"Twentieth Century Hustler" was used as a nickname in 1906, the company’s product was more often identified with sedate slogans like “There is No Better Motor Car.”
The American automobile industry began modestly in 1896 when the Duryea Motor Wagon Company of Springfield, Massachusetts sold 13 identical gasoline-powered vehicles. The company would last only three years, however brothers Charles and Frank Duryea became the first Americans to attempt to build and sell automobiles at a profit, thus opened the commercial period of the American automobile industry.

The first Duryea automobile, one of America's first gasoline-powered cars, was built in Chicopee, Massachusetts by brothers Charles E. and J. Frank Duryea in 1893. Charles, the designer, called on his younger brother Frank, a trained machinist, to complete the prototype as he attended to his bicycle business in Peoria, Illinois. (The first Duryea is now in the Smithsonian Institution.) The second Duryea was built entirely by J. Frank in 1895. It was this vehicle, with Frank as the driver, which won the first motor car race in America, the Chicago Times-Herald race, on Thanksgiving Day in 1895.

Photo shows Charles Duryea in his “Motorized Wagon” after winning the Chicago Times-Herald event. Duryea covered the distance in 7hr 53min at an average of 7mph.

That same year, Charles organized America's first company for the manufacture of gasoline automobiles. In 1896, the Duryea Motor Wagon Company hand-assembled 13 identical motor vehicles. Two of these raced in the London to Brighton Emancipation run. The automobile driven by J. Frank Duryea was the first to cross the finish line.

The company was moved to Peoria and began experimenting with three-wheeled vehicles. The brothers began to argue and the company was dissolved in 1898. **J. Frank remained in Massachusetts and joined the Stevens Arms and Tool Company, and ultimately produced the Stevens-Duryea automobile which lasted until 1927.**

Charles moved to Pennsylvania and for the next several years tried many unsuccessful ventures in automobile manufacture producing primarily three- and four-wheeled three-cylinder cars with the single steering tiller control. However, automobiles remained a very important part of his life.
With many writings on the subject, he also served as mechanical editor and consulting engineer for *Automobile Trade Journal*. He died in Philadelphia on September 28, 1939 at the age of seventy-six.

**A Tribute to J. Frank Duryea, Antique Automobile, Vol. 31 No. 2**

American automotive pioneer J. Frank Duryea (center) enjoys a ride in one of the Duryea cars built in 1896. At left is William Pollock, AACA National President in 1959 when the photograph was taken and, at right, AACA member Paul Cadwell, owner of the Duryea. Ken Stauffer Photo

The dateline on the newspaper read February 15, 1967, and stated quite directly, "J Frank Duryea of Madison, Connecticut, co-designer with his brother Charles, of the first gasoline-powered automobile, built in the United States, died today. He was 97."

With the completing of this chapter, the book on the first generation of the automobile in America is nearly closed. As we look ahead to an era of automobiles powered by atomic energy and solar batteries, it hardly seems possible that it has been but 73-plus years since September 21, 1893.

On that fall day, J. Frank Duryea turned the crank and, "The car started and gathered speed as it ran the short distance of the drive to Spruce Street, where I turned to the right. I was on my way in America's first gasoline propelled vehicle."

J. Frank Duryea once described himself and his brother Charles as "a couple of bicycle mechanics, like the Wright Brothers, who hit on something at a time when the world was ready for it."

In retrospect it would seem that this is a gross understatement, and the Duryea Brothers' efforts lit the fuse on what was to explode into something which, more than any other material factor, influences the lives of all of us—the American automobile industry.

In their later years, the lives of the Duryea Brothers were darkened by a family feud which went with them unresolved to the grave. However, memories of this will pass with time, and what will remain will be a memory of the chemistry these two made together to give us a practical gasoline-powered automobile.
To AACA Honorary Member J. Frank Duryea—the man who also won the first automobile race in America, and the first London-To-Brighton Run—we bid a fond farewell. May the road be straight and the bumps easy ones.

It is amazing to think that J. Frank Duryea would have seen several of the automobiles that are now in the Seal Cove Auto Museum when he participated in AACA events from 1953 when he became an honorary member to his passing in 1967. He would have met Dr. Samuel Scher, James Melton, Henry Austin Clark Jr., Briggs Cunningham and, most likely, Seal Cove Auto Museum Charter Member, Curtis Blake.

Stevens-Duryea – Chicopee Falls, Massachusetts – (1901-1927)

*From the Standard Catalog of American Cars 1805-1942...*

At the turn of the century, in Springfield, Massachusetts, J. Frank Duryea organized the Hampden Automobile & Launch Company. The car he built as a Hampden prototype became the Stevens-Duryea in 1901.

His work having come to the attention of the J. Stevens Arms & Tool Company of Chicopee Falls, a deal was done which resulted in the entire Hampden operation moving into the top floor of the Overman factory which the armaments firm had purchased earlier. There the Stevens-Duryea was put into production late that year, a $1200 wire-wheeled runabout. It was powered by a two-cylinder 5 hp horizontal engine that was started from the seat and steered by a tiller. A three-speed sliding gear transmission was featured. Three-point motor suspension arrived in 1904, followed in 1905 by Stevens-Duryea’s first four, a 20 hp $2,500 touring car.

In 1906 a huge 50 hp shaft drive six was introduced at $5,000, and the character of the Stevens-Duryea as a high-quality and high-priced car was irrevocably fixed. Prestigious conservatism was a mark of the Stevens-Duryea. Tough “Twentieth Century Hustler” was used as a nickname in 1906, the company’s product was more often identified with sedate slogans like “There is No Better Motor Car.”
An occasional roadster was offered but the mainstay of the Stevens-Duryea production, which averaged about 100 cars a year, was composed of larger touring cars and limousines, the rear seats of which were adjustable several inches up and down, and fore and aft, on some models by 1912.

Until 1906 the Stevens-Duryea had been built under the aegis of the J. Stevens Arms & Tool Company; in May that year the Stevens-Duryea Company was organized as an independent venture with a capital stock of $300,000. By January 1915 a total of 14,000 Steven-Duryeas were on the road but the company closed down its assembly line that month.

Although free of debt, the firm lacked working capital; New York banking interests were willing to supply financial help but certain conditions were specified, purportedly including the manufacture of a cheaper range of cars, to which J. Frank Duryea would not agree. For a short while he continued making and selling repair parts for his cars but by June of 1915 the Stevens-Duryea factory, as well as the J. Stevens armaments plant, were sold for a million dollars apiece to Westinghouse, which needed the facilities for war work.

Following the Armistice, in July 1919, Ray S. Deering, in association with Thomas L. Cowless (who would serve as chief engineer) and several former Stevens-Duryea people, purchased the name, goodwill and rights to the Stevens-Duryea, as well as its factory from Westinghouse.

Reorganizing as Stevens-Duryea, Inc., Deering updated and revived the venerable Stevens-Duryea six, its horsepower now up to 80, though inflation spiraled its price tags to figures approaching $10,000. In January 1920 Deering also bought out the electric passenger car business of Baker, Rauch & Lang, and began building the Rauch & Lang taxicab in a new plant in Chicopee Falls next to the Stevens-Duryea factory.

In January 1921, John G. Perrin (well known in the field as the man behind the Lozier) joined the company staff as a consulting engineer. By the spring of 1922, however, what Automobile Topics called “a chain of misadventures” (including an unchecked inventory which had run wild and a bank failure) resulted in Stevens-Duryea, Inc. moving into receivership.
The receivership endured fourteen months, during which the company built and sold 116 new cars and disposed of 92 reconditioned models. Thereafter a syndicate headed by Ray M. Owen (whose previous efforts had included the Owen Magnetic) purchased the company and announced plans to continue manufacture at the rate of 200 cars a year.

Production under the George Owen regime began in January 1924. Although designated the Model G, the Stevens-Duryea was essentially the same car which Deering had introduced as the Model E in 1920.

During the fall of 1925, Stevens-Duryea, Inc. announced that production remained ongoing, with cars being built as orders were received. The orders stopped sometime in 1927, and the Stevens-Duryea was gone forever.

This is a Stevens-Duryea Model Y, a very large car with a hood length that was designed to tell you it was something special. The Model Y was produced between 1909-12, was a 54 hp car from 1910 on and the chassis had a 142″ wheel base.
Fit for a Vanderbilt

Excerpt from the Biltmore website
http://www.biltmore.com

On May 21, 1913, Chauncey Beadle provided George Vanderbilt, who was vacationing in Paris, with the following information:

“Your new Stevens-Duryea car has arrived and Mr. T. Lamar Jackson of Washington came here to demonstrate the car and explain its features to Raymond. It is a beauty and I am sure that you will not only like it, but that it embodies practically the last word in motor-car construction. Raymond is anxious to practice with the car on a few occasions before your home-coming in order to familiarize himself with the changed conditions of mechanism, otherwise your car will not be used.”

Mr. Vanderbilt had arranged with T. Lamar Jackson of Washington, D.C. (a dealer in Stevens-Duryea automobiles) to trade-in his 1912 Stevens-Duryea Model “Y” for a 1913 Stevens-Duryea Model “C-Six” seven-passenger touring car. The company’s slogan was “There Is No Better Motor Car.”

This 1913 Stevens-Duryea is the only vehicle purchased by George Vanderbilt that remains in the Biltmore collection. For many years, it was stored in the Sale Barn near Deerpark until that structure was renovated in 2004 to become Lioncrest. The car was then moved to the upper floor of River Bend Barn.

During the planning process for Antler Hill Village, the idea developed to display the Stevens-Duryea for our guests to see for the first time. The car’s age and significance to the Vanderbilts made it a natural fit with the storytelling and family history focus that characterizes the “feel” of the village and our guests’ experience there.

While the Stevens-Duryea is in a remarkably well-preserved state, in order to exhibit the car, it must first be conserved to prevent its condition from deteriorating further. Our own Biltmore conservators have begun the painstaking process of conserving the vehicle’s interior and exterior. The undercarriage and mechanical components are being conserved by experts from B.R. Howard & Associates. Their conservators are highly-respected for their work with historic transportation objects. Several members of their staff will be working on the Stevens-Duryea here at Biltmore, rather than transporting it to their workshop in Carlisle, Pennsylvania.

According to Chief Conservator Nancy Rosebrock, “The bulk of Biltmore’s work will take place during the spring before the car is installed at the winery.”

The approach to preserving the Stevens-Duryea will be guided by the same ethics and standards of practice that our conservators adhere to when working on any object in our collection, which is respect for the integrity of the object in its current state. Stabilization of damaged areas and deteriorated materials will be the first priority. That will be followed by the cleaning of every surface, repair of damaged areas, and protection of the components from further deterioration. The intention is not to make the car look as it did when it was new to George Vanderbilt, but to present it as an artifact of family history that has survived, albeit with some modifications that are now part of its story.
Once completed, the car will be on exhibit in a closed, climate-controlled space in Antler Hill Village, just outside the Winery’s newly expanded retail space. Like many objects in our collection, guests will not be able to touch the vehicle, but they will be able to see it close-up and get a sense of the Vanderbilts as a family who enjoyed one of the most exciting new inventions of the 20th century—the automobile.

Some of the Stevens-Duryeas Extant:

William Putnam driving his Uncle Percy’s 1910 Stevens-Duryea automobile around Mars Hill, Arizona.

A prolific writer, Putnam has produced a number of mountaineering guidebooks, as well as books with historical subjects, such as "The Explorers of Mars Hill," (1994), and 'Percival Lowell's Big Red Car,' (2004), about this great-uncle's 1910 Model Y Stevens-Duryea automobile, which Putnam owns and pays to have toured around the country to promote the observatory.

RM Auctions, Vintage Motor Cars of Meadow Brook Saturday, August 2, 2008

1913 Stevens-Duryea Model C Five-Passenger Touring Car Chassis No. 564. Lot was sold at a price of $330,000

The Richard C. Paine Jr. Automobile Collection
Charitable Trust’s 1909 Steven-Duryea Model Y
Touring

Engine # 14

Car Number 2952

In 1906, the company introduced the Model S featuring a six-cylinder engine. With 50 horsepower and a 122 inch wheelbase, the car was an instant success, with over 900 examples produced in its first year.

From 1906 through 1909, the Model U was produced. It was a lighter version of the Model S, sitting on a shortened 114 wheelbase. The 35 horsepower engine was quick and responsive, and ultimately aided in the sale of over 2000 Model U models. In 1910 the Model AA was introduced as a replacement for the Model U; featuring a 35 horsepower engine and a 128 inch wheelbase, the vehicle was built from 1910 through 1912.

In 1908 through 1912, the 4-cylinder Model X was produced. It featured a 124 inch wheelbase and a 24 horsepower engine. In 1909, the company introduced the Model XXX using the same 4-cylinder engine but using a 109 inch wheelbase. The result was a runabout that was produced from 1909 through 1912.

In 1909 came the Model Y capable of transporting seven passengers. The 142 inch wheelbase and 40 horsepower engine made it an excellent touring vehicle. Production continued until 1912.

<table>
<thead>
<tr>
<th>1909 Stevens Duryea Model Y Specifications</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Location</td>
</tr>
<tr>
<td>Drive Type</td>
</tr>
<tr>
<td>Price</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Engine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engine Configuration</td>
</tr>
<tr>
<td>Cylinders</td>
</tr>
<tr>
<td>Aspiration/Induction</td>
</tr>
<tr>
<td>Displacement</td>
</tr>
<tr>
<td><strong>Horsepower</strong></td>
</tr>
<tr>
<td>-------------------------</td>
</tr>
<tr>
<td><strong>HP / Liter</strong></td>
</tr>
<tr>
<td><strong>Fuel Type</strong></td>
</tr>
</tbody>
</table>

**Standard Transmission**

| Transmission          | Manual            |

**Chassis / Engine Numbers Shown**

<table>
<thead>
<tr>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2952</td>
<td>Files Plaque in Car</td>
</tr>
<tr>
<td>2828</td>
<td>Window frame</td>
</tr>
<tr>
<td>VIN #14</td>
<td>Trust reference</td>
</tr>
</tbody>
</table>

**Views & Details**
In 1877, a lawyer named George Baldwin Selden (1846-1923) of Rochester, NY designed a "road engine" that would be powered by an internal combustion gasoline engine. A patent (number 549,160) for the engine was applied for in 1879. Due to legal technicalities, the actual issuing of this patent was delayed until 1895. History claims Selden kept that patent pending until more internal combustion engines were on the road. During this delay, a number of automobiles companies were already using the engine design.
The Selden patent specifically covered the use of an internal-combustion engine for the sole purpose of propelling a vehicle. The patent eventually wound up in the hands of the Electric Vehicle Company of Hartford, Connecticut. In 1900 this electric car company had started producing gasoline-powered cars with Selden’s engine patent. They agreed to pay Selden $10,000 for the rights of the patent and a royalty for every car based on his design.

To protect this patent, the Association of Licensed Automobile Manufacturers (ALAM) was formed. Several major manufacturers joined this group including Cadillac, Winton, Packard, Locomobile, Knox, and Peerless.

Henry Ford initially applied for membership, but ALAM rejected his application. The Electric Vehicle Company attempted to control all gasoline car manufacturers and did so for a few years while the case went through court. Due to the delay in issuing the patent, the original rights did not expire until 1912.

Several leading automobile companies took licenses under the patent, but others, led by Henry Ford, refused to do so.

In 1911, Selden received the news that his patent was declared unenforceable. His factory also had a major fire that summer. In the fall of 1911 the company was reorganized with Frederick Law, who had designed the Columbia gas car for the Electric Vehicle Company, on board as the new Selden designer.

1966 Glidden Tour Sticker in Window

**Glidden Tour:** A revival of the original AAA Glidden Tours which were held 1905-1913, this event is owned by the VMCCA. The Glidden Tour is the largest premier antique automobile touring event in the world. Open to both VMCCA and AACA members, the VMCCA hosts the Glidden Tour in even numbered years and the AACA hosts the Glidden Tour in odd numbered years. Participants may drive restored or original automobiles built in or before 1942 Glidden Tours usually include six days of scheduled activities beginning on a Sunday and ending on the following Friday and are usually held late September or October. Starting in 2002, VMCCA has welcomed the AAA as a co-sponsor of this event and the two organizations celebrated the 100th Anniversary of AAA during the 2002 AAA Glidden Tour, bringing Glidden Tour history full circle!

<table>
<thead>
<tr>
<th>Tour #</th>
<th>Year</th>
<th>Route</th>
<th>Miles</th>
<th># of Cars</th>
<th>Host</th>
<th>Tour Chairman</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>1966</td>
<td>Florida Glidden – Hub-Style tour Tampa, St. Petersburg, Sarasota area</td>
<td>540</td>
<td>235</td>
<td>VMCCA</td>
<td>Millard Newman</td>
</tr>
</tbody>
</table>
Provenance

George T. Files (1866 – 1919)

It is unusual when tracing the chain of ownership of an automobile to start with its first owner; usually one starts with the most recent and works backward. Not so with the Trust’s 1909 Stevens-Duryea. A small brass plaque inscribed “Maine Automotive Register” found in the automobile was the first clue in unraveling the car’s provenance. It identifies the owner of Stevens-Duryea Car No. 2952 as being George T. Files of Brunswick, Maine.

George Taylor Files was born in Portland, Maine, September 23, 1866. George Taylor married Edith Davis and had a child. He passed away on 24 Apr 1919 in Boston, Massachusetts upon returning from France, where he had helped the YMCA with the war effort. He graduated from Portland High School in 1885, and then attended Bowdoin College, Johns Hopkins and the University of Leipzig. He taught languages at Bowdoin for 27 years, often traveling to Europe to study. (References: Ancestry.com & (Maine Historical Society)

Files’ scholarship was not limited to Teutonic antiquities in the Anglo-Saxon genesis; in 1911 he authored, *What Good Roads Mean to the State of Maine: Studies in the Economic Problem of Highway Improvement*. One likes to imagine his driving the Stevens-Duryea on the roads in Portland leading to becoming a crusader for the Good Roads Movement.

Professor George T. Files house (Maine Memory Network)
*Presentation drawing of the library interior of Professor George T. Files' house.* An architectural hybrid of Colonial Revival and the Shingle Style featuring Palladian windows, gambrels, peaked dormers and a balconied front porch with Ionic columns, the house was built between 1894 and 1900 as the residence of George Taylor and Edith Davis Files. In 1921, Mrs. Files endowed the George Taylor Files Professorship in Modern Languages at Bowdoin and sold the house to Sigma Nu, who in turn sold it to Alpha Rho Upsilon in 1951.

**Final Notes:** The American Legion in Brunswick, Maine, is the George T. Files Post 20. Files is listed as a member of the American Historical Association in 1911. Bowdoin College Staff, 1911 lists George Taylor Files, Ph. D., Professor of German Languages. Born at Portland ME, September 23, 1866. Fitted at Portland High School; graduated from Bowdoin College 1889; studied at Johns Hopkins University, 1889-90; in Europe, 1891-93; Ph.D. from Leipzig University, 1893; studied social conditions in Germany, 1899. Tutor in languages at Bowdoin, 1890-91; instructor in German, 1891-94; professor, 1894---; registrar of the college, 1897-1905. Edited Gustav Freytag’s "Soll und Haben". Member of the Modern Language Association of America, (Executive Committee, 1901), and The American Historical Association; trustee of the Freyburg Academy.

George T Files was the Stevens-Duryea’s first owner; the registration number 1715 was first issued to Files in 1907 and used by him through 1911.
The next clue in unraveling the Steven-Duryea’s provenance is the monogram on the back door showing the letters DKN.

Thanks to David Coco and other friends on the AACA Forum, DKN was identified as David K. Noran, a well-known collector in Kentucky.

David K Noran is the president and principal engineer of Cardinal Engineering Corporation. Mr. Noran is a member of the Kentucky and National Societies of Professional Engineers. He is a registered engineer in Kentucky, Ohio and Indiana and professional land surveyor in Kentucky. He has an engineering degree and M.S. in Engineering from the University of Cincinnati. He is a member of the Campbell County Board of Health, the director of the Citizens Bank of Northern Kentucky and an avid antique car collector.

A telephone call to Mr. Noran on February 13, 2012, filled in the blanks.

To the best of his recollection, the Stevens Duryea had been acquired in the 1950s by the Horn brothers for their new museum, “Horns’ Cars of Yesterday” in Sarasota, Florida. In 1967, the Horns sold the museum to Walter Bellm, founder and president of Bellm Freight Lines. Bellm in turn sold the Stevens Duryea to Rick Carroll who later sold it to Mr. Nolan.

In the mid-1980s Nolan, who was building his new house and being in need of cash, sold the Stevens-Duryea to Richard C. Paine Jr. through Richard’s agent, Edward Swain.

Mr. Nolan visited the Seal Cove often; his last visit being August 4, 2007, the day after Richard’s passing.

“Horns’ Cars of Yesterday” – The Sarasota Classic Car Museum

In the 1950’s Sarasota County was experiencing a land boom that had not been seen since the 1920’s. The county’s population grew from 28,895 to 76,895 in 1960! Subdivisions were now the up and coming “places to call home” and businesses were also moving into the area. To help attract visitors, Sarasota had numerous attractions, such as the John and Mable Ringling Museum of Art, the Museum of the American Circus, the Ringling Bros. and Barnum and Bailey Circus winter quarters, Texas Jim’s Reptile Farm, Jungle Gardens and Sunshine Springs and Gardens.
Two brothers, Herbert and Bob Horn, decided that Sarasota would be a perfect place for a car museum.

The Horn’s collection of cars began as a hobby for the brothers. They were based in Fort Dodge, Iowa and were in the farm and school equipment business. They had been collecting old cars and restoring them to showroom condition for years. If they couldn’t find a part for a car, they simply made a new part to fit in its place!

While on the road as salesmen for the equipment company, the brothers often spotted old cars in people’s sheds, back yards or barns. By the early 1950s, their collection of cars was so large that they decided to do something about it.

After visiting Sarasota in the early 1950s, the Horns decided to shift their attention to antique cars exclusively. In March of 1953, “Horns’ Cars of Yesterday” opened for business.

According to a November 3, 1957 article in the Sarasota Herald Tribune, the Horns had more than 70 cars on display in their museum, ranging from the oldest, a 1897 Duryea Buggvaut to the latest addition, a 1948 Lincoln Continental. The collection also includes the 1914 Rolls Royce Town Car used by John Ringling and the Pierce Arrow owned by Mable Ringling. Also included in their collection was a large array of music boxes, ranging from an organ with 176 pipes to an early version of a juke box that was built in the 1870s.

Horns’ Cars of Yesterday was an immediate success. A survey conducted by the Florida State Tourist Attraction Association reported that the car museum had an 87 percent increase in business from July, 1954 to July, 1955. Over the next twelve years, the Horns expanded the collection and enlarged the museum. The museum included a Music Box Arcade and a Nickelodeon Room, where you could play music boxes. Rides in several of the antique cars were also available.

One section was devoted to a cycle collection, featuring unusual bicycles, velocipedes and early motorcycles. There was also a blacksmith shop, and livery stable, both complete with old-time equipment and life-size figures.

In 1967, the Horns sold the museum to Walter Bellm, founder and president of Bellm Freight Lines, a trucking company that was based in St. Louis, Missouri, and operated in the Midwest. Bellm was an active collector of antique cars and music pieces, and had a personal collection of more than 20 antique cars. He expanded the building size to accommodate his growing collection. (The Museum’s name was changed to “Bellm’s Cars & Music of Yesterday”)

Martin Godbey purchased the Museum and auto collection from Mr. Bellm in July of 1997. The building (over 50,000 sf.) was renovated and the auto collection again expanded, now including
several Beatles cars, John Lennon’s Psychedelic Bentley, an exotic sports car collection including Jaguars, Maserati, Ferrari, Shelby and a Don Garlits dragster. Mr. Godbey is an avid collector of American classics that include Ford, Chevrolet, Buick, Cadillac, Pontiac, Chrysler, Studebaker and many more that are also housed in the museum.

Today the museum is vibrant and alive with automobile history, and touting the title of the “Nations oldest continuously operating Car Museum”!

Rick Carroll ownership


Photograph and description as recently listed for sale on eBay.

Footnote: May 17, 1990, an auction of Carroll Collection set a record for the time at $20.9 million. The Sotheby's auction was of the estate of Rick Carroll, the South Florida car collector who was killed in a traffic accident in 1989 and who sold the Trust’s Stevens-Duryea to David K Nowlan prior to the car's acquisition by Richard C. Paine Jr.
Look carefully at the photograph of the Stevens-Duryea when under Rick Carroll’s ownership and you will see the 1966 Glidden Tour sticker in the window, just as it appears today. In 1966, the car would have been toured by one of the Horn brothers.
Conclusion:

Based on research conducted as of February, 2012, I conclude that the Stevens-Duryea owned by the Richard C. Paine Jr., Automobile Collection Charitable Trust and on exhibit at the Seal Cove Auto Museum, Seal Cove Maine, is a 1909 Model Y 7-Passenger Touring having been originally owned by Professor George T. Files of Brunswick Maine, and subsequently owned by Herbert and Bob Horn at the “Horns’ Cars of Yesteryear” museum, Walter Bellm at the “Bellm Cars & Music of Yesterday” museum, Rick Carroll, David K Noran, and finally Richard C Paine Jr. A brass plaque in the automobile gives evidence to the Files ownership, and the letters “DKN” on the door evidence the Noran ownership. Provenance was confirmed February 13, 2012, thanks to a telephone conversation with Mr. Noran. The car is the only 1909 Model Y 7-Passenger Touring known to exist and ranks among the finest of the automobiles on display at the Seal Cove Auto Museum.

References:

1909 Stevens Duryea Y - AACA Forums ...
forums.aaca.org ... General Discussion

Our Story - Preservation - Vintage Car ...
www.biltmore.com/our_story/stories/vintagecar.asp

1913 Stevens Duryea Model C Images, Information and History ...
www.conceptcarz.com/vehicle/z14259/Stevens-Duryea-Model-C.aspx

1913 Stevens-Duryea Tourer ...
www.ohtm.org/13steven.html

Stevens-Duryea | Search Results | The Old Motor ...
theonemotor.com

Sarasota Classic Car Museum ...
www.sarasotacarmuseum.org

Stevens-Duryea - Wikipedia, the free encyclopedia
en.wikipedia.org/wiki/Stevens-Duryea

Maine Memory Network - George T. Files, Portland, 1885 ...
www.mainememory.net

A Michigan Family Attraction : The Henry Ford ...
www.hfmgv.org

The Standard Catalog of American Cars 1805-1942 by Beverly R. Kimes and Henry Austin Clark Jr. Published by Krause Publications.
Appendix:

1967 Stevens-Duryea Automobile Register showing Bellm’s Cars of Yesterday ownership.
From the author’s collection.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>MODEL</th>
<th>FRAME</th>
<th>ENGINE</th>
<th>CYL</th>
<th>BODY</th>
<th>OWNER</th>
</tr>
</thead>
<tbody>
<tr>
<td>1909</td>
<td>Y</td>
<td>20378</td>
<td>361</td>
<td>6</td>
<td>Touring</td>
<td>H. G. Harper, 1504 Buhe St. Bureka, California</td>
</tr>
<tr>
<td>1910</td>
<td>Y</td>
<td>20556</td>
<td>21</td>
<td>6</td>
<td>Touring</td>
<td>Crawford Auto-aviation Museum, 10865 E. Blvd. Cleveland, Ohio</td>
</tr>
<tr>
<td>1911</td>
<td>Y</td>
<td>20700</td>
<td>?</td>
<td>6</td>
<td>Touring</td>
<td>Adolph Whitney 6613 Riverside Dr., Chino, California</td>
</tr>
<tr>
<td>1911</td>
<td>Y</td>
<td>20710</td>
<td>243</td>
<td>6</td>
<td>Touring</td>
<td>Monty Holmes 3619 Commodore Way, Seattle, Washington</td>
</tr>
<tr>
<td>1910</td>
<td>Y</td>
<td>?</td>
<td>157</td>
<td>6</td>
<td>Touring</td>
<td>Bellm’s Care of Yesterday 2500 N. Tamiami Tr. Sarasota, Florida</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Joe Leocy, Box 84 Chardon, Ohio</td>
</tr>
<tr>
<td>1911</td>
<td>AA</td>
<td>22618</td>
<td>D363</td>
<td>6</td>
<td>Touring</td>
<td>N.W. Woolley 1491 Coles Ave. Mountainside, New Jersey</td>
</tr>
<tr>
<td>1911</td>
<td>AA</td>
<td>22808</td>
<td>?</td>
<td>6</td>
<td>Touring</td>
<td>Harrah’s Auto Collection Box 10, Reno, Nevada</td>
</tr>
<tr>
<td>1911</td>
<td>AA</td>
<td>23106</td>
<td>533</td>
<td>6</td>
<td>Touring</td>
<td>M. E. Cunliffe, Box 81 Harrison City, Pennsylvania</td>
</tr>
<tr>
<td>1911</td>
<td>AA</td>
<td>25334</td>
<td>3227</td>
<td>6</td>
<td>Touring</td>
<td>Frankie Watkins, Box 833 Cape Coral, Florida</td>
</tr>
<tr>
<td>1912</td>
<td>AA</td>
<td>25424</td>
<td>1332</td>
<td>6</td>
<td>Touring</td>
<td>Elmer Lee, 330 Slater Attleboro, Mass. 02703</td>
</tr>
<tr>
<td>1912</td>
<td>AA</td>
<td>25518</td>
<td>?</td>
<td>6</td>
<td>None</td>
<td>J. Campbell, 1555 S. West Ave., Caruthers, California</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>W. Robinson, Rt. Box 193 New Vienna, Ohio</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>J. P. Ott, 97 Walcott Pawtucket, Rhode Island</td>
</tr>
</tbody>
</table>

The Stevens Duryea Story

1901 - Work on Stevens Duryea started October 1, 1901.
Name of Company: J. Stevens Arms and Tool Company.
Model N - First car finished in March, 1902. Two cylinder, five horsepower. 50 were built and sold 1902.
1903 - Formation of the Stevens-Duryea Co.
Model S - 6 cylinder, 1905 - 1906 - 1907 - 1908.
1909 - Over 1500 six cylinder cars in active use.
Model X - 4 cylinder, 1908 - 1911 - 1910.
Model C - 6 cylinder, 1911 - 1914.
1914 - Stevens withdrew from the company.
Model D - 6 cylinder, 1914 - Left hand steering.
1915 - The Stevens Duryea Factory was sold to Westinghouse. J. Frank Duryea retired.
1919 - A new company was formed - Stevens Duryea Inc.
Model II - 6 cylinder was produced 1900 thru 1907.
More than 10,000 cars were built - 1901 thru 1915.
1967 - J. Frank Duryea celebrated his 97th birthday during 1966. He was born in Illinois, October 5, 1869. This winter he is residing at 189 south Lake Drive, Palm Beach, Florida. The family home is Chapman Avenue, Radenam, Connecticut. It would be nice if all Stevens Duryea owners would send Mr. Duryea a birthday card next October on his 98th.

FOR supreme satisfaction in driving: the Stevens-Duryea Six. With its “unit power plant” mounted on four wheels, it has the economy of speed, the convenience of freedom and safety, and a motor flexibility that is truly delightful.

Stevens-Duryea Company, Chicopee Falls, Mass.