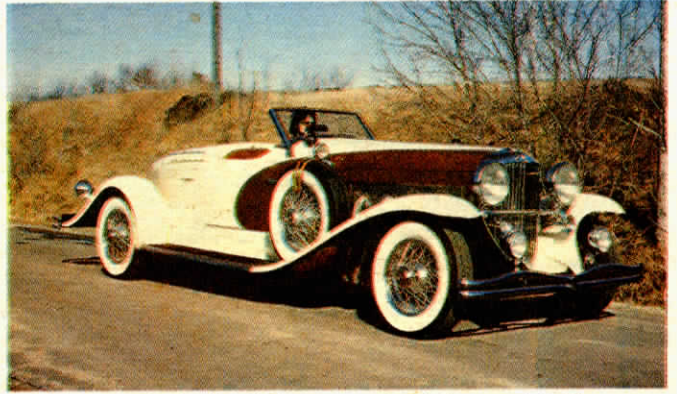


High whitewall tires (tube-type) are manufactured especially for the Duesenberg II.



Headlights and all other lights are made of chrome-plated brass.

"IT'S A DUESIE"

Wisconsin Firm Builds World's Finest Car

By Ralph Watkins

Step aside Rolls Royce, Excalibur and certainly Cadillac and Mercedes. The world's finest passenger automobile is the Duesenberg II, built in Elroy, Wis.

Duesenberg II sales literature issued by the manufacturer, Elite Heritage Motors, recalls U.S. auto-making history: "Out of the crucible of racing roared the mighty Duesenberg. Backed by the legendary E.L. Cord, it was built to outclass everything on the road. The Duesenberg was the "distinction of absolute quality."

Continues modern-day businessman and Elite Motors president Richard I. Braund, "With its desirable appearance from the grand old days of motoring, our Duesenberg II offers passengers the same exhilaration as driving the original classic. Yet it provides the comfort and convenience of a modern automobile. We call it a modern classic."

Price tag? \$125,000, plus tax.

The Duesenberg automobile is the origin of the phrase, "It's a Duesie," and only 472 actually were built — in Indianapolis, Ind., from 1929 to 1936.

It sprang from the mechanical genius of the brothers Fred and August Duesenberg, whose racing cars at one time dominated the Indy 500. The brothers immigrated from Germany, first manufactured bicycles in Iowa, then made racing boat engines in St. Paul, Minn.

Duesenberg II, explains Braund, is not a replica. Instead, it is a modern motor car, updated regularly, yet manufactured in the style and tradition of the original. It looks so much like the original that you can hardly tell otherwise from a few feet away.

Yet it has a modern engine, automatic transmission, power steering, air conditioning, turn signals, a pollution control system, seat belts, power seat and more.

Each Duesenberg II is manufactured to order. Braund's son Richard W. is plant manager, and the senior Braund's wife Pat is part manager.

Thirty employees, many of them young men who grew up on southwestern Wisconsin dairy farms, spend 5,000 hours to make one car.

Production rate at the shop-type factory is one car per month.

How's business?

"Good!" explains Braund. "We've always been sold ahead. If you were to order a car today, we'd deliver this fall. And there have been times we've been sold two years ahead."

There are three basic models, and many details of each car are individually specified by the buyer ahead of manufacture.

Braund claims his car stands alone at the top of the fine car field, though a few European-made cars, mostly sports-type, cost as much.

"Conceptually we're by ourselves, except for Rolls Royce as to prestige," he points out. "But the Duesenberg II is much more exotic."

All Duesenberg IIs are convertibles, and instead of roll-up glass windows, most have removable side curtains. Seats are leather, and there are no outside door handles.

Original Duesenberg features occur throughout: Inside, thick beveled glass protects instruments, including the altimeter, a Duesenberg "trademark." The rear seat of the Royalton has its own folding windshield. There are dual cowl lights, and rearview mirrors on both sides are lashed to the fender-mounted spare wheels by way of attractive leather straps and buckles.

The cars, containing Lincoln engines, transmissions and other mechanical components, are warranted by Ford Motor Company under a special agreement. They can be serviced by Lincoln dealers.

Resale value? "The few Duesenberg IIs that have been re-sold brought more than their original price," reflects Braund. One brought \$500,000.

The Wisconsin car maker contends that not only customers appreciate the car. "In this day and age, when most things tend to be cheap and hurried, we feel the general public appreciates something built with elegance."

For more information, contact: FARM SHOW Followup, Elite Heritage Motors, Elroy, Wis. 53929 (ph 608 462-8100).



Photo courtesy Omaha World-Herald

Overhang at front of the "patriotic" barn sports the head of a bald eagle.

LIGHTED SO IT CAN BE SEEN AT NIGHT

Huge Flag Painted On Nebraska Barn Roof

When the shingles on Dale McKenzie's barn started looking a little rough, he decided something had to be done. "Something" turned out to be a 20 by 32 ft. flag that now adorns one side of the barn roof facing Highway 283, near Elwood, Neb.

"I did it because I'm a patriotic American and proud of my country," McKenzie told FARM SHOW.

He notes that the roof was almost perfectly shaped for the flag. Each strip covers 3 rows of shingles. With 38 rows on the roof, the barn was just

one row short for the bottom stripe. Other than that, the flag is accurate right down to the 50 stars.

Even the small overhang on the front of the barn was put to patriotic use. It has the head of a bald eagle painted on. McKenzie says he's unsure of how much paint was used but that it cost about \$400 to paint the shingles.

Five lights shine on the flag so it can also be seen at night by passing motorists.

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