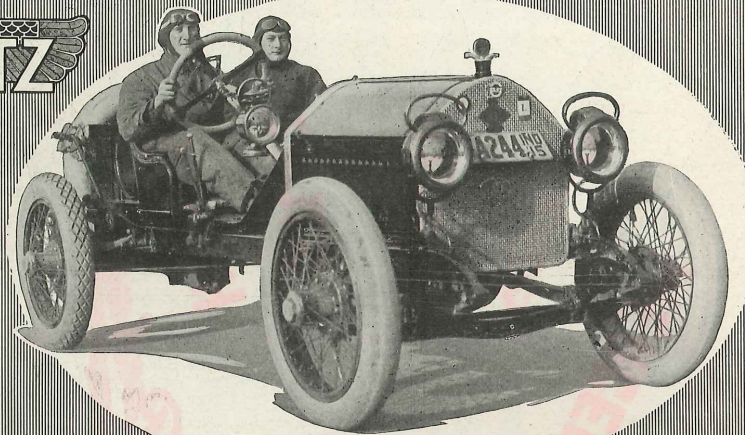




STUTZ



### The Most Phenomenal Performance in the History of the Automobile Industry

E. G. Baker, driving a "Stutz" Bearcat, completed Coast to Coast Trip from San Diego, California, to New York City in the phenomenal time of

**11 days, 7 hrs., 15 min. elapsed time, completing 3,728.4 m.**

Actual running time 148 hours or 6 days, 4 hours

Average mileage: 25 1-5 miles per hour

*Beating*

Best Previous Automobile Record of 15 days and 10 hours

*by*

**4 days, 2 hours, 45 minutes**

Made by 60 H. P. 6-Cylinder Car with Three Teams of Relief Drivers

*Also breaking*

Baker's own Motorcycle Record of

**3,378.9 miles in 11 days, 12 hours, 10 minutes**

*by*

**4 hours, 55 minutes**

STUTZ TRAVELING 349.5 MILES FURTHER

*Again is Stutz Stability and Stamina Established*

STUTZ MOTOR CAR COMPANY

Indianapolis, Ind.

# STABILITY

# STAMINA



## The Sexton “Cars of Yesteryear” Museum

*By Bill Greer, photos by George Maley (No. 522)*

This unique museum was created by Joseph F. and Marilyn Sexton of Indianapolis. Joe, one of the five Founding Life Members of the Stutz club (Member 201FL) died in 2002. The Sextons became prominent in real estate management with their firm Sexton Properties.

Joe was especially fond of sports cars and enjoyed racing Kurtis Craft cars in competition among other venues he raced in the Baja California peninsula and later participated in The Great American Race Series sponsored initially by Interstate Battery. He entered a 1932 Auburn Con-



*Joe had three Auburns prepared for the “Great American Race”*

## Announcements

### Hershey Announcement

If a member or guest is attending the Thursday dinner at Hershey, please contact Mike Barry at 330-730-9498 or [mike@mpbarry.com](mailto:mike@mpbarry.com). An attendance count must be provided in advance.

The dinner is open to all members and we welcome guests. After dinner we will discuss Norm Barr’s new book about Stutz racing in Europe, the ideas for a 2014 Grand Stutz and other Stutz topics.

We have rooms reserved at the Wyndham Gardens Hotel for \$119/night for Stutz members.

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*The 1936 Packard Super Eight Victoria Convertible used in Joe's last GAR.*

vertible Coupe in the Cross Country race finishing first in class. He drove a 1936 Packard super Eight Victoria convertible in his last Great American Race. (contents of this paragraph were extracted from a fine article on the Sexton Museum by George Maley published in the May/June 2013 issue of the Hoosier Horn, a publication of the Indiana Region CCCA.)

Shown below is a view of the extensive collection of sportscars, classic cars, racecars and memorabilia displayed at Sexton's Cars of Yesteryear Museum. The Museum building is historic having served as the terminal for the Indianapolis Electric Trolley system. The photo was taken during a CCCA Tour in Spring 2013.





*This photo shows the row of five red Cadillac-powered Kurtis Craft sports cars and the rare 1953 Muntz Jet (in white) featured in the unique Sexton collection.*

We were unable to tour the museum in May 2011 in connection with the Grand Stutz program as the facility had suffered water damage. Since then significant upgrades have been made to the interior making it a very attractive area for displaying the Sexton collection.

The museum proudly displays two rare Stutz cars from the 1920s.



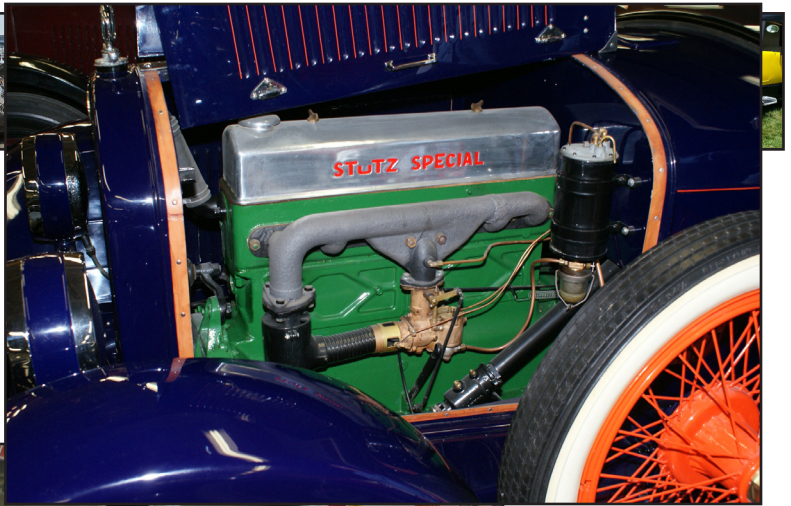
*1923 Stutz Series 690 Roadster. This Stutz was restored by Paul Freehill (No. 148) many years ago at his Stutz Specialty Shop in Ft. Wayne, IN.*

*The beautiful tan leather interior of the Stutz roadster. Only three 1923 Stutz Special Six Roadsters are known to exist.*





*Nicely detailed and well preserved Series 690 Stutz Special engine which produced 75 hp.*



*Two views of the very rare 1929 Stutz Blackhawk dual cowl speedster by LeBaron. Note the sporty cut-down front doors.*

It was unfortunate the circumstances prohibited the Museum's two rare Stutz cars from participating in 2011 Grand Stutz and the 1st Celebration of Automobiles at the Indianapolis Motor Speedway.





## Miller Club Annual Meet in Milwaukee

All we were missing were Bearcats at the annual Miller Club meet at the historic Milwaukee Mile, the oldest continuously running race track in the world.

Every year in early July the Harry Miller Club hosts its annual driving event which brings in about 60 early race cars of all manufactures. In addition to Millers, the pits will include marques such as Duesenberg, Mercer, Stoddard Dayton, Cutting, Bentley, Ford, Durant and countless others. Sadly we rarely see a racing Stutz!



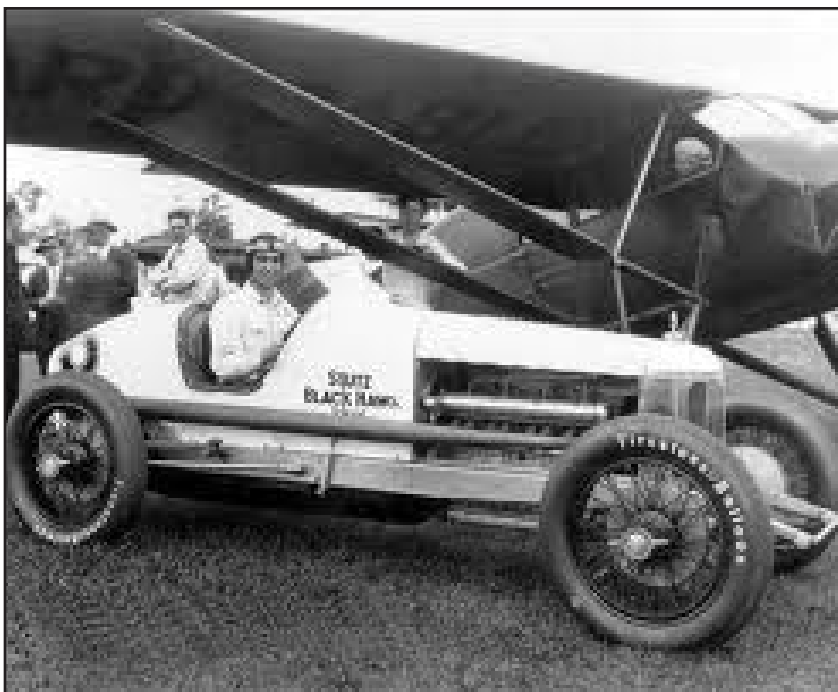
*The Stutz competition. Your editor and his wife enjoyed some fast laps in the Raceabout on the left.*

So this year, Carrol and I decided to be traders and were thrilled to accept rides with Bob Lederer in their Mercer Raceabout. The Miller event includes two days of driving, which are split with 30 minutes sessions of “hot laps” and 30 minutes sessions of touring laps, where giving rides are encouraged. We have ridden in some spectacular cars at this event and the Mercer was certainly on that list! Hunting just above 75mph, we each smiled so hard our faces hurt!

Also in attendance was the HCS Miller. STuTZ News Vol. XXII No. 89 (July –Sept 2009) has a detailed article on this race car and its history.

Another interesting car related to our history was the Perfect Circle Miller 91. As is the way with race cars, we are only left with pieces of them to recreate the history. This car has accurately done that with as many original parts as were possible. In 1926 Frank Lockhart won

*The Perfect Circle car renamed Stutz Black Hawk Special in 1928.*





Indy in the Perfect Circle car, which was his personal car. In 1927, it was equipped with an intercooler, but after Lockhart's death, the car was sold, but renamed Stutz Blackhawk Special and driven by Tony Gulotta. Your editor is interested to know if any of our members are aware of the details of what I assume was simply Stutz sponsorship on this car.



If any of our members who own Bearcats or a some racing version of a Stutz, would like to attend the Miller meet and enjoy this great driving event with other period cars, feel free to contact your editor for help on arrangements. Hopefully next year, we will see some of you here.

## Stutz Archives Update

By Bill Greer (93FL)

Since retiring as your VP Publications and Editor at the end of 2012, there have been some significant donations to the Stutz Club archives.

In Stutz News No. 103, page 3, I mentioned that a carload of my files had been passed on to Carl and Carrol Jensen during their visit at our home on January 25, 2013. These files contained among other things, my correspondence with Stutz Club members, files relative to Club operations, etc.

During early May 2013 the Jensens returned to Indianapolis to attend the "Celebration of Automobiles" event held at the Indianapolis Motor Speedway in which Carl served as a judge. While here they picked up another car load of files containing a variety of Stutz material such as Stutz family photos and details, Stutz factory photos and related history, background literature and photos pertaining to the publication of the Splendid Stutz book, etc. etc.

Later in May, Annabelle Postier, wife of charter member Arnie (No. 64) sent me several Stutz related items "Chic" has acquired over the years. Among the

items was a large box of literature, four metal Stutz signs, a very large Great American Race poster featuring a Stutz Bearcat. Carolyn and I delivered the large box of Stutz related literature to the Jensens while attending the CCCA Experience event at Hickory Corners, MI in early June. Also at that event, Dale Wells (charter and life member No. 92L) who served many years on the Club's Board in various capacities including president, gave me a full box of Stutz News issues dating back to 1988. This donation fills some gaps in the archives as some of the early issues are no longer available.

More recently, Dale mailed me a very heavy box containing his Stutz files dating back to the early 1960s when he lived in Carrollton, Texas. While I have not fully perused this fine addition to Stutz archives, I do know the contents will provide some very useful material for your new editor and this file will be passed on to the Jensens at the earliest opportunity.

*Editor's note: The Stutz archive files remain at the Stutz building, but if anyone would like information from these files from Bill, please contact your editor. I will be sorting through and organizing them over the winter, so should have a good handle on them by spring.*



The Postier and Wells files contain significant history of earlier Stutz organizations which prompts me to review this history for the benefit of our newer members. Many older members of the Stutz Club will recall their participation in one or more of the three other Stutz entities covered in this review.

Before proceeding, allow me to state some background as to how I became interested in the old car hobby. In the fall of 1946, following three years of active service in the Navy, I returned to Purdue University to obtain a master's degree in chemical engineering. While there, in the summer of 1947, I encountered a 1932 Pierce-Arrow Sports Sedan in the countryside and acquired it for \$250. The Pierce and I moved to Indianapolis in late 1948 having been employed by Eli Lilly and Co. as of November 1st. The ownership of the P-A led to my meeting other hobbyists who were forming an Indiana Region of the Horseless Carriage Club. I joined HCCA in early 1949 and subsequently served as the Region's editor of *The Carriage Bolt*. I was now fully enjoying club activities and decided in 1950 to organize a Lilly Motor Club, serving as its president in 1951.

By this time I had spent some \$750 upgrading the P-A to fine condition and sold for that amount prior to my marriage to Carolyn on Thanksgiving Day 1951. In 1954 I took a facility planning job in Lilly's International Corp. and acquired a 1941 Lincoln Continental Coupe in which son Jay would be brought home after his birth

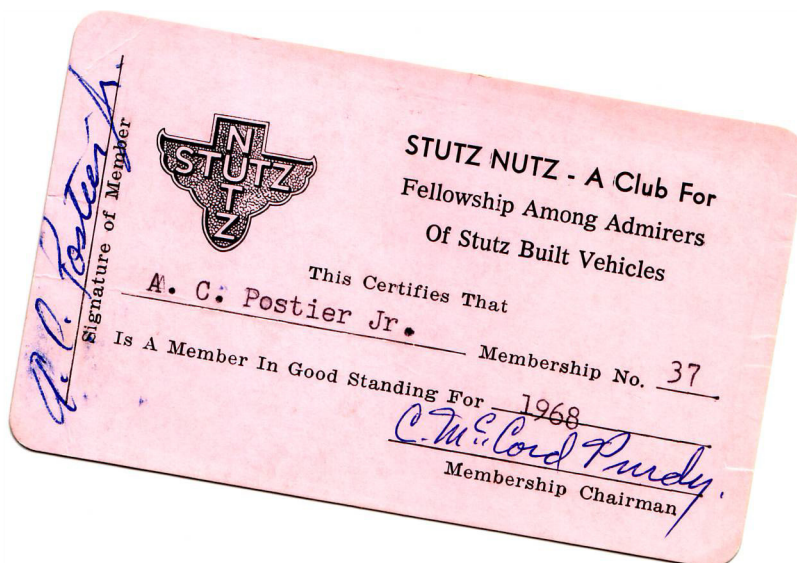
in June 1955. From 1956, and for the next 17 years we were unable to participate in car club activities due to overseas assignments which required us to live in Brazil, Venezuela and Japan until mid 1970 when we returned to the USA. We joined the RROC in 1973 and the CCCA in 1975 rejuvenating our interest in the old car hobby. At this time our garage housed a 1930 Auburn Model 125 Sport Sedan and a 1930 Rolls Royce PII Sedan calette.

I found membership in these clubs to be very stimulating and I eventually met C. McCord Purdy, an avid Stutz enthusiast at CCCA activities. "Cordy" as he was known to friends, was a very outgoing person and a good amateur magician. His 1933 Stutz DV-32 Convertible Sedan, now owned by charter member James D. Lockwood (No. 85), opened my eyes to the Stutz marque. "Cordy" enthusiastically collected car badges and emblems concentrating on Indiana built automobiles. His fine collection was later acquired by charter member S. Ray Miller (No. 67) for his Miller Foundation Antique Car Museum in Elkhart IN which was liquidated after Ray's health failed.

Mr. Purdy also collected Stutz literature primarily related to the 8 cyl. cars and this led him to make offset-printed exact reproductions of owner's manuals for 1929 Model M, 1929 Model L Blackhawk, 1932 DV-32/SV-16, even a 1920 Model H Sales catalogue. In a letter dated January 6, 1965 to "Chic" Postier, "Cordy" offered a copy of the Model M manual for \$10.

During 1967-68 "Cordy" concentrated on establishing the Stutz Nutz Club and published three newsletter issues. Unfortunately Purdy's hard work did not bear fruit as only 58 members joined. A copy of Cordy's undated letter to some 139 Stutz owners is reprinted for your perusal.

C. McCord Purdy joined the Stutz Club in 1987 as charter member No. 8. Following his passing in 1990 his wife Ruth generously donated his literature collection and Stutz Nutz memorabilia to our Stutz Club archives.







STUTZ NUTZ — A CLUB FOR FELLOWSHIP AMONG  
OWNERS AND ADMIRERS OF STUTZ BUILT VEHICLES

C. McCORD PURDY  
3856 Arthington Blvd.  
INDIANAPOLIS, INDIANA 46226

Dear Stutz Enthusiast:

During the last four years I have talked with many Stutz owners from various parts of the country and all have agreed that we should organize a Stutz club. Unfortunately, the response has just been, "Count me in." So, by golly, I'm going to have a go at it!

I hope no one will take offense at the name I have come up with. After all, old automobile enthusiasts are known as, and call themselves, old car nuts, so why not "Stutz Nutz?" It rhymes and fits both the emblem and the people involved. OK? The emblem is a composite of two Stutz emblems that were used for several years. I have had lapel pins made. They are beautiful, if I do say so myself, and one will be sent to each member.

It may be a couple of months before we can get our publication off the ground and how regularly it will appear will depend on the response to this letter and cooperation of everyone.

The membership application forms which accompany this letter have a blank for information about your Stutz car, if you own one. This information will be published in the club publication in order to promote communication among members with similar cars. When you return your application forms, of which there are four, and I hope you will soon, please send an ad for cars, parts, literature, etc. that you may have or need. Also, please send a picture of your car, whether it is restored or not. If you have any restoration tips, stories about how you got your car, troubles you have had when working on it or ?, please send them in.

I'm sending this letter to about 139 Stutz owners whose names I have collected over a period of time. If you know anyone whose name I might not have, please send it along.

At this point it is very difficult to figure the cost on publishing the bulletin. I have set the dues at \$10.00. This should take care of the publication, postage, and misc. expenses until we have more information to go on. In the not too distant future we should be able to have a get-together to elect officers and establish a more solid organization.

Max Reeves, who lives in Plainfield, Indiana, and is a Stutz owner, has been working on the printing end. Emery Miller did the art work on the Stutz Nutz emblem and, while he does not own a Stutz, is willing to help. I have a lot of information which will be interesting in our publication but do not have facilities for the actual printing. If you have editorial ability and/or printing equipment at your disposal, please volunteer.

If you have any questions or comments, please write. Upon receipt of your application, your membership card and pin will be sent. Membership numbers will be permanent and in the order received. Please send check in the amount of \$10.00 payable to "Stutz Nutz."

Very truly yours,

C. McCord Purdy

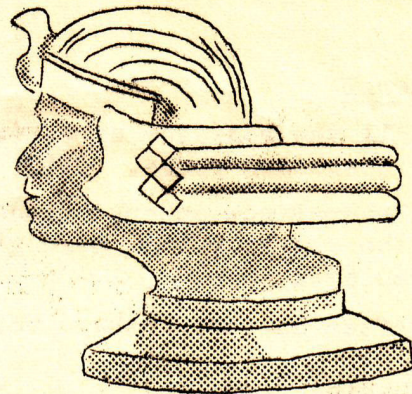
*www.StutzC*



In 1987 when I proposed the formation of the Stutz Owners Club of America (SOCA), later renamed The Stutz Club by popular vote, at Hershey, PA I was unaware of two other efforts to bring Stutz enthusiasts together. From the Purdy files I learned that he was an early member of the Australian Stutz Owners Register. The file recently received from Dale Wells reveals that he became a member of the Stutz Owners Register in 1963 and fortunately he saved copies of the ensuing publication The Journal. The SOR was organized on March 29, 1963 with Darian Cassidy elected Register and Ian W. Smith (Stutz Club member 441) Secretary. The Register in May 1969 listed 150 members which included 79 from

the USA, 45 Australians, 7 New Zealanders, 5 from the UK, 2 Canadians and one each from Finland and Mexico. Many of our current and ex-members of the Stutz Club are listed in the 1969 SOR. Current ones include Ken Beach, Del Beyer, William Gehring, Hugh Guthrie and Ernie Toth. However, by 1975 the paid-in membership had dropped to 79 with only 37 US members.

The last issue of the SOR Journal, Vol. 10, No., 3 found in Dale's file was dated December 1976. In that issue Hugh P. Guthrie (No. 429), then the editor, commented on the Birthday Party the Guthrie's had held in honor of Harry Clayton Stutz's 100th. Hugh mentioned that



## STUTZ OWNERS' REGISTER

172 Gatehouse St., Parkville.

### C O N S T I T U T I O N

- Name:** Stutz Owners' Register.
- Membership:** Open to all owners of Stutz, H.C.S., American and American Underslung cars.
- Purpose:**
- i) To provide a register of owners and spares, and a central source of information relating to maintenance, tuning, new and used spares and history.
  - ii) To provide a centre for obtaining further parts and information from overseas.
- Executive:** 1 Register and Secretarial assistant.
- Finance:** Yearly subscription of £1 and donation of 3/- for each meeting.
- Meetings:** Four meetings will be held each year, at one of which the Registrar for that calendar year will be elected. Meetings will be held at members' homes in rotation.
- Reports:** Monthly reports will be issued covering amendments to the owners' list, spares lists, parts being made and correspondence.

September 12th was also the date of his birthday. The Australians are to be complimented for their many years of devotion to the promotion of the Stutz marque, reproduction of many parts, publication of technical information, interesting stories and overall service to the members. We hope member Hugh Guthrie will inform us why the SOR failed to proceed, where the archives are located, etc.

Reprinted for your perusal is the Constitution of the Stutz Owners Register adopted at the Inaugural Meeting on 29th March 1963 followed by Registrar Darian Cassidy's cover

letter of the SOR newsletter No. 1 of May 1963 which contained eight (8) pages of contents on the subjects listed.

In 1982 another effort to bring Stutz enthusiasts together was made by charter member Stan A. Staniszwski (No. 130) who initiated a Stutz publication named "the Bearcat." Stan published two issues No. 1 for Jan/Feb and No. 2 for March/April. Hopefully Stan will share with us details regarding this effort.

STUTZ OWNERS' REGISTER.

Newsletter No.1. May 1963.

Contents:-

Editorial  
List of Stutz Models.  
Oil specifications 1926 - 1935 models.  
Lubrication schedule 1926 - 1935 models  
Care and adjustment of Stutz Hydrostatic (Water) brakes by W. A. Dwyer  
Cars for sale  
Leads to new owners  
Leads to spares

The response to the formation of the Register continues to be most promising. A good proportion of Owners have already forwarded their membership fees for 1963. If this rate continues this Register will be in the fortunate position of not having to plead for dues month after month.

What is even more encouraging is the response from owners who have written and called with information, parts and even just plain encouragement for the project. Already as a result of the Register's activities five owners have been able to obtain original parts and a sixth has been offered parts that he previously believed unobtainable.

I am surprised though, that apparently no one requires a set of jets. I have a list of sizes (all six) for all Stutz Engines fitted with the Zenith 105 DC after, and including 1929, and for late AA and BB series cars. Max Kennedy has supplied me with a listing which he has arrived at after considerable - and successful - experiment. It would make an interesting article in a future Newsletter to hear of members experiences adjusting carburettors that have been tampered with.

The articles on Lubrication and Water Brakes are the first of a series which, when complete will provide a composite manual covering all models from 1926 - 1935.

I would like to hear from members on what they want to see in future Newsletters. Comments on layout as well as material would be appreciated as well.

As you see the new Register enclosed contains many amendments and does not include the Spares Register as before. I think it would be easier to list them under models instead of owners and Spares will probably change hands more frequently than cars so that separation will mean less work to keep both Registers up to date.

I have included a section on leads to cars and parts so that each member can help in some way - either providing a lead or following it up and making it a fact. This section may be the way a DV-32 is brought to light in Australia.

Happy Motoring until next month,

Darian Cassidy.



## Forever Young

by Mike Barry

I was asked by our editor to write an article on our first visit to Keeneland Concours in Lexington Kentucky. This was our first visit to the area even though we share the same city name in Ohio. The event took place on the weekend of July 19th 2013 and included many separate activities including a Hangar Bash reception on the Friday night. We were amazed at the exhibits on display at the local airport including a B17 fully operational WWII bomber. We were entertained by the Andrew sisters trio to add to setting of the 1940's. We met other Stutz Club members at the show including Bill and Christine Snyder and Richard and Irina Mitchell, both members had cars entered in the concours.

Judy and I did get some time to explore the Lexington area and visit The Barrel House Distilling Co and landmarks like Transylvania University.

color and it attracted a lot of interest including that of a local artist (see picture)

At this point of my story the plot gets very interesting. The resident artist at Keeneland (Peter Williams) is from New Zealand.....our car is from New Zealand.....Peter selected our car to paint a portrait and I was fascinated to watch his painting come to life. Here's were it gets even stranger...Peter has a friend in New Zealand with the same name as me. A coincidence....maybe ...or is it Harry Stutz reaching out to us.

The 1920 HCS and its owners(Mike and Judy ) will be Forever Young in the painting which will hang proudly in our home.

*\(Editor's note: The Keeneland event is one of the best, with great parties, great show, fantastic driving tour and the warmest hospitality!)*

### DAY OF THE CONCOURS Sat July 20th

The weather cooperated for us and the rains held off for this unique show at the Keeneland Race Track. The officials of the show made us feel welcome and very cordial. Our 1920 HCS roadster was put into a class which included mostly brass era cars. The competition was fierce and our car (Harry) may not have brass headlights but it did have





## Pebble Beach 2013

While we did not see a single Stutz while at concours week, there were a few items at auction to report on:

1931 DV32 Convertible Victoria by Rollston  
 – RM: Sold \$375,000



1921 Model K Bulldog 4-Passenger Tourer –  
 Gooding & Co.: Sold \$126,500



1928 BB Cabriolet Coupe – Gooding & Co.:  
 Sold \$209,000 (bottom)

Believed to be the last trophy awarded to Frank  
 Lockhart for his February 22nd, 1928 World's  
 Straightaway Record Attempt. Bonhams &  
 Butterfields: Sold \$10,625





Your editor would like to thank Angelo Van Bogart and the group at Old Cars Weekly for letting us reprint this fine article on the Mitchell's Supercharged Lancefield Coupe from their August 8, 2013 issue. We have used some different photos, but the article is as printed from Old Cars Weekly. Check out their website at <http://www.oldcarsweekly.com/>



## Super Stutz: Supercharged Stutz is King of the Hill

By Angelo Van Bogart

*Richard & Irina Mitchell drive the Lancefield Coupe to the podium to receive the Best of Show award at the 2012 Keenland Concours.*



Other than a penchant for Stutz motor cars and ownership of one of the marque's most impressive examples, Richard Mitchell has little in common with gold-burying hoarder A.K. Miller. Mitchell remains a true gentleman, willing to share his Stutzes from the show floor of Old Iron Works, his Montgomery, Texas restoration shop, to concours fields across the country. The secretive Miller, on the other hand, was remembered by those best acquainted with him as an arrogant cheapskate that probably basked in his mystery, and enjoyed taunting collectors with the promise of a glimpse at his Stutzes.

The story of A.K. Miller is legendary, even outside of Stutz collecting. The Vermont collector was born in 1906 and developed a taste for fine cars — what would be considered Classic cars today — and began gather-

ing them when they were used cars. Commensurate with his frugal ways, Miller stored his valuable collection in dirt-floor wood sheds and lean-to's on the primitive East Orange, Vt., farm he shared with his wife, Imogene. Although great Peerless, Cadillac and Rolls-Royce cars passed through Miller's hands, it was Stutz he preferred. A 1917 Stutz was Miller's first car, and he occasionally drove it until he died in 1993. The other cars in Miller's 40-some-vehicle collection were often parked on makeshift "wood stump" jack stands and left to gather dust while surrounded by spare Stutz parts. Miller would sometimes trade these parts, but he drove a hard bargain to his financial benefit and the misfortune of his fellow trader. It was not until his wife died in 1996 that it became clear what exactly was hidden in the wilds of Vermont, and more than car collectors were interested.



The Millers had essentially lived as recluses on their simple homestead. They had no children, and they had almost no paper trail. Their collection had been known to only a few outsiders, and the handful of people allowed to visit rarely caught a glimpse of more than a car or two. Only visitors from foreign lands were typically offered more than a peek, supposedly because Miller could be assured they were not from the IRS. Indeed, Miller had lived so far off the grid he was able to avoid paying state and federal taxes. He and his wife were also hiding more than cars and income — they had buried or otherwise hid millions of dollars in gold bullion and silver ingots around their property.

After Imogene’s passing, the Millers’ fortune captured the attention of car and tax collectors, and an auction was held by Christie’s, after which the IRS was to receive its due. Police scouted the property leading up to the auction to stop the shovels and metal detectors of treasure hunters, and the curious eyes and hands of car enthusiasts. When the auction was held Sept 7-9, 1996, about 35 “barn find” Stutz motor cars crossed the block, most fetching far more than their pre-sale estimates in front of a standing-room-only crowd.

### The Lancefield Stutz coupe

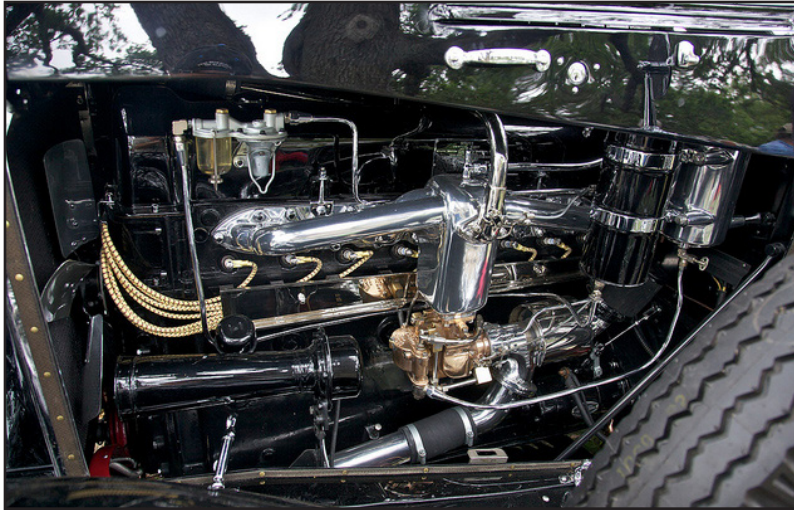
One of the stand-outs in that sale was a special 1929 Stutz Model M with coupe coachwork by Lancefield of London. Lancefield often bodied Rolls-Royce and Bentley chassis, but it also held an association with Stutz of Indianapolis, Ind. The aluminum-sheathed Lancefield coupe body sat low on the Stutz chassis, thanks in part to a worm gear drive setup, but was made to look lower with Lancefield’s tear drop step plates and trademark low roof, cycle-type front and rear fenders and dozens of louvers that ran the length of the apron that masked the frame sides. In deep black, the masterpiece was sinister.

“They only built five of these coupes,” said Richard Mitchell, the Lancefield-bodied Stutz coupe’s present owner. “Two were sold to the Woolworth Brothers and this is one of the two. Of the two cars, only this one was supercharged. There is no record of the others; this is the lone ranger.”

Only two Stutz Model M models of all built are known to have been supercharged, which made the 325-cid straight-eight good for an estimated 185 bph — about 65 percent more power than a normally aspirated Stutz straight-eight of 110 hp. The horsepower figure was impressive in its day, but it wasn’t surprising that those numbers came from a Stutz. The car had built a reputation at its 1911 founding by making an impressive debut at the first Indianapolis 500 race. There, a Stutz placed 11th in a field of cars with larger engine displacements, and with a noteworthy 68.25 mph average speed. From that point, Stutz would be known as the “Car That Made Good in a Day.” Production kicked off in 1912 with the typical roadster, touring and toy tonneau models, but it was the unforgettable Bearcat speedster that solidified Stutz as a performance car throughout its life, whether the chassis wore the racy Bearcat speedster body, or a lithe limousine body.

The first Stutzes were four- or six-cylinder models, and in 1926, the Vertical Eight debuted to make the company a competitor to the likes of Duesenberg, which built eight-cylinder cars elsewhere in Indy. Stutz eights of the mid 1920s were usually in the \$4,000 range, while Duesenbergs were about twice that. Stutz’s reputation, however, was no less sterling. That reputation grew with the straight-eight Stutz Model M of 1929, and the succeeding single-valve eight-cylinder (SV-16) and dual-valve eight-cylinder (DV-32) models that debut in the 1931 calendar year. It was these powerful models that brought the Stutz aura to a pinnacle of reputation. These single- and dual-valve eights would also carry the marque into the sunset around 1935, albeit with the speedometer pegged.





### Not the first Stutz in the family

While A.K. Miller experienced the magnificence of Stutz in the company's heyday, Mitchell's adoration for all things Stutz came by way of a family member who also experienced a new Stutz motor car.

"I had a grandfather who, in the early '30s, was chasing the oil fields between Oklahoma and California, and he bought a Stutz — a '29 that was a convertible coupe that he converted into a pickup," Mitchell said. "We found a picture my mother had of the car and nobody could figure out what it was."

Mitchell took a close look at the picture and determined from the hubcaps that the mystery car in the photo was a Stutz. Then a letter from Mitchell's grandfather surfaced shortly after the Stutz picture was found. It offered praise from the man that owned the Stutz, and Mitchell was sold on the marque.

"We found a letter to my step-grandmother about how good the car was and how it never gave him any trouble," Mitchell said. "I had started restoring a Packard and decided that, well, I think I am going to try to find a Stutz, and I started learning how far ahead Stutz was and got enthralled with them. Now I have 19."

Like Miller, Mitchell's collection includes Bearcats and Black Hawks and the equally exotic SV-16 and DV-32 models. Since Mitchell's show-winning Stutzes rarely have a chance to get dusty, he's able to offer a comparison of the Lancefield-bodied supercharged Model M coupe to the better-known SV-16 and DV-32 models,

and the earlier Model M can hold its own.

"It's an interesting car. You can drive the car along at 65 mph [and engage the supercharger] and it will go to 75 mph without touching the accelerator," Mitchell said. "I have only done that once. I hesitate to use that supercharger, because there aren't any left. I would say it's as fast as a DV-32, but it's hard to [draw a comparison to a DV-32], because that [engine] can be in a lot of different bodies. I have a DV-32 Bearcat and it runs like a scalded dog."

Riding in the Lancefield coupe's intimate cabin offers all the refinement one might expect in a British body of the period, despite the brute force under the long Stutz hood.

"It's not very noisy; you don't get much road noise or gear noise," Mitchell said. "It's a right-hand-drive car because it's bodied in England, and you have to get used to shifting the gears with your left hand. [Right-hand drive] doesn't hinder you from driving it at all. It's a very natural car to drive. It doesn't have any bad habits. It's a nice car to drive."

Mitchell's restoration shop made sure the rakish Stutz remained ready for the show field after he purchased it from an RM Auctions sale in 2010. The car's history is not known between its purchase by the Woolworth Brothers from Stutz's main agent there, Warwick Wright Ltd. of London, and A.K. Miller's acquisition. However, the Lancefield coupe was very intact in 1996 when it was pulled from the barn it shared with DV-32s, SV-16s and Bearcats at Miller's farm. It was prepared relatively quickly for the 1997 Peking to Paris Rally. It then thundered onto the green of the 50th anniversary Pebble Beach Concours d'Elegance in 2000, where it won Best in Class and the Briggs Cunningham special award. By the time of Mitchell's acquisition, the car had a solid decade of concourses and rallies to its credit.

"At the time I got it, it was a 10-year-old restoration," Mitchell said. "We thought all we had to do was touch it up here and there, but after about the third week, I said, 'Stop and tear it down.'"





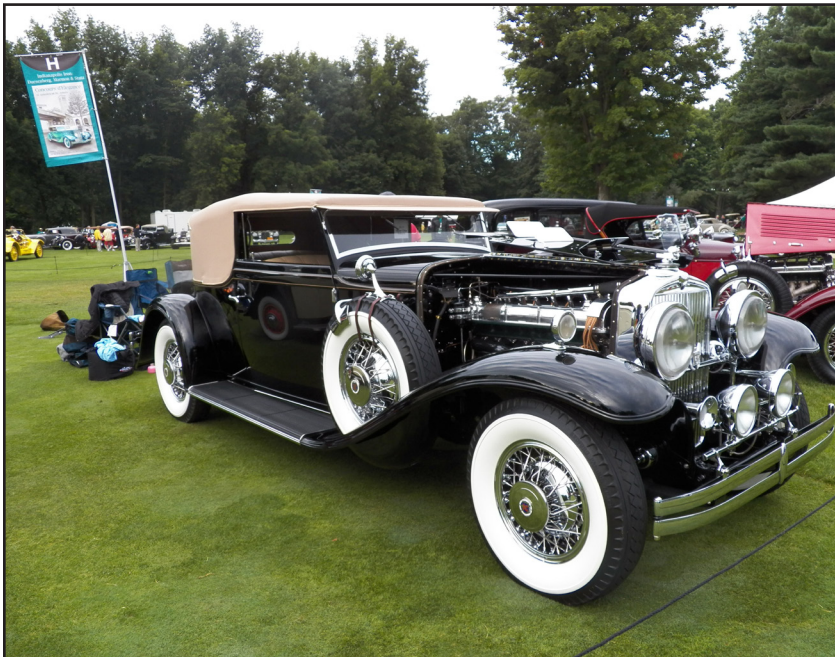
Mitchell's shop went through the mechanics of the car and re-plated parts and repainted the coachwork to again put it in top concours condition. He's since been rewarded with several Best of Shows, from the Keeneland Concours d'Elegance to the Santa Fe Concorso to the Ault Park Concours d'Elegance and points between. However, its show car status doesn't stop Mitchell from sharing it with school children and veterans alike, or taking it out on the road to turn heads, perhaps like his

grandfather did so many years ago with his own 1929 Stutz Model M.

"If you were 30 and you wanted to impress somebody on Fifth Avenue, that's what you would drive," he said.

The Lancefield's list of awards prove that those who see it today remain as impressed as they were in 1929.

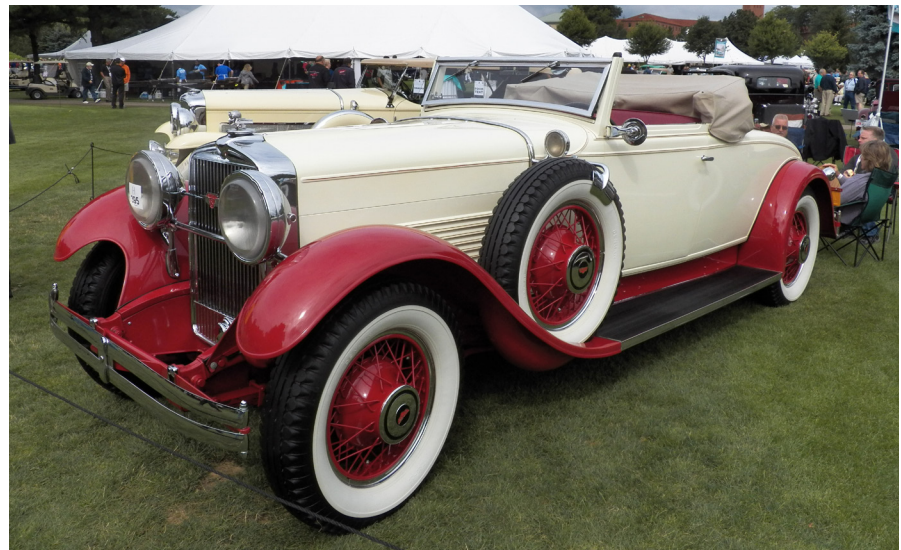
## Concours of America at St. Johns



*Photos by Doug Schellinger*

*Richard & Irina Mitchell's 1932 DV32 Victoria by Rollston won Best in Class in "Indianapolis Iron: Duesenberg, Marmon, Stutz". This car also won Best Interior and Most Elegant Car!.*

*Mike Hurley's sharp looking 1930 M8 Conv Coupe*





## Technical Tips

by *Brian White*

As I write this it has started to feel like Fall is around the corner. Yesterday, I drove my 1922 HCS on a NC-HCCA tour at Little Washington, NC. When we loaded up it was cool, almost needed a long sleeve shirt. I thought poor old Carl was probably about ready to store his cars for the winter. But it didn't take long and it warmed up. We toured all along the flat coastal area of North Carolina. At the end of the day I had put another 131 miles on the old HCS and it never missed a beat. As I thought back over the last 17 years and over 25,000 miles I have owned the car it has been very reliable.

One of the problems I had with the HCS was the water pump. The original design has water pump packing around the input shaft with a washer holding a spring and felt seal on the timing cover. If, or when, the packing starts to leak there is a good chance water ends up in the oil. Not Good. I learned this on the Martinsville International Racetrack. The next week I had the number one rod babbitt poured. And the next week I machined the pump housing for a modern seal in the water pump. Problem solved.

The HCS is a great car. The Weidely engine is a great engine. The car runs 50 MPH easily and gets almost 20 mpg. My Dad would drive his 1923 Locomobile and I would drive the HCS and use ½ the amount of gas he would use on the same route.

The gentleman I bought my HCS from was Bill Dawn. I had known Mr. Dawn for a number of years and loved the car. Mr. Dawn

never trailered his cars he always drove it to where he was going. He lived over in Knoxville and I was impressed when he drove it to Charleston, SC, drove it all week on our tour then drove it back to Knoxville. Mr. Dawn was not very mechanical, quite a tribute to the car. One day he was interviewed by a news reporter and he said the difference between the Stutz and the HCS was "The Stutz is a brute of a car. A man's car. The HCS is more refined, even a lady can drive one." Not very politically correct, but a true point made.

As many of you know I am in the short rows of restoring my 1923 Speedway Four. I have plans to show it at Hershey. The car is now in the upholstery shop and looking good. I have been working on the top bows. As you know when you buy a car in pieces you take a few things for granted. Just because the top bows came with the car is no sign they are going to fit. I decided to check them out before I painted them. Sure enough they were too narrow as well as too short. I was lucky in the fact that I had some steam bent bows we had made for the Locomobile that we didn't use. So I have reworked them and now have bows I believe are useable.





## Cannonball Baker and His Cross Country Record

Born in 1882 in Dearborn County, Indiana, Erwin George "Cannon Ball" Baker set 143 driving records from 1914 through the 1930s.

When his family moved from Weisberg to Indianapolis in 1893, he went to work saving money to purchase an Indian motorcycle. He immediately began racing it with excellent success, but it was his 1914 coast to coast run on the motorcycle that prompted a reporter in New York to call him "Cannon Ball". Baker so liked the name he even had it copyrighted, and it stands today on his grave marker in the Indianapolis's Crown Hill Cemetery.

A year after his motorcycle dash, Harry Stutz hired Cannon Ball to take a Bearcat on a coast to coast run. According to the "Splendid Stutz", the Bearcat that Baker drove cross country was No. 2746. Baker would go on to do this feat many times in a variety of cars. In fact, in 1930 he again broke the record in another Stutz, this time a Weyman sedan. One of his last cross country dashes was in a 1933 Graham Blue Streak with the factory supercharged 8 cylinder engine. It is interesting to note that his first run on the motorcycle took 11 days, 7 hours and 15 minutes with only 4 of his 3,379 miles on a paved road! A year later the run in the Bearcat was reduced to 7 days, 11 hours and 53 minutes. But the time he took the run in the Graham the time was only 53 1/2 hours. It is believed that this record stood until 1971.

Later in life, Cannon Ball became the first commissioner of NASCAR starting in 1947; a role he maintained until his death in 1960.

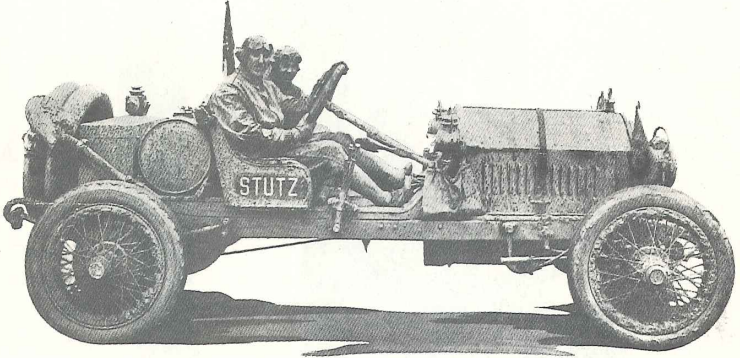
In this issue of The Stutz News, we have included a reprint of the account of Cannonball's record dash in the Bearcat as

documented by his passenger Bill Sturm, a well known journalist of the time. The fame that went with this record breaking run was great for Stutz and of course made Cannonball a household name. It also was quite good for the suppliers of components to Stutz. The front and rear covers of this issue show ads capitalizing on this feat. Enjoy the detailed account of this adventure from the passenger seat!

# STUTZ

## 11 DAYS 7 HOURS 15 MINUTES


### A STORY



CANNONBALL BAKER

This is a reprint of a booklet published by the Stutz Motor Car Co. of Indianapolis, Indiana where Stutz cars were made. It describes in detail the many hardships encountered in the early days of motoring. Bill Sturm was a famous author, journalist and car "buff" and he rode as "Cannonball" Baker's observer. Baker was the most famous of all long distance drivers and an "institution" of his era. — Clymer.

PUBLISHED BY  
**FLOYD CLYMER**  
 LOS ANGELES



\$1.00

EDITOR'S NOTE—W. F. Sturm, of THE INDIANAPOLIS NEWS, accompanied E. G. Baker in his effort to make a record-breaking one-man drive from San Diego to New York. Mr. Sturm went only in his capacity as a newspaper man, to write a story of the attempt for his paper. He was in no sense a mechanic, being unacquainted with automobile work. He can not drive an automobile.

These two men left San Diego at 12 o'clock, midnight, May 6, 1915, and reached New York at 10:15 A. M., May 18, 1915. They intended taking the old Sante Fé Trail, but owing to the snow it was necessary to change the route at the last moment. Briefly, the route followed was: San Diego, Phoenix, El Paso, and thence north by the Borderland Route through Roswell, N. M., and Plainview, Texas, to Dodge City, Kan., where the Trail was picked up; thence through Kansas City, St. Louis, Indianapolis, Columbus, Ohio, Greensburg, Pa., Philadelphia and into New York.

Mr. Sturm says it would be impossible for any one to conceive of the strain on the car and the men in an effort of this kind, where the sole idea was to make time. Making time meant that neither car nor men could be spared.

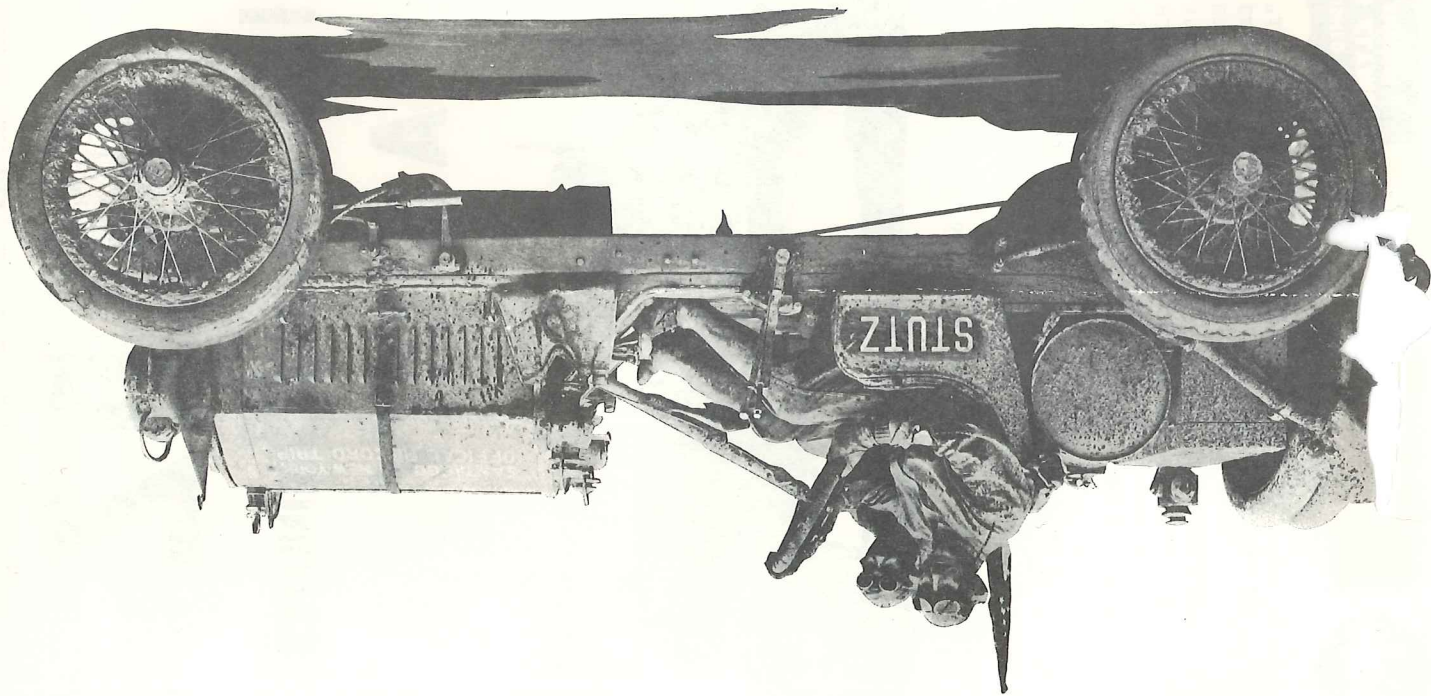
## Picture of Car

By *W. F. Sturm, Observer*

**A**N AIR of excitement was apparent at the office of THE UNION, San Diego, Cal., at 11:30 P. M., May 6, 1915.

Surrounded by a crowd of friends and interested spectators, stood a Stutz Bearcat. It was without fenders. On each side of the car, hanging from the oil lamps, was a two-and-a-half-gallon desert water bag. Slung on the steering column was a big 44 Colt revolver. On the rear of the car were securely strapped two extra wire wheels with inflated tires. Between the gas tank immediately behind the seat was strapped an axe. All oil was carried in the crank case, with an extra gallon under the hood in a tin container. On the driver's side of the car, extending alongside the box which housed the tools, hung a shovel. Fastened to two iron standards on the front of the car were banners of the Hoosier Motor Club of Indianapolis, Ind. On a four-foot staff directly behind the seats fluttered Old Glory. Thus the car stood, ready to start a battle that was to end on the other side of the continent.

At 11:55 Baker cranked the Bearcat, which responded with a bark that brought a smile to the crowd. We put on our racing hoods and buttoned our monkey suits, as the newspaper men called our one-piece outfits, carefully. I felt for my kodak case to be sure it was still on the strap around my neck; then I carefully went over my eight pockets in the suit and those in my shirt to be sure that the flaps were all buttoned securely and that my scanty wardrobe



and my films were safe. Baker did likewise. I put on my rubber slicker and goggles, and then looked at Baker. He was ready.

"Two minutes, boys!" said A. F. Gwellow, Managing Editor of THE UNION. Then, "One minute!" Baker and I shook hands with my wife, who had come to the coast to see us start.

"Everything ready?" shouted Billy Mountain, of THE UNION, official starter. We nodded. Mountain stepped back after shaking hands, there was a tense "Go!" and the faces that lined the streets began to go by in one long blur, as we sped on our way.

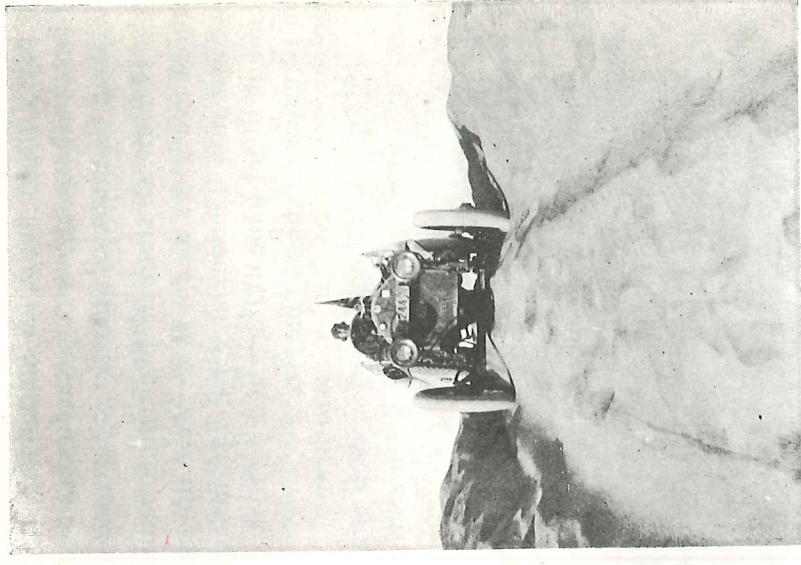
Our journey had begun. Whether E. G. Baker, who, a year previous, had set a motorcycle record of 11 days 12 hours and 10 minutes from San Diego to New York, *could also set a one-man auto record between the same points* remained to be seen. For months he had dreamed and planned for this very moment. Now there remained only the turning of his dreams into a reality. Ahead stretched sand and mud and snow and rain and chilling blasts; and heat which seemed as though sent from Hades itself. Over the mountains and down into the valley lay the route. Baker himself must have felt sure of the stout car which he had selected to carry him, and as for myself I knew that in Baker's lexicon fail had never been written.

It had been raining on the coast and we immediately got into the mud in the hills beyond San Diego. Up and up we went, the chill biting to the marrow in spite of my woolen army shirt and my rubber coat. We reached Campo, 55 miles out, at 2:07. Through Devil's Canyon in the half-light, with all its weird scenery and dangerous going, the Bearcat went its way. El Centro, 87 miles out, we reached at 3:20. We came out of the mountains on to the flats at break of day, reaching Holtville, the beginning of the deep sand, about 5:15. Baker plowed through at 26 miles an hour. We were continually drenched with sand, if one may use that word in describing anything except water. Between spells of holding on and being jerked half out of the seat I kept my eyes on the motorcycle, but never once did the red fluid get dangerously near the top. I made Baker stop in the sand, and we wasted fifteen precious minutes taking pictures, but that was what I came for and I intended to have something to show for it.

The people of Yuma received us cordially. L. W. Alexander, of the Yuma County Commercial Club, signed my record book, while the manager of Riley's garage told us he had made arrangements to have the ferry across the Gila at Dome, 23 miles away, ready for us. We got on the ferry at 8:25, and six Indians, who remembered Baker from the year before, poled us across the treacherous stream. For miles and miles we rode through a desert country with deep washes that made cautious driving and good brakes an absolute necessity. The monotony of the ride over the rock-strewn country, flanked on the left by huge mountains of bare rock, was broken by huge cacti, as big around as a barrel and twenty feet in height, which stood like sentinels all over the landscape. About noon we rolled in Agua Calientes, eating dinner with the postmaster, John Modesti. Again we sought the rough road to Phoenix, the car being subjected to constant strain as we drove in and out of the ruts. It is impossible to make speed in this section without punishing the car severely—and we were making speed.

Phoenix knew of our coming and we were greeted by people all along the line. At 5:40, Phoenix time, we rolled into the capital of Arizona—409.1 miles from San Diego. Our riding time was fifteen hours. Not so bad for amateurs.

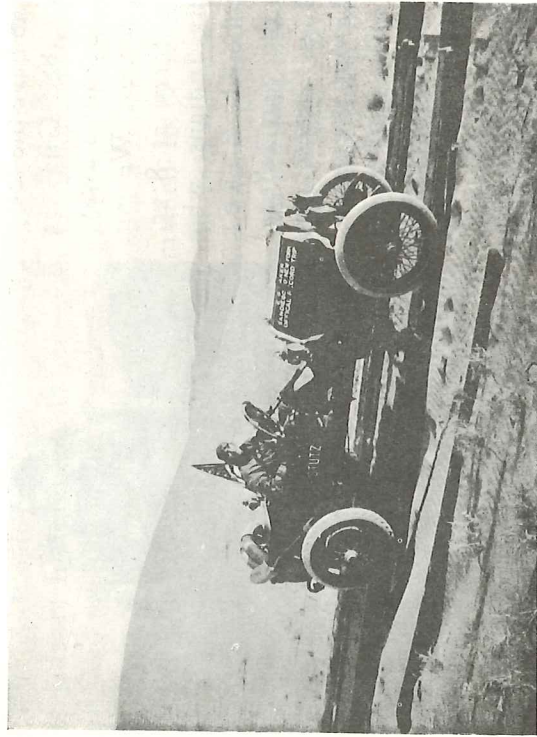
Here we got a hot bath and a rubdown, which I certainly



Crossing the Sand Dunes in the Desert Before Yuma,  
May 7, 5:30 a. m.; Desert is 48 Miles Wide  
at This Point—First Day

needed, for we had hit a concealed bump just out of Phoenix and I hit the sharp edge of the seat in coming down with my right ribs, landing all sprawled out over the gas tank and the tool box.

Though we stopped about nine hours in Phoenix we only got about five hours' sleep, as we were up and away at 3 A. M. When we got into Tucson, at 7:25, 135 miles away, we stopped long enough to get some oranges and a kodak, as mine had been put out of commission the day before.



Boards Are Laid For Six Miles Across Sand Dunes—5:40 a. m., May 7—First Day

On over the Borderland Trail we sped, starting to climb soon after leaving Tucson behind. Tombstone, Ariz., was reached about noon, but we only stopped long enough to take on some gas and oil, our objective point being Bisbee, 5,300 feet above the sea level, which we reached around 1 o'clock. The first person we shook hands with in Bisbee was Joseph Gray, secretary of the State Auto Association, and the first thing he did was to sign the route book to show that we had not skipped his town. The roads around Bisbee are of the finest.

Stopping at Lordsburg, N. M., only long enough to run into the Southern Pacific depot and get a signature from the operator, we challenged the Southern Pacific passenger train for Deming, 65 miles away, to a duel—and drove into the latter place five minutes before it arrived.

Beyond Deming lay El Paso, which we had resolved to reach in two days, and which our most optimistic friends said we could not hope to reach under three days. Looking back, too, I recall how a certain newspaper man in Los Angeles said we would barely make Yuma the first day, and if we were lucky we might get to Phoenix the second day. In just 49 hours and 15 minutes, elapsed time, from the coast we rolled into El Paso, 1001.1 miles, having driven 592 miles the second day. We would have reached El Paso about 10 that night, instead of 1:15, had we not gotten lost among the soapwoods of the desert land beyond Deming. Round and round we rode in the darkness in an endeavor to find the trail. Our gasoline was getting low. We even considered going back to Deming, but our slogan was "El Paso or bust" and we concluded we'd rather bust than fail to get there. Finally I approached a Mexican house and by dint of much grunting and shouting of "El Paso!" we were directed to go in a direction which we felt sure was wrong, but went, and soon arrived at El Paso. Our getting lost ran our mileage up considerably also.

After eating—for Baker ate every time he got a chance—we turned in at 3 o'clock and were up again at 6 and away again.



Another Scene in the Desert North of El Paso—Third Day

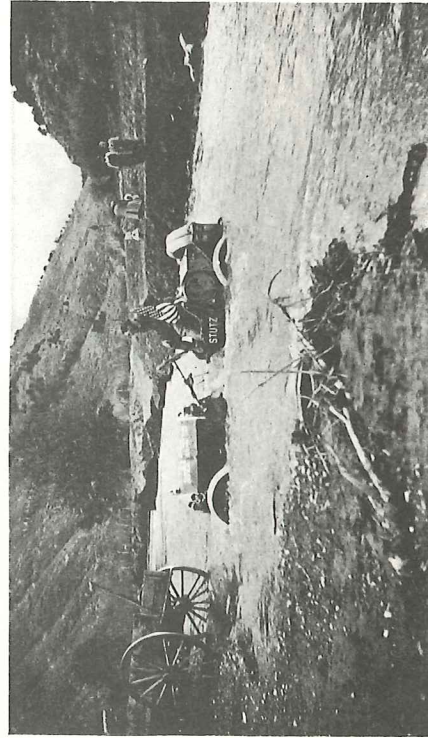
North of El Paso the sun beat down relentlessly. I could almost feel my neck cooking in the New Mexican heat. To our left lay the mountains in the distance, while closer up was a huge ridge of sand so impregnated with alkali that it looked like snow. Fortu-

nately, the Borderland Trail was well marked and we never lost our way. I shudder to think of what might have happened had we gotten off the trail and become lost.

The third day at noon found us at Alamogordo, N. M., and soon we were in the mountains to the west of Roswell. We had some pretty steep climbs in those mountains, too.

We can not forget those mountains. I waded into a little torrent, the Ruidoso, to find a safe ford, and the water was icy. The next ford we came to looked bad and a young man with a couple of horses volunteered to take us across for a consideration. We knew we could not get across under power, for an engine won't run under water.

We got in the middle of the stream behind those horses and there we stuck. Forward motion ceased and vertical motion began, which I knew would land the car in China if it continued long enough. Meanwhile I had jumped back on shore and was taking some fine pictures. Little old New York began to fade from our horizon. As the official observer I began to fear that my story that night would be a doleful one. Then the youthful driver of the team signalled the S O S to an Indian on the bank and he soon had two more horses hitched to the Bearcat. By this time Baker was a raving maniac. He called on high heaven to witness that those four horses could not pull as much as the billy goat he owned when a kid. Still the car stuck. The water was going great guns over



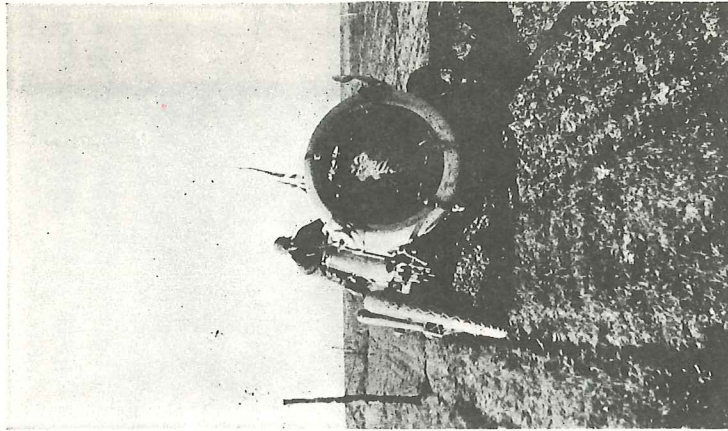
Coming Out of the Ruidoso—Third Day

the floor. Then the Indian yelled, the first driver yelled, the Indian's little brother yelled, the first driver's mother, who was looking on, yelled, the first driver's mother's little son yelled, his dog barked—and out of the Ruidoso we came. But that musical mountain stream certainly did play a funeral dirge over the floor of the car for a while. We were pulled through another ford without trouble and after dropping a total of

\$20 we turned and fled, looking neither to the right nor the left, nor yet behind. Eighty miles on lay Roswell, and the ride was as pleasant, with our water-soaked clothes, as riding on top of a passenger coach in December. That bed in Roswell certainly did feel good. Our mileage the third day was 244.4, and we were lucky to get that after spending five hours at the Ruidoso.

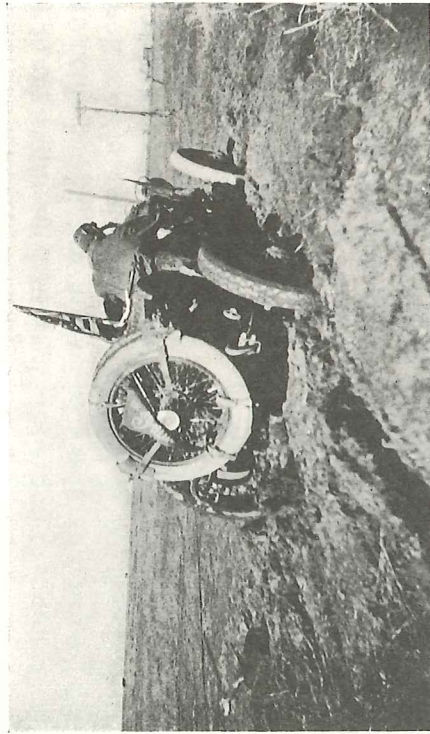
Our path lay almost directly east from Roswell over the pastures of the Texas Panhandle. We ate dinner at Plains, Texas. I shall always remember Plains because the postmaster refused to put his official stamp in my book because he did not consider it official business. He compromised by writing his name, however. It was at Plains, too, that the man in the sombrero insisted on Baker going into the garage office with him. Baker came out feeling mighty pert, but I leave it to the reader to form his own conclusions.

We baptised our shovel beyond Plains, on our way to Lubbock. A glance at the picture will show that we had no chance to keep the shovel unsullied. We were meandering over the prairie about 50 miles per when without warning our starboard wheels dropped into a soft spot and left us marooned high and dry in the cen-



Where We Slipped Into a Muddy Rut Near Lubbock, Texas, in the Panhandle Country—Fourth Day

ter. With the center cut down so the wheels could get a little traction we were soon on our way. As night was falling, we stopped at Lubbock and got a fresh Presto tank. About 50 miles over the prettiest and greenest cattle country one could ever hope to see lay Plainview, where we spent the night. We hit a little mud on the way, but not enough to stop us. We clocked 264.4 miles the fourth day, which was not so bad.



A Wee Bit o' Mud Encountered in Oklahoma—Fifth Day

Wishing to have an appetite for breakfast the next morning, we rode to Amarillo, 90 miles away, for breakfast.

To the north, south, east and west as we rode for miles and miles through the Texas Panhandle, as far as the eye could see there was nothing but the short buffalo grass and contented cattle. Here it is that one appreciates to the full that description of the prairies which likens the sky to a great inverted bowl whose edges are the limit of vision. The plain is like a floor carpeted with the finest of grass. But even the plains had their tragedy, for we passed scores of empty skins and piles of bleaching bones which marked the last stand of sick cattle. Water is sometimes hard to find and many cattle die of thirst. We passed many carcasses which had not reached the bleaching bone stage and whose odor insistently assailed our nostrils.

Often there were openings in the long ranch fences so that autos might go through. They were all provided with cattle guards, such as are used on the railroads, and it was not necessary to have gates, as the cattle will not cross them under any circumstances.

We were "beating it" over the prairie and saw what we supposed was an auto opening. When within fifteen feet of it we saw there was no passageway. The highest strand of wire did not come above our radiator and we tore through 40 miles an hour, since it was impossible to stop. Then we went back and repaired the fence. It is a crime in Texas to leave gates open or fences down.

At another time we came to a fence that had been built across the trail to prevent vehicles taking a short cut. We had gone forty miles and did not propose doubling back. The fence was rather loose, so I put all my weight on it and bore it to the ground. Baker drove over it while I lay prostrate; I got up, the fence flew back into position, and we were off.

Passing through Stratford and stopping long enough to eat dinner, we crossed over the narrow strip of Oklahoma which lay in our way and got into Kansas. Incidentally, it may be remarked that Oklahoma held us as long as she could. We hit a small bunch of mud there which I hopped out and succeeded in recording with the camera. When we put up at Plains, Kan., that night we had covered 374 miles.



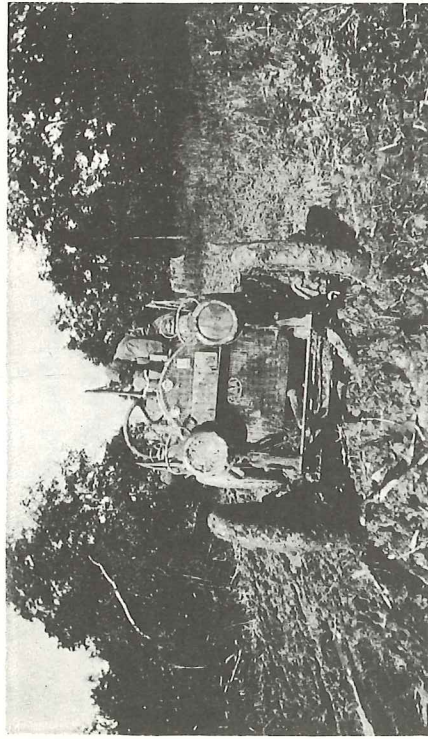
Karshner, K. C., Stutz Agent, and Henderson, Assistant Fire Chief—Seventh Day

We smelled the good breakfast at Dodge City that F. J. Kihm, of the Harvey House, had prepared for us, and though we were 69 miles away and part of the road was a trifle rough, we got there in 2 hours and 10 minutes. Since we had resolved not to shave until we reached New York, we didn't present a dining-room ap-



pearance, so we asked Kihm to please lead us around and let us eat in the kitchen—which he absolutely refused to do.

In Kansas we rode from Plains to a point 127 miles beyond in 4 hours and 40 minutes, and 1 hour and 5 minutes of that time was spent in Dodge City. To further show what boulevards Kansas has, we rambled along 65 miles east of Dodge City in 1 hour and



Illinois Mud Encountered Near Vandalia—Ninth Day

20 minutes, an average of close to 50 miles an hour. I did not do any driving, so I am not throwing any bouquets at myself.

The evening of May 12 found us at Emporia with 335.2 miles to our credit, a total of 2,219, a daily average of over 369 miles. And the engine was purring like an overgrown housecat.

Kansas and her fine roads was responsible for our first puncture. We picked up a nail in our right rear tire after bringing California air over the rock-strewn southwest in all four tires. The next day we got other punctures in our rear tires, though the fronts have California air in them to this day, so far as I know.

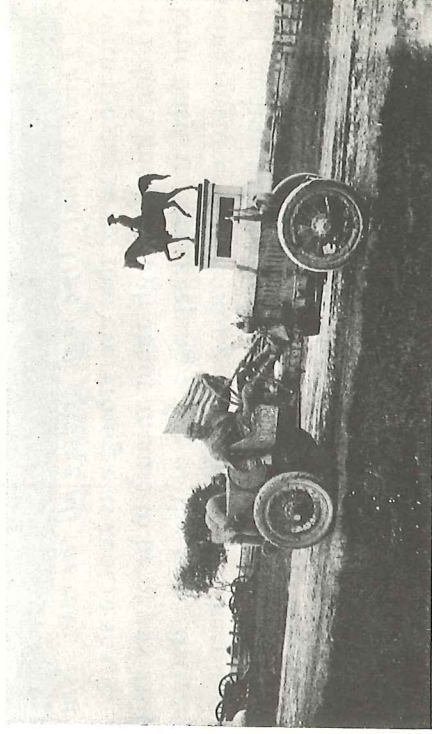
Kansas City was the Circe that enthralled us, for though we reached there at noon of the seventh day, we tarried there until after 5 o'clock. Baker looked the car over thoroughly and we both rested up for the final grind. The speedometer showed only 182.2 miles for that day at Lexington, Mo.

We spent the next night at Greenville, Ill., our mileage being 323.2. We could not get through Illinois without the mud taking tribute, and I got a picture to prove it.

By this time I imagine the country had begun to sit up just a little at the wonderful record Baker was making.

We got a royal welcome from the Stutz forces at Indianapolis, and Baker deserved it all. Harry Stutz and his official family came out to meet us with an auto parade headed by the chief of police. Treading the roads of our own bailiwick made us ambitious, and we steered a course for Dayton, which we reached in a driving rain. We called it a day and turned in, the mileage being 322.1.

The next day we stopped at Springfield, Ohio, for breakfast and then rode all the rest of the way through puddles of water. We were drenched by every hole that we hit, and it was impossible to miss any. Through the Alleghany mountains we went, stopping at Donora long enough to pick up Ben Binns, who volunteered to show us the way to Greensburg, Pa. With the rain coming down in torrents we started. I hope never again to have to go through such a wild ride. Several times I thought we were due for the ditch, but Baker's masterful hand steadied the car in time, and thus slipping and sliding and clawing, and with lightning flashing and the thunder bellowing, we came into Greensburg. We had covered 303 miles that day.

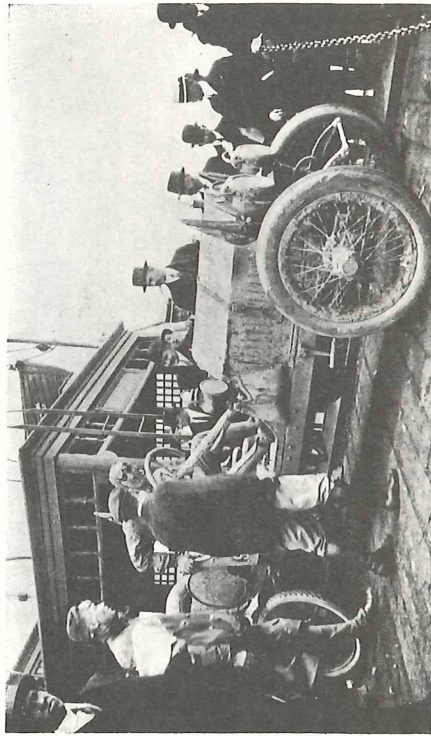


At Gettysburg—Tenth Day

The next day was raw and rainy. When we got into the Vendig Hotel at Philadelphia we were ready for the big steak that Bob Robertson, an old motorcycle friend, had ready for us. Our mileage was 275.8.

With Robertson showing us the way to New York, we covered the distance rapidly on the twelfth day, drawing up at Forty-second and Broadway at 10:15 A. M., May 18. And thus finished what I choose to call the most wonderful ride ever made in an auto from coast to coast.

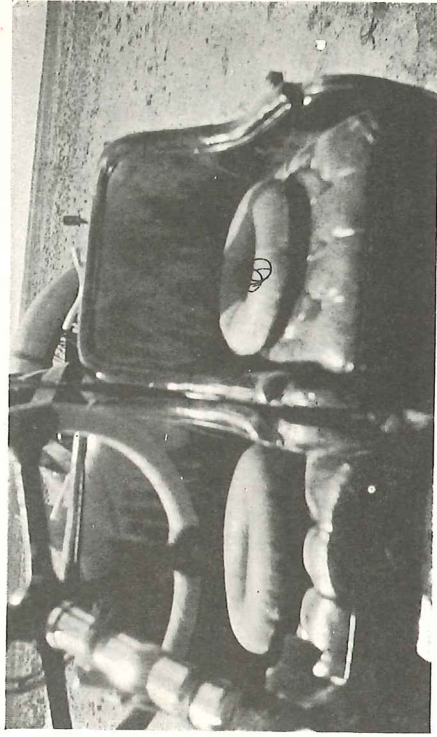
Having to go the southern route because of the snow in the mountains made the distance 3,728.4 miles. The elapsed time was 11 days 7 hours and 15 minutes, and the actual running time 6 days and



Aboard 42d Street Ferry, New York—Twelfth Day

4 hours. *Think of that. One man driving all the way.* Not a mechanic with the car to see that everything was kept in shape. I confess that I don't know enough about an auto to be of any assistance. I was kept busy, in fact, keeping a log of the trip. Between that and taking pictures and sending them home and keeping tabs of them and sending fifteen or twenty wires each night, I had no time left for the car. Baker had his work and I had mine—and the car certainly had its. Of the performance of the car little need be said. It speaks for itself. All I might say in the next year would not be so eloquent of the truth as the figures themselves. Baker certainly deserves a great deal of credit. As for the car, it was not the tires, it was not the engine, it was not the assembly that made the trip possible. It was the car in the aggregate, if I may put it that way. It was the car as a whole. It seemed to have not a weak link. It was the entire perfect workmanship that made the trip possible. Each link of the car went to form its own part of the perfect chain which

is called the "Stutz." I grew to have almost a personal regard for the car on the trip, and a feeling almost of awe comes over me even now as I look at the old Bearcat which defied the mountains and the sand, the snow and the rain. To me it seems fit enough to do it all over again—and I should like to be in the mechanic's seat at that time.



Shock Absorbers Used All the Way

Following will be found a report of the examination of the Stutz Bearcat used by Mr. E. G. Baker in making the transcontinental trip described above by Mr. W. F. Sturm, Observer.

The car was turned over to the Automobile Club of America for examination and test immediately upon the completion of the trip at New York owing to the desire of our President, Mr. Harry C. Stutz, to have a disinterested report on its exact condition.

STUTZ MOTOR CAR COMPANY.

# Examination of Stutz Car

## And Test of Motor After Completion of Transcontinental Trip

CERTIFIED TEST No. 19

THIS is to certify that the Technical Committee of The Automobile Club of America has tested the motor and examined a "Bearcat" model, Series F, Roadster, manufactured by the Stutz Motor Car Company, with the following results:

### PARTICULARS REGARDING THE TRIP FROM SAN DIEGO, CAL., TO NEW YORK, N. Y.

The car was turned over to the Club for examination and a test of the motor immediately upon completion of a trip, which, according to the sworn statement of Erwin G. Baker, was made as follows:

"Erwin G. Baker, being duly sworn, says that

"Article I. That he personally drove a Stutz 'Bearcat' roadster, No. 2746, from the Union Newspaper Building, San Diego, Cal., to Broadway and 42nd Street, New York, N. Y.

"Article II. That the time of starting from the Union Newspaper Building, San Diego, was at midnight, May 6, 1915, i.e., 12 A. M., May 7, 1915, Coast Time.

"Article III. That the time of arrival at Broadway and 42nd Street, New York City, was 10:15 A. M., Eastern Time, May 18, 1915.

"Article IV. That the total elapsed time was eleven days, seven and one-quarter hours.

"Article V. That the total running time was approximately 148 hours.

"Article VI. That the total distance covered, as indicated by the odometer, was 3,728.4 miles.

"Article VII. That the car covered the entire distance under its own power, except when ferried across rivers.

"Article VIII. That the gasoline consumption was approximately 352 gallons.

"Article IX. That the oil consumption was approximately 34 quarts.

"Article X. That only the original set of four casings were used, and that the two tires used on the front wheels were not deflated.

"Article XI. That the two spare tires and wheels carried were not used at any time.

"Article XII. That no new parts were put into the mechanism of the car.

"Article XIII. That no spark plugs were replaced.

"Article XIV. That the only accessories or parts thereof that were replaced were brackets for set of front shock absorbers, one bracket for Prest-O-Lite tank, one tail lamp, and four tubes in rear tires.

"Article XV. That no adjustments were made to the mechanism of the car except to the foot brake pull rod, which was 'taken up' on two occasions.

"Article XVI. That the car carried throughout the entire trip one William F. Sturm, who acted as observer and reporter."

From the data given in the affidavit the following can be calculated:

Miles per hour total elapsed time.....	13.8
Miles per hour net running time.....	25.2
Miles per gallon of gasoline.....	10.6
Miles per gallon of lubricating oil.....	44.00

### GENERAL CONDITION OF THE CAR

The car as a whole was in very good condition, especially in view of the hard usage which it must have received. Particulars as to individual parts are as follows:

**Motor.**—The motor was in excellent running condition, except for the following: The wrist pins were all slightly loose, but still in good serviceable condition except for the one in piston No. Three, which showed the most wear and was sufficiently loose to cause a distinct knock when the motor was running. The side of No. Two cylinder wall toward the front of the motor was worn at the bottom of the ring slide. The main bearings showed no sign of being loose, but the large end connecting rod bearings showed more end play than is desirable. All the cylinders and the piston heads showed a considerable deposit of hard carbon.

The valves were found to be in fairly good condition, although somewhat carbonized.

**Wheels.**—The car was fitted with Houck detachable wire wheels, all of which ran true. None of the spokes were found to be loose or broken, but the wheel bearings showed considerable wear.

**Tires.**—The car was equipped with Goodyear tires, nominal size, 35" x 5", all of which were badly worn at the sides, those in front being in poor condition.

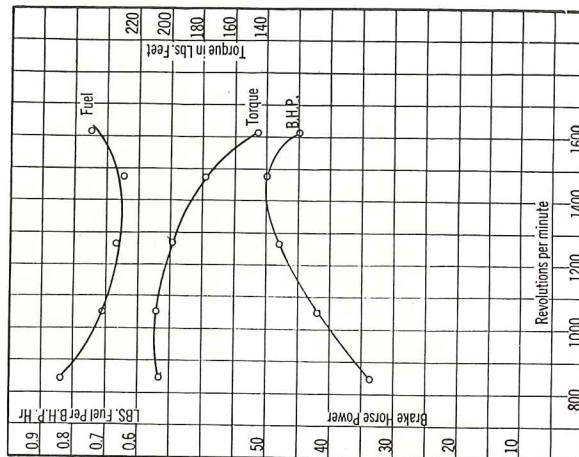


CHART I  
HORSEPOWER, FUEL AND TORQUE CURVES

*Springs*.—The springs were all in good condition, with the exception of the left front, in which two leaves were broken. Both the left and right front shock absorber brackets were broken.

*Transmission*.—The gears of the transmission were in good condition, but the ball bearings on the counter shaft were very badly worn.

*Other Parts of Car*.—Those parts of the car not mentioned above, including in particular the steering gear and axles, were in uniformly good condition.

#### TEST OF MOTOR

The motor was removed from the chassis and placed on the testing stand, where it was first run with wide open throttle for five-minute intervals at each of several different speeds, and afterward continuously for one hour at an average (and substantially constant) speed of 1,235 R.P.M. During the latter

test the average horsepower developed was 47.8, and the average fuel consumption 0.65 lbs. per B. H. P. Hr. A complete record of the data obtained in these tests is given in Tables I and II and on the accompanying Charts Nos. I and II.

No repairs or adjustments were made to the motor before the above mentioned test, except that one new piston ring and one new spark plug were substituted for the ones which were accidentally broken (due to no fault of the motor) during the time that the cylinders were removed for examination of the motor. However, the carburetor was found to be out of adjustment and this was readjusted before the test. It was found that the motor did not run steadily at speeds below 800 R.P.M.—the conditions indicating some leakage by the inlet valves which appeared to interfere with proper carburetion at the lower speeds.

TABLE I

R. P. M.	Torque Lbs. Ft.	B. H. P.	Gasoline Lbs. per B. H. P. Hr.	Time Hr.	Min.	R. P. M.	B. H. P.
848	207.4	33.5	0.84	5	23	1236	48.2
1052	209.5	42.0	0.71		34	1211	47.0
1265	199.0	47.9	0.67		45	1231	47.9
1472	178.5	50.0	0.65	6	56	1230	47.8
1614	146.0	44.9	0.75		07	1243	48.2
					18	1246	47.8
					23	1246	47.8

Average R.P.M.—1235.

Average B.H.P.—47.8.

Average Gasoline Consumption.—0.65 lbs. per B.H.P. Hour.

#### PARTICULARS REGARDING CAR AND EQUIPMENT

In a sworn statement filed with the Club, Harry C. Stutz, President of the Stutz Motor Car Company of Indianapolis, Ind., states that the car, known as "Bearcat," Model F, No. 2746, which was driven across the continent by Erwin G. Baker, was a stock model in all particulars except:

That the clearance allowed between pistons and cylinders was slightly more than that allowed in stock cars.

That the car was fitted with two sets of Hartford shock absorbers in the front and two sets in the rear, whereas only one set in the rear are furnished on stock models.

That the fenders regularly supplied on stock cars were not carried.

That the rubber bumpers used under the front springs are not regularly furnished with stock cars.

That the electric starting and lighting equipment regularly supplied was not carried, said equipment being replaced by Prest-O-Lite tank, headlights and oil side and tail lamps.

The motor was of the "T" head type, with spark plugs over both valves. The nominal bore and stroke was  $4\frac{3}{4}$ " x  $5\frac{1}{2}$ ".

Ignition was supplied by a Bosch two-spark magneto.

The carburetor was a Stromberg Model H-3.

(Signed) F. R. HUTTON, *Chairman Technical Committee.*

(Signed) HERBERT CHASE, *Chief Engineer.*

(Signed) FERDINAND JEHL, *Laboratory Engineer.*

New York City, May 25, 1915.

## STUTZ MOTOR CAR COMPANY

INDIANAPOLIS, INDIANA



## MEMBERSHIP REPORT - Sept 2013

*By Mike Barry V P Membership*

Schererville IN 46375

1926 Stutz Model AA5 Sedan

Home Phone: 219-712-6387

Engine#86386

Fax: 219-845-8216

Vin#84364

### **New Members**

Please join me in welcoming the following new members:

Email:tkrukowski@millwrightmachine.com

1929 Stutz Model M Dual Cowl

ATTENTION

#0861

HERSHEY FLEA MARKET OCT 9-12,2013

Rod Mc Mullin

#0864

This year our annual Hershey dinner (cost \$33pp)will again be at the

Associate: Margaret McMullin

M Gregory Beccio

HOLIDAY INN Harrisburg East

29 Eagle Street

3180 Pleasant Valley Rd

4751 Lindle Rd

Victoria Point QLD 4165

Aptos CA 95003

Harrisburg PA 17111

Home Phone: (07)32079129

Evening Phone: (831)728-3436

7.00PM

1929 Stutz Sports Roadster

Day Phone: (831)750-2526

ALSO

#0862

Oct 8-12,2013

Michael Hurley

Email:mgbuccio@cruzio.com

We have secured a block of rooms at a rate of \$119 per night double occupancy at

2810 Parkside Dr

1930 Stutz Model MA 5 p Sedan

Wyndham Garden Hotel Harrisburg

Flint MI 48503

Vin# SY39Y

765 Eisenhower Blvd

Home Phone: 810-760-0401

#0865

Harrisburg PA 17111

Alternate Phone: 586-4354981

Dana Newquist

Call 717-558-9500 and mention The Stutz Club for the reduced rate.

E-mail: mah0401@aol.com

Associate: Andrea

SPECIAL NOTICE!

1930 Stutz Convertible Coupe

605 Juan Crespi Ln

There will be NO "on the field" Meeting on Friday Oct 11,2013

Engine#32494

Santa Barbara CA 93108

SEE YOU AT HERSHEY"100 YEARS OF STUTZ"

Vin#M846CD21A

Primary Phone: (805)969-5506

1911-2011

#0863

Alternate Phone (805)637-8641

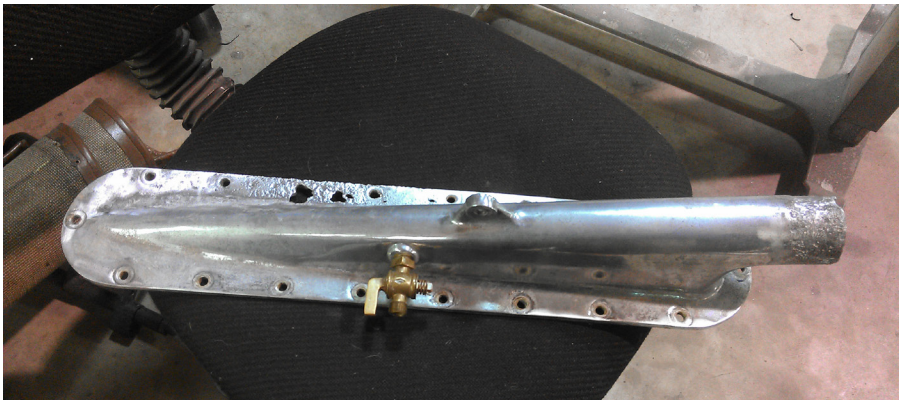
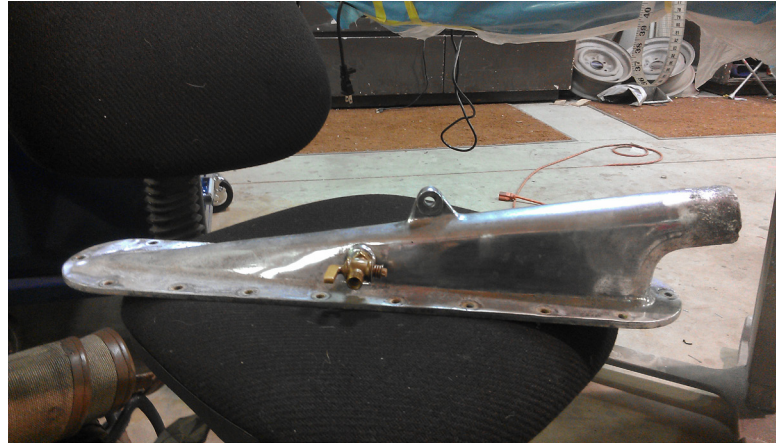
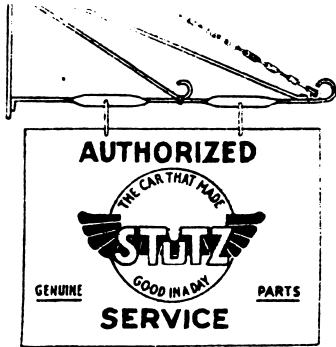
Thomas B Krukowski

Fax: (805)969-5206

Associate: Anna Mae Krukowski

Email: sbdana@aol.com

432 Hillside Dr



**WANTED**

Water intake manifold for 1920 Model H Stutz.

Contact DeWayne Ashmead  
dashmead@albionminerals.com

**NEED HELP FINDING PARTS**

I'm a new member of the STuTZ club and am looking for info regarding help in finding parts or help in general for these rare cars. I have a 1930 M8 and need to find a source for basic items like points and even a new distributor cap etc. I know how rare these cars are and need help sourcing parts. Any thing you could do to help would be greatly appreciated.

M. Gregory Beccio  
Aptos, California  
Phone: 831-728-3436  
mgbeccio@cruzio.com



**The Splendid Stutz, collected and edited by the Stutz Club**

**Order online at <http://stutzclub.org/>**



**FOR SALE**

I have decided to sell my 1931 Stutz project car. I have owned it for a couple of years. I just have to many projects and have realized that I will just not be able to get to this one. I have some history on the car prior to the last owner who purchased it in 1966. I am not sure what I will sell the car for. I want to be fair, as I would love to see this car restored. In addition to the car, I have extra Stutz engines and transmissions. I will sell the car with all of the parts that belong to it. After that, I will sell my spare engines, transmissions and parts as follows:

1. 1) complete car ( all parts that I have for one car)
2. 2) additional parts, motors, trans, not for this specific car

Someone can buy 1, 2 or both 1 & 2

I have a video along with many photos. Here is a link:

<http://dreamcruiseclassics.com/inventory/stutz-cabriolet-ma-27-sv16/>

My asking price on the project car is \$32,000. I will consider all offers. I am not certain on the additional parts. Once the project is purchased, I will sell the additional parts.

I would be most appreciative if you would pass this on to my fellow Stutz club members. My cell phone is 586-453-9316. I can be reached at anytime and will return all calls promptly.

Thank you

Nick Grudich

**CAR TO BE AUCTIONED**

Stutz Club members,

I wanted to announce the inclusion of my 1930 Stutz Versailles, Weymann body in the Hershey RM Auction in October. It is an original 35K Motorcar, driven regularly, with the 322 C. I. 115 H. P. Dual ignition. Engine. The reserve is 80 K and my hope it will help raise

*[www.StutzClub.org](http://www.StutzClub.org)*

the awareness and values for our Iconic Brand. If anyone has information to include in the catalog about this rare surviving example please forward to Todd @mahogany-bay.net or questions to 612-414-5242.

Best Regards,

F. Todd Warner



**Help Needed with Parts!**

My name is Henk Noteboom, I live in the Netherlands, I'm a member of the Stutz Club (# 0816) and I do have a 1921 Stutz, type KDH, 5-p open tourer. In November '13 we will participate in a classic car rally in Africa (Morocco) with our Stutz. To be well prepared for that I'm looking for some specific Stutz parts: head gasket or pattern/template to have such part manufactured, generator and ignition parts.

If any of the members could help me with this I should be most grateful if they would get in touch with me by email: [henk@fam-noteboom.nl](mailto:henk@fam-noteboom.nl) or phone: 0031 65 33 22 33 0.

Thank you and kind regards,

Henk Noteboom

The Netherlands

