy with us.

The first event is the 100th Anniversary of the opening of Route 10 in Morgantown, PA. The tour starts in Morgantown and travels through several towns along the Conestoga River. Please mark your calendars; the date is June 7th.

The second event is the 250th Birthday Celebration of Marquis de Lafayette. Lafayette left his county when he was only 19 years old to join the American Revolution and help us win our independence. This event will be on July 27th, and the location starts in Parkesburg, PA and travels on into Lancaster.

We'll have our DVR annual meeting and party scheduled with the CLC group's 50th Anniversary. The date and location will be in the next newsletter.

Our new board member Tom Lee and his wife Jill are opening their garage on November 28th (Black Friday). It's located in Newtown Square, PA.

I participate every year in an educational event at a local middle school in Atlantic County in early June. The event was started by a Sommers Point Historical Society member and the Alder Avenue Middle School superintendent about 5 years ago when they contacted the local chapter of the AACA club. We have 60-70 cars show up in the school parking lot between 9:00 a.m. and 1:00 p.m. Every hour, a new group of students comes out of the school to see the cars and ask questions. Many of the students have never seen the big classics, and they are truly amazed at the size and beauty of these cars. I share with them many of the performance and safety features that were built into the 1933 Stutz Bearcat. You never know, one of these students might be the next owner of our cars, and I can assure you this is one of most rewarding events I participate in.

The DVR board would like to open up our calendar to our members. Maybe you have an event that you are passionate about, or you have a collection you would

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UPCOMING EVENTS

Plan now to join us for our upcoming events! See dvrcca.org for more details and additional events.

The CCCA Museum Annual Show

Date: 30 May - 1 June 2025

Location: Hickory Corners, MI

Route 10 One Hundredth Anniversary

Date: 7 June 2025

Includes a road tour from Morgantown to Oxford with different events in the towns along the way.

250th Anniversary Celebration of Revolutionary War Hero General Marquis de Lafayette

Date: 27 July 2025

Includes a road tour which will be led by Jeff Hery.

All members, please send a list of local events that you are aware of to Cliff so he can compile a complete list.

like to share with the group. Please let us know what you want to share and we'll welcome the opportunity to work with you and your organization to make the event exciting and mutually beneficial.


Our club is committed to the camaraderie of our members and the continued education of the big classic cars.

Robert Praetorius,
Director

MY DAUGHTER'S WEDDING CARS

Article and photo by Jack Hotz



Back in 2006 my daughter was married on a rainy day. The bridesmaids were driven to the church in my friend Andy Jacoby's 1939 Cadillac V-16 Limousine, the brides' mother was driven in a 1940 LaSalle, and the bride and he father (me) were in my 1939 LaSalle driven by my son Steven. 

ENGINE OIL MYTHOLOGY

Originally written by Bob Olree, GMPT (General Motors Power Train) Fuels & Lubes, 2/13/07. Story submitted by Jerry Garfield. Journey With Olds | February 2008 p.8.

Myths are ill-founded beliefs held uncritically by interested groups. Over the years there has been an overabundance of engine oil myths. One was that the only good oils were oils made from "Pure Pennsylvania Crude Oil." This one got started before the Second World War when engine oil was crude oil with very minimal refining, and crude oil from Pennsylvania made better engine oil than Texas or California crude. With modern refining, almost any crude can be made into good engine oil.

The next myth was that "modern" detergent engine oils were bad for older engines. This one got started after the Second World War, when the government no longer needed all the detergent oil for the war effort, and it hit the market as Heavy-Duty oil. These new detergent oils gave the pre-war cars, which had been driven way past their normal life and were full of sludge and deposits, a massive enema. In some cases bad things happened such as increased oil consumption — the piston rings were completely worn out and the massive piston deposits were the only thing standing between merely high and horrendous oil

consumption. If detergent oils had been available to the public during the war, this myth never would have started.

Amazingly there are still a few people today, 60 years later, who believe that they need to use non-detergent oil in their older cars. Apparently it takes about 75 years for an oil myth to die.

Then there is the myth that new engines will not break-in on synthetic oils. Apparently there was an aircraft engine manufacturer who once put out a bulletin to this effect. Clearly the thousands and thousands of cars filled with Mobil 1 as factory-fill, which have broke-in quite well, should have put this one to rest. However this one is only 40 years old, so it has another 35 years to live.

All of these myths have a common theme; newer oils are bad. And this brings us to the latest myth — new "Starburst"/ API SM engine oils are bad for older cars because the amount of anti-wear additive in them has been reduced. This one has gotten big play in the antique and collector car press lately. The anti-wear

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READER PHOTO: THINK IT'S WINTER YET?

Contributed by Bud Coleman



READER PHOTO: CLIFF'S CADDY

Contributed by Robert Praetorius



GOT PHOTOS?

We welcome articles and photos from our members! When you contribute photos, please send us the sharpest, highest-quality version of your image. A certain amount of editing is possible, but there's no substitute for high-quality source imagery.

ENGINE OIL MYTHOLOGY (CONTINUED)

additive being discussed is zinc dithiophosphate (ZDP).

Before debunking this myth we need to look at the history of ZDP usage in engine oil.

ZDP has been used for over 60 years as an additive in engine oils to provide wear protection and oxidation stability. Unfortunately, ZDP contains phosphorus, and phosphorus is a poison for automotive catalysts. For this reason ZDP levels have been reduced by about 35% over the last 10-15 years down to a maximum of 0.08% for "Starburst"/API SM oils.

Zinc dithiophosphate was first added to engine oil to control copper/lead bearing corrosion. Starting in 1942, a Chevrolet Stovebolt engine with aftermarket copper/lead insert bearing connecting rods was the standard oil test. The insert bearings were weighed before and after test for weight loss due to corrosion. The phosphorus levels of oils that passed the test were in the 0.03% range.

In the mid 1950's Oldsmobile got in a horsepower war with its Rocket engine against the Chrysler Hemi. Both companies went to high-lift camshafts and both got into camshaft scuffing and wear problems very fast. There were three solutions. Better camshaft and lifter metallurgy, phosphating the camshaft, and increasing the phosphorus level from ZDP up to the 0.08% range. Another outcome was a battery of industry wide "Sequence" oil tests. Two of these tests were valve-train scuffing/wear tests.

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ENGINE OIL MYTHOLOGY (CONTINUED)

Knowing that this higher level of ZDP was good for flat-tappet valve-train scuffing and wear, some oil companies dumped even more in thinking that they were offering the customer even more protection. However it was soon learned that while going above something like 0.14% phosphorus might decrease break-in scuffing, it increased longer term wear. At about 0.20% phosphorus the ZDP started attacking the grain boundaries in the iron, resulting in camshaft spalling.

Later in the 1970's, the ZDP level was pushed up to the 0.10% phosphorus range as it was a cheap and effective antioxidant, and increased antioxidancy was needed to protect the oil in Cadillacs pulling Airstream trailers from thickening to the point of not pumping. Recently, the need for this higher level of ZDP for protecting the oil from thickening has been greatly reduced with the introduction of more modern ashless antioxidants that contain no phosphorus.

Enough history, now getting back to the myth that Starburst/API SM oils are no good for older cars. The argument put forth by the myth believers is that while these oils work perfectly well in modern gasoline engines equipped with roller camshafts, they will cause catastrophic wear in older engines equipped with flat-tappet camshafts.

The "Starburst"/API SM oil standards were developed by a group of OEM, oil additive company, and oil company experts. When developing any new engine oil standard the issue of "backward compatibility" always comes up, and indeed the group of experts spent a lot of time researching this issue. Various oil and additive companies ran "no harm" tests on older cars with the new oils. No problems were uncovered.

The new specification contains two valve-train wear tests. One is the Sequence IVA Test which tests for camshaft scuffing and wear using a 2.4L foreign single overhead camshaft engine with slider finger followers. The wear limits were tightened from the previous oil specification which contained a phosphorus limit of 0.10%. The second is the Sequence IIIG Test which

evaluates cam and lifter wear. A current production GM Powertrain 3.8L engine with the valve train replaced with a flat tappet system similar to those used in the 1980's is used. The only reason that this test engine uses this older valve train design is to ensure that older engines are protected. All "Starburst"/API SM oil formulations must pass these two tests.

In addition to the protection offered by these two valvetrain wear tests and the new testing which was conducted on the formulations containing lower levels of ZDP, a review of the knowledge gained over the years in developing previous categories also indicates that no problem should be expected. The new "Starburst"/API SM oils contain about the same percentage of ZDP as the oils that solved the camshaft scuffing and wear issues back in the 1950's. They do contain less ZDP than the oils that solved the oil thickening issues in the 1960s, but that is because they now contain high levels of ashless antioxidants that were not commercially available in the 1960's.

The oil's ZDP level is only one factor in determining the life of an older camshaft or a new aftermarket camshaft. Most of the anecdotal reports of camshaft failures attributed to the newer oils appear to be with aftermarket camshafts. Breaking in extremely aggressive aftermarket camshafts has always been problem. The legendary Smokey Yunick wrote that his solution to the problem was to buy multiple camshafts and simply try breaking them in until he found one that survived break-in without scuffing.

Despite the pains taken in developing special flat tappet camshaft wear tests that these new oils must pass and the fact that the ZDP level of these new oils is comparable to the level found necessary to protect flat tappet camshafts in the past, there will still be those who want to believe the myth that "new oils will wear out older engines." Like other myths before it, history teaches us that it will take about 75 years for this one to die also.



LASALLE CAN GO ANYWHERE

Reprinted from Sallee Speaks, Number 65, Volume 21 No 1, January 2025 by permission of Jack Hotz

As a follow-up from the article in the previous Sallee Speaks, former 303 owner Richard advised, "The photo of the '27 roadster on the railroad tracks is likely a shot of the publicity stunt that the owner of the Miami Cadillac dealership did to announce LaSalle. It was the first car to drive to Key West. This was accomplished by driving on the Flagler railroad tracks, as no auto route had yet been built connecting the Keys. I remember reading that the bouncing was so great that the drivers thought several times the car would end up in the Atlantic, but it made it, and to much fanfare. I believe crowds cheered as the car traversed normal dirt roads on the individual Keys. As you may know, prior to the adoption of "knee action" in the '30s, cars of this era were very bouncy, with their solid axles and crude shock absorbers. The '27 shocks went from mechanical to hydraulic lever-action for '28. I think that were changed again in '29? Maybe after news of this run to Key West reached Detroit?



The First Car Drives into Key West

Transcription of original article, shown at right

Upper left: The start. Claude Nolan and Kenneth Goodson are wearing bathing suits for safety and later donned life preservers when they approached the long and high bridges. Left: One view of their rough ride over the ties before they reached the trestles. Below: Almost over. This is a view of the car after its near-disastrous slip. Above: One view of the track which the intrepid drivers crossed.

MOTORISTS, and particularly the citizens of the little town of Key West, Florida, are still marveling over the spectacular motor car run which Claude Nolan and Kenneth Goodson made from Miami to Key West on Dec. 23 in a La Salle roadster across the famous Florida East Coast overseas railway.

To accomplish such a feat the drivers were compelled to ride the ties on more than 50 miles of trestles and much of the remaining distance



means of huge ferryboats which now are under construction to Jacksonville. Nolan made this distance with his high-powered roadster in 1 hr. and 27 min. despite the fact that the start of the journey was through the city limits of Miami.

At the end of the highway Nolan swerved his car from the road, climbed a 16-foot embankment to the railway, pointed the La Salle southeast and began his journey across the famous overseas railway. His left wheels had a clearance on the cross ties of only 4 in. which represented the safety he and Goodson had from a plunge into the sea 20 ft. below.

The veteran newspapermen and photographers all agreed that it was the "most thrilling story without exception" that they had ever covered. The first bridge was crossed without accident, although many times the tires extended for a short distance over the edge. At the beginning Nolan drove from 12 to 20 m.p.h., but later slowed up to assure more safety.

On one bridge the rear wheels leaped from the ties and the car's failure to fall overboard into the water beneath was considered nothing short of miraculous. Darkness compelled them to delay the drive Friday night and the car was left on a platform in the middle of the Pigeon Key bridge until morning. This trail is 7 1/2 miles long and is considered one of the great engineering feats the world has known.

The following morning the drive was resumed and the party arrived in Key West at 2:15 o'clock in the afternoon. A large delegation of citizens, headed by the mayor, met the party and held a celebration 1 hour of the first motor car to reach their city under its own power.

Although the La Salle roadster underwent one of the most severe tests conceivable, the only trouble encountered on the entire journey was in the form of two blowouts which resulted from continual pounding over railway spikes and iron. The roadster was a standard car with the exception of a high-compression head and a high gear ratio.

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was over the railway with no other roadbed. Theirs was the first motor car to go into Key West under its own power, since as yet there is no other means of reaching this southernmost point in the United States except over the railway and by boat.

Claude Nolan has been Cadillac-La Salle distributor in Florida and South Georgia for more than 21 years, and long has been recognized as one of the outstanding automotive leaders of this country. He gave two reasons for the hazardous journey.

"First, I wanted to see how the La Salle would withstand such a grueling test," he said, "and second, I wanted to be at the wheel of the first car that went into Key West under its own power. Through courtesy of officials of the Florida East Coast Railway the drive was made possible and has pronounced a success in every sense of the word."

The drive attracted moving picture cameramen and newspaper representatives. Preceded by a special train, on the rear of which was carried a flat car for the convenience of newspaper men and photographers, the two drivers left Miami at 8 o'clock on the morning of Friday, Dec 28, and completed their journey into Key West at 3.15 o'clock on the following afternoon.

The first 94 miles of the trip were made over an extension of the Atlantic Coastal highway, which in the near future will be connected with Key West by means of huge ferryboats which now are under construction in Jacksonville. Nolan made this distance with his high-powered roadster in 1 hr. and 27 min. despite the fact that the start of the journey was through the city limits of Miami.


At the end of the highway Nolan swerved his car from the road, climbed a 15-foot embankment to

the railway, pointed the La Salle southward and began his journey across the famous overseas railway. His left wheels had a clearance on the cross ties of only 4 in. which represented the safety he and Goodson had from a plunge into the sea 30 ft. below.

The veteran newspapermen and photographers all agreed that it was the "most thrilling story without bloodshed" that they had ever covered. The first bridge was crossed without accident, although many times the tires extended for a short distance over the edge. At the beginning Nolan drove from 12 to 20 m.p.h., but later slowed up to assure more safety.

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X MARKS THE SPEEDSTER

by Angelo Van Bogart; reprinted with permission

Editor's note: This is the article referred to by Jeff Hery in his article "Duesenberg Speedster Model X and the Allergist" in the DVRCCCA newsletter Vol. 1, Issue 4, October 2024.

Were it not for the 1927 Duesenberg Model X Speedster, there might never have been the famous Auburn Speedster. "It was actually the Duesenberg Model X Speedster that influenced the world-renowned Auburn Speedster," confirms Brandon J. Anderson, executive

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director of the Auburn Cord Duesenberg Automobile Museum in Auburn, Ind., where the Model X Speedster is now showcased. Auburn itself advertised as much when it said "The Speedster: Brand new body modeled from the famous Duesenberg race cars" in "The Follies," the 1928 yearbook for its hometown high school.

And ironically enough, that lone Duesenberg Model X Speedster was later modified to look like an Auburn. Today, the Duesenberg is back to looking just as it did when sold to its first owner, Arnold Kirkeby, but for most of its life, it looked nothing like it did when it was sparkling new and on the auto show circuit.

X marks the Duesenberg

Having been incorporated in 1920 as Duesenberg Automobile & Motors Co. to build passenger cars, Duesenberg as a car maker was in financial trouble soon after the ink dried on its stock certificates. Newton E. van Zandt and Luther M. Rankin had bought rights to the Duesenberg name for the express purpose of creating a company that expanded brothers Fred and August ("Augie") Duesenberg's race car-building efforts into passenger cars. With Fred as chief engineer and Augie as assistant engineer, the first passenger car to come from the company arrived in late 1921 as the Duesenberg Model A, a car based on the established engineering principles of Fred and Augie's Duesenberg straight-eight race cars. The use of a single-overhead-cam straight-eight engine in a passenger car was innovative for the time, but that wasn't all. The new Duesenberg passenger car also incorporated the Fred Duesenberg-designed four-wheel hydraulic brake system, a first for the industry. As a company, Duesenberg built the completed Model A chassis with its 92-p, 260-cid straight-eight and further equipped each with fenders, running boards, bumpers and a unique radiator grille shell and hood ensemble with drum-type headlamps. Bodies were built by outside coachbuilding firms and could be



whatever the customer desired: roadster, limousine, phaeton, coupe - only the buyer's wallet was the limit.

Initial projections called for the construction of 2,400 Duesenberg Model A passenger cars each year - a relatively low sum, but the innovations and coachbuilt bodies pegged Duesenberg passenger cars at a starting price of about \$6,500 each, a figure out of reach for most new-car buyers at the dawn of the Roaring Twenties. Ultimately, 2,400 cars a year was an extremely optimistic figure and just 150 or so Duesenberg Model A passenger cars were sold for 1922, the first full year of production. Sales in 1923 weren't much better and by Jan. 1, 1924, Duesenberg was in receivership. However, Duesenberg continued to build cars through 1924 and into 1925 when the company became Duesenberg Motors Corp. with Fred Duesenberg its president. By this time, Model A passenger car production was extremely low - Griffith Borgeson estimates a couple cars a month in his book "Erret Lobban Cord." Yet Fred saw fit to update the Model A with what limited funds were available to create a new Duesenberg series. For the new 1927 model, Fred had changed the rear differential to one of the hypoid variety and had the front axle moved to below the springs. He also had the intake manifold moved to the passenger side so both manifolds were now on the right side of the engine, and the water pump drive was now mounted parallel to the block. A

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260-cubic-inch, single-overhead-camshaft engine was again used, but now developed 100 hp, an increase of 8 hp over the Model A.

On the outside, new twin tubular bumpers replaced the twin flat-bar bumpers, and a "widow's peak" was incorporated into the top of the grille shell, below the Duesenberg's outstretched eagle emblem. The front fenders were made to fall closer to the front bumper with the sidemounts set into wells so they no longer hovered above the front fenders.

With these changes, the Duesenberg passenger car was internally christened the Model X.

Around the time Model X development was completed, budding transportation mogul Errett Lobban (E.L.) Cord, president of the Auburn Automobile Co., came along and in October 1926 purchased the bankrupt Duesenberg Motors Co. The sale came with the stock and assets of the company, which included several unsold Model X Duesenbergs. Cord named the company Duesenberg, Ind., and kept on Fred Duesenberg as the company's vice-president of engineering, charging him with developing the world's best luxury automobile. (Augie was not hired on and he and Fred continued independently building

Duesenberg race cars across the street from the Indianapolis factory.) Cord saw this new Duesenberg super car as being bigger and more powerful than the Model X, and so production on the Model X was immediately curbed. The remaining Model X cars were displayed at auto shows to keep the Duesenberg flame burning in the public eye until Cord's new Duesenberg, the Model J, was developed and production-ready. As a result, just 13 Duesenberg Model X cars are believed to have been built. Only one Model X is known to have been built into a speedster, and that car is now a part of the Auburn Cord Duesenberg Automobile Museum collection.

"It's very significant in automotive history and for the Duesenbergs and that transition between the Duesenberg Model and the J, being between the straight-eight Model and the J, and also the (experimental) Model Y," Anderson says. "When E.L. Cord acquired Duesenberg, they were working on these experimental Xes, and when E.L. came on board and wanted... to create the most luxurious, most outstanding car, and... to stop making the Xes to concentrate on the J, this was a really extraordinary period...."

A Speedster is Born

Among those assets acquired by Cord in his purchase of Duesenberg was Model X chassis 1954 with engine D 95 E. To this chassis the Speedster coachwork was fitted. Some Duesenberg authorities once believed this Speedster coachwork was created by the Columbia Body Co. of Detroit, but Duesenberg historians now believe this coachwork was actually the work of McFarlan Automobile Co. of Connorsville, Ind. Connorsville was just 70 miles from the Duesenberg factory in Indianapolis. Incidentally,



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McFarlan was also purchased by E.L. Cord following its 1929 bankruptcy, and Auburn Speedsters would eventually be built in one of the factories in that city.

The speedster was among the Duesenberg Model Xes shown during 1927 to keep the company in the spotlight while work on the Model J was completed. It's believed the car was shown at a show in Chicago, perhaps the Chicago Auto Salon at the Drake Hotel, and that's where first owner Arnold Kirkeby may have seen it - a reasonable assumption since Kirkeby *owned* the Drake Hotel.

"Mr. Kirkeby, who bought the car after the Chicago auto show, was also involved in Stinson airplanes, and that got him connected with E.L. Cord in another way," Anderson said. "E.L. [had] his pilot's license and later acquired some shares of Stinson and the rest of the stock shares later. So, it all relates heavily into E.L. Cord's transportation empire.

"We also have the original 1930 Stinson that E.L. Cord had... it's in the same corner as can be seen in the (famous) photo of the factory showroom in 1930."

Harold T. Ames, whom E.L. Appointed sales manager of Duesenberg, Inc. upon his purchase, was interviewed in the 1970s by Michael Lamm about the Model X Speedster. Ames, who later became president of Duesenberg, recalled the Speedster was on hand during Cord's purchase of the company in late 1926. He likewise recalled personally delivering the Model X Speedster to Kirkeby, driving the two-passenger car with his wife all the way to Chicago in the rain - a certainly memorable experience since the blue speedster was built without provision for a top!

The Duesenberg Speedster itself was memorable enough that E.L. Cord added the body style to the Auburn line for 1928. The cars were so similar in profile that it was difficult to tell the 1927 Model X Speedster from the new 1928 Auburn Speedster when the cars were at speed, or even at rest.

The hard life of a one-of-a-kind

Nearly 100 years later, the Model X Speedster remains a jaw-dropper, so it's easy to understand its original draw for Kirkeby. The car has an overall air of speed to it, from the rearward-slanted door lines and golf bag door openings that match the angle of the partially framed windscreen to the sleek and sexy rear deck that jets away from the passenger compartment without the interruption of a bulky collapsed top framework. And, of course, there's that devilishly racy pointed tail seen on only a handful of earlier and contemporary cars. Among those contemporary cars was the 1927 Stutz Black Hawk, which reportedly took advantage of a racy pointed tail to fend off Auburn roadsters with which it was in hotly contested speed trials. Stutz believed the Auburns were able to draft behind their cars on the track, and the tapered tail was integrated into the Stutz AA Black Hawk body in hopes of keeping the Auburns at bay. In 1928, Auburn added to its list of body types the Speedster model with the Model X's taper-tail design, evening the playing field with Stutz again.

Kirkeby didn't have the Model X Speedster for long, selling it just a year or two after purchasing it. He had been a victim of the stock market crash of 1929, which may account for his brief ownership of the impractical car. The car went to Walter Main, a stock broker in Illinois, and then a chain of a half-dozen or so other Illinois-based owners. In 1966, Auburn Cord Duesenberg Club member Allen Sanburg of Chicago purchased the car and began researching it and reporting his findings in the *Auburn Cord Duesenberg Club Newsletter*. By this time, the car looked much more like a 1935 Auburn 851 Speedster than a Model X Duesenberg. A previous owner had fenders fabricated to look like those of an Auburn 851 Speedster, and a new radiator shell grille that likewise looked the part of an Auburn 851 Speedster. Sanburg set about reversing these and other modifications to make the Model X look

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like the unique Duesenberg that it was instead of one of the 140-some Auburn Speedsters built by its parent company.

Inching back to like-new

"Allen Sanburg, he kind of saved that car," says Randy Ema, famed Auburn Cord Duesenberg historian and present owner of Duesenberg. "He found it in Chicago in the 1960s, and he is the one that went around and got all the parts (to restore it) like the dashboard, which is out of a Model A. He cast the running boards, made the fenders; he borrowed running boards off the sedan out there to make patterns. It was really modified and had a Buick straight-eight."

Fortunately, the Model X Duesenberg's original engine was still with the car and was eventually rebuilt. With just 14 Model X engines believed to have been built and 13 completed cars - only four of which survive - it would have been nearly impossible to find a replacement.

Although Sanburg began acquiring and making parts for the Model X Speedster, he didn't complete its restoration. Sanburg sold the car and parts after many years to William "Bill" Dreist, a Michigan-based ACD Club member who, in turn, sold it to fellow club member Peter Heydon, likewise of Michigan. It was Heydon who finally saw the Model X Speedster's restoration to completion.

"Dreist, I believe, had someone [restore] the wood," Ema recalled. "Peter Heydon had several different people working on it, and I think Brian Joseph (of Classic & Exotic Service) did some work."

Heydon's restoration returned the car to its original appearance even down to the royal blue body color, which he was able to match to an original patch of paint uncovered in a hidden area of the body during the restoration. His efforts not only paid off by saving a unique piece of history, but in also earning the Harold T. Ames Award for

Best of show at the 2000 Auburn Cord Duesenberg Club Reunion in Auburn.

After showing the restored Model X at club events and concours d'elegances for more than a dozen years, Heydon and his wife, Rita, donated the Model X Speedster to the Auburn Cord Duesenberg Automobile Museum in 2015.

"We take it to concours and events across the country, and it is people's favorite car: it's the color, the lines, being a Duesenberg, the history, and it's radically different," Anderson says.

Anderson notes the ACD Automobile Museum isn't a static museum, so the Model X Speedster is occasionally exercised outside the museum's walls and concours gates. Since the museum also has an Auburn 851 Speedster that is likewise driven, Anderson is able to compare the differences between the Speedsters.

"[The Model X] feels heavier, but I can't tell you if it is heavier," Anderson says. "The Auburn Speedsters feel so light and nimble. The Model X steers very well, it's still a light car. The Duesenberg vehicles just seem to feel that they have more weight with that massive straight-eight engine. Now, this Model X engine isn't so massive as a Model J - it's 100 hp and 260 cubic inches so it's nothing like a (265-hp, 420-cubic-inch) Model J, but I would say the Auburn Speedster feels lighter and more nimble."

At 6-foot, 3-inches, Anderson is on the tall side and notes that, while driving the low Model X Speedster, his head hovers above the deeply raked windshield for an exhilarating wind-in-you-hair (and eyes) driving experience.

"It is a great pleasure to drive," Anderson says. "Being able to sit in that same seat and what that history represents - it's a wonderful car and it's a very unique pleasure and honor to drive it - as it is with any of the cars in the museum."



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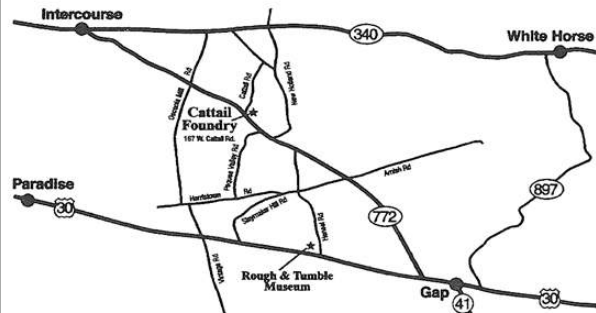
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Classic Auto Mall has over 650 vehicles offered for sale and 400 barn finds on display. We love having guests experience our facility, but please remember that these are expensive automobiles, and we ask that all of the members in your group be respectful of them. Please follow these guidelines while enjoying your time here:

- Please do not touch the vehicles. If you need help, please let one of our staff know, we will be glad to assist you.
- Please do not allow children to touch or climb on the vehicles or run in the building. The floors can be slick, and falls can happen.
- Keep children with you at all times. There are moving vehicles and machinery that can be dangerous.
- Service animals only - no pets or other animals allowed.

Classic Auto Mall does not charge an admission fee, we just ask for your name, phone number, and email address to send you our monthly e-mail newsletter. If you need to contact us or report something, call us at (610) 901-3804.

ClassicAutoMall.com



CONSIGNMENTS INVITED

Classic Auto Mall

Fast Facts

- **January 2018** Classic Auto Mall Opened
- **One of the largest Classic Car facilities** in the world
- **336,000 sq. ft.** Climate Controlled, Secure, Indoor Showroom - **8 Acres Under One Roof!**
- **40-Acre Property** with **1,500 ft. of Frontage** Conveniently Located on the Pennsylvania Turnpike
- **Connected to a 188 room Holiday Inn**
- **28-Acres** Paved, Lined, and Lighted Parking Lot

Hours of Operation

Monday • Tuesday • Thursday • Friday 9:00 AM - 5:00 PM
 Wednesday 9:00 AM - 8:00 PM; Saturday 9 AM - Noon
 Sunday Closed



CLASSIC AUTO MALL
 podcast

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WOULD YOU LIKE TO CONTRIBUTE?

We welcome articles and photos from our members! Do you have a personal car story, an event you would like featured in an upcoming newsletter, a service to advertise, or anything else you'd like to share with your fellow car enthusiasts? Please send it by email to cawoodbury3@verizon.net.

SHARE WITH A FRIEND!

Do you know someone who loves classic cars? Do you have a friend who would like to become part of the DVRCCA? Share this newsletter with them!



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