

Duesenberg J/SJ

MODEL

SERIAL #

BODY STYLE

ENGINE #

JUDGE

CELL

EXTERIOR 120/180

Original Duesenberg or custom coach builder body

METALWORK

Splash aprons
Running boards, Tool box
Sheetmetal matches J/SJ
Front fenders
Hood
Hood hinge rain gutter on underside of piano hinge
Rear fenders
Trunk lid/Rumble seat
Core body
Gas tank cover
Emblems (radiator shell emblem was silver with gold Duesenberg lettering) (Auld and Company)
Headlights/Cowl lights
Tail/Stop lights

Metalwork & Lighting Notes:

- Only one taillight is listed in the parts book. A right bracket was available.
- Only one type of headlight lens was used on all models. 11 1/2" diameter Twilight Mfg.
- Taillight clamp screw is a chrome plated acorn head
- Headlight bracket clamp screws are the same chrome acorns as used on engine

-There are two possible headlight brackets.

*Style one first 250 cars

*Style two after 250 cars with horn accommodation

PAINT

Color within ACD Spec
Uniformity to spec
Condition
Uniform shine

Auth

YES / NO

Cond

/ 30

/ 45

/ 1

/ 2

/ 2

/ 2

/ 3

/ 1

/ 2

/ 2

/ 7

/ 2

/ 2

/ 2

/ 2

/ 2

/ 2

/ 5

/ 4

/ 1

/ 5

/ 5

/ 5

/ 5

/ 1

/ 5

/ 5

/ 20

/ 50

/ 5

/ 15

/ 15

/ 40

/ 10

EXTERIOR TOTAL:

/ 120

/ 180

Auth

/ 30

Cond

/ 25

PLATING

Condition of plating
Proper chrome/satin/nickel
Body moldings
Gas filler assembly
Door Handles
Locks
Bumpers, Medallions, and Hardware

/ 10
/ 10
/ 4
/ 4
/ 4
/ 4
/ 4

/ 10
/ 6
/ 3
/ 2
/ 2
/ 2

Bumper Notes

- Back of bumpers should not be polished or chromed but is satin silver (semi-gloss) on all J models.
- Bumper bracket can be painted body or black
- Front Bumper medallion is held on by a bolt and not a nut and stud arrangement.
- Rear Bumper medallion has spacer between Back bar and face bar. Front Bumper does not have a spacer.
- Bumper medallions centers are chassis color or black
- Bumper end bolts are fine thread with stainless caps. Nuts are thin hex Nuts with one side rounded no lock washer.
- Bumper mounting clips are painted not chrome/chrome Rear for luggage rack
- Bumper mounting bolts are acorn bolts and tall acorn Nuts at top Front and top rear.
Bottom Front are acorn bolts and standard hex nut.
- lock washers were not used on Bumper mounting bolts

CONVERTIBLE TOP BOOTS

Headliner or bows and pads
Proper Hartz canvas
Proper color – period
Proper snaps and curtain
Proper window, material and size
Weatherstripping condition
Canvas condition

/ 20
/ 3
/ 10
/ 2
/ 3
/ 2

/ 35
/ 5
/ 5
/ 5
/ 20

TRUNK OR RUMBLE SEAT

External, internal, or rumble seat
Period interior lining
Screws, hinges and hardware (including trunk rack)

/ 15
/ 8
/ 4
/ 3

/ 15
/ 8
/ 4
/ 3

GLASS

Clear laminated
Proper markings

/ 5
/ 4
/ 1

/ 10
/ 10

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INTERIOR 170/130

INTERIOR TOTAL:

/ 170

/ 130

FIRE EXTINGUISHER

UPHOLSTERY

Proper color combination-period
Proper leather/cloth-period
Proper patterns, frames and
Map pockets
Workmanship fit and finish

FLOORS AND COVERINGS

Proper carpet material
Proper patterns and inserts
Proper color combination
Workmanship fit and finish

HEADLINERS AND BOWS

Chrome top mechanism
Pads and bows
Workmanship fit and finish

OR

SEDAN HEADLINERS & BOWS ALTERNATIVE

Headliner material
Headliner pattern
Headliner feature trim
Workmanship fit and finish

INSTRUMENT PANEL

Proper sweep or drum speedo and tach
All other instruments
Engine turned black nickel dash insert
Proper wiper motor(s)

Instrument Panel Notes:

Instrument panel is engine turned black nickel

AuthCond

Yes / No

/ 40

/ 30

/ 15

/ 10

/ 10

/ 5

/ 30

/ 20

/ 15

/ 15

/ 3

/ 2

/ 15

/ 20

/ 15

/ 15

/ 5

/ 15

/ 20

/ 15

/ 5

/ 10

/ 5

/ 15

/ 30

/ 25

/ 5

/ 10

/ 10

/ 5

/ 5

CONTROLS, WHEEL, PEDALS AND LEVERS

Proper steering wheel
Steering wheel controls and cap
Pedal pads
Shifter and emergency brake lever

Black is standard, black and white marbled shifter knob opt.

Controls condition fit and finish

Controls steering wheel pedals and levers Notes:

-Only one shifter knob appears in the factory parts catalog which is black
-Control rods were cadmium plated
-Control rods chrome with integral ball stud?
-Steering jacket tube is chrome
-Brake pedals have aluminum stops attached to arms. Each has a return spring affixed to a clip on the master cylinder

ELECTRICAL SYSTEM

Correct harness style
Proper harness connections
Harness organization and condition
Correct cutout with short legs

HARDWARE

Door Handles
Sill plates
Condition fit and finish

AuthCond

/ 20

/ 15

/ 3

/ 5

/ 5

/ 5

/ 2

/ 15

/ 20

/ 15

/ 10

/ 7

/ 3

/ 15

/ 20

/ 15

/ 10

/ 10

/ 15

Duesenberg J/SJ

MODEL _____

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BODY STYLE _____

ENGINE # _____

JUDGE _____

CELL _____

ENGINE AND CHASSIS 165/135

ENGINE AND FUEL SYSTEM

Engine matches J/SJ type _____ / 5

Carb EE-3, UUR-2, UU-3, DDR3 or Updraft Schebler _____ / 4

Proper Autopulse glass dome 2x or 3X fuel pump _____ / 3

-For the first 250 cars. After the first 250, a Stewart Warner in tank pump was standard

-Downdraft carburetors were supplied with air cleaners painted engine green.

-Updraft carburetors were not supplies with air cleaners.

Air cleaner for downdraft all others without _____ / 3

Fuel tank _____ / 5

Fuel lines _____ / 3

Linkage and placement _____ / 2

Condition fit and finish _____ / 30

TRANSMISSION AND REAR DIFFERENTIAL

Transmission is a Warner T72 HiFlex 3F1R box with _____ / 5

shifter mounted on bell of case, emergency brake mounted on right side and fill plug and left.

Rear differential is a banjo housing mfg. _____ / 5

by Columbia and utilizes a third member attached by twelve (12) case studs and rear cover attached by twelve case studs.

ENGINE COMPARTMENT

Leaf springs, shackles and perches _____ / 3

Brake lines copper color _____ / 1

Factory firewall _____ / 3

Firewall matches Frame _____ / 2

Pans _____ / 2

Jack and tool kit/Tool box compartment _____ / 1

Steering components _____ / 1

Shock absorbers (opposed piston type shock, Delco Lovejoy, Watson snubber known combinations) _____ / 3

Stabilators should be black or chrome with no manufacturer tags _____ / 1

-Shocks should be chassis color

Underside of hood body color/natural aluminum _____ / 1

(Factory hood straight hood only. Factory molded hood and custom coach builder hoods are painted underneath) _____ / 1

Cadmium plating _____ / 1

Hood prop _____ / 1

Master cylinder _____ / 1

Brake baking plates should be chassis color _____ / 1

Factory bellhousing _____ / 2

Engine # on bellhousing, Chassis # (VIN) on firewall and frame _____ / 5

Condition fit and finish _____ / 25

Auth

/ 35

Cond

/ 30

COOLING SYSTEM

Hoses and belts _____

Clamps _____

Cadmium plating/painted hardware _____ / 5

Proper radiator tanks, core _____ / 10

Feders Tag on flat style radiator, no tag Winchester _____ / 1

Condition fit and finish _____ / 15

EXHAUST SYSTEM

Proper muffler _____ / 5

Cut-out _____ / 3

Exhaust tip _____ / 3

Exhaust manifold porcelain _____ / 4

Flexpipes and fender escutcheons SJ _____ / 5

Workmanship fit and finish _____ / 15

ELECTRICAL SYSTEM

Spark plugs, loops and wires _____ / 2

Generator, cut-out and brackets _____ / 4

Starter and switch _____ / 4

Ignition switch and coil _____ / 3

Circuit breaker _____ / 2

Distributor _____ / 3

Horn and clamps _____ / 4

Horn relay _____ / 4

Bijur oil system _____ / 1

Accessory power _____ / 1

Harness cloth wrapped _____ / 2

Condition fit and finish _____ / 25

CHASSIS, TIRES, WHEELS, HUBCAPS

Factory frame _____ / 10

Wheels _____ / 10

Nickel plated bent stems with chrome metal caps Hubcap lettering _____ / 4

Lock rings _____ / 3

Tires whitewall/blackwall 7.00 X 19 _____ / 3

Condition fit and finish _____ / 25

ENGINE AND CHASSIS TOTAL:

/ 165

/ 135

Auth

/ 20

Cond

/ 15

/ 20

/ 15

/ 30

/ 25

/ 30

/ 25

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CELL _____

EXTRA POINTS

EXTRA POINTS TOTAL: / 3

EXTRA POINTS

BONUS POINTS - 1 point each - maximum of 3

Pilot Ray driving lights	_____ / 1
Buell air horns	_____ / 1
Cigar lighter (front or rear)	_____ / 1
Duesenberg hood mascot	_____ / 1

ENGINE NOTES

****Gas Tank and Fuel Line Notes**

-There were two different gas tanks supplied. First 250 cars only have a fuel pickup. Second 250 has a large boss on right side to accommodate the Stewart Warner in tank pump

- First 51 cars had early style tank without boss but had filler neck at rear versus on the side.
- Fuel lines were clamped to frame atop fiber blocks.
- Gas tank was insulated from frame using leather washers
- If the Stewart Warner pump was used, there is an electrical pressure regulator on the outlet side of the mechanical pump to turn off the pump when the system reaches normal operating pressure .
- A cover was used on the fuel line
- The gas tank filler neck was held on using Duesenberg acorn bolts

**** Transmission should be chassis color but could show traces of red lead primer/paint**

***** Transmission emergency/handbrake band natural aluminum**

Rear axle and Torque Tube Note

- Two different differential cases. One aluminum (rare) first 250 cars and one cast iron.
- Two rear covers depending on third member. First 250 cars have two bolt rear cover. After 250 cars have four bolt rear covers.
- Torque tube yoke mount on frame marked SWB or LWB
- Bijur fitting on torque tube yoke
- Differential is held to banjo with castle nuts
- Rear axle carrier bolts have drilled heads and are safety wired
- Backing plate bolts are special J-3056 and J3060 for the drilled style
- Radius rod bolts use castle nut
- Brake pipes are clamped to radius rods with 4 clamps with fillister head screws

Master Cylinder Brake notes:

- End has four bosses; 1.Outlet, 2.Brake switch and adapter, 3.Square head plug, 4.Hex head plug
- Pipe to valve is looped in 3/8" copper
- Brakes lines are copper colored (originally heavy walled coper but can be replaced with copper colored steel)
- 2 Flexhoses. Front hose has spring support in center to hold up and out of the way.

- Brake pipe is clamped to center of front axle
- Boosters use large diameter 7/8"-15/16" vacuum hose
- Booster valve has screw in elbows each pointing in an opposite direction
- There is a metal tube coming down from the firewall elbow to the booster valve
- 45 degree elbow intake, short hose to 90 degree elbow on firewall

- Weather dial has black background, knob is chrome
- Fittings through firewall held on with this washer and thin nut both are chrome plated

Suspension Notes

(shackles and pins)

- Shackle pins have Allen socket pipe plug
- Shackle nuts are thin castle nuts locked with cotter pins
- Front shackle on rear spring is installed so spring eye is below pin extending from frame (often inverted in error)
- Front shackles are Bijur lubricated
- Front spring front pin has special adjusting nut which is clamped in the frame by a hex bolt.

- Shackles and pins are not plated
- There were five steering boxes used mfg. by Ross
- *Early version box larger with castellated adjusting plug.
- **Later versions of box was smaller with hex adjusting plug made by Ross.
- Steering arms were different based upon the steering box used. Early arms had a square end and the later version had a tapered end.

Springs

- All leaves are tapered and rounded
- Springs were made by Detroit Steel Products and show a "D" on the bolts of the rebound clips
- Front springs have an extra ½ of a leaf on the top of the rear half of the spring
- Front axle rubber bumper is clamped by the U-bolts to the top of the spring. Rear axle bumper mounts on frame just above the rear axle
- Front spring U-bolts are forgings with a special cross section
- Rear spring U-bolts are standard round threaded stock
- U-bolts are held by tall shoulder slotted nuts
- Front spring has two rebound clips and the rear has four
- Leaf springs were not supplied with covers or "gators" by factory (See extra credits)

***** Misc. color**

- Bijur pump has pot metal base in green and tower in polished aluminum
- Crankcase/oil pan natural aluminum

ENGINE NOTES CONTINUED

Cooling System Notes:

- Radiator is green
- Fan blade is aluminum and hub is black
- Two possible radiator cores; early V-shaped and later flat standard
- Lower two hose clamps at radiator are cadmium all other chrome
- Shutters may be painted
- Radiator drain petcock is special long neck with cast tee handle
- Radiator fill cap has two styles; (1) smooth, (2) smooth and scalloped cap one drilled for Duesenbird

- Duesenbird mascot is two-piece riveted
- Six different hood ornaments were used. J-4381 to J-4385 plus one unknown part number
- Factory illustration shows fan held by cap screws

Exhaust Notes:

One-piece configuration:

- One-piece manifold attached by nuts with tall hub
- Downpipe has a cast flange
- Downpipe has asbestos wrap
- Downpipe uses a heatshield
- Exhaust manifold is held to block with tall nuts
- Exhaust manifolds first 100 black vitreous enamel, balance of production in finished in green vitreous enamel to match

- There were 4 heat shields. Front muffler, rear muffler, tailpipe and gas tank.
- There were two versions of tailpipe tips. Early short, later long.
- Tailpipe is held on to chassis with a tapered bracket.
- Tailpipe held to crossmember with an eyebolt
- Cutout held to frame by bracket. SWB and LWB are different.
- Front muffler clamp bolts to frame and also clamps headpipe
- Cutouts were mounted on the left side as standard
- Round tube with welded on yokes
- Front rod has adjustable ball stud on end
- Handle held on with acorn bolt

Two-piece Configuration:

- Headpipe had 1 welded flange and 1 loose flange. Used 1 square gasket and one O-ring type

- U-shaped shield bolts to rear muffler flange, oil pan and frame.

Electrical Notes:

- Circuit breaker should say Delco Remy since the two companies merged in 1928 and officially changed their logo

- Breaker cover was black, green on factory show cars, never chrome
- Light switch, cover, mount, control lavers are all cadmium and never chrome.
- Factory illustration shows Rajahs as spark plug wire ends

- Factory illustration shows ignition key made by BASCO

Items that should be painted black from the factory are:

- Distributor (Delco Remy)
- Starter
- Generator
- Voltage regulator

Horn Notes:

- Inside engine compartment horn first 250 cars

- Two types of K-22 Horns after first 250 cars. One was factory installed and the second designed for field installation. Both domed and top hat designs were used. No other horns were used in production.

- Wires to horn came through metal conduits

Chassis Lubrication Notes:

- There are two sizes of reservoir tanks (first 300 cars smaller, after 300 was larger)

- Tag on cap has black background and raised letters. It is held with 2 tubular rivets which allow air to enter the tank.

- Tank is held to firewall with two chrome hex bolts at top and a chrome plated strap at the outlet neck on the bottom. Strap has special thin square head bolt through the firewall, clamping is by a slotted screw and nut. All items are chrome plated including outlet cap and tube fitting.

- Bijur supply pipe is chrome plated and is clamped to bellhousing and rear engine breather by a plated line clamp. Clamp mounts on one firing order plate bolt and one breather mounting bolt.

- Front and rear Bijur hoses are a fabric reinforced sheath covering a rubber hose.

- Drag link Bijur line is clamped midway to front of draglink with a painted steel clamp.

Tires and Wheel Notes

- Later cars used 17" drop center wheels?

- Hubcap lock key

- No medallion in spare hubcap, rare "265" emblem known to have been used in 1931

- Spare hubcaps were chrome plated

- All spare hubcap had recesses that were painted the same red as medallion

- Rear spare was available as special equipment

- Spare supports were aluminum painted body color

- Special oval head slotted screws hold aprons and fenders to supports. They have pointed ends and heads are a smaller than standard oval head screws

- There is an aluminum bolt plate used under front fender where it clamps to support

- Spare tire covers were available in various configurations

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ENGINE #

JUDGE

CELL

MARQUE COORDINATOR REVIEW:

CHIEF JUDGE REVIEW:

BOD CERTIFIER OF JUDGING REVIEW:

JUDGING REMARKS / FINDINGS: