



1923 Speedway Roadster belonging to Milos Pokorny in the Czech Republic



## From the President



Stutz Club members:

I have been thinking about what I should write in this edition of The Stutz News. This is a good time of year to look back and review what has happened in 2019. Personally, it has been a very good year for me. It started out a little rocky with my cancer surgery on January 2<sup>nd</sup>, followed by a month of living on a feeding tube. I am not

sure I would still be here if it were not for Gloria taking care of me that month and helping me learn how to eat with my new stomach. But that is behind me now and my health is much improved. Just getting older.

Unfortunately, we were unable to make our annual trip to Arizona last year, but it is all planned and we are ready to go in January. I remember the first R M Auction that I attended at the Biltmore Hotel in 2002. That was their first year of having a car auction in Arizona and we just happened to be staying at the hotel. They sold a beautiful 1933 Stutz phaeton. That was before I restored my '32 Stutz. Can you imagine what these cars looked like coming out of the factory in the 1920's and 30's. I think that Stutz's will continue to hold their value because they were built with such quality.

Gloria and I got back in the car mode in May with the CCCA New York CARavan. Then it was the Experience at Hickory Corners in June. The CCCA Museum has a beautiful Stutz Monte Carlo that is worth the trip to see. In July I showed my '31 DV32 convertible sedan at

the 10,000 Lakes Concours here in Minnesota. Sorry to say that Concours will not continue because of financial reasons. August brought the Grand Stutz in the Chicago area, and October was our annual get together in Hershey. What started as a slow car activity year, ended with my usual over booking of car events as the year comes to an end.

I, and my son Ryan, had the good fortune to be able to get a personal tour of the Speedway Motor Museum while we were in Lincoln, Nebraska on a business trip recently. I was amazed at the size of the museum and quality of the displays. They have a display of Stutz engines along with many other racing vehicles on one floor. I would like to thank John MacKichan for making our tour possible. This would make a great venue for a Grand Stutz in the future.

Our winter started early here in Minnesota, so by mid-November I thought it was time to put the cars away. I am not sure if it is the correct thing to do, but I fill my cars with gas and add some fuel stabilizer before I park them for the winter. I like to look at the cars while they are stored, just to admire them. This year I put covers on the two Stutz's but I keep finding myself uncovering them just to take a peak. Hopefully spring will come early and I can drive them again.

I hope all of you have a happy and prosperous 2020, and I look forward to seeing you in the new year.

Mark Desch

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# Membership Report

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 Eng: 401356  
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 1926 Stutz AA  
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 Eng: 82070  
 VIN: AA682074  
 Purchased 21 June 2019. Ex- Fred Guyton, St. Louis.

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 1920 Fixed head 16V engine.  
 No numbers, welded crankcase  
 1921 Detachable Head 16V  
 #B796  
 Also; 9945101822

**2020 STuTZ Club Renewal Dues**

The 2020 dues will remain the same as the last ten plus years, but a slight adjustment to the dues will be made in 2021 to allow for the increasing cost of postage for the STuTZ News.

The 2020 renewal forms will be in the mail before you received this issue of the STuTZ News. Please review the form carefully and note if your personal and car information needs corrected. If your email address is not correct or you do not have your email address listed, please correct or add your email address. Without your email address you are missing out on the technical information included on the Email Blasts.

If you renew your membership using PayPal please be sure to either mail the form back or scan it and email it back, note in an email that there are no changes, list changes in an email, or call Dan DiThomas. Send email to support@stutzclub.org or call Dan at 614 832-0066. This will help us in keeping the most accurate member and car information as possible.

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## The Lindbergh Stutz

By Robert Praetorius

[Editor's note: Recently the San Diego Union Tribune ran a story of Robert's car which is include herein. Robert also sent us this summary and a previous article referencing the car in 1965.]

I inherited the car from my father's estate in October of 1999. His name was Richard (Red) Praetorious and he ran a junkyard in the Catskill Mountains in Upstate New York from 1955 until his passing in 1999.

He purchased the car from Werner Schulz in Newtown, Connecticut in May of 1988. He was a manager of a Foundry in Goshen, N.Y.

Werner purchased the car from Susan (Kummer-daughter of Charles Kummer) and David Ferguson of Mission Viejo, California. It appears Dave Ferguson ran an Exporting business. The letter from Dave to Werner (Art) may have taken some liberties on the "stories about the car" in an effort to sell the car sight unseen

across the country. The one story references bootleggers. Bootleggers typically installed larger gas tanks as many of their hauls were not near gas stations. There weren't any modifications to this car to support this story. Also, some thought the radio in the car was a two way radio to stay ahead of the police while transporting liquor. That also is not true. The radio is a Stutz factory installed radio. One of only three known in existence.

Somewhere between 1967 and 1982, Susan Kummer inherited the car from Shirley Kummer. Shirley Kummer was not the mother of Susan Kummer-Ferguson and Jere Piper which is what appears in the 1967 obituary. Charles divorced the mother of his two daughters, and then re-married Shirley. I found this information out from Susan and Jere's daughter (Jere Piper passed away three years ago) that there was a lot of problems between Shirley and the two girls after Charles death and many of his cars and property disappeared.

Shirley Kummer titled the car in 1967 six months after Charles passed away. I have this title as it was probably the last time the car was titled until I did last year.





Local News

Classified Ads

# The San Diego Union

Sunday, October 3, 1965

Page B-1

## Frank Rhoades

**I AM GETTING A great deal of enjoyment these days from a game of my own making.**

It is called "Meeting the Friends of **Andrew H. Rehberger.**"

Rehberger, an attorney, has a consuming interest in people and it has rewarded him with the friendship and admiration of some of the most amazing individuals imaginable.



**Kummer**

They include **Louke Van Nooljen**, the San Diego painting contractor who slew 30 traitors and enemy Nazis with a knife while serving in the Dutch underground; **Bernard Nelson** of Boulevard, last of the old-time cowboys still in the saddle; and **Charles Kummer** who scarcely can be summed up in a single phrase.

Chuck Kummer's No. 1 project right now — and they are endless — is reconditioning a 1929 Stutz Blackhawk (smaller than

the Bearcat) that belonged to **Charles A. Lindbergh.**

Kummer found the car in storage here, long after it had passed into the hands of Lindbergh's mechanic, and bought it for \$475. **Harold Harrah**, the Nevada gambling operator, has offered \$10,000 for it, although the new white and olive paint has not been applied. But Kummer says he'll get \$20,000 for it.

At his home in Bonita (next door to **Billy Casper**), Kummer has nine Mercedes-Benz cars, including a rare 1952 convertible (a 300-S) that belonged to the late **Dixie Lee Crosby**. Although vice president of the Mercedes-Benz Club of San Diego, Kummer drives about the countryside in a Gullwing. This was one of 921 German racing cars built in the mid-1950s.

The article about Charles Kummer, the 29 Stutz, and the Lindbergh mechanic connection appeared in the San Diego Union Tribune on October 3rd 1965. I believe John Wilkens may have forwarded the article to you. If not, I can forward it to you later today.

That is the documented ownership to this point. We're hoping the article released by John Wilkens opens up some more leads. The problem is as time goes by more people die and we lose the trail.

Jonathan and Chris kicked up the lead about Otto Timm working for Lindley Bothwell in the 1930s. I believe Otto Timm had the car stored in San Diego and Charles Kummer found it through his auto salvage business. Otto was still alive in 1965 and because he was Lindbergh's friend, would not have perceived the significance of the Lindbergh connection. In 1965 it was just an old car that had to have been in storage a very long time as the car still only has 23,582 miles on it. That's how Charles purchased it for only \$475.00



## Coast-to-coast mystery: Did famed flier Lindbergh own this rare coupe in San Diego?

By JOHN WILKENS DEC. 2, 2019  
(reprinted with permission of The San Diego Union-Tribune  
- <https://www.sandiegouniontribune.com/lifestyle/people/story/2019-12-02/lindbergh-car-stutz-collector>)

Every family has heirlooms with stories attached to them. Sometimes the stories involve famous people.

Sometimes the stories are true.

Robert Praetorius inherited a classic car 20 years ago from his father, who ran a junk yard in the Catskill Mountains of New York. The car was a 1929 Model M coupe made by Stutz, a short-lived but legendary manufacturer. In its roughly 25-year history, the Indiana company rolled out about 1,000 new cars annually. Maybe 300 are still around.

His father had bought it in 1986 for \$10,000 from a collector in Connecticut. When Praetorius got it, the

car needed work. The tires were shredded and flat, the chrome pitted. There were rust spots. He spent about eight years restoring it, including painting it the original deep maroon color known in the company catalog as Pigeon Blood Red.

The car has a rumble seat, running boards, and an unusual compartment on one side for golf clubs. It draws stares when Praetorius takes it out on weekends in Cape May County, the beach community in New Jersey where he lives.

Papers his dad left behind include a letter from a previous owner of the Stutz explaining that the car had once belonged to Charles Lindbergh, the pilot who made history in 1927 as the first to fly solo non-stop across the Atlantic Ocean. Supposedly Lindbergh had given the car to his mechanic, who put it in storage and then passed away.





*Charles A. Lindbergh in front of a Ryan Aircraft monoplane in San Diego on March 1, 1927. (Stanley Andrews Jr. / The San Diego Union-Tribune)*

This was not something his father had ever talked about, Praetorius said. There was nothing in the paperwork to indicate he'd ever tried to confirm it. Praetorius started looking on the Internet for clues. Lindbergh had a known association with a different car, a 1928 Franklin Airman sedan, which belongs now to the Henry Ford Museum in Dearborn, MI. But he also had a thing for speed, and Stutz first made its name in car-racing circles.

“He’s the kind of guy who would have owned one,” said Carl Jensen, vice president of the Stutz Club, which belongs to an increasingly popular and lucrative world of classic car collectors that includes several hundred aficionados in San Diego County.

Knowing Lindbergh once owned the coupe wasn’t going to change how Praetorius felt about it. He wasn’t trying to goose its provenance so it would be worth more if he sold it. But it would be a neat thing, the 64-year-old production equipment manager said, to have a personal connection to one of the 20th Century’s most famous people. A story to pass along to friends and family.

“A car is just nuts and bolts and metal, but when you know its full history, it has a life to it,” he said. “It has people behind it. And that’s more exciting than the car.”

So he wants to unravel the mystery. He contacted newspaper reporters who have written stories about Lindbergh. He hired automotive historians to see if they could connect any dots.

The path they’re following leads all the way across the country, to San Diego.

## Bought for \$475

The letter about Lindbergh that Praetorius found in his father’s papers was written by a man in California who was married to a woman who was the daughter of Charles Kummer.

Raised in San Diego, Kummer ran wrecking yards in Logan Heights and Oceanside, drove race cars and collected Mercedes-Benzes. According to a 1965 story in the San Diego Union, he had nine of them at his home in Bonita, including a rare Gullwing.

The same story said Kummer’s “No. 1 project right now” was re-conditioning a 1929 Stutz that used to belong to Lindbergh.

“Kummer found the car in storage here, long after it had passed into the hands of Lindbergh’s mechanic, and paid \$475 for it,” the article said. “Harold Harrah, the Nevada gambling operator, has offered \$10,000 for it, although the new olive and white paint has not been applied. But Kummer says he’ll get \$20,000 for it.”

Two years later, Kummer was dead, felled by a heart attack at age 52 while he was in Las Vegas. His obituary mentioned the Lindbergh connection again.

Praetorius was on to something. In his father’s papers, he found an old pink slip for the Stutz, registered to a Shirley Kummer of Chula Vista. She was Charles Kummer’s widow.

But how did Kummer know the car once belonged to Lindbergh?

In addition to collecting cars, he was something of a storyteller. The same 1965 newspaper story that talked about his cars included several yarns that seem, from this distance, a little far-fetched. How he got hired as a teenager to paint background murals for the 1935 California Pacific International Exposition in Balboa Park, even though he “had never touched a paintbrush.” He supposedly found a “wino” who could paint, and then several others, and nobody was ever the wiser.

Or how he had once foiled a gun-toting robber at his salvage yard by exclaiming, “Oh, no, not again! I was robbed just a minute ago and have called the police.” He claimed the robber got so frightened he crashed into a chain-link fence while escaping.



To help him sort through the details, real or imagined, Praetorius hired Jonathan Sierakowski, a classic car adviser and historian in Raleigh, N.C.

“We’ve had these things play out both ways,” Sierakowski said, “but in our business, you generally assume that the apocryphal stories about famous owners are not true. There are pre-war cars out there, for example, that people say once belonged to Adolf Hitler or Eva Braun. Ninety percent of the time those stories aren’t correct.”

Sierakowski and his colleague, Chris Summers, began looking into Lindbergh’s San Diego connections, which are considerable. The plane he flew across the Atlantic, the Spirit of St. Louis, was custom-built here in 60 days at Ryan Airlines. Lindbergh, a little-known mail pilot at the time, spent weeks here testing the plane before flying it to New York and then into history.

In September 1927, Lindbergh returned to San Diego a conquering hero. He circled in his plane above Ryan Airlines before landing. He rode in a parade to Balboa Stadium, where 60,000 people — the largest crowd in city history to that point — waited to see him. Schools were closed.

He became one of the most famous and admired people in the country, and almost everywhere he went for years to come, he was showered with gifts to celebrate his accomplishment. The Franklin Airman sedan now in the Ford Museum collection was donated by the manufacturer. Did the Stutz Co. give him one, too? Or maybe it came from B.F. Mahoney, the grateful owner of Ryan Airlines, who was known to drive a Stutz?

But who was the mechanic Lindbergh reportedly gave the car to?

### **‘Ears perked up’**

By the 1930s, he was in Southern California again, working as a mechanic for Lindley Bothwell, a wealthy citrus rancher in Woodland Hills who began collecting cars in the 1920s and eventually amassed dozens of gems. In 2017, 50 cars from the collection were auctioned for a combined \$13 million.

Maybe Timm had the Stutz and put it in storage, where it sat until Kummer got it through his auto-salvage connections.

“There’s smoke there,” Sierakowski said. “When we realized here was a guy who worked on classic cars, and he also happened to be the person who took Lindbergh up for his first flight, our ears perked up. It makes sense that Lindbergh might have given him the Stutz.”

Timm is deceased, and so is his son. Sierakowski and Summers are tracking down other relatives, looking for more information.

“Do we have something definitive that says Timm owned the car and he got it from Lindbergh?” Summers said. “Not yet. But the pieces are pointing toward this being a possibility. And we’ve found nothing that rules it out.”

Back in New Jersey, Praetorius awaits a final verdict, hopeful that someone out there might have information about his Stutz and its previous owners.

Even before all this started, he had on the wall of his garage a photo of Lindbergh. “I’ve always been captivated by him,” he said. “He comes from a time when America was industrious and innovative. And to think there might really be a connection there with the car

.... “

He paused for a few seconds. “The idea of it just makes me happy.”





Ad from The Oklahoma News on June 20, 1929. Note that Stutz refers to Lindbergh as an aviation leader in the ad.

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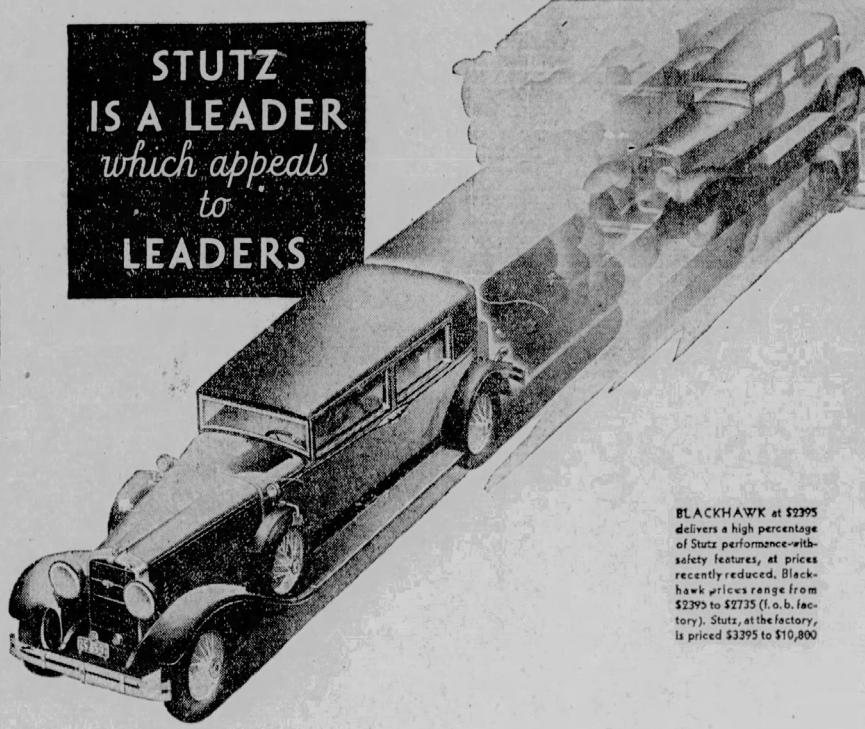
boat, a charge of \$1 a minute for the short journey.  
The roads in Rumania were a great

De Soto engineers say the De Soto six is one of the easiest riding cars on the market, regardless of price.

It isn't safe for cars to be driven in excess of the state law, which allows 40 miles an hour.

have a high rate of heat conductivity, which insure a smooth and even flow of power.

**STUTZ IS A LEADER**  
*which appeals to*  
**LEADERS**



**BLACKHAWK** at \$2395 delivers a high percentage of Stutz performance-with-safety features, at prices recently reduced. Blackhawk prices range from \$2395 to \$2735 (f.o.b. factory). Stutz, at the factory, is priced \$2395 to \$10,800

In every sphere of life there is a small minority which leads the crowd.

Among feminine style centers, there is only one Paris. And in Paris, only a small but mighty group of names, such as Patou, Lelong, Chanel, Lanvin, Worth.

There is, in the world of men's fashions, only one London— one Bond Street.

In all the allied armies, there was only one immortal Foch— among fliers, there is still but one Lindbergh. . . .

And among motor cars of 1929, there is only one Stutz.

It is the only American car which sends nearly twenty-five per cent of its total production to foreign markets!

It is the one car which outsells all others in that exclusive social colony, Tuxedo Park.

In that criterion market, New York, it is the only car which has recorded, in 1929, a sales increase of one hundred seventy-two per cent over sales for last year.

It is the car of leaders, who by their discernment are always ahead of the crowd.

This leadership of Stutz among distinguished owners, may

be traced to their keen recognition that Stutz is intrinsically a finer automobile.

So definitely fine that this is the amazing fact: It takes TEN other cars to deliver ten salient features of the Stutz, and even then this remarkable car has many major features all its own.

**LITERALLY, TEN CARS IN ONE**

Safety glass all around, transmission with four forward speeds, overhead cam, worm drive—these are a few of the features combined only in the Stutz, to produce outstanding performance-with-safety.

Beyond this impressive list, Stutz can offer you SAFETY engineered into the car, by the lowest center of weight; SAFETY embodied in the Noback, which automatically prevents backward rolling on any incline; SAFETY enhanced by feather-touch brakes—the most powerful deceleration on any American car; SAFETY from side collision, due to side-bumper steel running boards integral with the frame!

When you buy a Stutz or Blackhawk, you ride a rising tide. Yet you own a car so exclusive that on the crowded highways of today, it commands the admiring tribute of others whose lips form the exclamation, "There goes a Stutz!"

**SAFETY STUTZ AND BLACKHAWK CARS**  
**WESTERN MOTOR COMPANY**

917 N. Hudson—Distributor  
—DEALERS—  
W. E. WILBUR, Shawnee RICE STUTZ CO., Ardmore  
NO OTHER CAR MAKER COULD TRUTHFULLY SIGN THIS ADVERTISEMENT

**J.A. DEIGNAN**  
Oldest Ford Dealer  
in Oklahoma City  
113-119 W. Sixth Phone 2-0194

**24 HOUR Service**

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Altho  
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The **HA**  
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**OKLAHOMA GAS AND EL**

J. F. Owens, Vice President  
and General Manager



## Tech Notes

*Brian White*

I'm not much on recommending products, but sometime when you find something you like, it's hard not to. I'm talking about paint. Over the years I have used most brands of paint and over the years paints have changed. I still like the PPG epoxy primer. It's also nice to have the ability to have different colors under your base coat, PPG gives you that ability. When it comes to the finish coat I am sold on Glasurit. Glasurit is a product of BASF who also makes RM paint.

A little side story about BASF. They have an agriculture research facility in RTP about 8 miles from my house. One Saturday a few years ago Trish and a few other friends took some cars to the local retirement center. After giving rides and a lot of reminiscing with the folks we headed home. Trish was driving her 1911 Ford T and decided she may need gas and stops at a station on the way home. As she is putting gas in a lady starts a conversation, not unusual but she ask Trish if we had any other cars. Trish told her yes and the lady explained the her company (BASF) was hosting some engineers from BASF's locations around the world and she was trying to set up some entertainment while they were here in the states.

The lady got Trish's number and everyone went on about their business. About six months later Trish got a call from the lady and was wondering if they could come by to see the cars "sometime" that day. That afternoon I was still at work when Trish called to ask if I would uncover the cars on the way home. I said sure so I was doing a little house keeping when my phone rang. It was Trish (who was cooking dinner) and she informs me there are two cars and a tour bus filled with peopled sitting in the drive way. I told her to lead them up the runway and just make sure no one is landing. A few minutes later here comes a bus loaded and two cars of people from all over the world. The lady that Trish had met informed me they only had 35 minutes and would be leaving at 7:15 promptly. After being amazed there were airplanes in my back yard we opened the car building for their pleasure. Most didn't know the difference between a Model T and a Stutz Bearcat.

Two of the visitors collected cars, one of them was a local guy from the next town over who had a 1939 Packard. It was fun to meet all the people. They could not understand my southern accent (I couldn't understand them either) but we all had a love for the automobile and that communicated well.

Back to the paint. As some of you know I have finished my Pierce Arrow. I sprayed the wheels and chassis with signal stage and the body and finders with Base Clear. I'm a novice but I've got to say it looks pretty good.

When we were at Hershey a guy asked me how long it took to buff it out. When I told him it had not been buffed he couldn't believe it laid out that nice.

My friend who has a body shop that used RM has now changed to Glasurit , he said he saved enough in labor to pay the difference of price. So I do recommend Glasurit paint.

Merry Christmas,  
Brian





## A New Member with a Well-Known Car

The Stutz Club would like welcome Nigel Atherstone in the UK as a new member. While Nigel may be new, his fantastic car is well known.

Nigel assembled the following history of Chassis No. S2306:

Apparently the Bearcat had lain in the breakers yard in the upstate New York, since the 1930's, before being discovered by Alec Miller.



The rolling chassis of a 1918 Bearcat, the worse for rust, was purchased after three visits to the USA.

After lying in Alec Miller's yard for some 30 years, a stalwart British Vintage Sports Car Club member, Mike Holt acquired the unrestored car, after 3 visits to the

USA, before convincing Alec Miller to part with it. Mike then went about the mammoth task of restoring the car, to its former glory from the rusty rolling chassis.





It was mechanically complete but with no salvage body parts, although the front wing stays were re-used in the restoration. A detailed search was undertaken to locate the required parts to rebuild the Bearcat. Instruments, including the speedometer, were found at Hershey, the windscreen was located in Dallas, rear lamps were found in Paris, headlamps came from Colorado, and the dynamo and fuel tank were eventually purchased at the Alec Miller dispersal sale, after Alec Miller had passed away, several years after Mike Holt had acquired the car. The coachwork was rebuilt in the UK, to original Bearcat design. The painstaking restoration took twelve years to complete.

The previous owner replaced the fragile original cylinder block with a new casting from Stutz aficionado, John Bertolotti, transforming the car into a reliable performer.

Since restoration, the car has competed at Loton Park, Shelsley Walsh, Harewood and Prescott Hillclimbs and has sprinted at Curborough. It has raced at Oulton Park and at Mallory, winning the Dick Baddiley Edwardian Handicap, in 2015, for cars built up to 1918. In the UK, it has regularly proved to be one of the fastest of the road equipped Edwardian sports cars (up to 1918), rather than the out-and-out Edwardian racers. More sedate events have included VSCC Light Car and Edwardian events and several outings to The Gordon Bennett Rally in Ireland.

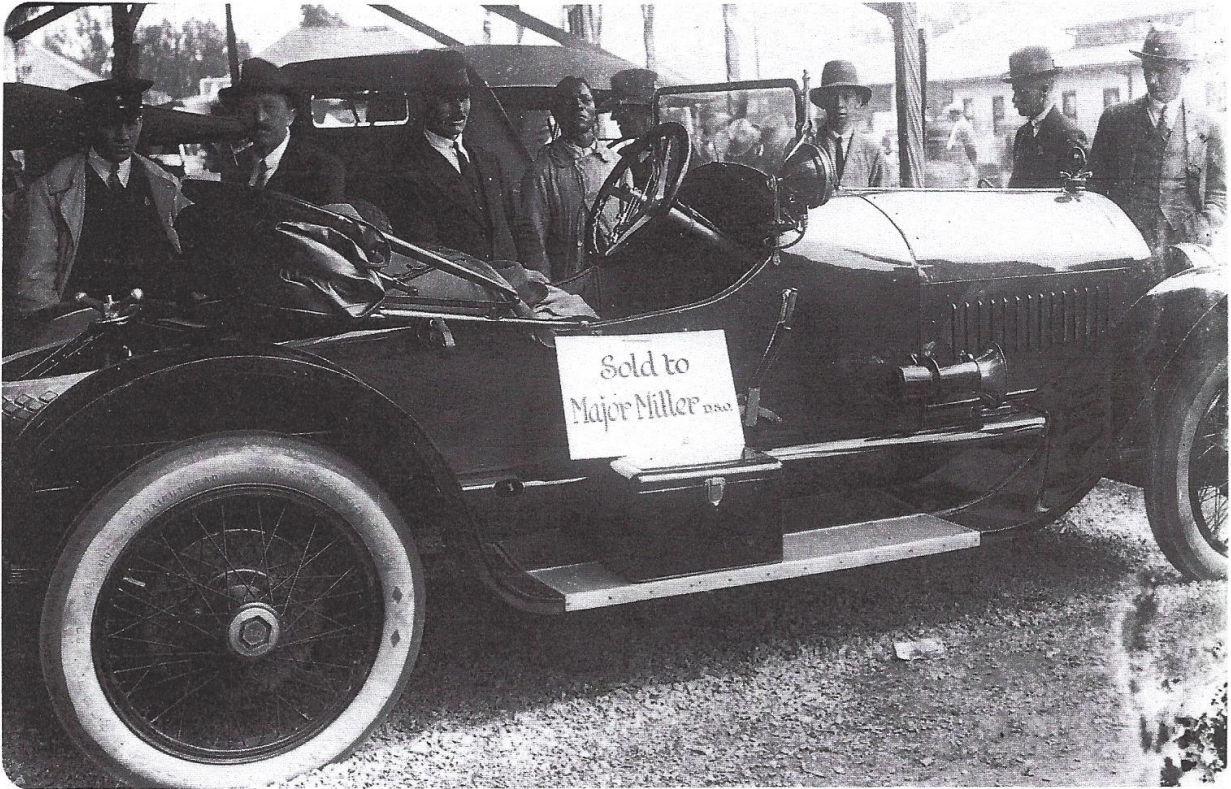
Since his purchase, Nigel has competed at The Kop Hillclimb near Princes Risborough. We look forward to more competition news on this car...as well as anyone else who is competing with their Stutz!

## Major Miller's Stutz

New member Nigel Atherstone sent us this very interesting article on a 1920 Bearcat. While Nigel believes the car no longer exists, the description of a Bearcat driver in the first paragraph is priceless. This prompted some research on the original owner, who actually rose to the rank of Lieutenant-Colonel. Born in South Africa, Allister Miller (1892–1951) was actually an electrical engineer who joined the Royal Flying Corps with the break out of WWI. He battled in the skies over Europe through 1917. He then was asked to return to South Africa to recruit volunteers. Thousands joined with most of them following his footsteps as pilots. In fact, they became known as “Miller Boys”!

Following the war, Miller pursued a career in civil aviation, was elected to Parliament and in 1929 founded Union Airways which was the first South African commercial mail and passenger carrier. Never giving up his dedication to serve, he rejoined with the breakout of WWII and was in charge of several flight schools.





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## The motor shows

290 Star of the 1920 Witwatersrand Agricultural Show was this Stutz Bearcat, one of America's finest sporting cars and everyone's idea of what a dashing flying-ace should drive. Invariably painted red, the Bearcat featured a large four-cylinder T-head engine with dual inlet and exhaust valves, dual ignition and a glass float chamber. Its three-speed gearbox was built in unit with the rear-axle. Ernest Hunt, importer of the Stutz, stands behind the folded hood. Williams, Hunt & Company tried many makes, including Jackson, Briton, King and Chandler, before taking on the Chevrolet which was to become South Africa's most popular car by 1937. In that year the Hunt organisation established a world sales record for a single dealership group, having sold 50 000 General Motors units in a 20 year period

291 Magnet Motor Company's stand at the 1920 Witwatersrand Show. The 'motor arcade' at Milner Park, built in 1914, still serves for industrial displays. The Cohen brothers later became Transvaal Renault agents, holding the franchise until 1947



291


150



## Hunting the "Racy Lady"

The following article was published in the The Vintage Sports Car Club of Great Britain magazine and sent us from both David Bertorelli and Nigel Atherstone in the UK. Upon review of your editor, there are a few hints that narrow down the year possibilities of the car. 1914 was the first year of louvers on the side of the hood (1912 and 1913 were smooth on the side). Also, the twin filler caps for the fuel makes me speculate it was originally a Bearcat or a Roadster that was 1916 or older. One could assume the original tank remains under the new streamlined body work. Also note that the frame horns that hold the springs are of the earlier design consistent with this period. Presumably the car is a 1914 – 1916 Roadster or Bearcat. If only we knew where the car is today! Thank you both for sharing this fascinating article.

# THE BULLETIN

OF  THE

## VINTAGE SPORTS-CAR CLUB

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NO. 305AUTUMN 2019

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SHANGHAI STUTZ

# The Racy Lady

*The Stutz Bearcat in TIM HARRISON's family album had a fast life in more ways than one*

My great-grandfather, John Dymond, fought in the Great War as a fighter pilot. Afterwards, in the early 1920s, he lived in China, where he was put in charge of the workshop at the Central Garage, Shanghai, an Austin dealership. While there, he competed in and won China's first ever motor race, driving a stripped-down Austin belonging to the dealership. It was a publicity stunt to try and sell more of the fast and well-built, but plain-looking Austins. The other participants were an Essex and a Templar.

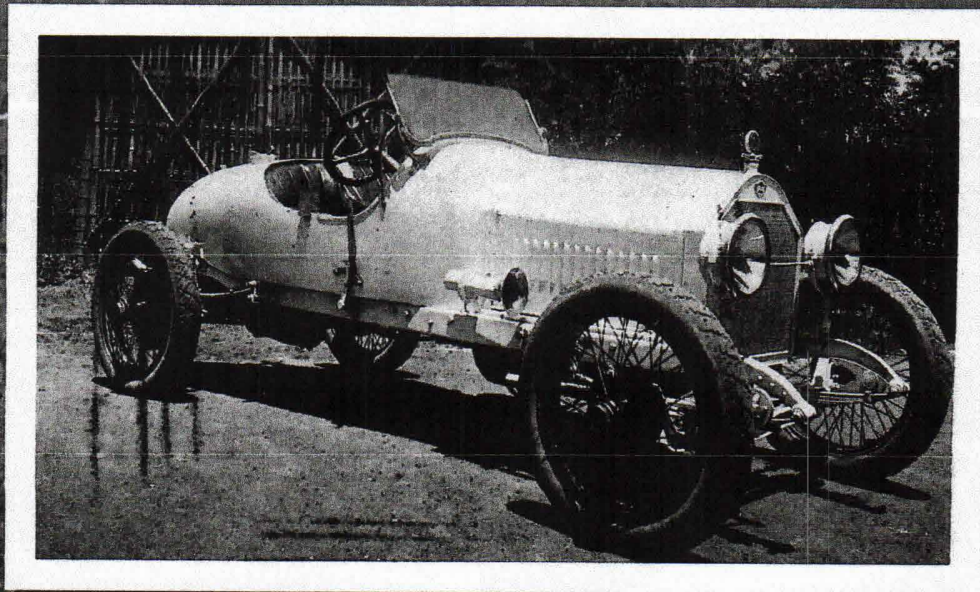
During that time, he also acquired a pale-coloured Stutz Bearcat with handsome one-off bodywork. Reputedly, he bought it from the most popular 'madame' in Shanghai, a detail that escaped him when telling my dad about the car, but not when he told dad's best friend, Geoff. What exactly one should read into that I cannot say.

I asked my dad more about the Stutz and he said his grandfather shipped the car home from Shanghai in 1923. According to Nick Georgano, the Bearcat was the popular

model made by Stutz. First launched in 1914, it featured 'a low-hung chassis, a big, slow-turning proprietary engine (in this case, a T-head 4-cylinder Wisconsin unit, producing 60bhp at 1,500rpm, and very little else, just a bonnet, wings, raked steering column, two bucket seats and a fuel tank behind them'.

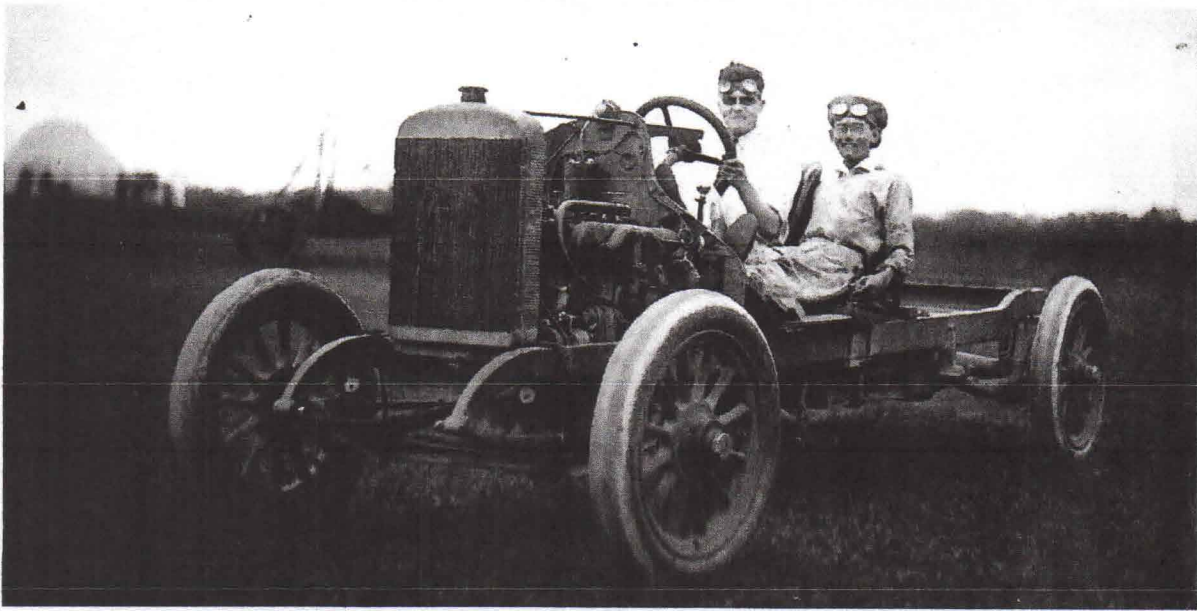
After marrying my great-grandmother, they used it to tour the south-west of England on their honeymoon. I dug out some old albums and sure enough, here are some pictures of it in August 1923.

It appears to have been repainted in a darker colour and issued the unusual registration QQ 2419. Once settled in England, in 1960 he bought the De Dion Bouton 'racer' that I still drive today, in which I competed at this year's Light Car Weekend in Wales. Later on, he bought the 1910 AC Sociable that my aunt Lucy Hall drives now. As for the Stutz, so far as we know, he sold it not long after the honeymoon. I wonder if it survives? ♡

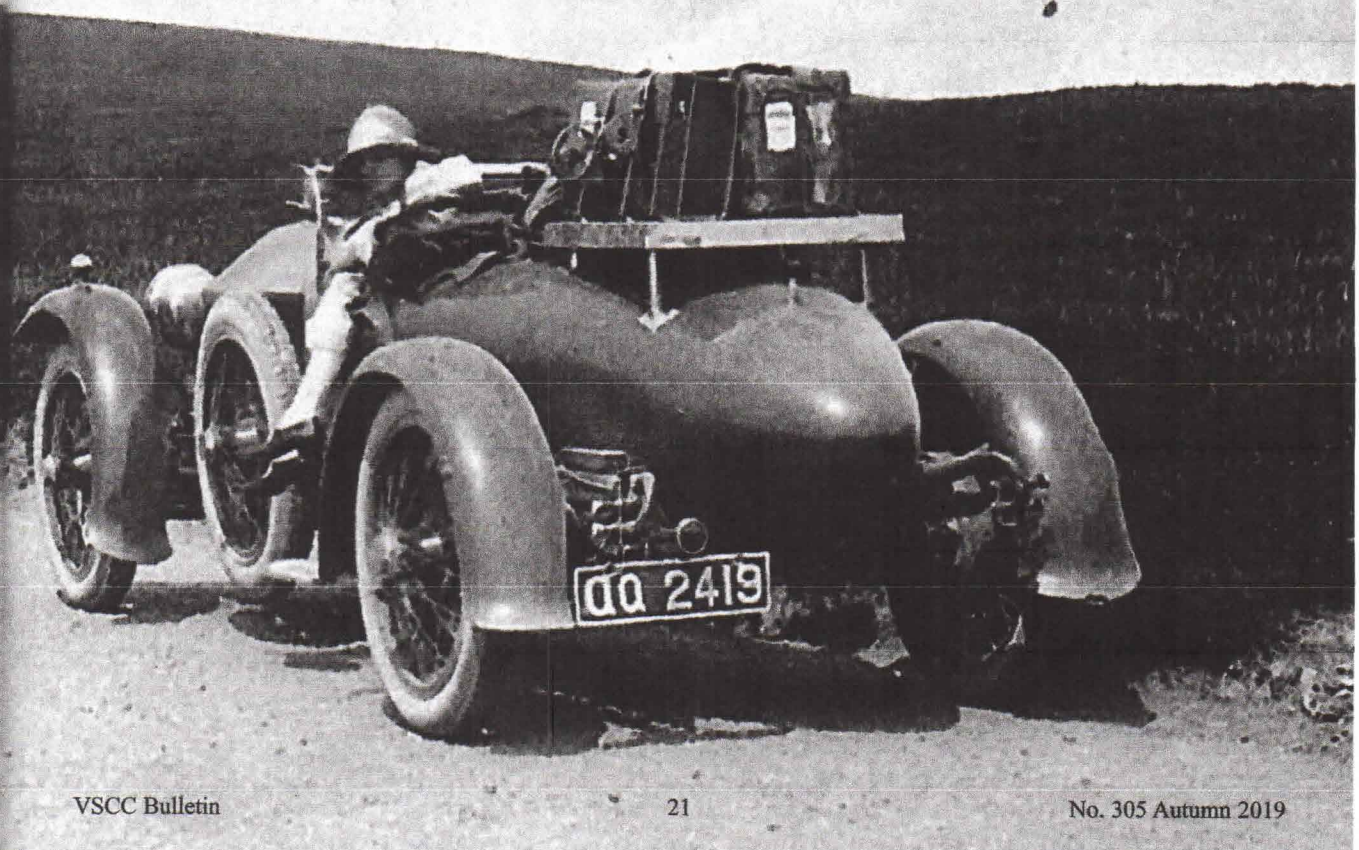




SHANGHAI STUTZ

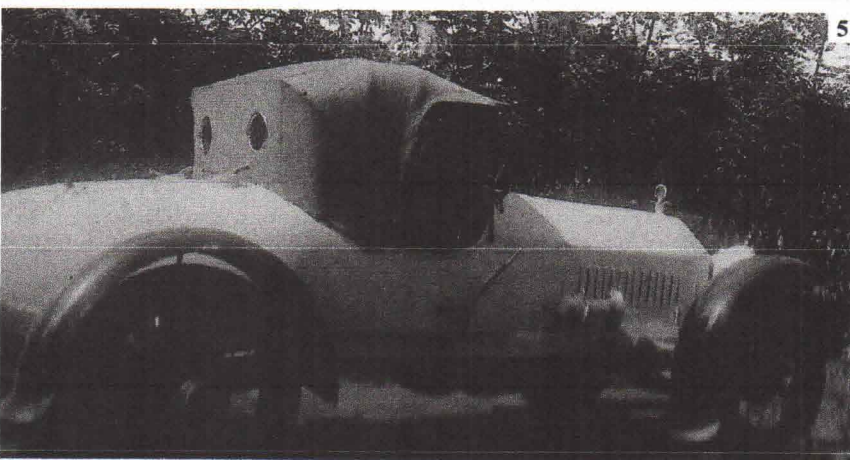
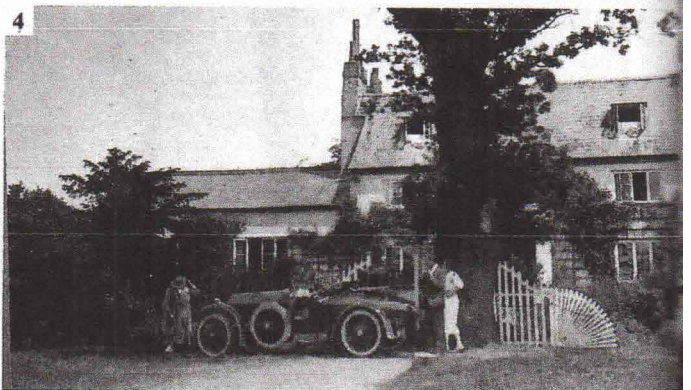
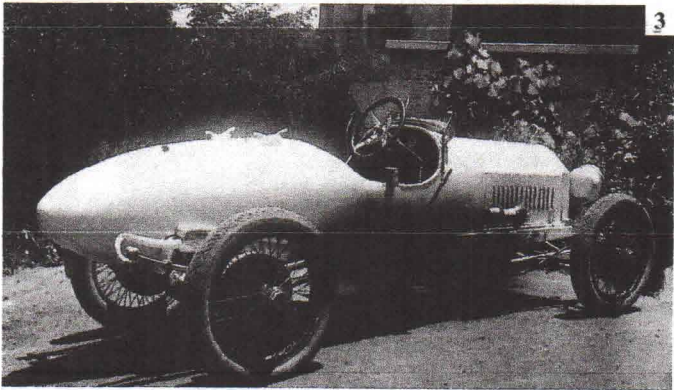
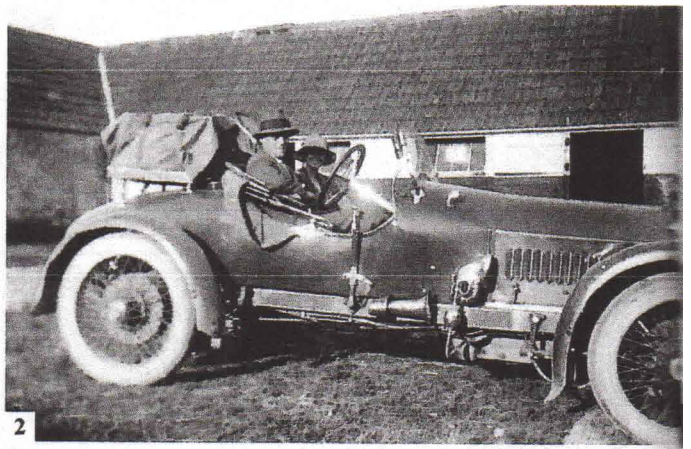
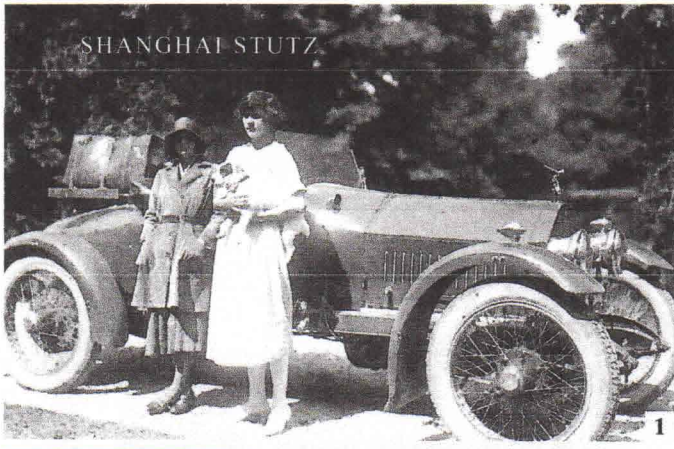


*Main image: The Stutz in the south-west of England in August 1923, with Tim's great-grandmother and plenty of luggage on board Above: Dymond on board the race-winning stripped-down Austin 20, with 'Johnson' the workshop foreman and riding mechanic. The race took place on a horse-racing oval in an anti-clockwise direction. The bulkhead was cut away to improve visibility, so poor Johnson must have been sprayed with dust and stones Bottom left: The Stutz Bearcat as it looked when bought by Tim Harrison's great-grandfather, John Dymond, in China*

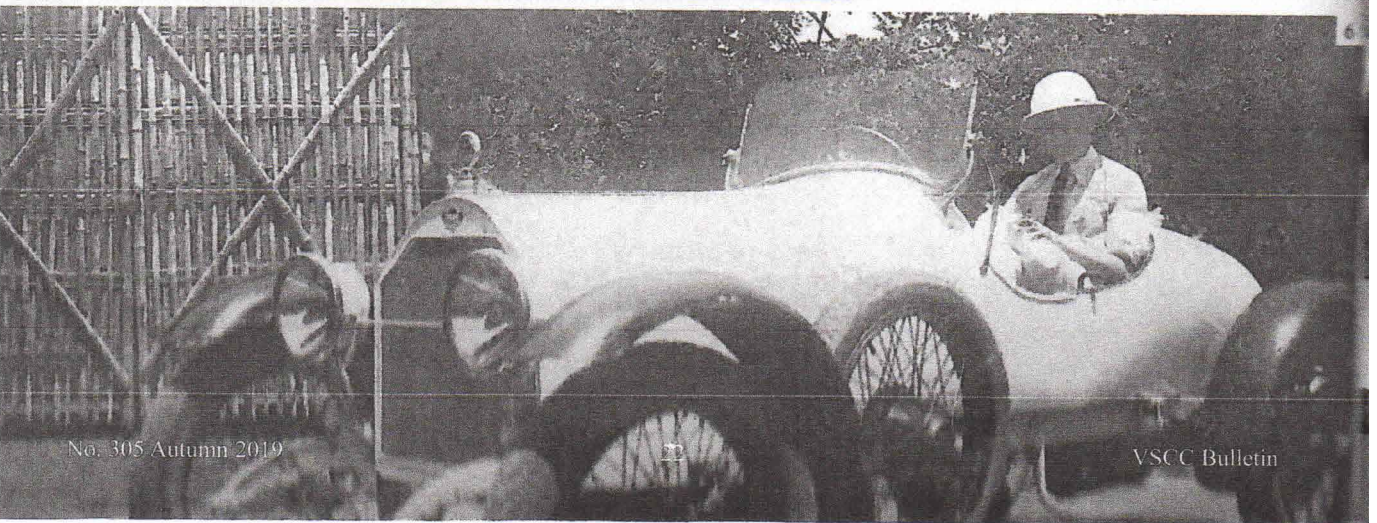




SHANGHAI STUTZ



1: Tim's great-grandmother poses besides the Stutz with her dog. Note the elaborate mascot, which appears to have been added after the car was imported to England  
2: A broad smile from the newly-wed bride on honeymoon in August 1923  
3: The Stutz as it appeared when first landed in England. Twin filler caps suggest the car had a racing history  
4: The Stutz and a family group in summer outside a house in Couchmore, Esher  
5: Another three-quarter rear view, this time with hood up, and dark-painted wings attached  
6: Pith helmet and exotic fronds suggest this picture was taken in China. The radiator still sports a temperature gauge





## Clippings of Note

THE INDIANAPOLIS STAR, SATURDAY, MAY 3, 1930.

# De Rothschild, European Sportsman, Gets Biggest U. S. Thrill on Speedway

(Photos by Star Staff Photographer.)



Left to right: Bert Dingley, vice president Stutz Motor Car Company; Baron Phillippe de Rothschild of Paris and C. Alfred Campbell, manager of sales promotion for Stutz. Inset shows T. E. (Pop) Myers, general manager of the Speedway, shaking hands with de Rothschild just before the baron started around the track in his new race car.

Baron Phillippe de Rothschild, jack of all sports and heir to the famous Rothschild millions of Europe, visited the Indianapolis Motor Speedway yesterday and, after breezing a few brisk laps around the course, declared he had just had the biggest thrill of his visit to the United States.

Now on his first trip to this country, the baron, who, besides participating in automobile and motor boat races, has ridden thoroughbreds in turf classics and flies airplanes for recreation, left here yesterday afternoon for Hollywood, Cal., where he will make a study of the motion picture industry.

Owner of the Theatre Pigalle at Paris, de Rothschild has taken especial interest in American theaters, which, he says, are larger and more elaborate than those of Europe. Talking pictures, he said, have not yet invaded the movie field of France and, although movies are popular, the legitimate stage commands principal attention.

### European Travel Faster.

Automobile travel in Europe is faster than in this country, the baron

said, due perhaps to the fact that main highways, while not so numerous as those comprising the vast American network of road systems, are much wider and speed limits are not used. Until lately, he said, the better European cars were speedier than those of the United States. The automotive industry over there is experiencing normal business this year, the visitor stated.

"It's great fun," remarked Baron de Rothschild relating with youthful enthusiasm his impression of the Speedway. "I would like to be able to attend the race and I would like

even more to drive in it. If I can secure later sailing dates that will land me in Paris in time to drive in the Le Mans race, I will surely be back in Indianapolis May 30."

### Drives New Stutz.

The baron's run on the Speedway was made in a special Stutz speedster just completed to his specifications at the local factory. Racing rules in this country, he said, make it difficult to prepare foreign cars for competition, but he hoped that eventually European engineers could be

induced to return here in number as in the old days.

"Next year," he said, "unless unforeseen incidents prevent it, I hope to be able to have an entry in the race and to drive it myself."

He liked the local track because "it makes you work," and old-timers around the course said his demonstration of skill at handling the speeding car on the curves was the best ever made by a stranger. European races, according to de Rothschild, are mainly over long road courses. Some races, he said, are held on short courses with straight-aways never more than a hundred yards, requiring cars with terrific acceleration and positive braking systems.

### Guest of Stutz.

While in Indianapolis the French sportsman was the guest of the Stutz Motor Car Company. He spoke in glowing terms of the Indianapolis car, which he drives in the European races. He finished fifth in the Le Mans race last year.

De Rothschild said he had heard many interesting stories about Indianapolis and its Speedway from Louis Chiron, speed king of Europe, who drove a De Lage special in the 500-mile race here last year and finished in seventh place. Chiron, one of his best friends, is always one of his chief rivals in overseas races, he declared.

## FORD'S RAIDS YIELD MUSEUM SPECIMENS

DETROIT, Mich., May 2.—(P)—The joint anti-liquor crusade of the Ford Motor Company's private police and the authorities of the suburb of Dearborn, where some ten thousand Ford employes live, has given Henry Ford another interesting collection of articles for his museum.

The articles aren't antiques—yet, Harry H. Bennett, chief of Ford police admits, but, he added as he looked them over on his desk, "they will be some time." The collection consists of whisky bottles, bogus labels, "cutting apparatus" and other similar articles seized in raids by the men of Carl A. Brooks, chief of Dearborn police.

## LINDY MAIL

Back in 'guratins Betw

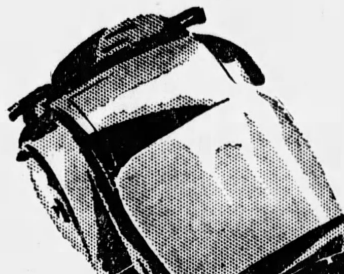
MIAMI, Fla. Completing his seven-day air trip across the Americas, Lindbergh arrived here this afternoon, after a stopover in Puerto Rico. He carried aboard from the United States a schedule of his trip.

Col. Lindbergh's trip was held by the United States Air Force.

Average speed was 97 miles per hour and Lindbergh averaged 92 miles per hour. He flew 638 miles in 6 hours and 56 minutes to Miami.

During the trip, Lindbergh completed his first mail service, brought back a record of his trip and a plane for his own local use. American Airlines is to be established here, from a point south of Hollywood, west of Granddona, to be excellent.

Chairman Lindbergh will be charmed by the day, while Lindbergh will communicate with Lindbergh at the station.



# YOU DON



## Obituary

His friend Fred Edwards #667 noted, “He was one of the founders of 'the Stutz news' here in Australia and a great inspiration for many. Owning his 1916 Bearcat since his schooling days, he was passionate about his car and drove it whenever he could. I believe the Bearcat is now in a private museum.” His obituary read, “Cherished husband of Rayna”. These are wonderful comments that give some description of Hugh, but I remember Bill Greer speaking of him and his contributions to the Stutz News.

Bill of course had a file saved with their correspondence. In one of Hugh’s contributions regarding Stutz model cars, he references that owning the car for 54 years and how it has become part of his life...and that was 12 years ago! But what I learned reading through the file was how close he and his wife were, how much he enjoyed his family and how important friendships, such as Bill and Carolyn, were to him. While Hugh was clearly a great enthusiast and caretaker of Stutz history, he was apparently also took great care to appreciate everyone around him. At 88 years old, I would say that was a wonderful life.



*We lost a Stutz family member with Hugh Guthrie on December 5, aged 88.*



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MAY - SEPTEMBER

Monday - Friday: Noon - 4:30  
Saturday: 9:00 - 1:00

OCTOBER - APRIL

Monday & Friday: Noon - 4:30  
Saturday: 9:00 - 1:00

Closed all major holidays



Excelsior and three of the six STUTZ engines on display or in storage











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# A New Look and New Members-Only Features

by Rachel Daeger

The Club has had [www.stutzclub.org](http://www.stutzclub.org) registered as a domain since 2000. Over time there have been several designs primarily sharing basic information about Stutz and Club activities out into the web. Two years ago Club Treasurer Dan DiThomas realized it was time for an update and started investigating someone to help him with the website redesign. I have been helping produce Stutz News for the past 20 years and during my day job at the Raybourn Group I manage the websites for my association clients so it just made sense to help the Club with its online presence as well as the print publication.

When you look at the public facing side of the site, the About Stutz tab is primarily a history lesson with several timelines including a short history of the Stutz factory. The About the Club page includes Dan's globe showing the world-wide interest in Stutz.

Under Event we've loaded the basic details of past Grand Stutz events. Photos will be organized by decade and are intended to educate visitors about the production history of Stutz. There are some copies of the Splendid Stutz book still available and the order form is online next to the tab with information about joining the Club.

To keep finances and record keeping square the decision was made to not process payment for new members or renewals through the website but all of the forms and information to make those transactions is online.

## Members Only

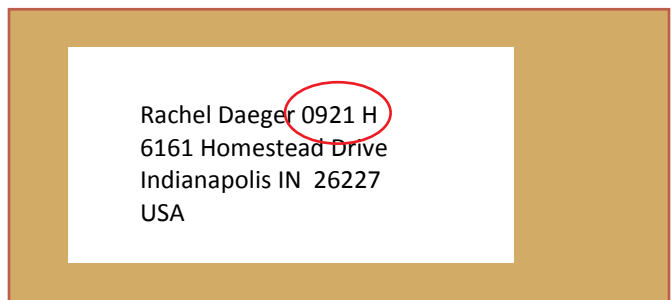
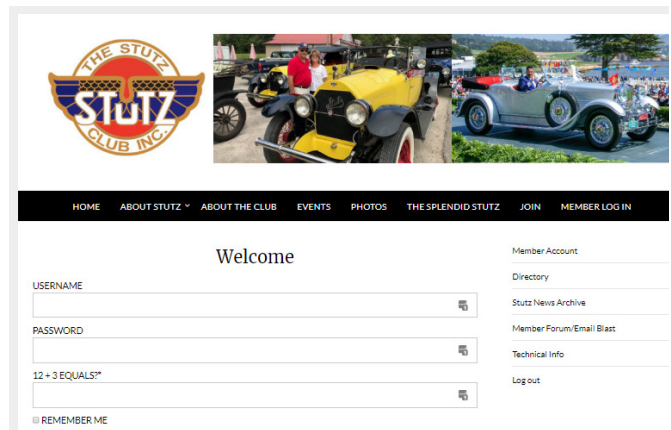
The real improvements in the website have been in the creation of a members-only content area which will require a log in and password to access.

I can hear the collective groan of - not another username and password - but I promise this will be worth the effort! Because we do not have an email address for all members your username and password will be your Stutz Club member ID in both fields. Look at the mailing label of this magazine to see that number in the upper right hand corner. See the label example to the right.



## Log In Screen

The member log-in screen will ask for the Username, Password, and a simple math problem to prove you are a real person. IF YOU RUN INTO PROBLEMS getting logged in, please email me at [rdaeger@gmail.com](mailto:rdaeger@gmail.com). I can get into the admin side of the website and help. I'm happy to do that, I realize getting set up on a new site can be challenging for any number of random reasons.





HOME ABOUT STUTZ ABOUT THE CLUB EVENTS PHOTOS THE SPLENDID STUTZ JOIN MEMBER LOG IN

Stutz News Archive

Member Account

Directory

Stutz News Archive

Member Forum/Email Blast

Technical Info

Log out

Stutz Nutz

Please explore club news by year and month below.

2019

Jan-Mar | Apr-Jun | Jul-Sep

2018

Jan-Mar | Apr-Jun | Jul-Sep | Oct-Dec

2017

## Members Only Features

My favorite part of the new website is the archive of back issues of *Stutz News* including the two issues of “Stutz Nutz” from 1968 and Vol. 1 #2 of a Stutz Newsletter from Summer 1985. *Stutz News* as we now know it began in earnest from the pen of Editor Bill Greer in January 1988. That issue promised info on the 1st Grand Stutz, a Stutz story, and a member profile or two.



HOME ABOUT STUTZ ABOUT THE CLUB EVENTS PHOTOS THE SPLENDID STUTZ JOIN MEMBER LOG IN

Directory

Member Account

Directory

Stutz News Archive

Member Forum/Email Blast

Technical Info

Log out

Information in the member directory is taken from information provided on the membership and renewal forms. If you need to update your record, please contact [webmaster@stutzclub.org](mailto:webmaster@stutzclub.org)

Search the member directory by last name, city, state, country and vehicle information such as year, series, model, body maker, Engine No. and VIN No. (if the Club has those details.)

Category Keyword

A B C D E F G H I J K L M N O P Q R S T U V W X Y Z

Last Name

Tim Achenbach  
120 Gelsinger Rd  
Sinking Spring, PA 19088  
USA  
[tachenbach@comcast.net](mailto:tachenbach@comcast.net)

You'll see one or two missing issues, we are in the process of getting those scanned as well. Next up will be the task of indexing the issues so stay tuned.

Also online in the members' only area is the full directory of members and their cars searchable by last name, state, city, country and car detail. Type “1919” in the car detail box to see all of the cars in the Club directory from that year.

Remember, the information here is only as accurate as what you've provided the Club so if you need to update your personal information or car details please contact Dan DiThomas by emailing him at [support@stutzclub.org](mailto:support@stutzclub.org) or calling 614 832-0066.

You'll see your details on the Member Account page but again, we are not asking the website to keep the master record of members so any changes need to go to Dan directly. You can change your site password for the website on this page, though, and are encouraged to do that.

Member emails are visible in the directory - unless it says “noemailprovided@stutzclub.org” those don't go anywhere. (Anyone not having an email address listed with the club may want to do so by sending their email address to [support@stutzclub.org](mailto:support@stutzclub.org).) Please use this information for club correspondence and not commercial purposes.



HOME ABOUT STUTZ ABOUT THE CLUB EVENTS PHOTOS THE SPLENDID STUTZ JOIN MEMBER LOG IN

Member Account

2019 STUTZ CLUB OFFICER

Change Password (Medium strength required – 1 numeric, 1 lowercase, 1 uppercase and 1 special character)

View the directory to see the full listing of your cars. If you have changes to your address or cars please contact the [webmaster](#). Changes to this page will NOT be recorded in the Club's records.

Member ID/Username: 0921 H

President: Mark Desch

VP Technical Services: John Grunder

VP Membership: John Boyle

VP Publications: Carl Jensen

Treasurer: Dan DiThomas

Secretary: Jason Gehring

Archivist: Ernie Toth

Contact Us at [info@stutzclub.org](mailto:info@stutzclub.org)

Welcome

Welcome to the members only section of the website where you'll find the member directory, newsletter archive, and links to member forum.

FIRST NAME:

LAST NAME:

Forgot

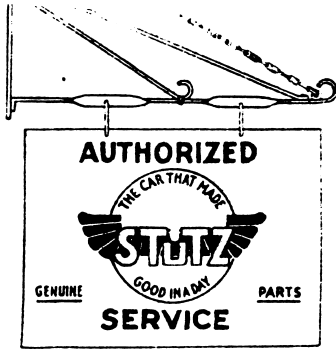
We hope you enjoy the features of the new website and appreciate feedback and suggestions on additional content to [support@stutzclub.org](mailto:support@stutzclub.org). We've already discovered an unintended benefit of the new site. When two new international members joined in one week we checked Google analytics and website pageviews in November increased from 16 last year to 634 this year!

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PHONE/FAX **360.871.1207** | WWW.**OLSONSGASKETS.COM**

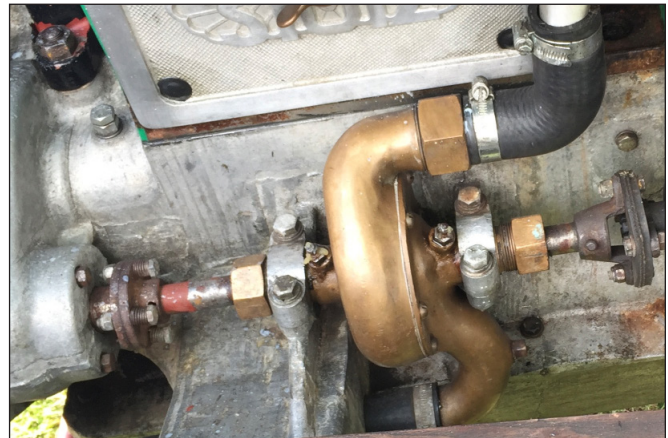


*In addition to publication in Stutz News, Classifieds are emailed to the membership upon request. Contact Dan DiThomas at [support@stutzclub.org](mailto:support@stutzclub.org).*

## Waterpump Needed!

Looking for waterpump for 16V engine.

Simon Diffey  
 United Kingdom  
[simon@merryprinters.co.uk](mailto:simon@merryprinters.co.uk)



## Wanted

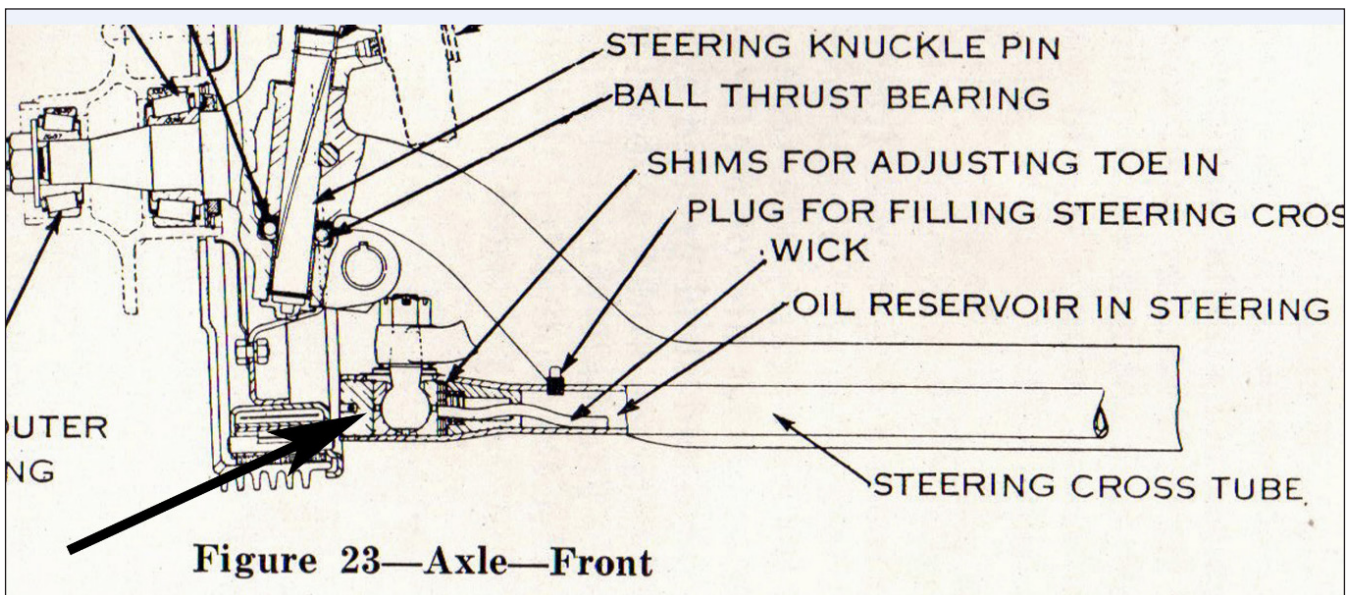
Wind wings for my 1922 STuTZ Model KLDH 4-p sport touring. I don't know exactly what shape, but they clamp to the windshield posts.

Bob Jacobsen  
[bobjacobsen@sbcglobal.net](mailto:bobjacobsen@sbcglobal.net)  
 650-967-9310

## HELP!

I am in need of in need of the two balls that anchor the steering cross tube for his 1929 Model M. The attached photo from an BB for reference. Also looking for windshield stanchions for the same car.

Garry McInnes  
 Australia  
[porsche.928@bigpond.com](mailto:porsche.928@bigpond.com)





## For Sale

1925 Marmon 74 – According to the Marmon Club records, this is the only surviving five passenger phaeton from the 74 series. This car has known history from new, including being used in a 1926 photo shoot in Santa Monica.

The car has an older restoration. Most notable to its age is cracking and a few chips in the body paint. But it is still quite presentable and was invited to the Marmon Feature at Amelia Island. Upholstery, top and boot are

all quite nice. The car runs strong going down the road, steers tight and solid, brakes are also good. Good compression and oil pressure. It is converted to an electric fuel pump, but I have the original autovac and brackets. Gas tank was cleaned and sealed this year, but I believe the gas gauge is not accurate. I also have a set of high speed gears. \$59,000

Carl Jensen  
[Cajensen2@aol.com](mailto:Cajensen2@aol.com)  
 262-352-3751



## Parts Needed!

I urgently need to obtain the following parts for my 1930 Model M vertical 8 town car:

- 2 x matching internal door handles (both RH side)
- An ignition switch.

Appreciate your help.

Trevor Bills  
 New Zealand  
[trevor@tbills.nz](mailto:trevor@tbills.nz)

## Help! Cylinder Head for Vertical 8

When pressing the head it turned out to be torn. I would like to ask my colleague Stutz owners if someone has a head of an AA 1927 or BB 1928 engine. I assume that both heads are the same.

Carsten Hesz  
 Holland  
[hesz.carsten@gmail.com](mailto:hesz.carsten@gmail.com)



## 1920 Stutz Firetruck for Sale



This original condition truck was driven four years ago at the St Louis Car Museum when we bought it. Shortly thereafter, I was seriously injured in an accident. The truck sat well over a year in my shop. I started the truck numerous times during that period. It starts well but has a flat tire so I never got to drive it. It has some original equipment still on it, a box of related magazines, and a box of parts that I never looked through.

The photo above was taken on the day it was delivered to the Unidilla Fire Department.



It is my understanding that only twelve of this model truck were ever made and, I was told by the St Louis Car Museum, that they believe this is the last existing model of its kind. I do not know however.

We paid \$34,000.00 when we purchased it from the St. Louis Car Museum and would simply like to get what we paid for it.

Goron & Donna Stutzman  
 Grove Creek Mules  
 220 Tower Point Road  
 Centreville, MD 21617  
 410.758.2674  
 410.707.1406 (m)







## For Sale 1926 AA Touring car



Link to more photos:

<https://drive.google.com/drive/folders/11bOZwmhfDY3WjpKkiPFz0XDjSG8g9Dyb?usp=sharing>

Located in Verona, Italy.

The asking price is 110,00.00 Euro.

I bought the car on December 05 '18 at a judicial auction

I have only the purchase invoice, so the car must be registered here in Italy as I am a private seller not dealer.

I learned from the previous owner who owned it for about 40 years (late 70s to today) that perhaps the car was bought and belonged to the royal family of Romania.

From a summary exam seems almost perfect, the last time it was put in motion should date back about 2 years ago.

It has not been driven and could not be started and no repairs were made since I purchased it.

Michele  
[michelem30@yahoo.it](mailto:michelem30@yahoo.it)



**For Sale 1917 Stutz model R Roadster**



This car is in very good condition and in regular use. The engine is the original 4 cylinder Wisconsin "T" head which was fully restored by an engine expert about 6 years ago. There is a video of the car on YouTube which comes up if you type 1917 Stutz Roadster into their search engine

<https://www.youtube.com/watch?v=T1Tw5PSSBVY>

The car is located in Berkshire U.K.

Dave

[dave.marriner@yahoo.co.uk](mailto:dave.marriner@yahoo.co.uk)

+447785 276907





## Your Editor Asks

Recently your editor was looking for something on the AACA forums and stumbled across this great project that was for sale in 2017. Did one of our members purchase this? How is the progress? If you are the proud owner or know where the car is now, please write in and let us know!

[nyleeloise](#) Posted August 30, 2017 (edited) Report p

Newbie  
 ●  
  
 Members  
 ● 0  
 5 posts

For Sale from my husband collections 1927 Stutz project car. Straight 8 Engine.  
 DMV Reg., Stutz Chassis, 6 Wire Wheels four have Hub caps, Hub cap wrench,  
 Radiator Grill. Misc. Stutz parts. Extra straight 8 Stutz Engine included.  
 Buyer responsible for loading, moving, and transporting.  
 Please call for information or photos. California (559) 431-0469 \$26,500.  
 Bottom two photos is the Extra Straight 8 Stutz Engine




Vol. XXXII No. 130 (October-December 2019)

The Stutz Club, Inc.

Carl & Carrol Jensen

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Vernon WI 53149-9267

www.stutzclub.org

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TO:

**Grand Stutz 2020**

HILTON HEAD ISLAND  
**MOTORING FESTIVAL**  
A CONCOURS D'ELEGANCE

**Driving tours**      **Vintage Racing**

**Shows**      **Parties**

**Save the Date**  
**October 29 - November 1**

The poster features a background image of a classic blue and red Stutz car with white-walled tires and red wire wheels. In the background, a group of people is gathered around the car, and a white portable toilet is visible. The text is overlaid on the image in various sizes and weights. The event title "Grand Stutz 2020" is at the top in a large, white, outlined serif font. Below it, "HILTON HEAD ISLAND" is in a smaller, black, sans-serif font, followed by "MOTORING FESTIVAL" in a large, bold, black, sans-serif font, and "A CONCOURS D'ELEGANCE" in a smaller, black, sans-serif font. Four activity icons are arranged in a 2x2 grid: "Driving tours" with a car icon, "Vintage Racing" with a race car icon, "Shows" with a building icon, and "Parties" with a group of people icon. At the bottom, "Save the Date" is in a large, bold, black, sans-serif font, and "October 29 - November 1" is in a slightly smaller, bold, black, sans-serif font.