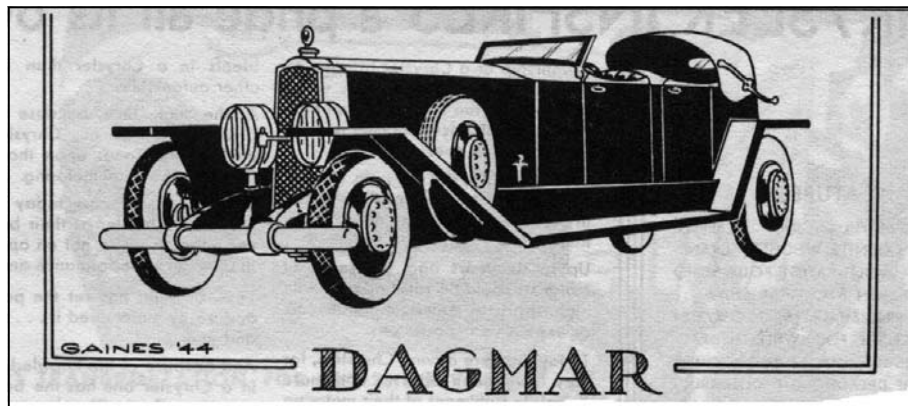


We all know Duesenbergs and DuPonts are Full Classics® but how about Dagmar, Doble and Dorris

By Les Jackson

In this third article in the series we look at American cars beginning with the letters D and E that are recognized as Full Classics®.

Dagmar was built in Maryland with the last model being the 1926 version. Production is estimated at 417 vehicles from 1922 through the single final 1927 model. Dagmars were 6 cylinder cars with horsepower varying from 60 to 80 depending on the year and model. The lowest priced Dagmars were \$1,775 and the most expensive \$3,500. Wheels were disc covered. Engines were disc covered. Engines were Continental or Lycoming. The 2003 CCCA handbook does not list any Dagmars as being owned by CCCA members.



A sketch of a Dagmar from 1925 or 1926. It is a 4 passenger Sport Victoria. Also produced during that period was a sedan.

Dorris was built in St. Louis from 1906 through mid 1925. Production in 1925 was estimated at 23 units. The 1925 models were sold either at the factory or in Boston, the location of a once large dealership. Those were the 6-80 model with 70 horsepower and a 132" wheelbase. The engines were of their own manufacture. The price of the 1925 model was \$4,150 and weight was 4,300 pounds. The 2003 CCCA handbook does not list any Dorrises as being owned by members.

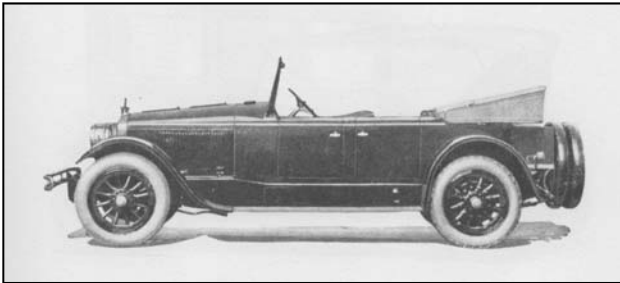
Duesenberg is undoubtedly one of the best known cars recognized by CCCA. The Model A was produced from 1921 to 1927, followed

by the Model X in 1927 and 1928. Then in 1929 The Model J followed by the supercharged Model SJ. The Model J was advertised as having 265 horsepower

Below is a 1925 Doble Series E roadster with a Murphy body, also called a runabout. Other models were the 5 and 7 passenger phaetons, a sedan, a vestibule sedan, and a limousine.

Doble was one of the last steam cars produced in the U.S. One of the most expensive cars of its period, it is estimated that fewer than 50 Dobles were sold after 1920, and those included trucks and buses. The model E, sold in 1923 to 1925 had bodies made by Walter Murphy of Pasadena, CA. The weight of the car was more than 4,000 pounds, and prices were from \$6,800 to \$11,200. Seven passenger cars were made in 1930 and 1931. The 2003 CCCA handbook lists 7 Dobles, all of which are in California.





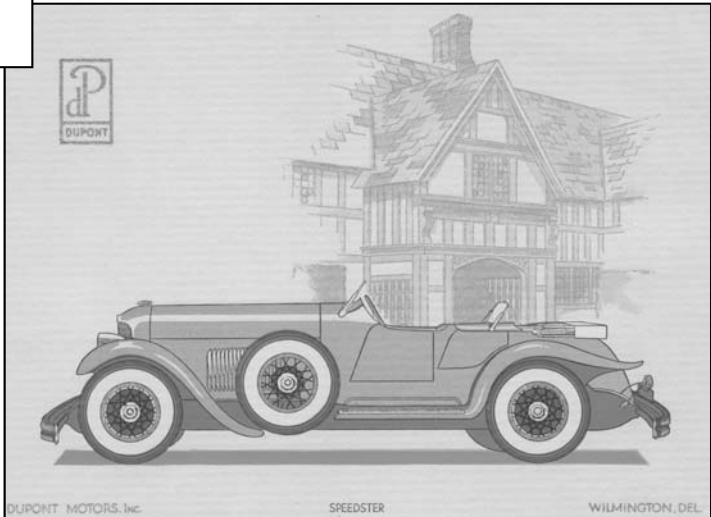
The 1925 Dorris Pasadena 6-80. This touring 4 passenger model sold for \$4,150. Color choices were blue medium or Yosemite gray with black chassis.

and the SJ increased that to 320. Wheel-bases were from 134" to 153½". The cars were made in Indianapolis. In 1926 Duesenberg joined Auburn. CCCA recognized Duesenbergs "all from 1921" as Full Classics® even before the recent change enabling "virtually identical" models before 1925 to be recognized. The normal arrangement was that the buyer obtained the chassis and front section from Duesenberg and contracted for the body from one of the custom body makers. One of the most famous Duesenbergs was the Twenty Grand which supposedly sold for \$20,000. The CCCA handbook lists 164 Duesenbergs as being owned by members.

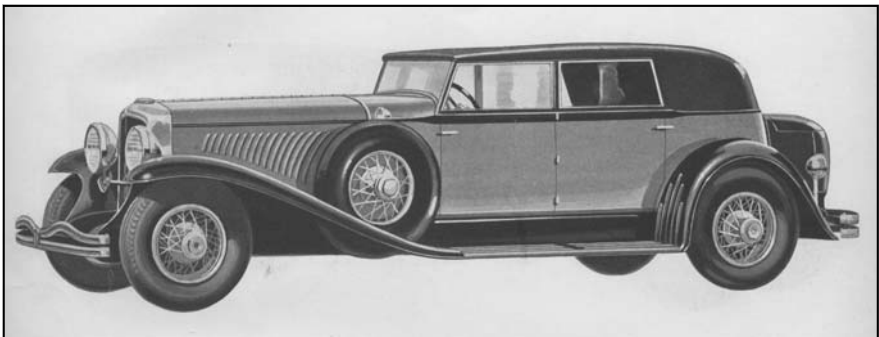
duPont was manufactured in (surprise) Wilmington, Del. The cars were known for their spectacular body designs. The Model G was produced from 1929 to 1932, with 273 being built. The company ended operations in January 1932 and a receiver was appointed the following year. The model G, an 8 cylinder car, weighed 3,850 to 4,550 pounds and sold for \$3,200 to \$4,410. The model G was offered in 16 different body styles. It is thought that three model H duPonts were produced in either 1931 or 1932. Engines for model G were Continental with 114 horse-

power. Earlier D, E and F models all of which were 6 cylinders were powered by Wisconsin engines of 75 horsepower. The CCCA handbook lists 13 duPonts, 12 of which are 8 cylinder cars.

Elcar was only recently recognized as being a Full Classic® in certain models. It was manufactured in Elkhart, Ind. Hydraulic brakes were introduced in 1925 on the 8 cylinder Elcars. Prices for the 8-80 series in 1925 varied from \$2165 for the 5 passen-

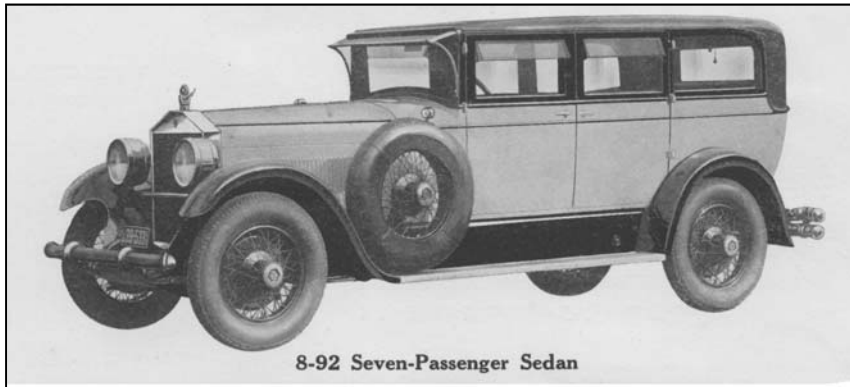


The Model G duPont Speedster. Many Model G's had spectacular styling; this was one. Note the front fender is not connected to the running board. Also note the flair in the back fender and the small high door to the back seat with the dual cowl. The price of the car was \$6,125.



Here's what Duesenberg said about this convertible sedan: "With top up this car is an inconceivably smart sedan. Windows, windshield and back panel have the same harmonious slope. In a jiffy it becomes a most attractive sport touring car by dropping the windows into the doors and lowering the top which folds into small space to form a horizontal line perpetuating the wide belt moulding.(sic)"

ger touring to \$2865 for the 5 passenger sedan. (The 7 passenger was only \$2765.) The other currently recognized Elcars are the 1926 8-81, the 1927 8-90, the 1928 8-91 and 8-92, the 1929 120, the 1930 and 1931 8-120, 130 and 140. The price of the 140 was \$2645. The 2003 CCCA handbook does not list any Elcars (perhaps because of the timing of the publication and the recognition by the Classification Committee).



The top of the Elcar line in 1928 was the 8-92. This is the seven passenger sedan. Note the windshield and side window treatment. The 8-92 rode on a 134" wheelbase.