

HARRY EDWIN PEVERILL

1903 - 1977

My father was an affable, some even thought cherubic, individual (My mother called him "chubby cheeks"). Born in Waterloo in 1903, the son of William J. and Julia A. (Kistner) Peverill, he graduated from East Waterloo High School and attended first the University of Iowa at Iowa City and then the University of California at Berkley, after which he joined his brother in Des Moines at Hudson Jones Automobile Company and, later, Peverill Motor Sales Company where he became General Manager. He was president of the Des Moines Automobile Dealers Association in 1944 and president of the Iowa Automobile Dealers Association in 1945.

He brought to the business the abilities of a super mechanic. He knew what made and how things worked and, probably more important in his business, why they did not work. The service shop was often referred to as "the clinic" and he was often the key clinician. His mechanical talents were not passed on to his sons, but they emerged in his grandson James Peverill, an engineering graduate of Brown University (and literally a "rocket scientist" who now designs satellites) where he built with associates award winning automobiles (see exhibits).

During my own two and one-half decades as the son of an auto dealer, I experienced the ups and downs of the depression years and their aftermath. The ups: I spent my youth often behind the wheel of new, exotic cars; the downs: the economic traumas of the industry. My father made many trips to Detroit where he stayed at the Book-Cadillac Hotel. I must have been at least a teenager before I realized there was any other bar of soap than "Book-Cadillac."

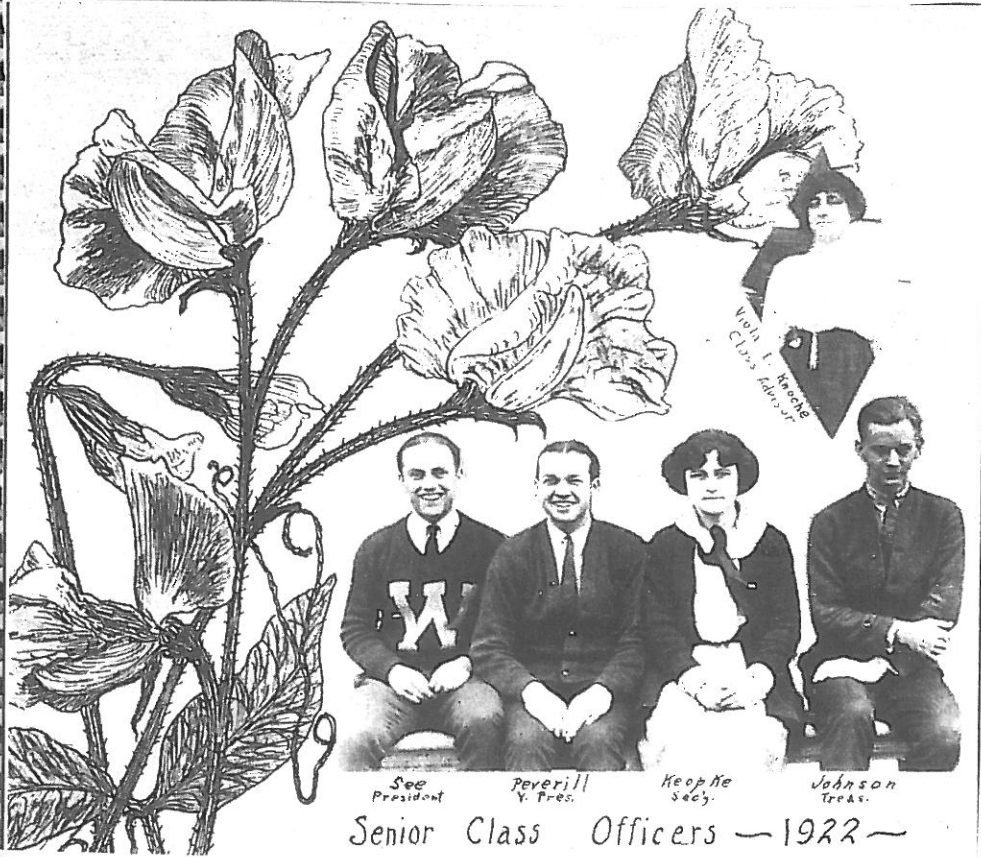
During his years in the auto business, my father became a friend of Wilbur Shaw, "arguably the greatest race car driver of the twentieth century" (see attached memoir). Shaw was his exact age.

Gasoline still flowed in Harry's veins, even after exiting the business, and he enjoyed classic car restoration for which he had a special talent. His most notable achievement was having his Railton (a British car built on a Hudson chassis) appear on the front cover of Hemmings Motor News, the leading classic car magazine. With the Railton, he won many awards (see exhibits).

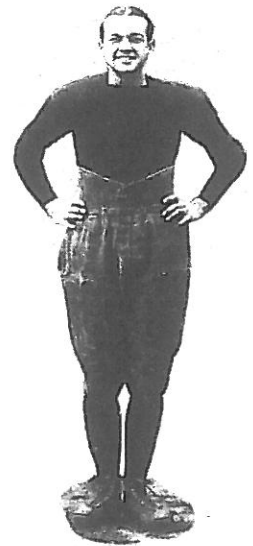
When he died in 1977, he insisted on being buried in a pair of pants emblazoned with classic car replicas.

"HIGH SCHOOL HARRY"
EAST WATERLOO HIGH

1922



See President
Peverill V. Pres.
Keop He Sec'y.
Johnson Treas.
 Senior Class Officers — 1922 —



Peverill, L.E.



Boys' Quartet

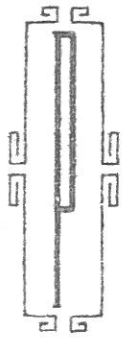


HARRY PEVERILL

"Hep"

"'Tis hard to be in love and yet be wise."

Track 3, Football 2, 3, 4, Glee Club 4,
Boys' Quartette 4, Class Vice President 4,
El Centro Espanol 2, 4, "Nothing but the
Truth" (Stage Manager), "Clarence" (Stage
Manager), "Gypsy Rover."



Important Announcement!

HARRY and TINE PEVERILL

*announce the arrival
of their*

New 1933 Model

Make -- Jack

Specification -- Boy

First Appearance -- May 17

On Display -- Iowa Methodist Hospital

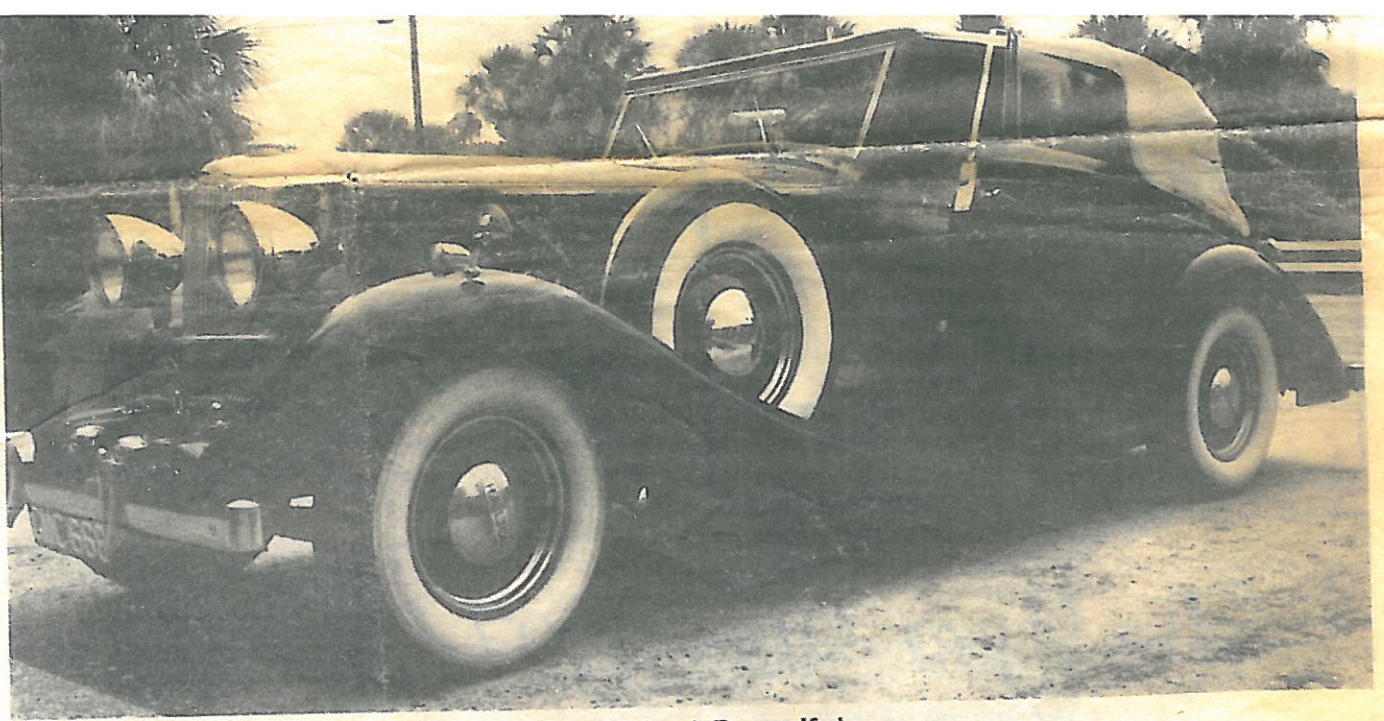
Weight -- 8 lb. 6 ½ oz.

Wheelbase -- 22 inches

Summer Showing -- 3411 Kingman Boulevard

Free Squealing == Washable Seat Covers

" Ask The Man Who Owns One "



Sleek And Beautiful

Cars: A Way Of Life For Harry Peverill

By Don Moore

LONGBOAT KEY -- For Harry Peverill automobiles have been a way of life.

Peverill, who is often seen driving Longboat Key and Anna Maria Island in his rare 1937 Railton drophead coupe, broke into the automobile business in 1916, lubricating cars in his parents' Hudson agency in Des Moines, Iowa. From that time on Peverill has had a love affair with cars.

The Railton that he drives is a rare Anglo-American production built in 1937. The sleek-looking convertible coupe was built of aluminum in England on a Hudson chassis. It is powered by a Hudson in-line eight engine--considered one of the hottest motors in the world at the time.

Peverill purchased the car sight unseen from a London car dealer. All he had to go on was a picture and description which he said made the antique auto

sound like something it wasn't.

When he got the car Peverill realized that he had been hoodwinked about its condition. Despite its obvious shortcomings, he began working to restore the Railton to its original condition. A couple of years later and a good many thousand dollars lighter, Peverill completed the task.

Now his Railton looks like a million with a shiny black paint job, sparkling chrome and a motor that purrs quietly as it idles. It's a dream come true for the former Hudson dealer to have a vintage English car that will out-perform many a new car and what makes it even better is that although it's every bit a continental machine, it's powered by a Hudson engine.

The Railton was manufactured in England only from 1933 to 1940. There were only 1,500 of the stylish automobiles built. Three hundred are still on the road around the world. 25 of

them are in the U. S. Two are just like Peverill's car.

Peverill officially retired from the automobile business in 1951 when he gave up his Hudson dealership in Des Moines. At that time it was the oldest Hudson agency in the

country. His parents had founded the agency in 1909.

Although he's no longer in the automobile business, Peverill still gets a kick out of getting behind the wheel of a rare automobile. He lives at 2735 Gulf of Mexico Dr.



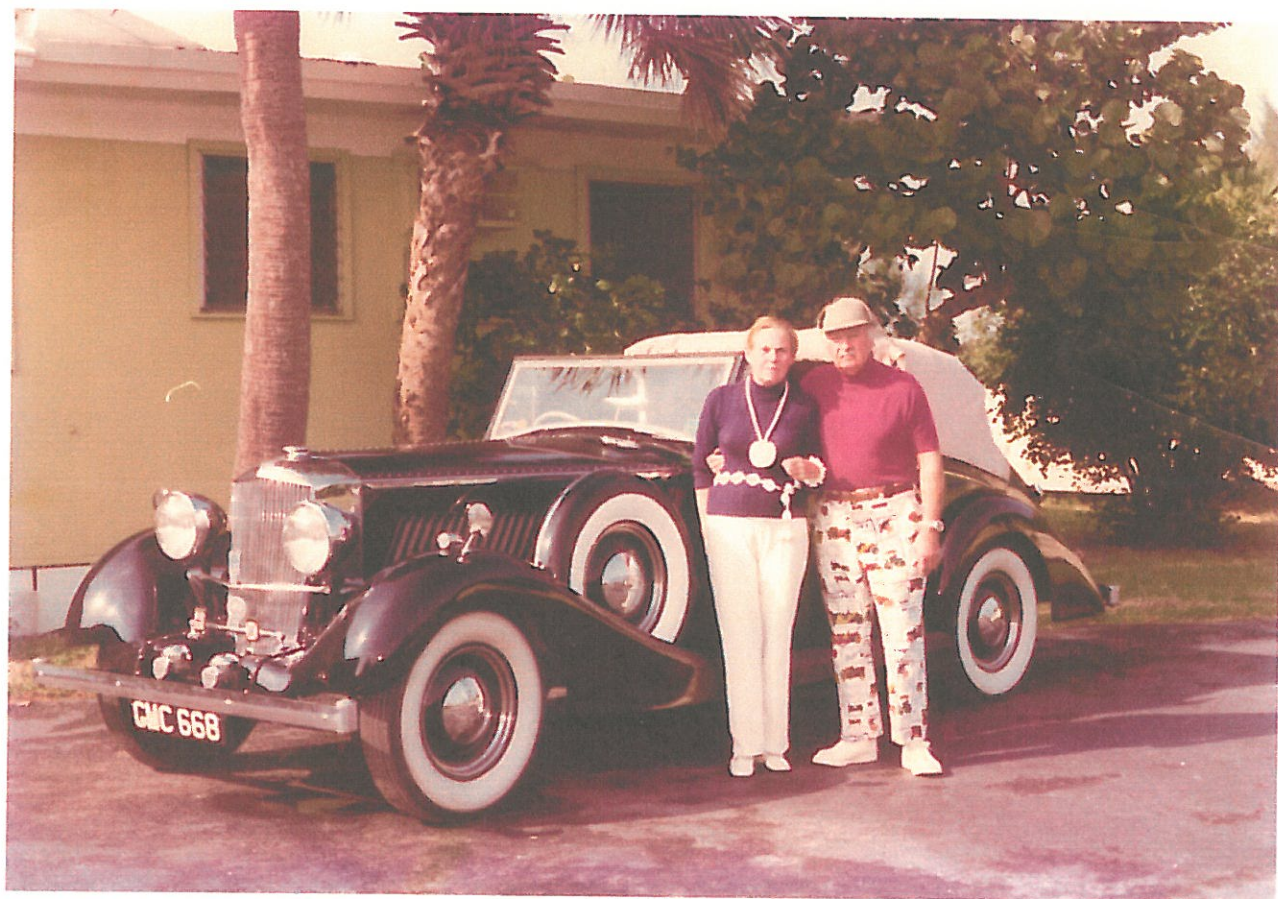
Classic Grill

chairs and tables carved in Austria in 1710, and paintings from

3
m
sa.
LL

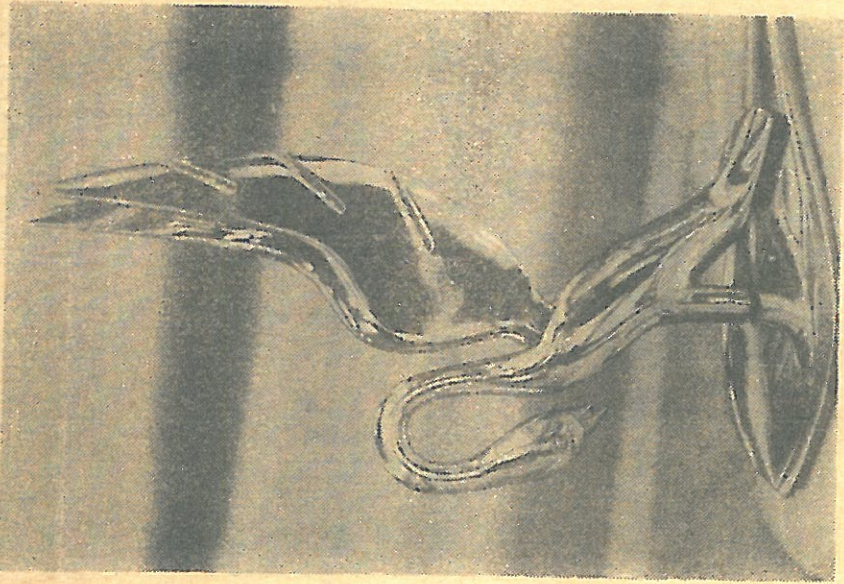
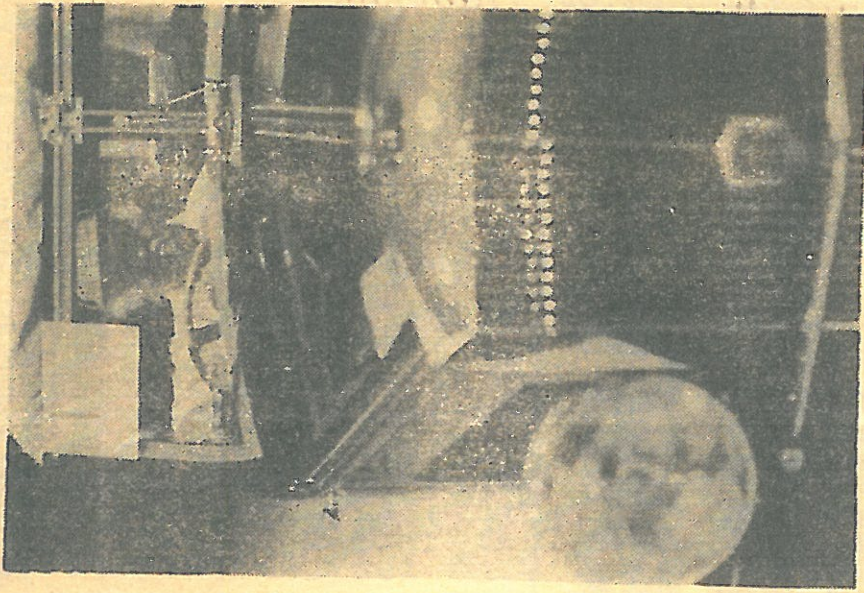


Peverill With '37 Railton



Classic Cars Invade De Soto Square Mall

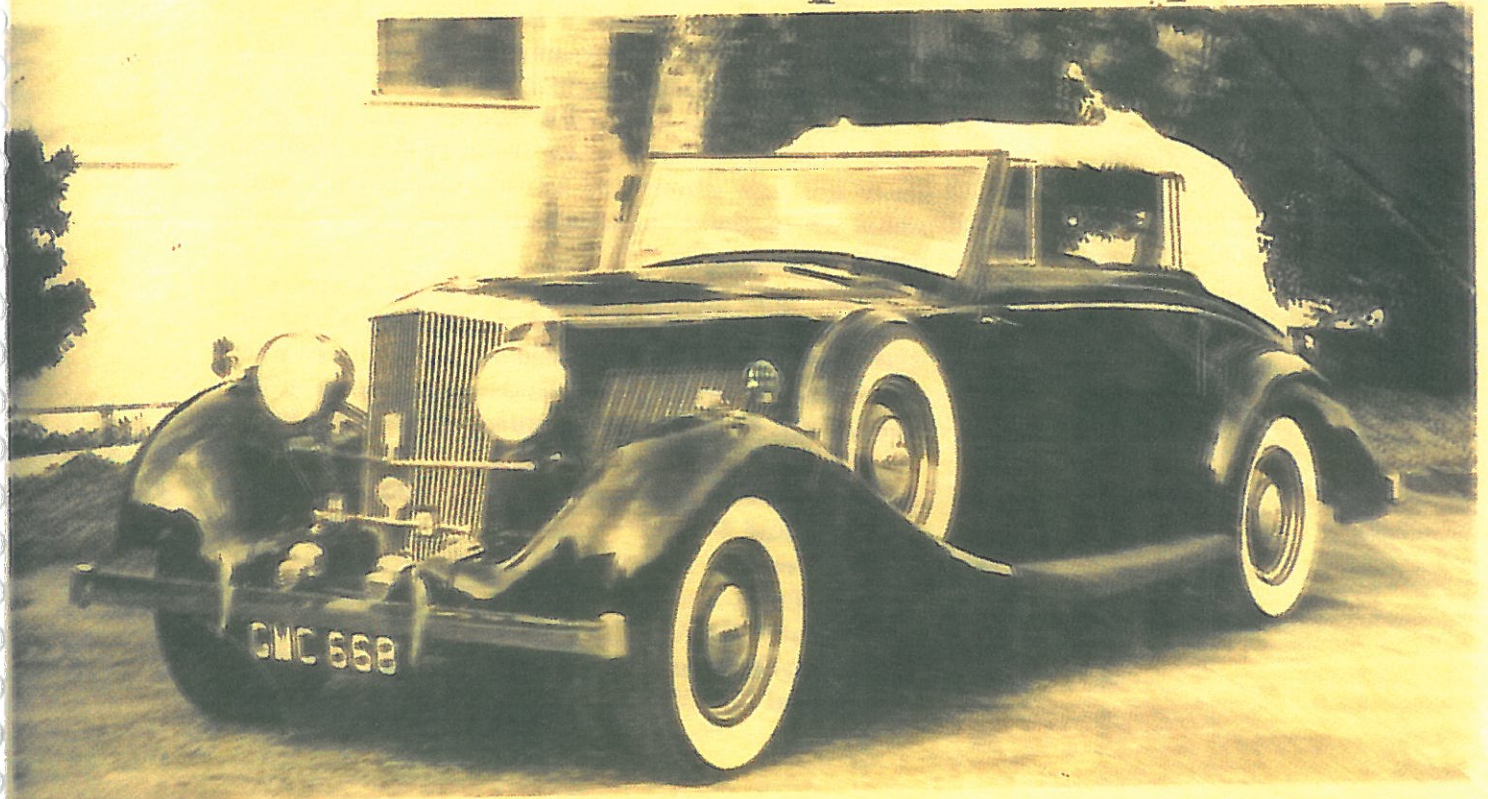
The Antique Auto Club of America held its Second Annual Auto Show at the De Soto Square Mall Saturday and Sunday. Onlookers, above left, admired a 1931 Pierce Arrow Phaeton and its hood ornament, a kneeling archer, above right. The swan hood ornament of a 1938 Packard four-door convertible, at left, fascinated viewers. In the midst of this rare collection of automotive beauty sat Harry Peverill, at right, in his 1st Prize Winner, a 1937 Railton Town Car of which there are only about 300 still in existence. The object of many long admiring glances was the 1930 Chrysler convertible with a rumble seat, bottom.



Hemmings Motor News

June
1975

1937 Railton Drophead Coupe



This month's cover car is owned by Harry Peverill, of Sarasota, Florida, who tells us that he's spent "hundreds of hours and thousands of dollars restoring it to top condition."

Mr. Peverill writes that he "bought it from a vintage car dealer in London from a picture and description which grossly misrepresented the car, costing me considerable to correct things he said were recently restored. I should have known better. It would have cost as much to go see it as to fix it, but I probably would have bought it cheaper."

"Railton used a Hudson 8 chassis, and they only built 1,500 of all body styles from 1933 to 1940 — there are now about 300 known world wide, with about 25 in the U.S. of which two are like mine, condition unknown."

Mr. Peverill's family started in the auto business in 1906, with Mason, Glide, and Regal dealerships. In 1909 they became Hudson dealers, and in 1949 were determined to be the oldest Hudson dealership in the nation. Mr. Peverill was president of the firm when the Hudson franchise was dropped in 1951. The family had also marketed cars and trucks for Dodge, Packard, and White.

Mr. Peverill writes that he is active in the Hudson-Essex-Terraplane Club, The Railton Club (in England), the A.A.C.A., and the C.C.C.A. (in 1974 the Classifications Committee of the C.C.C.A. determined that Mr. Peverill's car qualified as a full Classic).

Notes to H.M.N.

Last month's "Mystery" cover car wasn't too hard to identify — what's new about it is the body style, and even the most devoted members of the Hudson-Essex-Terraplane Club have seldom seen a '36 Hudson 8 convertible coupe with sidemounts in-the-flesh.

Even so, there were more near-misses among the identifications offered by readers than dead-on correct answers — lots of folks understandably thought it was a Terraplane, and model years proposed ranged from 1934 to 1938 — nobody was real far off, but the only answer which even got the Model right (it's a Model 64, "Deluxe 8"), was from Alex Burr of Kennebunk, Maine.

The very similar '36 Terraplane sedan was road-tested in the August/September '72 issue of Special-Interest Autos (SIA #12, available as a back issue for \$3.00 from: SIA, Box 196, Bennington, Vt 05201 — this issue also includes road-tests of a 1940 Lafayette cabriolet, a 1950 Mercury convertible, and articles on convertible victorias, self-parking devices, the Beechcraft Plainsman, how-to-make dashboard knobs, Ford in Europe, old "hot roddable" engines, and prototypes leading to the '49 Mercury).

About TELEPHONE CALLS: please make your calls to HMN early in the day, preferably before 2 pm Vermont (Eastern) time.

The offices here are open at 8:30 am, and we're generally closed-up by 4 pm. At the end of the school

year, though, some of the key folks are talking about coming in at 7 am and working 'til 2:30 pm.

This doesn't mean that some of us won't sometimes be here until the late evening hours, but your chances of speaking with the person who knows most about your problem or question are much greater if you call early.

All-in-all, we still very much prefer to receive communications by mail, for a variety of reasons. For one thing, if it's in writing, it's less likely to be misunderstood. For another, we can handle ten similar, written, orders at one time a lot more efficiently, and accurately, than we can handle ten similar, but spread out, phone calls (which always seem to come in just as you're settling into some other job). Finally, there's our "no-billing, payment-with-order please" policy, which obviously doesn't work too well over the phone — by this time we hope that all our customers understand that this "no-billing..." policy is no reflection on our opinion of your credit, just our way to minimize confusion, and keep our costs of doing business low (thus keeping our rates low).

As for Collect Calls — we don't accept them. We used to, for awhile, but found that too many calls went sort of like:

Telephone -- "ring -- ring"
HMN folks -- "Hello, Hemmings Motor News."
Operator -- "Will you accept a collect call from Mrs Fuddy?"
HMN -- "OK."

NOTES continued on page 1465

This month's cover car is owned by Harry Peverill, of Sarasota, Florida, who tells us that he's spent "hundreds of hours and thousands of dollars restoring it to top condition."

Mr. Peverill writes that he "bought it from a vintage car dealer in London from a picture and description which grossly misrepresented the car, costing me considerable to correct things he said were recently restored. I should have known better. It would have cost as much to go see it as to fix it, but I probably would have bought it cheaper."

"Railton used a Hudson 8 chassis, and they only built 1,500 of all body styles from 1933 to 1940 — there are now about 300 known world wide, with about 25 in the U.S. of which two are like mine, condition unknown."

Mr. Peverill's family started in the auto business in 1906, with Mason, Glide, and Regal dealerships. In 1909 they became Hudson dealers, and in 1949 were determined to be the oldest Hudson dealership in the nation. Mr. Peverill was president of the firm when the Hudson franchise was dropped in 1951. The family had also marketed cars and trucks for Dodge, Packard, and White.

Mr. Peverill writes that he is active in the Hudson-Essex-Terraplane Club, The Railton Club (in England), the A.A.C.A., and the C.C.C.A. (in 1974 the Classifications Committee of the C.C.C.A. determined that Mr. Peverill's car qualified as a full Classic).



Brown FSAE NEWSLETTER

BROWN
FSAE
TEAM

Summer 2002

2002 Competition Results
Departing Team Members
Outlook for 2003
[Printer Friendly Version](#)

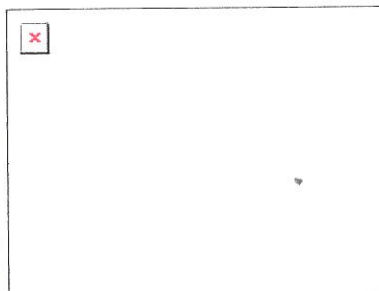
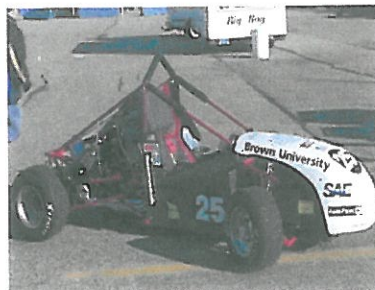


2002 Competition Results

The results for the 2002 FSAE competition are in and Brown met and surpassed their goals. We finished in 10th place overall, out of an ever increasing field which has now reached 140 Universities from 11 countries spanning 5 continents. This year Brown boasted their most consistent results ever, placing in the top of the fields in almost every event. We scored an all time best of 5th place in the acceleration event with freshman Alexander Wolenski's time of 4.237. This was just under two tenths of a second off the best time. With the help of graduating seniors Andrew Lom and Dave Salguero, we also scored an all time best of 4th in the cost report and manufacturing presentation.

Learning from our mistakes of last year we tested the car for over 70 hours and had near perfect setups for each event. Our biggest improvement from last year was in the endurance race, in which we once again completed without any breakdowns while also surpassing the fuel economy requirements. Our drivers were more consistent and methodical than in the past and they did not hit a single cone during the entire competition. The performance of our car and the improvements in our driving led to a 12th place finish in the endurance and a 25th place finish in the autocross. Once again, the team was recognized by Continental Teves with a 3rd place in the Best in Class Brake Systems Award. A second generation electronically adjustable pedal system was designed by freshman Larsen Plano and the drivers and judges just loved it. A growing trend of other teams copying innovations created by Brown students continued this year with several teams incorporating electronically adjustable pedals into their cars.

Overall, this team lived up to the high expectations associated with Brown's name. Our best car to date was completed on time and underwent a rigorous testing program. In the process, we were able to teach a bright new class of freshman how to build a car and how to operate as part of a team. Soon they will be running the show.



Replacing the graduates is a tough chore but I think we have the crew to rise to the occasion. Taking over the role of Chief Engineer will be James Peverill. With the proper management we will be able to harness James' creative energy and design our best car ever. What is really going to lead this team to success is going to be the sophomores. They have already distinguished themselves as Freshman taking part in almost every project on the car. This year we hope to put their designs to good use as these students ease into leadership positions. We also have a very interested and motivated Freshman class coming in the doors. With a little training they will help us build this car in record time which means more testing time for improvements. No guarantees can be made but this team should improve on our performance from last year.



None of the magic that goes on in our shop could happen without the help of a few special people. The first person is Roger Barr, the faculty advisor. He is a former SCCA champion and is now owner of the Foreign Car Shop. He spends many precious hours a week commuting and working with us at his businesses expense and we would like to make known his hard work. Without his help and leadership none of us would be able to learn and prosper from this program. Second, we must thank the numerous sponsors that contribute finances, materials, and expertise. Without there assistance this team would be working in the dark. Having such a reliable sponsorship network lets this team branch out and experiment with new innovations and technologies. We must also recognize the Brown University Division of Engineering and the many men and women who help us achieve our goals. Lastly, the alumnus must be thanked. They are always willing to take a phone call and share their knowledge.





JAMES PEVERILL