

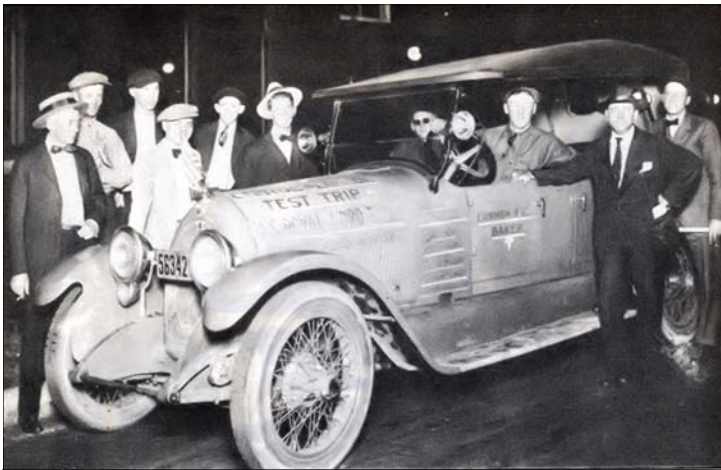
# When did you last see a Full Classic® 1925 or 1926 ReVere?

By Les Jackson

Undoubtedly one of the rarest US made Full Classics® is the ReVere, sometimes spelled Revere. The car was made from 1918 through 1926 with the 1925 and 1926 models recognized by CCCA as Classics.

Prices when new varied from \$2,750 to a high of \$6,500 in 1921. Only 247 of the cars were made, with the low production point being six in the last year.

The car, made in Logansport, Indiana, was a high powered one which started using the Duesenberg 4 cylinder engine. The best known of the cars were the open models, built for speed. The biggest production year was 1919 when 50 were made.



The picture quality is not great, but this shows the start of E.G. "Cannonball" Baker's test trip in a ReVere with a 4 cylinder Duesenberg engine. The 125 horsepower engine had a 5½ inch bore and 6 inch stroke. The car rode on 24 inch wheels with tires by U.S. Royal. The body was by Weyman. Miles covered the day of the test were 452 with average of 14 mpg, using one quart of oil. The temperature at the start of the trip in Indianapolis this June 12, 1918 was 82 degrees. Bob Joynt, chair of CCCA Classification committee said "If an owner of a pre-1925 model applied for Full Classic® status....I suspect we would approve all of them from 1918. Reveres are really neat cars."

Two noted auto racers, Gil Anderson and Tom Mooney, participated in the design of the ReVere. The design of the 1920 Foursome included bullet head lamps, slanted windshield, step plates, cycle fenders, wire wheels and side mounts.

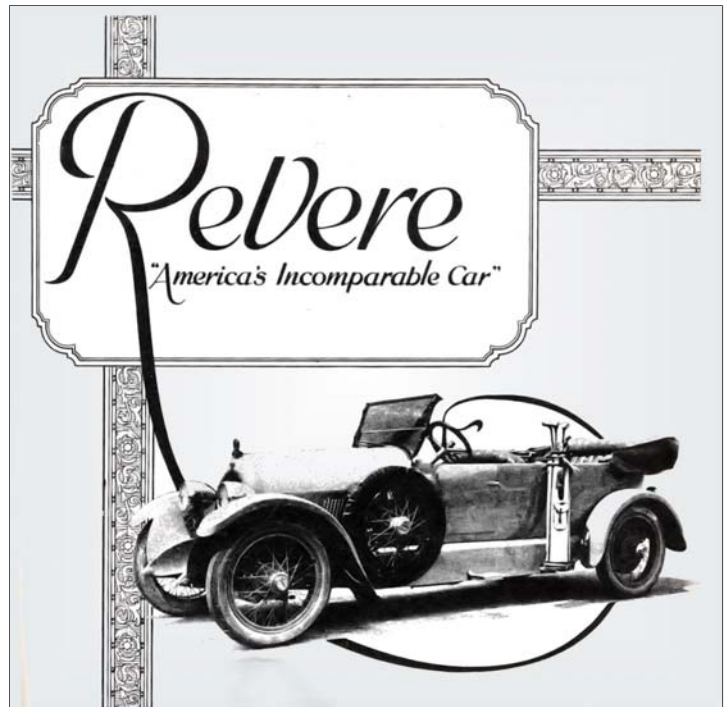
The King of Spain, Alfonso XIII ordered such a car with a victoria top. By 1925 an optional Continental 6 cylinder engine could be ordered for your ReVere.

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By 1921 the company was in bankruptcy. There was litigation with various accusations of fraud, but no one was convicted. The company's reputation was ruined, however, and it never recovered. The company was revived in February, 1923, but was gone for good after 1926.

By 1925 an optional Continental 6 cylinder engine could be ordered for your ReVere.

No one in the latest CCCA directory is shown as a ReVere owner.



This is an ad from *Motor Age* from July 1920. Note the golf club bag on the side of the car. The ad was designed to sign up more dealers and stated: "To a few more dealers having the necessary qualifications and ambition to sell a car of ReVere quality, we are prepared, by means of increased factory production, to offer exclusive territory." Production in 1920 was 43 cars compared with 50 the prior year and 27 the following year. We would guess that they did not sign up many new dealers. The official recognition of Classics by CCCA does not now include ReVere cars before 1925, but according to CCCA President (and former chair of the Classification Committee) "...if a pre-1925 ReVere were to be presented to...the Classification Committee, it would very likely be approved as the cars remained virtually unchanged from the outset."

Arizona Classic Roadrunner, January-February, 2007

## About this Series of Classics

Periodically *The Roadrunner* runs articles and pictures of American made Full Classics®. Since early 1999 the following cars have been covered:

Auburn, Brewster, Blackhawk, Buick, Dagmar, Doble, Duesenberg, Dorris, DuPont, Elcar, Franklin, Graham, Hudson, Jordan, Julian, Kissel, LaSalle, Lincoln, Locomobile, Mercer, McFarlan, Marmon, Nash, Packard, Peerless, Phantom Corsair, Pierce-Arrow and Reo. (There were also brief articles about Cadillac and Chrysler, which will be expanded in later issues).

This issue features ReVere, Roamer, Ruxton and American made Rolls-Royce.

**Some people have asked why we do not feature foreign made cars. The answer is that our research materials do not include much information about those cars. We would welcome any region member who would like to contribute one or more articles about foreign Classics. Contact the editor.**

Les Jackson

## Roamer was an assembled car, but many are recognized as Full Classics® by CCCA

By Les Jackson

CCCA recognizes certain Roamer cars as Full Classics®. They are (1) those with Rochester-Duesenberg 4 cylinder engines (the last of which were in some 1925 models), (2) 1925 Series 6-54E, (3) 1925-1929 Series 8-88, and 1929-1931 Series 8-125. Lycoming and Continental engines were used in the ones that did not use the Rochester-Duesenberg power plant.

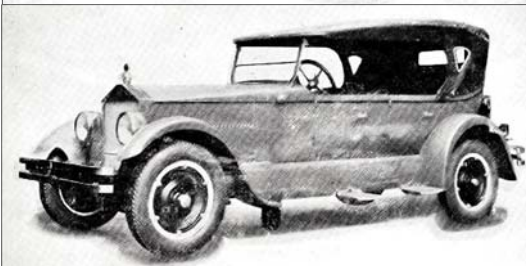
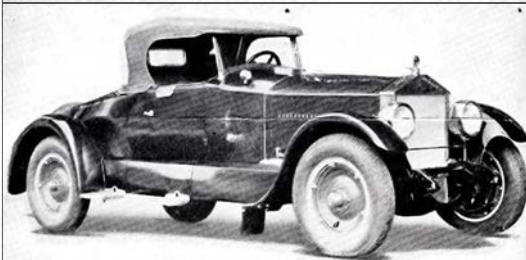
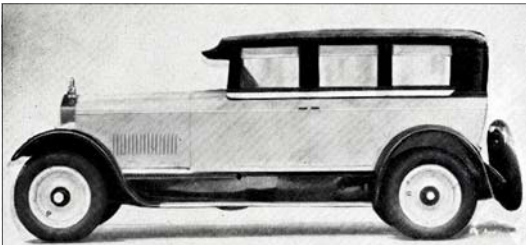
No one in the CCCA is shown as owning one of these Classic Roamers, so don't expect

to see one at a Grand Classic in the near future.

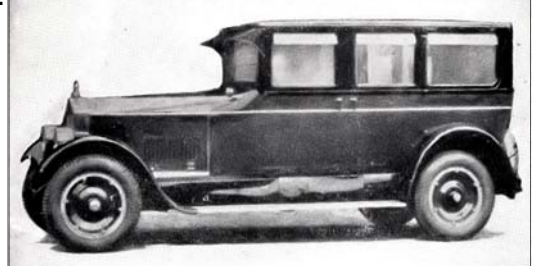
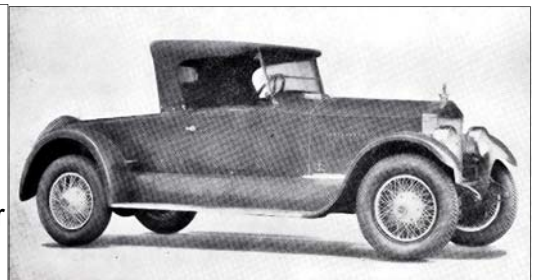
The car was named after a famous race horse of the day. The radiator was a direct copy of the Rolls-Royce.

Early on the company was the Barley Motor Car Company (named after Albert Barley then the owner), but that was changed to Roamer Motor Car Company after a reorganization following 1924. Canadian inter-

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The 8-88 Series Roamers for 1928 included a choice of six different bodies. Also available were custom bodies to be placed on the Roamer chassis. The most expensive of these was the 7 passenger sedan at \$3,285, the least expensive the 5 passenger tourer at \$2,495. Note the flaps behind the front fenders on the open cars which did not have running boards. Left column: 5 passenger sedan, 2 passenger speedster, 5 passenger tourer. Right column: 2/4 passenger roadster, 5 passenger sport touring, 7 passenger sedan.





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ests effectively took control of the company, but manufacturing remained in Kalamazoo, Mich.

The Roamer was an “assembled car”, and when that approach started to be shunned by the car buying public, Roamer was in trouble. It was gone in early 1929, even before the Wall Street crash. The highest production level it ever reached was 1,918 cars in 1923, but that included the short-lived Barkley car as well as the Roamer.

Prices of the 8-88 Roamers from 1925 through 1928 varied from \$2,485 to \$3,985.

Wheelbases were 134 inches in 1925, 132 inches in 1926 and 1927, 136 inches in 1928 and 1929.

The 8-88 series used the Lycoming 8 cylinder engine which displaced 287.2 inches to 298.6 inches from 1926 through 1929. Horsepower at its peak was 89 at 2900 rpm in 1927 through the 2 cars built in 1929.



The Roamer 4 passenger Special Sport Series 8-88 for 1929. Note the dual windshield with side sections, and the flaps at the rear of the front fenders. This Roamer did not have running boards, but did have step plates. Tires were 6.50 x 20 and wheels were spoke, wood or disc.



## Rolls-Royce's US factory began to build cars in 1921 in Massachusetts

The first American made Rolls-Royces came with 6 cylinder engines on a 143½ inch chassis. They sold for \$11,750. That is for the chassis. Buyers had to obtain their own car bodies.

These first Rolls-Royces from the Springfield, Mass. Factory were “Silver Ghosts.”

Soon thereafter, Rolls offered complete cars and in 1925 the US company acquired Brewster, the coach building company. By 1925 the company was building mostly left-hand drive cars after having built right-hand drive models the first few years.

By September of 1929 the company was having its best year and was making 12 units of the Phantom I per week. In October the stock market crashed. By 1931 Rolls-Royce had made more than 2900 cars in America. The company did not retool to the Phantom II, but continued to manufacture Phantom I's after reducing the prices.

Still trying to survive, the company imported Phantom II cars from England between 1931 and 1934 equipped with left hand drive.

In 1934 the company began building Brewster bodies on Ford chassis, as the Rolls-Royce of America became the Springfield Manufacturing Corporation. By the following year the company was in bankruptcy.

There are four Rolls-Royces listed as being owned by Arizona Region members, but only one of those, the P I owned by John Konwiser, shown in the photo lower left, is garaged in Arizona. Others are P II's of Lee Gurvey and Reg Collings and a English made Wraith owned by Marcia Herrold. The emblem on the right is from John Konwiser's car. See page 22 for a photo of Reg's Rolls which is currently for sale.



# The Ruxton was one of the first two front wheel drive cars made in America in 1929

*Many sported Wood lites;  
production lasted until 1930*

By Les Jackson

“Twelve men were discussing their motor cars...and out of their comments came The Ruxton”. That is the heading on the Ruxton 1929 sales folder.

Inside it continued: “America’s first front-wheel-drive motor car. It was a notable group of men who had met for dinner...representative men in their several fields of achievement...art and letters, commerce and finance...and their conversation eventu-



Ruxton’s were known for bright colors. This roadster is two shades of rose. It has Wood lites. It is one of four custom roadsters known to exist. This one is shown in two views (above right) and sold at the RM auction in Phoenix in January of this year for \$423,500. Below right is a view of the hubcap figure from the sedan shown on page 16.

practical. If they are, why not finance and build such a car? Maybe something good will come out of it.”

The car was named after one of the 12 men. It had a straight eight engine and the body was built by Budd. Joseph Urban created its colorings and Schumacher made the fabrics.

The car was a front wheel drive car, and claimed to be the first in America. Most sources say that the Cord L-29 front-wheel drive cars actually reached public sales before the Ruxton.

There do not appear to be any definitive numbers about the cars produced but some have estimated the total at somewhere between 200 and 500, some of which were not sold until 1932.

Archie M. Andrews, a promoter and financier was the head of the company. The

*(Continued on page 16)*

ally centered upon motor cars. And it was the common opinion that the automobiles they owned, while rated fine and dependable, fell somewhat short of the consummate.

“Body silence, riding comfort, flowing motion, all the other attributes so flowingly promised had never been realized to the full. More than all else, these cars lacked the individuality of design which sets their homes and their other personal possessions apart.”

After ideas and suggestions and considerable discussion, “Let’s see if these conjectures of ours are





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cars were actually built first by Moon in St. Louis and later in Hartford, Wisconsin by Kissel. There was no end of controversy and in a short time both Moon and Kissel were no longer producing cars.

The car was named after William V. C. Ruxton of the New York Stock Exchange. It was hoped that he would invest in the company, but he did not.

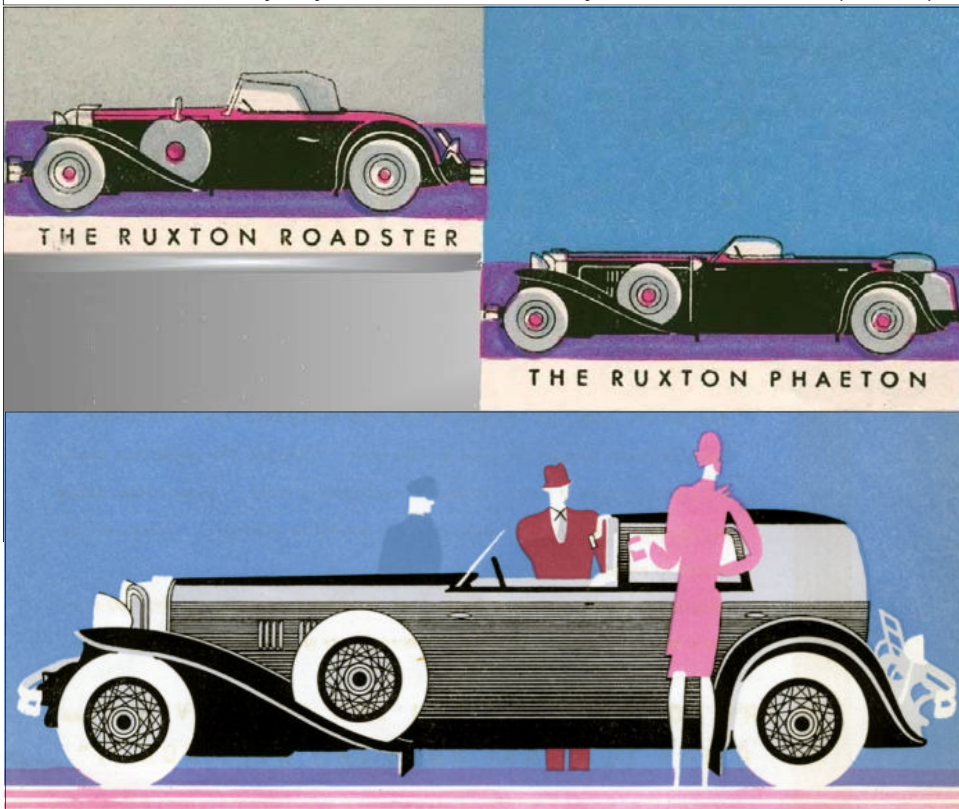

The car had an eight cylinder 100 horsepower @ 3400 rpm engine and sat on a 130 inch wheel-base, about 10 inches lower than other cars of that era (except for the Cord L-29). The front wheel drive meant there was no traditional drive shaft which enabled the car to be built much closer to the ground than most other cars of that era. Some sources quote the horsepower as 85 at 3100 rpm with a 3 inch bore and 4 3/4 inch stroke and 268.8 displacement. Wheels were 19 by 6.00 and weight was 4670 pounds. Prices were from \$3,195 to \$4,500. Height of the sedan was 5'3". Hydraulic brakes were featured. It was known for its lack of running boards and for wild color combinations. See [www.arizonacca.com](http://www.arizonacca.com) where more of the *Roadrunner* photos are in color.

Adding to the exotic look of many of the Ruxtons were the Wood lites that were fairly commonly used on these cars.

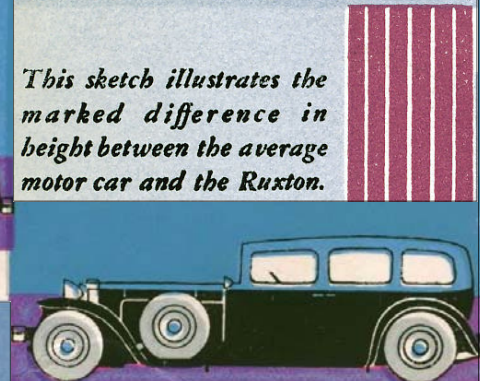
The designer of the car was William J. Muller who worked for the Budd Manufacturing company. He is supposed to have consulted with C. Harold Wills, the designer of the Wills-St.Claire Full Classic®.



Above right is a Ruxton sedan as shown in the Nethercutt Museum in Sylmar, California. The colors graduate from pale pink to dark rose in bands along the body side. Note the Wood lites. Below: Four different body styles were offered by Ruxton in 1929 (below).

*This sketch illustrates the marked difference in height between the average motor car and the Ruxton.*



**THE RUXTON SALOON**

The large depiction to the left is the "Ruxton hansom for town travel" emphasizing its low 5'3" roofline. Ruxton's phrase: "A car so low that you can look over it...a car so smart none can overlook it."



One of Ruxton's most dramatic models was the phaeton, pictured here. This is a 1931 model. Notice the swoop of the front fenders, the lack of running boards and the wood lites. It was believed to be one of only two Ruxton phaetons ever built. The hub caps showed a mythological half-eagle, half lion. Not all Ruxtons had Wood lites, but many that survived did.