

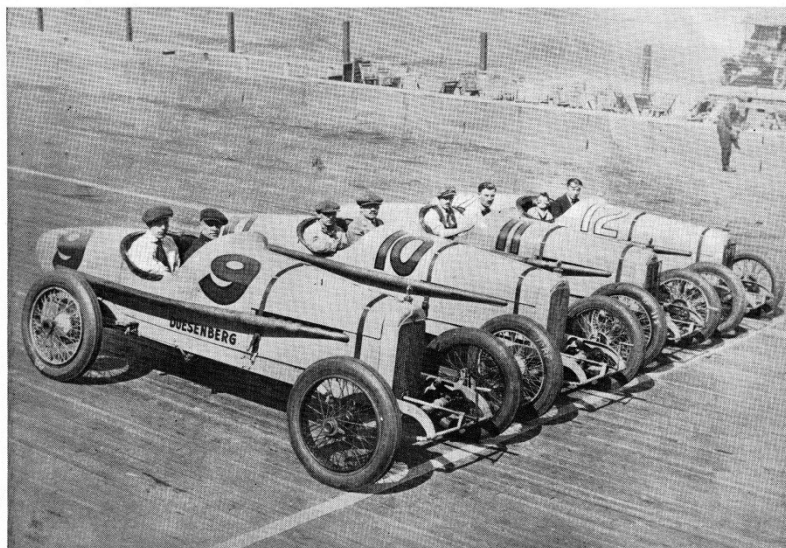
# Information about the medal to date

- I have included some information about myself and my family to show a direct link to the medal by way of my Grandparents, Mary and Lester Haley.
- I would also like to note that none of this would be possible without the prior research conducted by Gary Doyle regarding Jimmy Murphy.

Jimmy Murphy still holds the record for the highest winning percentage of all Grand Prix/F1 drivers, .500. He placed 1<sup>st</sup> in the 1921 French Grand Prix and 3<sup>rd</sup> in the 1923 Monza.

Peter Gruich

June 2019



#### FACTORY TEAM

The history of racing is replete with examples of factory sponsored teams which at times have been glorious. Others have been less so. One team that seemed to travel to that former pinnacle from near the latter was the Duesenberg team which materialized in 1920 for the new 183-cu./in. formula. The four cars, lined up here at an unidentified board track, went to Indianapolis that year and despite a handicap in overall speed carried Tommy Milton

(9) to third, Jimmy Murphy (12) to fourth, and Eddie Hearne (11) to sixth. Eddie O'Donnell (10) left the race before the finish, embarrassed by a sudden lack of oil pressure. The 181.6-cu. in. Straight Eights picked up horsepower, as well as reliability and speed, later on when a new camshaft was designed to eliminate faulty top end performance. The cars then went on to more spectacular victories.

—Griff Borgeson

The “early” days of racing.

I used to ask my grandmother to take me to the Indianapolis 500. She said that they used to go often but today “I can sit on the front porch and watch the cars go by just as fast as they used to go at the 500.”

These are the drivers that she and my relatives that all lived within 40 miles of Indianapolis would see. My uncle told me about attending the 1922 race that Jimmy Murphy won.

He was the first to win the race from the pole in 1922.



“Wild Bill” Cummings  
1934



Louie Meyers  
1928-1929-1933



Bob Carey  
1932



Louis Schneider  
1931



Billy Arnold  
1930



Peter De Paolo  
1925-1927



Harry Hartz  
1926



Jimmy Murphy  
1922-1924



Eddie Hearne  
1923

American Champions.

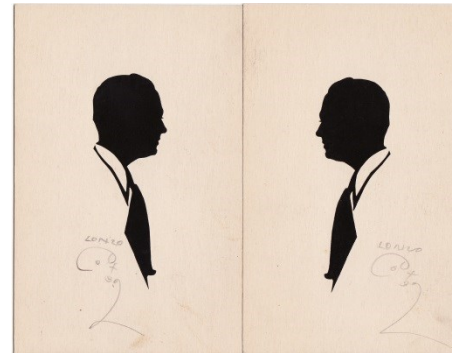
Photo by F. M. Kirkpatrick.

## My Grandfather and E.L. Cord

My Grandfather



The Auburn Cord Duesenberg management team at the Connersville Country Club, 1928



Mr. Cord loved my grandmothers cooking and was a frequent dinner guest at their home in Auburn Indiana. My grandfather purchased paint and interior trim for ACD. He worked there from 1926 until 1938 and then moved to Detroit when Cord sold the tools to the 810 to Graham Paige. My grandmother left me these "Silhouettes" of E.L. Cord from the 1933 Chicago Worlds Fair.





## ANDRES INSURANCE AGENCY, Inc.

LIFE - ACCIDENT - FIRE - CASUALTY INSURANCE

Telephone 925-4264 Auburn, Indiana 46706 107 N. Cedar St.

May 10, 1975

Mrs. L. L. Haley  
Wedgewood Farm, Box 115  
Centerville, Indiana 47330

Dear Mrs. Haley:

I was extremely pleased to receive the Christmas letters from Roy Falkner. They will be an invaluable addition to the literature collection of the Auburn - Cord - Cuesenberg Museum. The personal thoughts of a man like Mr. Falkner add much to make the museum a place of living history. No doubt they will be on display at Christmastime.

I showed them to my grandmother, Mrs. C. Roy Cary and she remembered also receiving them. Mr. Cary worked in the parts department of the factory and thought highly of Mr. Falkner. Unfortunately she had lost their cards through the years.

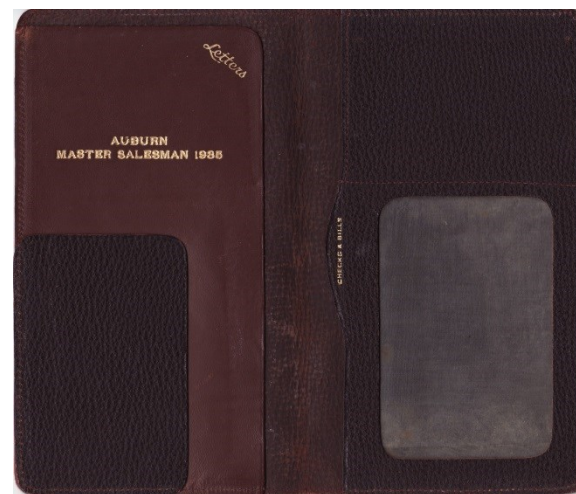
Mr. John Martin Smith, President of the A-C-D Museum asked if you had any additional material such as photographs, brochures, price lists, plans and blue prints and of course movies connected with the company. Although our collection is growing, there still are many points of interest missing. We would of course be very interested in any additional Christmas letters and the photo of the Auburn dealers you mentioned.

Thank you again for the time you took to send these letters. Who knows how many generations will now be able to enjoy the legacy of those who have come before?

Sincerely,

*Stephen C. Andres*  
Stephen C. Andres

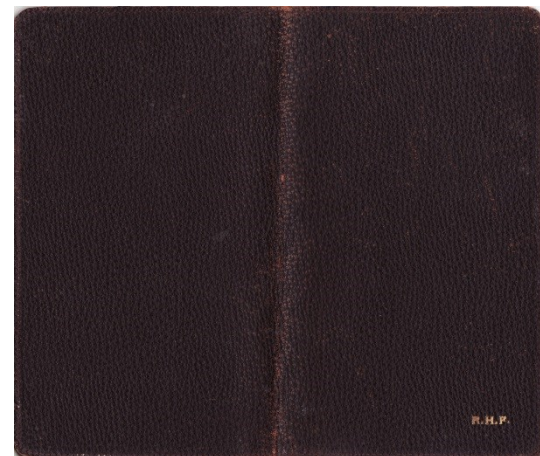
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My Roy Faulkner billfold.

Roy was the President of Auburn Motor Car Company and approved the budget for the Cord 810/812. Roy was a personal friend of my grandparents.

The group photo was also left to me and according to the ACD Museum is the oldest known group photo of the entire ACD Management Team.





MARY HALEY

BOX 115  
CENTERVILLE, IN. 47330



MUNCIE IN X473X 02/24/92 PM

Peter Gruich  
30555 Brush St.,  
Madison Heights, Michigan  
48071

2-21-92  
Dear Peter, I am slow in thanking you for  
the flower, it was very pretty, I still have it -  
I think it will bloom again -  
Here is item about Carl, I found in my scrap  
book. I remember when he transplanted poison  
ivy around her home - not knowing what it was -  
I have been watching the Olympiac's all week -  
Thanks again -

Love ~ Grandma Haley



## My grandfather, grandmother, her brother and myself



My Grandmother



Myself at work, 1985



My Grandfather, Lester Leroy Haley-

People that remember him used to say that he was a “human type person” that people liked. He was one of the people that started the Labor Day Reunion in Auburn Indiana.

The pen holder is a prototype that he had made up for the first reunion. The car is a Cord 810 Beverly made of white rubber.



My Uncle Alton Hartley who invented the homogenization process for milk and attended the 1922 Indianapolis 500



# The Medal



When we make the statement that about 75 per cent of the race car is stock we do not mean that the majority of parts are interchangeable with the stock car, but we do mean that stock forgings are used in a great many instances these being simply machined smaller to meet the weight restrictions of the 125 cu. in. race car. It must be understood for one thing that the stock car has a 134 in. wheelbase while that of the race car is but 100 in. This naturally means a shortening up of the drive shaft and other units, but basically the method of drive and the layout of the units in both chassis are the same. Reference to the photographs and blueprint reproductions will bear out the latter statement.

Naturally in the race car several things had to be done to get the utmost in speed and stamina. These are the two qualities sought by the race car builder and in their attainment things are often done which would not be necessary in a stock car. The use of a super charger, for instance, added considerable to the performance of the small 125 cu. in. engine used in some of the Duesenberg race cars this year. When these small engines reach 4,000 r.p.m. the supercharger becomes very effective, this being shown by the fact that they have reached a speed of 5,500 r.p.m. without loss of power. Thus, as it becomes necessary to speed up the small engines the use of the supercharger is quite effective, but for commercial purposes and with stock engines of over twice 125 cu. in. piston displacement, the supercharger is not as yet deemed very essential by most designers and builders of engines and cars.

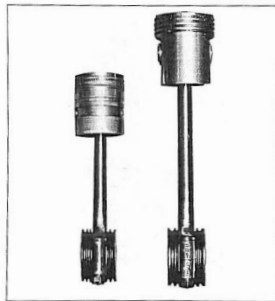
## SPEED AND STAMINA

Speed and stamina are two of the things which the Duesenberg Automobile and Motors Co. has sought to build into its stock car. The Duesenberg car appeals strongest, perhaps, to a class of buyers who seek high sustained road speeds. And as such the car must necessarily have the qualities to "stay put" over all kinds of road conditions just as the race car must be able to stand up under the terrific strain of racing.

It is but natural therefore, that a concern building both race and stock cars should incorporate certain design and constructional features in each type of car, which it has found from experience give the desired results.

To give some idea of the dove-tailing of the efforts on each type of car the experience which Fred and August Duesenberg have had with rear axles is cited.

Back in 1913 one of the drivers of the Duesenberg race cars broke five rear axles during the season. During the winter months following the Duesenberg brothers and their assistants started in to revamp the axles which had been bought on the open market from the axle makers "as is." The axles had been changed by the Duesenbergs in several respects to adapt them for racing, but they still were far from satisfactory. The process of revamping has been going on steadily until an axle has been obtained which is lighter in weight and which meets all the requirements of racing. One has only to recall that axle troubles, in fact, trouble of any kind rarely develops in



At the left is the piston and connecting rod assembly of the Duesenberg racing car, while the other is that of the stock car. Both rods are tubular and carry cooling flanges



Jimmy Murphy

It was a Duesenberg Straight Eight that Jimmy Murphy drove to victory in the French Grand Prix and established a new road record at Le Mans, France, in June of 1921, outdistancing the field by fourteen minutes and fifty-nine seconds. His was the only American car that ever won or was placed in an important foreign event.



*Out of the Crucible of Racing has come Commercial Perfection*



The photo used in this edition of the "Crucible" from 1922 is exactly the same as this black and white conversion of the color photo of mine. An examination shows that the same irregularities that appear about the lower periphery of my medal also exist in the 1922 photo. Also, there is a defect that can be clearly seen over the "R" in France in both pictures.



The back of my medal showing two small scratches.

Also a letter from Fred Duesenberg asking for his medal.



November 2, 1921

MOTOR AGE

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## N. A. C. C. To Aid In Dealer Problem

### Paris Show Proves Great Stimulant to Car Sales

Cheap and Medium Listed Automobiles Selling Well in France—Prices Stabilized

By W. F. BRADLEY

(European Correspondent, Motor Age)

PARIS, Oct. 29.—Manufacturers generally are satisfied with the results obtained at the Paris automobile show. Sales have been good in the cheap and medium class cars and moderate in the high-class cars. When the show opened makers were nervous regarding results, for they had made a considerable effort to attract customers by better value and lower selling price, but they had no assurance that the public would respond. It seems to have been realized that no further price reductions are possible and as a consequence buyers' resistance has broken down and sales have taken place. This movement was accelerated towards the end of the show by a government announcement of the repeal of two cents per litre on the state gasoline tax, to go into effect immediately, followed by another reduction of one cent on Jan. 1.

Owen Clegg of the Talbot-Darracq Co., declared that business had been so good it would have to start a double shift in the machine shops in order to keep pace with deliveries. Isaac Knoblin of the

28 member concerns in the Springfield Automotive Dealers' Assn. participating. This action was taken owing to the degree of interest awakened by the Enclosed Car Show in Hartford, Oct. 27, 28 and 29, which was attended by a delegation of dealers from here. Preparations are being made for a complete showing of enclosed cars.

October business here marks a decided improvement over September. Dealers report that the interest exhibited is at least 50 per cent better and that sales have increased, despite the continued difficulty of the used car situation.

### Duesenberg Asks France for Grand Prix Medal Delivery

PARIS, Oct. 29.—Through the representative of the American Automobile Assn., the Duesenberg company has put in a claim for delivery of the gold medal which constitutes the "Grand Prix" of the Automobile Club of France. The medal was won by Murphy in the race at Le Mans, last July, but was not ready for presentation when the team sailed for America. Disappointed at the delay of nearly three months, the Duesenberg company has appealed to the French Club to forward, without further delay, the trophy, which constitutes the only official proof that it won the big European race.

### Makers Seek Solution to Dealer's Used Car Situation

Gen. Mgr. Reeves Gathers Valuable Information From Personal Contact With Chicago Dealers

CHICAGO, Oct. 29.—Alfred Reeves, general manager of the National Automobile Chamber of Commerce, was in this city several days last week to attend the annual meeting of the National Association of Business Executives. Between sessions of this body, Reeves spent as much time as possible with Chicago dealers, inquiring into the used car situation. In explaining this activity, Reeves said:

"The Chamber is going into the used car phase of the automobile business very seriously. Our contact with the dealers' committee has brought us much excellent information and the members of the Chamber realize the seriousness of this situation more than ever before."

"My conversations with Chicago dealers have been very helpful to me. There is one peculiar phase to this question—it is so interesting and important to talk to a dealer who is troubled with his used cars as it is to talk to a dealer who is moving the used cars rapidly and making money from them. We need information on all points of the question."

"I have obtained some very helpful in-

## BORDINO TO DRIVE FIAT

Los Angeles, Feb. 10—Enrico Bordino, premier Italian speed king, will drive a Fiat in the Washington's birthday race at the Beverly Hills speedway. He will have the 183-in. car which he drove in the Italian **Grand Prix** at Brescia making a speed of 186 kilometers an hour.

Jimmy Murphy, another entrant in the Beverly classic, has been notified by the **French Grand Prix** committee that the **gold medal** awarded him for his **victory** in that event last summer will not be forwarded to him, because of **French** laws governing the export of **gold**. The **Automobile Club of France** has offered to send Murphy the dies, so that he could have a **medal** struck off in this country at his expense. Murphy does not intend to send for the dies. He desires the **medal** but not to the extent of buying it.

This article from 1922 states that it was illegal to ship gold out of France after World War 1. The scratches on the back of my medal were made to determine if the medal was made of gold. I made the small scratch across the longer one for that same purpose.

When Fred Duesenberg discovered that the medals were not gold, he sent them to the photography department for photos used for publicity and in the "Crucible". Afterwards, the medals were sent to the foundry and using the green sand casting process, both medals were mounted on a pattern board, mounted on a foundry cask and rammed up using very fine sand followed by the regular mix. The result is a two sided "Gold Medal".

Afterwards, the original medal probably had no real value. When E.L. Cord acquired the assets of the Duesenberg Motor Car Company and Fred and August Duesenberg became employees of E.L. Cord, my grandfather worked for all three supplying interior trim for not only production cars but also all of the show cars that Auburn Cord and Duesenberg were known for creating.



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What the Duesenberg team won in France. The Grand Prix Medals.

The celebration continues. Happy guy! It looks like George Robertson is getting Ernie Olson a cigarette. Also, you can see the flag system key attached to the cockpit wall directly under Boyer's hand.

WALLER

These are the two medals won by Jimmy Murphy. This page is from "King of the Boards" by Gary Doyle. Gary agrees that I have the medal awarded to Duesenberg, the chassis constructor.



This is the "Gold Medal" currently on display at the Auburn Cord Duesenberg Museum in Auburn Indiana. The second medal is cast onto the backside of this medal and is visible in the mirror mounted on the back of the display. It is displayed as being the medal awarded to Duesenberg for winning the 1921 French Grand Prix.



It is a known fact that this vehicle was developed by a small team lead by Gordon Buehrig. It was a low budget, secret operation with only 6 people. Roy Faulkner approved the budget for the 810 / 812 program. In going through my grandfathers papers, I found a lot of sales information from gear companies. I knew that he purchased paint and interior trim including glass and I knew that “he shut the lights off at the Connersville Plant”. It is also a known fact that to save money they used obsolete tooling from Sheller Industries. My Uncle played poker with Harry Sheller every Friday night.



My Grandfather was assigned to move to Detroit with the Cord body tooling for the 810 when it was sold to Graham Paige. It looks like he was one of the last of the management to go and considering that he was a personal friend of Roy Faulkner and E.L. Cord, I believe that he was given the medal and the billfold as his “bonus” for a job well done. The 810 turned out to be one of the most fantastic cars ever engineered. It certainly had its flaws but they were made up with timeless styling, high quality interiors and engineering that was out of this world at the time. It appears that my grandfather was involved in such matters as the gear problems with the transmission. It is also a known fact that the popular brown color was actually not the color that Gordon Buerhig wanted. My grandfather found a cheaper paint similar to what Gordon wanted so he bought it. Having worked on similar vehicle programs with a small number of people under a “Skunk Works” environment gives me a better understanding of the role that my grandfather played in purchasing all of that componentry for that car. Growing up, my grandmother told me countless stories about those days during my summers on the farm just a couple of miles by back roads from this place they called, “Connersville”. I never could figure out their fascination with Connersville.....

I was part of the very small team that engineered this in 1984 GM Project Gemini. I designed the rear mounted radiator and SMC floorpan. GM flew Harrison Radiator in to quote the radiators. They wanted \$15,000. I took my drawing to Troy Radiator and had one the next day for \$200.00. I wonder where I got that from?

