



Stutz Weightman Special in original red paint with actress Elinor Blevins in 1916 and below in 1952





From the President



I am looking at my calendar for 2020, as a review of Stutz activities for last year. Pretty sad. Gloria and I started out the year with a trip to Arizona for the auctions. Several nice Stutz's for sale at the six auctions we attended. Nothing I needed. It was a good thing we made the trip; all activities soon went down the drain in March. We have pretty much been stuck at

home since the pandemic hit.

However, 2021 will hopefully be a different year. There are two Grand Stutz's planned. The first in June at the Speedway Motor Museum in Lincoln, Nebraska. Details are in this issue. The second is the 2020 postponed meet in November at the Hilton Head Concours d' Elegance in South Carolina. I think there will be a pint-up demand for activities in 2021, so sign up early. We also will have our annual Fall meeting at Hershey in conjunction with the AACA swap meet and show.

From the emails coming through Dan DiThomas's Stutz Club address, there are a lot of members looking for parts and advise and wanting to sell parts. Also, some

interesting cars have been for sale over the last year. The one that got my attention is a 1932 DV32 Grand Tourer by Armbruster for sale in Prague. The Armbruster company was located in Vienna and the car looks to be very original. It was built for an American working in Europe. (See details in this issue.) It is amazing how Stutz was able to find a market for their cars all over the world and they continue to show up. I wonder how many American built cars are being sold outside of the U.S. today?

It is that time of year that you need to renew your Stutz Club membership. I just did today. If you have not already done so, please complete the form and return with your check or credit card info to our Treasurer, Dan DiThomas. If you have not received your renewal in the mail, you can go on-line for information.

My cars are put away for the winter, but before you know it, the weather will change and driving season will start again. I think 2020 was the year that I put the least number of miles on my cars. The plan for 2021 is to spend more time on the road with the cars. Hope to see you at the planned events soon.

Mark Desch

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Stutz Club Membership Report

January 2021

0965

Eldon Guay
 3-34 Griffin Industrial Point
 Cochrane, ALB T4CoA3
 Canada
 403-922-3370
Eldonsculpt@gmail.com
 1918 Stutz series S
 Close-coupled Coupe/Phaeton
 VIN: 249
 Eng #: S-2345
 Purchased Sept.2020

0966

Brett KIay
 121 Petes Road
 Osceola Mills, PA 16666
Bkk2017@gmail.com

967

Mark Olson
 5960 Washington Blvd.
 Indianapolis, IN 46220
 1924 Stutz Touring
 Purchased in 2020 , ex- Ted Austin, of Bremerton, WA

 Returning member **477**
 Piers M. MacDonald
 5 Mianus River Rd.
 Bedford, NY 10506
 914-645-3348
piersmac@gmail.com

Announcements

2021 Membership Renewal

The 2021 Membership renewal forms were mailed out at the beginning of December. If you have not received your form yet, please contact Dan DiThomas at support@stutzclub.org.

We have had a very good response so far with nearly half of the members getting their renewals in quickly.

Table of Contents Vol. XXXIII No. 134 (October - December 2020)

From the President	2	Hilton Head	10
STUTZ Club Contacts	2	Mystery Car	11
Membership Report.....	3	Tech Notes	12
Announcements	3	Welcome New Member	14
From the Editor	4	They Were “Special”	15
A Model That Should Not Be Overlooked	5	Classifieds	22
STuTZ Club Gathering in Lincoln, Nebraska June 23 to 26, 2021	8		



From the Editor

by Carl Jensen

As I write this, I am sitting in front of our fireplace while Carrol and I enjoy a hot morning coffee and looking out the window at the cold snow. That's not all bad. I have been able to do some fascinating research on an article on early Stutz race cars that started from a single clue sent to us. The more one digs and finds more tidbits, the more you are pulled onto it like a hunting dog on scent. I feel a bit like the hunting dogs that I was with only a few days ago. They jumped out of my friend's truck with such excitement and hunted until they were exhausted. They found a lot of birds, but we missed a few too. This is exactly how it seems to work when researching history. Either way, both those pointers and I have had a great time following a fresh scent.

I really look forward to getting feedback from my fellow members on the article about Stutz Specials in this issue and hopefully over time we can collectively continue to assemble more history. As Bill Greer would say, "All we know is that we don't really know, but we keep learning more." It is really a treat to hear from any of you, particularly in these difficult times. Last week I found some interesting Mercer info and corresponded with Stan Smith and Tim Kuser. Always great to hear from them. As I said, one never knows what you find once you are on the research trail!

It is exciting to see two events in the planning for next year. The first at the Museum of American Speed and the second being the Hilton Head Concours where Stutz will be a feature. A few of us Stutz Club members will be back at the Milwaukee Mile this year as well for the annual Harry Miller Meet. All Bearcats are welcome to participate in this event which includes two days of speed controlled laps where you can take passengers while driving alongside peer cars of the day.

I would also like to take this time to inform those who are not aware that the Classic Car Club Museum on the Gilmore campus will open their new 11,000 sq ft expansion this year.

Because I spent most of my career working with the auto companies in Europe, I have been to a lot of car museums. I love Brooklands because it feels like 1925, Shlumpf is of course breath taking, but the Gilmore campus with its expansive grounds and multiple building is really a city for old car people. It is truly one of my favorites. In addition to the CCA expansion, the Horseless Carriage Club is in processes with their own building as well.

Finally in other old car news, I know there a few of you who have acquired Stutz cars, some as restoration projects. It would be fantastic to get short updates on them for the next issue. Connect with me at cajensen2@aol.com.





A Model That Should Not Be Overlooked

Carl Jensen

I am going to make the guess that everyone reading this is equally exhausted with Covid as I am. Despite this, there is some irony to the fact that the Spanish flu pandemic had its final wave in 1920 and people 100 years ago were likely as excited about a new year as we are. Working in the auto industry, our plants are producing parts as fast as we can to keep up with the strong vehicle sales. With all that in mind, I dug into the 1921 archives to see what Stutz was offering for the new year.

As we all know, independent of the marque, cars that are viewed as “less desirable” become parts donors for more desirable cars. Because of that, those cars that are often viewed as less desirable became quite rare. One model that often falls into that group are coupes. Many an XK Jag roadster has been the benefactor of coupe parts. I have friends who recently purchased a stunning Packard coupe, but they are rarely seen as they were usually used to preserve the lives of phaetons. But the reality is, closed cars were typically far more expensive when new and in the case of Stutz, the Four-Passenger coupe was more than 30% more expensive than a Bearcat or Roadster! The price list shown here is from 1922 and shows the price reductions offered that year, but one can see the original 2021 prices as well.

Upon review of the 1921 Series K brochure, no closed cars are shown. It covers touring cars, roadster and Bearcat. However for the discriminating buyer, they offered a stand alone catalog, “The Stutz Coupe Custom Built”. The following are the pages of this four page special brochure. Note the considerable attention to the interior and comments on keeping the cabin quiet from rattles. But one would expect that it is not too quiet, as it is still powered by the same engine as a Bearcat. Also note that the last page lists a price of \$5,500!

Model	Original Price	Reduced Price
Coupe	\$3990	\$4800
FOUR-PASSENGER		2990
Touring Car		3850
SIX AND SEVEN-PASSENGER		2990
Close Coupled		3850
FOUR AND FIVE-PASSENGER		2950
Roadster		3250
TWO-PASSENGER		2950
Bearcat		3250
TWO-PASSENGER		

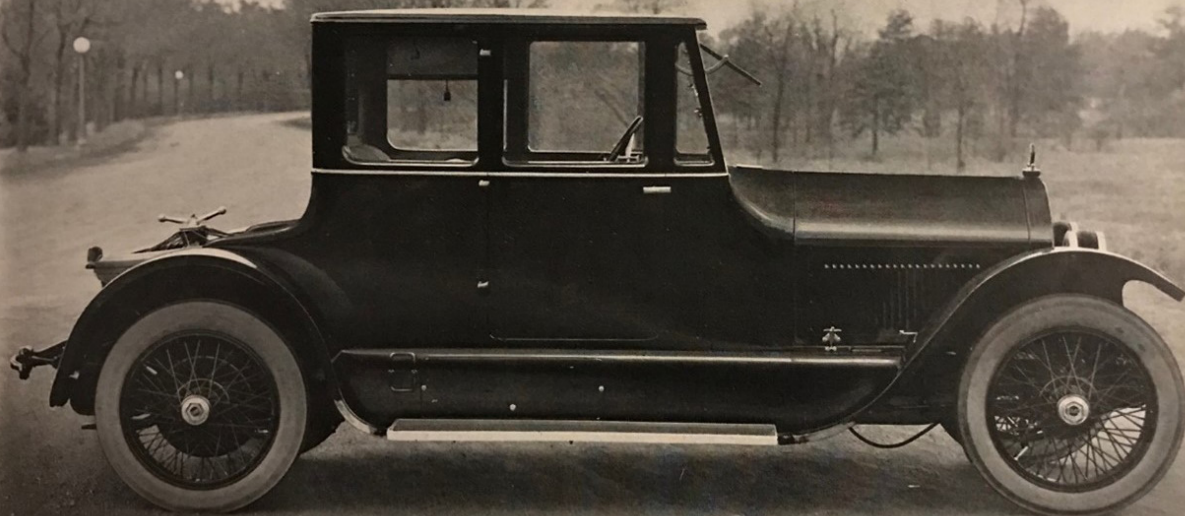
F. O. B. Indianapolis, Includes Standard Equipment. Excludes Government War Tax. Subject to Change Without Notice. Effective July 2, 1921
Effective Jan. 1, 1922

STUTZ MOTOR CAR CO. OF AMERICA, INC.
INDIANAPOLIS



The STUTZ Coupe

Custom Built



THE STUTZ COUPE - CUSTOM BUILT

Another STUTZ Achievement

MATCHING the mechanical perfection and engineering superiorities of the Stutz engine and chassis is the beautiful coupe—distinctive, dignified, artistic, pleasing in lines and design and built by custom makers to the most exacting standards of Stutz quality and Stutz beauty and grace of appearance.

The body of the coupe is full aluminum. All woodwork used in construction of the body is the finest wood, every piece is selected carefully to conform with the high, quiet dignity and impressive simplicity of design.

The interior is roomy and luxuriously appointed to the minutest detail, including smoking set and heater.

Four persons are accommodated comfortably. The driver's seat is

slightly forward. The main seat is for two and the extra seat at the left of the driver folds under the dash when not in use. There is a carrying compartment directly in the rear of the driver's seat and a convenient arm strap and rest for the occupant of the extra seat.

Ultramarine blue is the color of this exclusive coupe with a black body line above the window lines. The fenders, wheels and splash apron are treated in black enamel.

The driver's seat is upholstered in blue Spanish leather while the other seats as well as the remainder of the interior color scheme, is of a bluish gray wool cloth material of the highest grade. All interior hardware is of satin nickle finish.

The electric dome light flashes on when the door is open, illuminating the

interior and the steps for persons entering or leaving the car. It is controlled also by a push button inside the car.

The special door lock is neatly secreted beneath a silver panel.

Ventilation may be obtained through the windshield and a special ventilator in the cowl. The door windows may be lowered or raised by means of a small and easily operated crank and the side windows by means of a Pullman style catch.

Special appliances prevent rattling of doors and the whole body construction reduces body noises to a minimum.

Naturally such a car as this is not built in quantities. It has been designed and constructed as carefully as if it were built to the individual



T H E S T U T Z C O U P E , C U S T O M B U I L T



THE interior of the Stutz custom built coupe is very roomy and comfortable and is quite complete in its luxurious appointments. The driver's seat, which is finished in blue Spanish leather, is forward of the main seat for two which is finished in gray, the dominating color scheme of the interior.

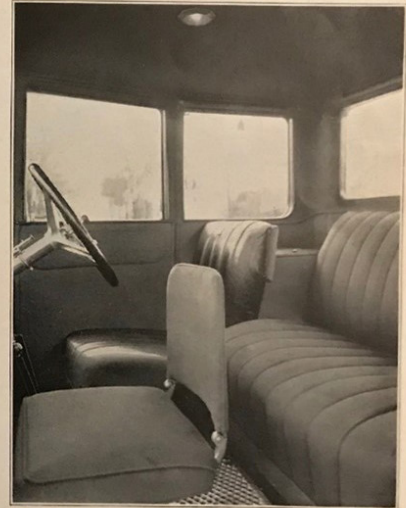
requirements of the most discriminating purchaser.

Even with the greatly increased facilities of the immense new Stutz factories, a limited number of coupes will be built this season. Exacting standards of their custom building necessarily means restriction of production.

The photograph reproduced on the first page of this folder and the interior views shown on this page together with the brief mechanical description are indications of the many superiorities and refinements which mark this coupe as another distinctive Stutz achievement.

No printed description can convey to you the many exclusive features of this car and we will be glad to arrange for you, a personal inspection of its many features. The limited quantity makes it necessary that you take prompt action should you expect any assurance of immediate delivery.

FOLDING from its out-of-the-way position under the dash, when not in use, comes the fourth and extra seat. There is plenty of room even with the extra seat in use. Showing in the floor of the car is a heater, providing warmth and comfort in the coldest weather.

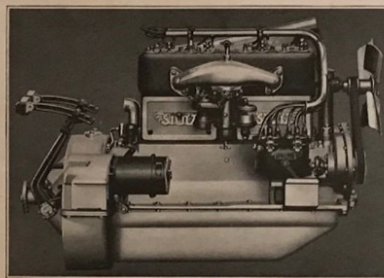


T H E S T U T Z C O U P E , C U S T O M B U I L T

S p e c i f i c a t i o n s

4 PASSENGER COUPE

- MOTOR—16-valve, 4-cylinder, $4\frac{3}{8} \times 6$, T-head, en bloc.
- OILING SYSTEM—Force feed through hollow crankshaft.
- WHEELBASE—130 inches.
- GAUGE—56 inches.
- TIRES—32 x $4\frac{1}{2}$, Cord.
- WHEELS—Wire.
- LIGHTING SYSTEM—Electric Generator especially designed for Stutz cars, with storage battery.
- STARTER—Electric Starting Motor especially designed for Stutz cars.
- FRONT AXLE—Stutz Special, extra heavy.
- REAR AXLE—Stutz Special.
- TRANSMISSION—Stutz Special.
- FRONT SPRINGS—Semi-elliptic, special alloy steel.
- REAR SPRINGS—Semi-elliptic, special alloy steel, 60 inches long.
- IGNITION—Delco Dual Head Distributor.
- CARBURETOR—Stromberg improved type.



THE accompanying photograph reproduces the intake side of the famous 16-valve, 4-cylinder Stutz motor which furnishes power for the custom built Stutz coupe. It is typical of the many superiorities of Stutz design, materials and workmanship.

This wonderful motor, developed and proven on the race course, established records for consistency and durability that have never been equalled. This is the fifth year the Stutz Motor Car Co. of America has used and built this power plant of known value.

- GASOLINE SUPPLY—Gas tank in rear; pressure system.
- COOLING SYSTEM—Centrifugal pump; radiator cellular.
- CLUTCH—Multiple disc dry plate, 13 disc type.
- STEERING—Worm and wheel—high-grade type.
- HORN—Electric.
- CLEARANCE— $9\frac{1}{2}$ inches.
- TRIMMING—Black and nickel.
- UPHOLSTERY—Finest grade of bluish gray wool cloth material. Driver's seat upholstered in blue hand Buffed Spanish leather.
- PAINTING—Ultra-marine blue with black body above window line. Wheels, fenders and splash aprons black enamel.
- PRICE—\$5,500.00.
- EQUIPMENT—75-mile speedometer. Hartford shock absorbers front and rear (racing type), single tire irons. Perfection heater. One extra wheel. Boyce motometer. Complete tool kit. Pump and jack. Smoking set. Dome light. Body door lock. Double ventilating windshield with clear glass rain-vision adjustable visor.
- EXTRAS—Extra Wire Wheel, each \$23.00.

The Stutz Motor Car Company of America (Inc.) reserve the right to make any changes in construction of Stutz cars at any time and in such a manner as in their judgment will result in the betterment of their product; or such changes as the raw material conditions make necessary
All prices f. o. b. Indianapolis, Indiana

Prices subject to change without notice

The Hollenbeck Press
 Indianapolis



STuTZ Club Gathering in Lincoln, Nebraska June 23 to 26, 2021

Join us in for a special STuTZ Club Gathering in Lincoln, Nebraska – June 23 to 26, 2021

Since we have all been car activity deprived this year and not able to get out and about as much as we would have liked with our STuTZ and HCS cars, we are thinking of adding a second STuTZ event in 2021 in addition to the Grand STuTZ Hilton Head scheduled for November, 2021.

In order to provide for some geographic diversity and a casual atmosphere, the event would be held in June in Lincoln, Nebraska and focus more on touring rather than a concours venue, celebrating STuTZ as a performance marque, and meeting with members from other areas of the country.

Our host for this event is the Museum of American Speed. We have been invited to participate in the “*Speedster Trials & Reunion*” held every two years by the museum. <https://www.museumofamericanspeed.com/speedstersreunion.html>

The Museum of American Speed in Lincoln, Nebraska, is a non-profit corporation founded in 1992 by “Speedy” Bill and Joyce Smith. The original museum was in a smaller building on Van Dorn street in Lincoln. The museum moved to its current location on the Speedway Motor’s campus in 2001. This 150,000 sq. ft. museum was formed to present a continuous chronology of automotive Racing Engine and Speed Equipment development and to preserve, interpret, and display items significant in racing and automotive history. The collection results from the Smiths’ personal involvement in racing and hot rodding, and their lifelong passion for collecting and preserving racing and automotive history.

In the recent past, the STuTZ Club has held joint events with the Classic Car Club of America and various Concours d’Elegance car shows. At this event the STuTZ Club members will be immersed in the world of vintage race cars, speed equipment, pedal cars, and an old fashion hill climb.

June 23rd - 26th
 Adult Registration - \$150
 Youth 13-17 Registration - \$75
 Hill Climb Competition - \$25
 Under 13 Receives Free Admission

EVENT ATTRACTIONS

- Road Tour
- Hill Climb
- Dyno Runs
- Seminars
- Select Meals Provided

For the most updated information please visit:
WWW.MUSEUMOFAMERICANSPEED.COM

Speedsters Trials and Reunion
 2021 International

SPEEDWAY MOTORS MUSEUM
 OF AMERICAN SPEED



Location:

- Lincoln, Nebraska

Host:

- The Museum of American Speed

Activities:

- A STuTZ Club welcoming dinner.
- Possible private tour of a large local automobile collection.
- Special Ladies only luncheon.
- A road tour through rural Nebraska, mostly or all on two-lane paved roads. Modern cars are welcome.
- A Hill Climb competition, with classes for cars powered by pre-1935 four-cylinder engines, regardless of manufacture. Four-cylinder STuTZ and HCS automobiles are eligible to compete.
- A full morning at the dyno shop, where their crew will dyno any and all registered cars whose owners would choose to do so.
- Other activities inside and outside of the museum, as well as many hours set aside for museum touring.

You do not have to currently own or bring a STuTZ or HCS automobile to join in the fun. You will not only see STuTZ automobiles, you will get to see and hear cars with their various engines (many modified with vintage speed equipment!) from around America and beyond.

After reviewing preliminary dates and activities for the event below, please contact Dan DiThomas by email at support@stutzclub.com to let him know if you are interested in attending.

Dates:

- June 23 to 26, 2021



**SPEEDWAY MOTORS
MUSEUM
OF AMERICAN SPEED**

World's Largest Collection of Unique Racing Engines and Vintage Speed Equipment

- 150,000 square feet
- 600 vintage engines
- 100's of race cars and historic automobiles
- Many one-of-a-kind artifacts

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

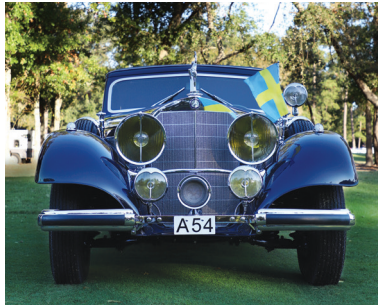


Excelsior and three of the six STuTZ engines on display or in storage



MuseumOfAmericanSpeed.com • Lincoln, Nebraska

AN AUTOMOTIVE AFFAIR TO REMEMBER



Concours d'Elegance HILTON HEAD ISLAND

SAVE THE DATE: NOVEMBER 4 - 7, 2021

The Stutz Club will host a Grant Stutz event in conjunction with the Hilton Head Concours d'Elegance in November of 2021 as Stutz will be a featured marque during a full weekend of events. Thursday includes a Stutz club driving event and Friday includes a driving tour with the CCCA to the collection of Bob Jepson for lunch.

Prominent parking and additional considerations and attention will be given to both Stutz and HCS vehicles as they attend either the Car Club Showcase or the CCCA Grand Classic on Saturday and the Sunday Hilton Head Concours d'Elegance. For the ladies, we have also planned a special luncheon on Saturday on the grounds of the Car Club Showcase.

Mark your calendar now for the weekend of November 4 through 7 and more details will follow. **If you previously registered your vehicle for the 2020 Hilton Head Concours d'Elegance, you should have already received an email asking you to confirm if you are attending in 2021.**

If you have any questions, please contact Carrol Jensen at cajensen2@aol.com.



Mystery Car



Mystery cars are always fun. My friend Ron Verschoor sent me a link to this car for sale in Prague. It is a 1932 DV32 with coachwork by Armbruster. About a month later the agency reached out to the Stutz Club and an email blast was sent to the membership. If you have any information on this very interesting car, please email your editor: cajensen2@aol.com

“This car was built to the order of an American businessman living in Switzerland. The chassis was custom-made and shipped directly from factory in Indianapolis to the most prestigious coachbuilder east of Paris, the Armbruster of Vienna. This Sport Saloon body was obviously built with long-distance continental touring in mind, but also with a feeling for elegance. It features beautiful large sunroof “Plain Azur”, which is designed to stow into the space behind the rear seats and rear body panels when opened. The car has been preserved in a very original and almost untouched condition. This is probably thanks to the fact, that during the war, it was stored in a special heated box and has only 27,000 well documented miles.”





Tech Notes

by Carrol Jensen

Your Editor has given his dear friend and author of our regular tech notes a break for this issue. Brian will be back for our March edition as he will not want to give up this highly prestigious role. As a guest writer for this issue, we have Carrol Jensen. While this article addresses a project she did on our Jaguar, it provides the steps for flocking that can be done with any vintage car requiring that refurbishment.

What the Flock?

Like many people in lock down during this COVID-19 pandemic, I was looking for a project to occupy my time and turned first to where Carl was already spending much of his time, the garage. We had restored our 1948 3.5L Jaguar several years ago but a project I never finished was the tool kit assembly for the boot.

We have about 50% of the tools for the kit and we had the original wood frame with the old flocking on it which was matted, stained and worn off in many places so first I needed to figure out how to fix that. Most people think of ‘flocking’ a Christmas tree but look inside any jewelry box or watch case and you will find those small particles of felt that are glued in to create a nice finish. So how do you learn how to flock? Google! The largest supplier of flocking supplies can be ordered via a website called flockit.com.

Because their physical address was in Rockford IL, I drove down one day with my large wooden tool kit frame to ask some questions. Assuming a brick and mortar retail store, I was surprised to find a small one-story office complex with an even smaller mail order only business.

They were very surprised to see a customer walk through the door and were

very gracious in explaining the process and then sold me everything I needed to re-flock the tool kit.

First step is using sandpaper and my “mouse” electric sander to remove as much of the existing flocking on the wood. You really want to get inside every nook and cranny to remove the existing flocking but not take

down too much of the wood. Continuous use of the air compressor helps to see how much you have left to remove.

Sanding off the old flocking material



There are 2 parts to the tool kit assembly; a solid piece of material that lays in the bottom of the boot and the wooden tool frame that fits on top of that and both needed flocking.

Making a flocking mess in the garage!





Step two is to carefully pour the flocking material (almost like sand) inside a small canister that you attach to the air compressor for an even spray of the material onto your project. You need an air compressor that you can dial down pressure so as not to create too much pressure or it will not coat evenly.

Step three before you turn on the air compressor is to paint the wood with a matching color glue and because it dries within 10-15 minutes, it quickly became a two-person job! Because of the size of our project, we filled two canisters so we could easily switch off when one empties and not interrupt the flow of spraying the material within that 10-15 minutes before the glue dries. Wow, what a mess!

Once completed, I looked very carefully in the corners and areas where too much flocking was applied and carefully tried to smooth it out and removed some of the extra flocking. We then let it sit for 72 hours to make sure it dried completely before putting it back together.

For the inside upper section of the boot, I found the closest example of what I needed in pool table felt: it is thin enough to fit within the aluminum molding but had great color choices and was strong and very durable. I

ordered several color samples online and other than having to pay for a much longer piece than needed, it worked out very well and matches nicely.

The search for tools continues with use of the internet and Ebay. I now find myself looking for Jaguar tools in addition to Stutz parts and memorabilia.....hmmm-mmmm.

Still need a lot of tools!



Welding new rubber into a stone cut with a

SHALER Vulcanizer

"The permanent tire repair"

Every time you repair a cut or tear in a casing you insure yourself against the inconvenience, expense and danger of a blow-out. Unless a permanent repair is made by vulcanizing, dirt will work in between tread and fabric, weakening the tire until a blow-out occurs.

The Shaler Way is actually the simplest method of repairing tubes and casings. When a repair is vulcanized it is a part of the tire, not stuck on the outside. You or your chauffeur can use a Shaler Vulcanizer without any experience. We guarantee that. If you want to prove it at our risk, ask us about our 10-day trial offer.

You do it this way

First you clean the injury with gasoline, just as if you were going to put on a cemented patch. Then roughen the rubber with sandpaper. Anyone can do that. Then smear on a coating of vulcanizing cement and after it has dried for a moment, fill the cut level full of scraps of Para rubber, furnished with the outfit. *No chance for a mistake so far.*

By this time the vulcanizer, which has been heating, is ready to go to work and you clamp it on the tire for a few minutes. The temperature is controlled automatically so you don't need to think about it until the repair is done. Absolutely simple, yet perhaps you didn't know that you could vulcanize just as well as an expert.

Valuable Book of Tire Information Upon Request
"Care and Repair of Tires" was written by a motorist to save you trouble and expense. Contains emergency repair hints, descriptions of all of the approved tire-saving devices, and a description of Shaler Vulcanizers. Ask for your copy today.

C. A. SHALER CO., 216 Fourth Street, Waupun, Wis.



Welcome New Member

When submitting his membership application, Eldon Guay of Cochrane, Alberta, Canada shared a photo of his 1918 Series S Touring with only 21,600 original miles (Engine # S2345 | Body # 248) and writes “I am very excited that I finally purchased my first Stutz. I have wanted one since I was a kid!” He is planning to do research on the car and promises to share what he learns with the club.





They Were "Special"

by Carl Jensen

This article started with one very interesting clue, then lead to some research which provided some facts, and a lot of questions. My hope is that someone else will know additional related details and we can fill in the blanks of mystery.

Someone on the west coast contacted the Stutz Club because he found a file with 1921 court proceeds regarding grand larceny on a stolen Stutz race car. Evidently his company was renovating a commercial building when they pulled down the plaster and found a four-foot-tall door that accessed a storage area under a drive ramp. The photo shows what came out of that storage crawl space. Fortunately, the gentleman is vintage sports car enthusiast with early Porsches and recognized the Stutz document as a piece of history worth saving.



The 6-page document on its brittle and brown 100 year old paper, charges Michael Moosie with grand larceny revolving around his involvement of a Stutz race car. But before we get into those juicy details let's back up a bit.

Michael Moosie was born in 1892 in San Francisco and appears to have come into the racing scene in the mid-teens. By all accounts he had a rather successful career and was able to secure some good rides. In 1916 he

was competing against names like Oldfield, Cooper and Durant behind the wheel of a Duesenberg powered Stutz, known as the Gandy Special, built by racer Lou Gandy. At 24 years old, Moosie must have been feeling quite good about his future and formed a racing business with fellow racer O.M. Palmer on September 1, 1916. But only 10 months later there was a court battle between them, each saying the other owed them money. Mr. Palmer may have taken this a little to far when he had Moosie arrested for embezzlement and thrown in jail for two days before he could get released. What started over a feud of a couple hundred dollars in prize money, now was a lawsuit by Moosie against Palmer for \$5,000! (That's about the cost of two homes at the time.) In the end, the court made a judgement in January 1918 that Palmer was to pay Moosie \$500. But the two would spend more than a decade seeing

each other as they competed in all the same race events...that had to have been awkward.

It is important to remember that a few events shape our story from hereon. The first is WWI, which had obviously curtailed racing, but reignited with the end of the war. Additionally, Harry Stutz pulled out of racing at the end of the 1915 season. By 1917, Earl Cooper (also in California) was the owner of all four White Squadron cars and presumably his original racing Bearcat. Joe

Freeman's excellent article in *Automobile Quarterly* Volume 28, No 2 is quite useful when reviewing the history of each of these cars. His insight provides as lot of information as to the what happened to those four team cars, but he also notes that there are unknown gaps in time and one car's final demise is somewhat undefined. We know that two cars were sold to Cliff Durant and badged as Chevrolets for continued competition. That these 1915 models were still winning in 1919, is a testament to just how good these cars really were. Earl Cooper had won



THE ARIZONA REPUBLICAN

TWENTY-SIXTH YEAR 8 PAGES PHOENIX, ARIZONA, WEDNESDAY MORNING, NOVEMBER 17, 1915

DRIVERS TO GET CHANCE TO VOTE ON NOT ONLY ONE BUT

Durant's Car Claimed To Be Stutz, Making Fifth Of That Make; Fourteen Cars Made

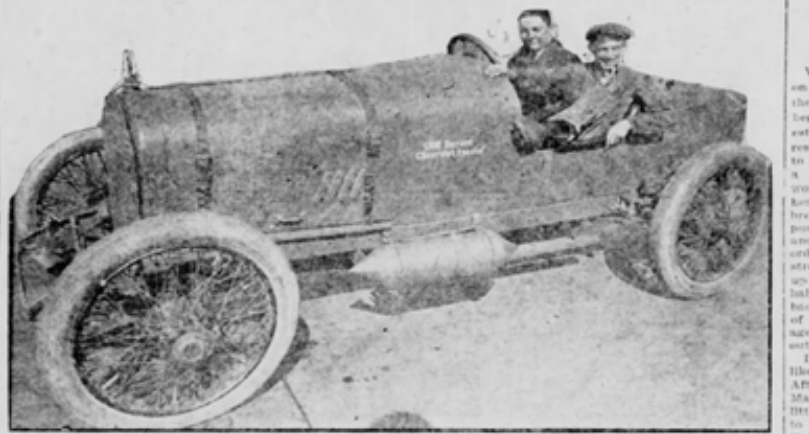
DELNO AND REEVES PILOTS OF TWO NATIONAL ENTRIES

By LYLE ABBOTT
 Is it a Stutz, or is it not a Stutz? That question bothered some fast driving guys more yesterday than the question of who will win the 125 mile auto race Saturday. It is all about Cliff Durant's new buggy, which is located somewhere on this page.
 With the arrival yesterday morning of the Stutz racers of Jim Parsons, Earl Cooper and Frank Goodie, the total number of cars built out of Stutz parts reached five, which is two more than the number allowed in case received the permission of the A. A. A. to put it to a vote of the drivers, to see whether or not the rule should be waived. The entry of two Nationals in the afternoon brought the total entry list up to 14—counting all cars—and here is another place where the drivers will have to vote. The A. A. A. also limits the number of entries on a half mile track to 12, unless the pilots agree among themselves to allow more a contest.
 Red Wood, who can speak motor or English faster than he can drive—and that's a pretty fact—constituted himself the advocate of the A. A. A. view yesterday at an ever changing group of drivers, mechanics and others who could stand the name of the road

GIBBONS-AHERN.
 ST. PAUL, Nov. 16.—Mike Gibbons and "Young" Ahern, middleweights, will meet in a ten round contest for the first week of December for a purse of \$10,000. It was announced tonight. They agree to a ringside weight of 125 pounds.

LOTS OF WORK ON MOTOR RACE
 Several of the Big Riders Are Here Making Plans For a Big Day When the 100 Miler Is Called onto the Boards
 All motorcyclemen are agog. They are in this excited condition due to the fact that a majority of the big

Does This Car Carry a Big Fuss As Well As Speed In Its Bonnet?



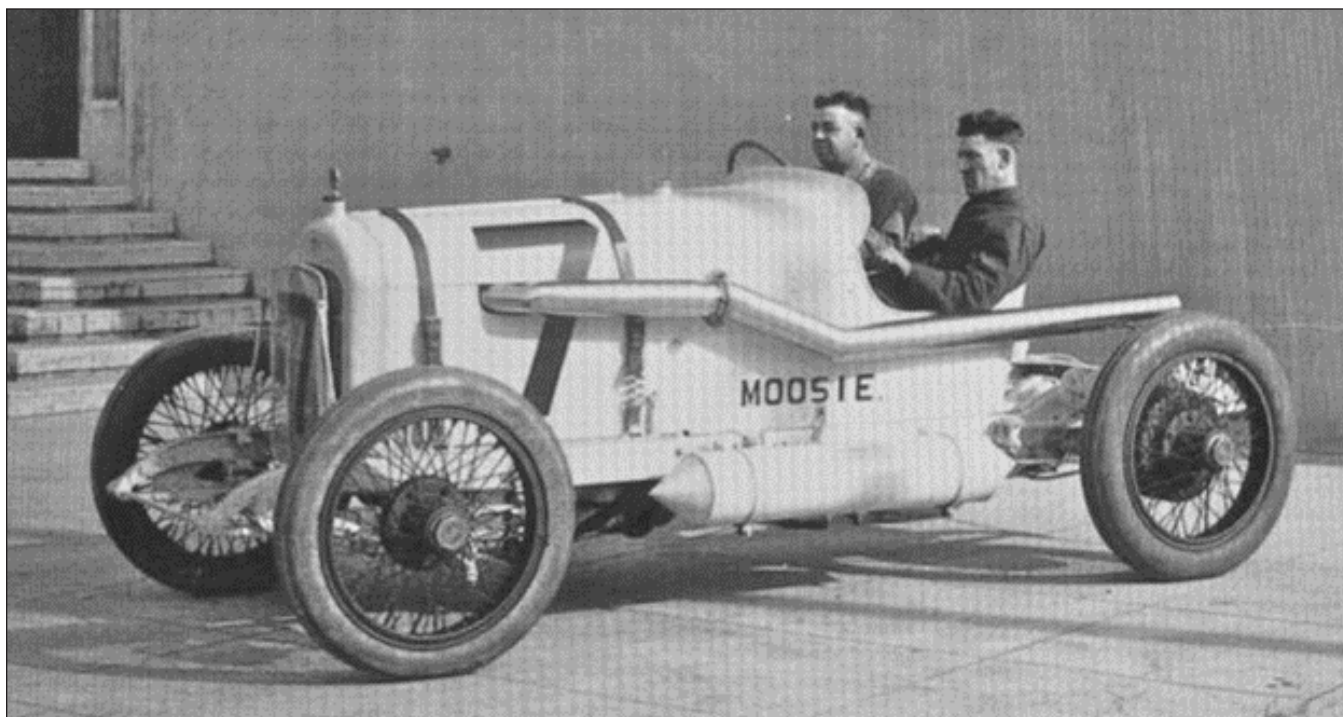
Cliff Durant (at Wheel) and Louis Nikrent, in "Durant" Special.

the national championship for Stutz in 1913, then again in 1915 in a Stutz White Squadron car, but many don't realize that he won it a third time in 1917 driving these "old" White Squadron Stutz racers as a privateer. While the 1917 season was cut short due to the war, the AAA recognized his significant lead in points and named him the National Champion. Add to this, the factor of the growing popularity in racing specials. Privateer specials existed from the beginning of the industry, but the demand for race cars immediately following the war left eager racers to develop specials from performance cars or old race cars remaining from before the war. Now comes the mystery(s).

First is the curious controversy of Cliff Durant running a Stutz under the Chevrolet name in 1915 as noted in *The Arizona Republican*. Since the A.A.A allowed a maximum of three cars of one make in a race, Cliff labeled this car a Chevrolet Special, although the article clearly states, "...is said to have been the same wagon with which Cooper won the 50-miler here last year." If that is the case, obviously new updated bodywork was

Before Cliff Durant purchased the White Squadron cars, he apparently was running a Stutz in 1915.

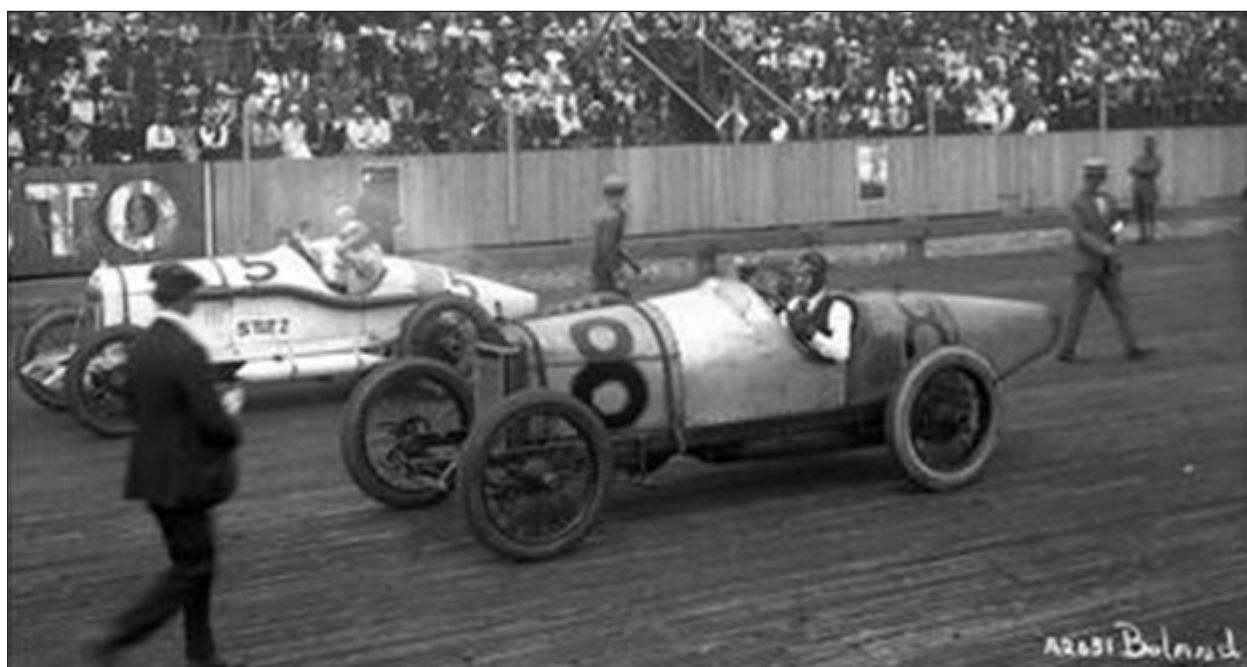
fitted. Back to Mr. Moosie...An article in *The Daily Tulare Register* on the July 4, 1917 Visalia Road Race read as follows regarding Moosie, "Second in the money in the race yesterday was won by Mike Moosie of San Francisco, in a Moosie Special." As mentioned, racing stopped due to the war, but it is important to note that Moosie already was in possession of or racing someone else's Stutz prior to the grand larceny charge in 1921. The photo shown here of the Moosie Special, bears a striking resemblance to a White Squadron car. It would appear that the absence of a fuel tank on the back, was replaced by a side tank... that sure looks safe. Enlarging the photo shows the detail of the Stutz transaxle. In another photo, a Stutz is shown with this side tank and a tail where the rear tank would normally sit. Could it be that this car was one of the White Squadron cars during the time we don't have details on them? Possibly it was the car that Durant labeled as a Chevrolet Special in 1915 with both having a side tank, but some additional info regarding the engine will suggest otherwise...



Stutz Moosie Special (Layden Butler Collection)

Possibly the Moosie Special, but now with a tail in place. Note the side tank. The 1915 "Chevrolet Special" Stutz also has a side tank, but clearly this one is of different size...same car with a tank modification? Or another car?

According to the court documents, a man named Zegler owned a Stutz race car that he purchased for \$950 and loaned it to Michael Moosie on May 18, 1920 for racing purposes. It goes on to explain that Moosie blew it up, but didn't have the money to repair it, so Zegler paid \$650 to get it fixed. Confusing is that it clearly states that parts were taken off another Stutz race car to make these repairs. According to the court records, the car





was in proper running condition when loaned in May. At the time of the repairs, a promissory was executed on November 27, 1920. The following confirms the state of the car:

- Question to Mr. Zegler: What was the condition of the car at the time you gave Mr. Moosie that note?
- Answer: The car at that time has parts taken off of which were put in another car. Those parts were taken off so he could use another car for racing purposes. My car he wrecked it; he tore the engine to pieces, and I paid that \$650 for the repair of that engine.
- Question to Mr. Zegler: What parts were put in the other car?
- Answer: He took the wheels, the chasse and the steering gear an all the parts connected with the running gear of the machine. (*Ed: The original document states "chasse"*.)
- Question to Mr. Zegler: What parts were left?
- Answer: There was the engine, and the frame and the body and the radiator and those things.

While Mr Zegler was likely unhappy about the costs associated to all this, his frustration came from the car not being returned, and then seeing it for sale! The original charges were for grand larceny, but it was clarified that this could not be the charge as there was documentation that Zegler originally agreed to loan the car. The final ruling, according to the January 14, 1922 *San Francisco Recorder*, directed Moosie to pay Zegler \$693.20. There was however no confirmation of who owned the car at that point. I realize that there is some speculation, but since we have the photo of the Moosie car which he raced in 1917 that appears to be an ex-White Squadron car, one questions if the Zegler car which swapped parts with it may have been the same.

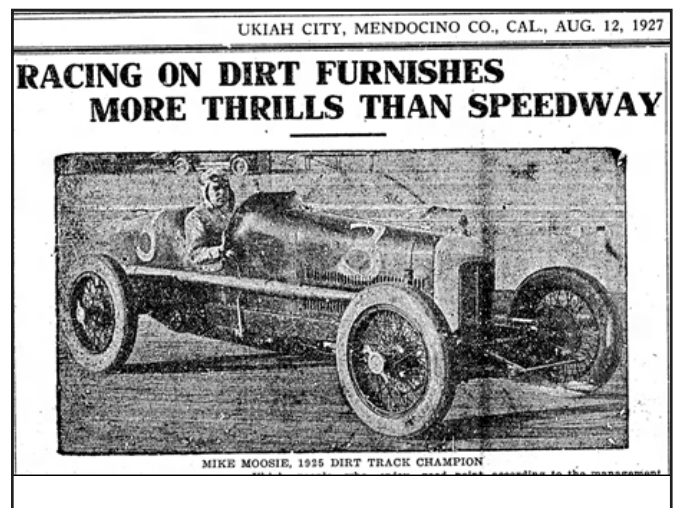
Further to that speculation, on May 26, Moosie was registered with a "Stutz Special" for the Kings County Fair race the week after he originally borrowed the car. It is also listed for a few other races thereafter. The September 27, 1920 issue of the *California Hanford Sentinel* provides a detailed review of the 50 mile race won by Eddie Hearn. It is already well documented that the car Hearn used for his win was Cooper's old number 8 White Squadron car. An excerpt from the article suggests that

the car Moosie was driving was one of the old factory racers as it would have been "a mate to the Hearne car" therefore having a 16 valve engine...which the car raced by Durant in 1915 would likely not have had.

ing 44 minutes, 45 4-5 seconds. M. J. Moosie of San Francisco, in a 16-valve Stutz, a mate to the car Hearne was driving, was third, time 45 minutes, 35 3-5 seconds.

California Hanford Sentinel, September 27, 1920

Over the next several months Moosie is listed in a number of races piloting a Stutz Special and is referred to as "one for the most consistent racing drivers on the Pacific coast with which he has made credible showings at all the recent events." The last listing I could find on Moosie racing the Stutz Special, was that he went out of the race at Hanford on July 4, 1921 with engine trouble. Note, this is after the November 27, 1920 promissory note when the Zegler engine was repaired. Moosie did have another go at apparently a different Stutz in 1923. Per the report, "...he secured a Stutz, one the property of Earl Cooper, but of rather ancient lineage." Evidently, he ran it to the race in record time but this resulted in several engine issues on the aged racecar which were attempted to be repaired, but took him out of the race early. Moosie continued on with a successful racing record tearing up the west coast for years after, mostly in a car referred to as the Culp Special believed to be powered by a Fronty.



Mike Moosie in the Fronty powered Culp Special



If you are finding this all a bit confusing, it is. During this time, an endless list “Specials” appeared on the racing scene. With racing halted during 1918 and then restarted, the modified specials appeared to be the path to get back to racing. As for Stutz, the ex-White Squadron cars were out there, some pre-white squadron factory race cars still existed and countless privateers were running modified Stutz cars. There are countless Stutz and Stutz Special entries in nearly every race entry list, and typically details of these cars are unknown. With all these Stutz cars out there with major modifications, it is likely at this time that the lines of lineage of Bearcats (or any other Stutz model that was modified) started to get blurred. In fact, newspapers are full off ads like these:

RACING Stutz, parts nearly complete, all special factory, very classy and fast, or who will finance? HARRY LUSK, box 2021, Examiner, Third and Market; by letter only.

San Francisco Examiner July 18, 1915

STUTZ, special bearcat, perfect condition, low price for quick sale. 309 N. 12th st.
STUTZ Special, racing type, very fast. Terms. Never closed. 1433 Fairmount ave.

Philadelphia Inquirer August 29, 1920

One such special was that of Robert Delno, son of a very wealthy ice producer in Arizona. Certainly he had the right product in the right market. Delno started with a National but as this article in the 1916 *Arizona Republican* states, he developed his own Stutz Special...interestingly with a 16 Valve engine of the Delage design. He had great success with his gray race car up until racing ended with WWI. The *Arizona Daily Star*, confirmed that the car had already shipped in a June 20, 1915 article.

OVEMBER 19, 1916 22 PAGES VOL. XXVII, NO. 184
DELNO'S STUTZ WALKS AWAY WITH HUNDRED MILE CLASSIC; HEADS PROCESSION ALL WAY

1916 *Arizona Republican*. Note that the Bearcat model was often referred to as a roadster, but his reference to H.C. Stutz raises the question if it could have been an HCS chassis. More interesting, he appears to have one of the Wisconsin prototype engines based on the Delage design.

Delno's Paw Not for Racing
* * * * *
When He Wins, the Old Gent Softens

"My little boat can go 105 miles an hour. While I may not startle the natives with that amount of speed, I will go fast enough to win the Thanksgiving event," says R. H. Delno.

The bonde boy, favorite of the grandstand, who won the 100 mile auto race at the state fair is confident of winning the contest next week. He will again drive his Stutz No. 3, which after all isn't as much of a Stutz as it is a Delno, for the speed demon and his brother, George, who drives with him, practically built the racing car. They bought a H. C. Stutz roadster, which they stripped and rebuilt with a 16 valve, 4 cylinder motor of the DeLage type and then they went into the game. And they went in to win. It wasn't a particularly easy thing to do, for their "old man"

who is rated one of the wealthiest men in Tucson, doesn't approve of the racing game for his sons. "Mother" doesn't approve either, but when they win, which is generally, she unbends enough to be mighty well pleased and proud.

"We've been at it two years now," says R. H. "It's bully good sport, and I am going to stay with it."

The ambition of his life is to enter one of the big races and take first money, and the odds are that he will. He was the idol of the crowd on automobile day by his consistent driving and was utterly unconscious and unconcerned about the attitude of the multitude.

"The applause don't get you anywhere. It's the car and the driving," quoth he.



Eye-See-Bee Stutz Special

Another modified Stutz that became a more well-known racer and has a back story that falls into the category of, “you cant make this up”, is the story of the Weightman Special and William “Wild Bill” Weightman III. Wild Bill was heir to one of the richest men in America and inherited a fortune. He loved motoring and by 1917, in addition to several premium cars and a couple airplanes, he owned five race cars that included a big Fiat, two cars with Duesenberg power and two Stutz Specials. The two Stutz cars were known as the Weightman Special and the Eye-See-Bee (or I.C.B.) Special. The later was the creation of Irving C. Barber who used a Stutz engine in a light chassis. Weightman was so impressed with the car, he purchased it from Barber. The Eye-See-Bee appears to have had less action and to my knowledge, is unknown today. One of Weightman’s race cars was involved a road accident where the driver was seriously injured and the mechanic was killed. While there are several reports on the accident, there appears to be no reference on which car it was.

But the Weightman Special was more well-known than his other cars and has a good write up in the Splendid Stutz (page 75). There is also an excellent article on this car and its history by Joe Freeman in the March/April 1992 issue of Vintage Motorsport. Wild Bill had the car custom built incorporating one of three Wisconsin Motors prototypes commissioned in 1914 by Stutz,

which was a copy of a Delage racing engine. This engine uses 16 horizontal valves and is not the same as the White Squadron OHC engine. However, the engine was put in the smaller HCS chassis as used on White Squadron cars. Interesting that this sounds a lot like the Delno car. Since the Delno car and Weightman Special were racing in November 1916 at opposite sides of the country, we know that at least two of the Delage based prototype engines made it into the hands of the public.

Some of the most famous photos of this car are with actress Elinor Blevins. It would leave one to believe that she piloted the car beyond the driving she did on the empty track. These photos were actually taken at Benning Race Track where D. Brailey Gish dominated the day winning three of four events on Thanksgiving 1916 this Stutz Special.



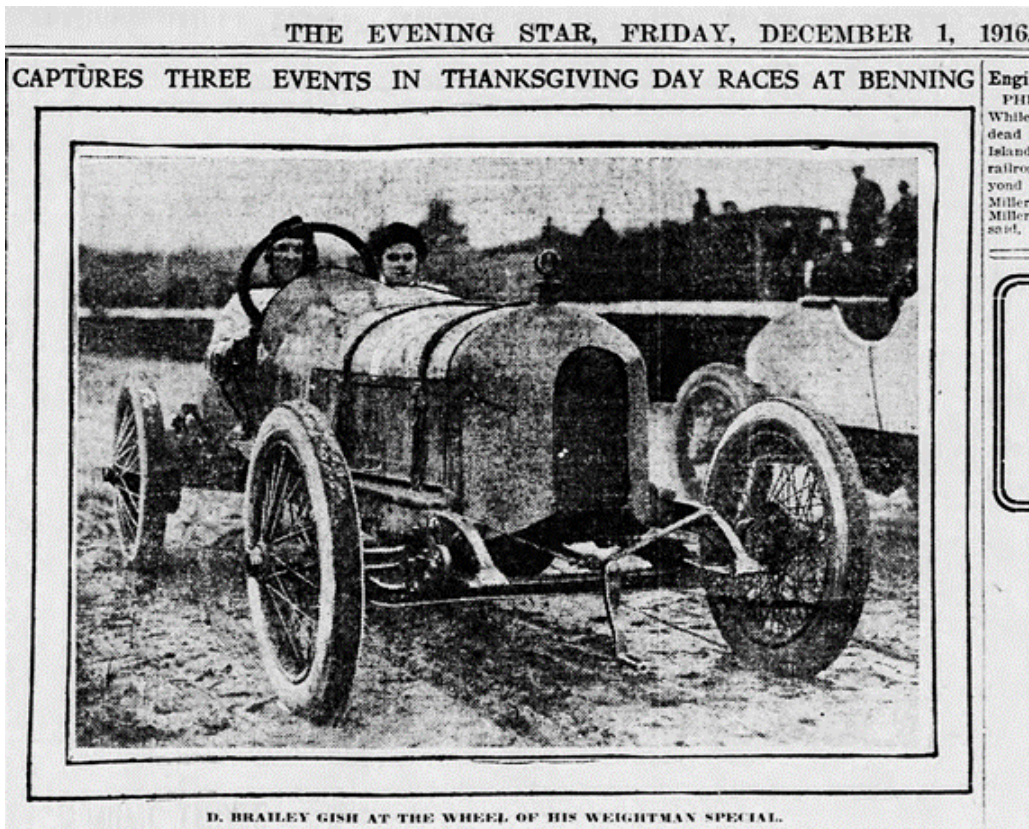
Actress Elinor Blevins poses with the Weighman Special in a perfectly pressed jump suit and fancy shoes. Note the prototype Wisconsin engine.

Somewhere along the way the Weightman Special was sold...along with everything else. It appears that Wild Bill who would show up wearing lemon yellow silk shirts, glowing ties and cowboy hats, loved to live very large. A series of bad investments, bad stock market decisions, lawsuits, gambling, outrageous parties and a love for ladies resulted in him going to jail for writing bad checks (having lost his fortune). But not all was bad for Wild Bill as he would inherit another fortune and was still able to

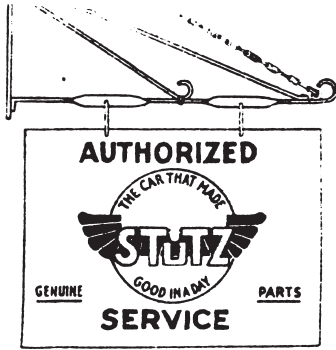


*Elinor Blevins at the wheel!
An exhaust pipe through
the cockpit...another safety
innovation.*

smooth talk the ladies. Unfortunately, in 1925 his love for women caught up with him again when arrested for speeding with his fiancé. As it turns out Wild Bill already had three other wives and was sent to jail for bigamy! Well, it was the roaring '20s.



Stutz Specials would continue through the Vertical Eights even after the company closed and famously break records at Pikes Peak, run at Le Mans, Brooklands and other major events in the hands of privateers.



In addition to publication in Stutz News, Classifieds are emailed to the membership upon request. Many of these ads have been previously sent by email. Cars and parts may have been sold or purchased. Contact Dan DiThomas at support@stutzclub.org to be added to the email list.

Wanted: Blackhawk Parts

Looking for a 6-cylinder Blackhawk intake manifold. Would consider one with some 'issues', needing minor repairs.

Chris Hicks
845-421-5852
chrisrhicks@gmail.com

Wiper info Needed

Our member Fred Shoemaker is looking for information on the correct windshield wipers for his 1933 DV-32 Bearcat project.

Fred Shoemaker
stutzbcac@aol.com

Parts For Sale

I have a driver's side 1931 STUTZ rear door I would like to sell. I donated the chassis that was with this door to the Auburn Cord Duesenberg Museum and it is on display there.



Also an original tail pipe bracket (looks like a connecting rod) and a few other items shown below.

If interested in either item, please make a reasonable offer for consideration.

Please contact me for more information.



Tom Miller
734-676-0594
tommymdot@comcast.net



Parts for Sale!

1. Complete 1930 sv16 engine with flywheel and clutch also front and rear engine mounts 55,000 original miles good condition.
2. 30 AND 31 WARNER 3 SPD FREE WHEELING TRANSMISSION with aluminum floor cover for transmission and universal joint all in good condition.
3. 27-28 SV16 head assembly less cam.
4. 28 water pump assembly.
5. Front exhaust manifold for sv16 (repaired}
6. 29 to 34 front drag link for steering.
7. 29 to 31- 2 buffalo knock off caps with wrench
8. One spare tire cover nice shape.
9. 29 to 34 upper cowl vent door with handle.
10. Complete perfect original set of 29 to 30 Ryan headlight assemblies with mounting bar and small center bar with Stutz logo(pot metal bad} will send photos.
11. Set of dv32 exhaust manifolds new castings.
12. Starter pedal assemble,brake
13. light switch,
14. drive shaft generator to pump,
15. frame end caps for bumper bracket,
16. 29to30 spare tire wing nuts.

17. New dv32 air cleaner assembly for Schebler or Stromberg ee3.
18. Used ring and worm gear set 4-1/2 to 1
19. 1 worm 4-1/2 to 1. 14.
20. 232-33 vacuum valve for automatic clutch mounts on motor.



James Lockwood
jamesdlockwood@hotmail.com

Headlight Switch Needed

The headlight switch for my 1927 is beyond repair, do you know if anyone in the club remakes these or anyone that might have a good original I could purchase?

Thanks for your help.

Bobby Green
bobby@oldcrowsspeedshop.com

Wheels Needed

Looking to purchase four, 6 stud wheels for an SV16. Any condition considered.

Trever Bills
 New Zealand
trever@tbills.nz



Model M Help!

Trevor Bills is looking for the contact information of the USA based member that sent him photos with all dimensions of the small capture box which clips underneath a vertical 8 air cleaner. Trevor has missed place the members contact information's. Trevor would like the member to contact him.

1931 SV 16

Trevor is looking for the following parts for his SV16 Cabriolet coupe.

1. One pair of Ryan headlight lens – these are the same as on the 1929/30 models- I would purchase complete lights if necessary.
2. One radiator cap – we don't know how, or when but this has been lost in moving vehicles, I have a spare STuTZ mascot, so only the cap required please.

1929 model M8-63

Trevor recently purchased/ imported from the USA, an unrestored 1929 STuTZ Model M Le Baron.

Here is his story on the parts he needs:

The internal and external engine components [other than the block] were out of the car, but sent with it.

I understood or expected from the description, that these parts would be suitable for basic reconditioning and re-installing.

Sadly, that has not turned out to be the case:

On opening the parts crates, today I was extremely disappointed to find;

The Head and overhead cam gear is mostly seized solid with rust, the pistons and rods are also not in any condition to be reused.

The Zenith Carburetor, model 105DC is cracked and broken in at least 5- 6 places, it is un repairable and will need completely replaced.

At this stage, we have not checked the crankshaft/camshaft or indeed block, to see if they can be salvaged, but will do so, in the new year.

“If” I am to put this car mechanically back together, I am going to need all parts to replace those described above, so need serious help please.

Because of what it already owes me, it is critical that I minimize as much as possible, any and all further costs.

Can any club members please help with advice on the alternative/options in terms of pistons, connecting rods, white-metal versus conventional shell bearings etc.

Suggested places where I could purchase replica or other brands, that will work with basic or minimum modification and ultimately/hopefully be more reliable.

I am open to considering all options including reconditioned or NOS parts, if anybody still has parts for sale, that will help to get this motor running again.

Trevor Bills
New Zealand
tbills@xtra.co.nz

HCS Help

Has anyone replicated the rubber molded piece that fits between the lower windshield frame and cowl on the HCS? There are a few original HCS cars out there that someone may be willing to remove and have reproduced.

1921 HCS owner and club member.

Vince Bakich
vbakich@bak.rr.com

Help with Brakes

I'm Ralf (Member 0953) and I'm looking for help to rebuild the brakes on my Stutz AA 1926. I want to convert the car to the more modern Lockheed brakes. I am looking for the brake parts of the front axle and the master brake cylinder. Who can help me or knows sources of supply?

Thanks for your help!

Ralf
ralf.schoenewald@t-online.de



Dash Board for Sale

\$1,400 plush shipping from Vermont.

Keith Sparks
westair.ks@gmail.com

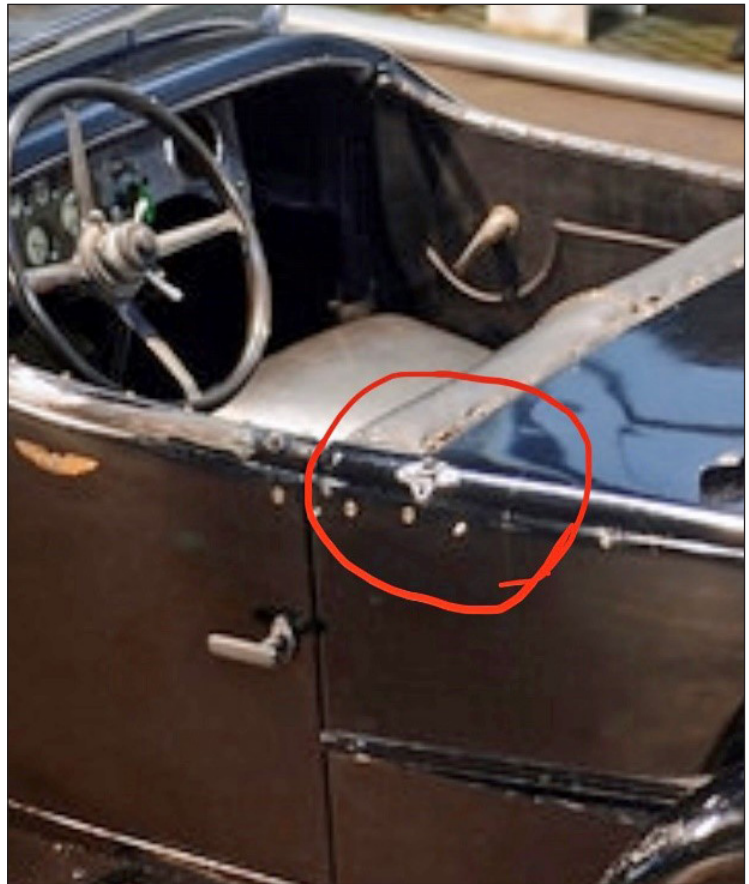


Parts For Sale

Thanks to club members Trevor Hudson and his friend Lee Martin in New Zealand, they were able to make me bronze castings off an original pair of top echelons with zero shrinkage for my car and they fit perfectly.

I made a few extra pairs for club members in case anyone else might need them.

Bobby Green
bobby@oldcrowspeedshop.com



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EMAIL: INFO@OLSONSGASKETS.COM

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



Parts Wanted

Looking for a 1929 Model M base and accelerator pedal.

Len Harvey
 New Zealand
 beaconview8@xtra.co.nz

FOR SALE

Buffalo #5 wire wheel spare wheel center dust cover, also fits #5 Houk wheels, original as found condition, \$285.

Layden Butler
 aydenandJean@com-cast.net





Parts for Sale



I am cleaning out my garage and have found a few more Stutz parts that I feel could be offered to our Members

Shipping and Insurance is EXTRA for all listed parts.

- NOS Dual Spark DISTRIBUTOR CAP, Delco Remy, for 1926-27 AA Stutz 8 cylinder, may fit other years. \$500.00
- NOS DUAL SPARK ROTOR, Delco, for 1926-27 AA Stutz, may fit other years. \$200.00 each
- Two small Push/Pull dash switches, two wire connections, used but good. \$25.00 each
- Park light socket, single pole, two wire, used but nice condition. \$25.00
- Dash or dome light Flip Switch, Stamped CH, Patent# 1605910, 20A x 24V. \$30.00
- Two 1/4" OD brass Knurled Threaded, Length 7/8". Connectors (Dash Parts) \$25.00 (pair)
- Four Brass Stutz Script Hubcaps fits 1926-27 AA Stutz Artillery (Wood Spoke) wheels and others. Good original, \$300.00 for all.
- Sterling Silver Cigarette Case, 3 1/2" x 3" x 5/16" thick., Was in my Stutz, made in Canada, Engraved JCH, Very Nice Condition. \$100.00
- Believe 1920's Safety Stutz - Combo Tail (Red), Turn (Two Amber Matt finish lens) and Backup Light (Clear Lens with "SAFETY" embossed thereon), Total of 4 Lens, New Nickel Plate, Restored with wir-

ing & mounting plate, (1/8" blemish on one corner of amber lens) Dimensions 10" wide x 5" High, \$500.00 There is a 5th lens - the "lower license plate clear lens"

Photos of any part Emailed if requested.

Bob Reeve
1252 Cameron Road
Sequim, WA 98382
360-477-0332
Reeve44@MSN.com

Parts for Sale



1929 Stutz Model M Wheel with new chromed looking ring. Has the weight caps on the rim

Newly chromed 20 inch looking rings, two off

One only IN LIGHT taillight BODY AND BEZEL that will need repair, clear glass lens that has a crack on the edge Will send photo if someone is interested

Original brass rear taillight stork that has been re chromed 1 ONLY

Len Harvey
New Zealand
Beaconview8@xtra.co.nz



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www.stutzclub.org

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Auto Racing - Sunday October 7th

EXCITING---THRILLING EVENTS
FASTEST CARS AND BEST DRIVERS
TWO THOUSAND DOLLARS IN PURSES

Among the Drivers Are:

Clyde Rhodes Cliff Durant Billy Bolden
L. E. Drake C. W. Cole E. D. Dowd



Mike Moosie R. H. Delno Chas. D. Perry
Harry Hartz E.M.Harrison

Light Car--25 Mile Race
FREE-FOR-ALL 45-MILE RACE
THREE HEATS --- 10 MILES, 15 MILES, 20 MILES.

Twenty-Five Motorcycle Race
Don Johns
Champion of the World, will race.

REMEMBER---SUNDAY IS THE BIGGEST DAY OF THE FAIR

Promotion for October 7, 1917 race featuring privateers Moosie, Delno and Durant from the "Special" article inside this issue.

Free-for-All Race, 45 Miles, in Three Heats

Driver—	Mechanician	Car
R. H. Delno.....	George Delno	Stutz Special
M. J. Moosie	H. P. Currie.....	Duesenberg
Billy Bolden .....	.....	Duesenberg
Clyde Roads .....	.....	Hudson Special
L. E. Drake .....	.....	Drake Special
Cliff Durant .....	.....	Stutz Special
Charles P. Perry .....	.....	Perry Special
E. M. Harrison.....	.....	Duesenberg Special