

Vol. XVIII No. 76 (April - June 2006)
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TO:

Announcements

Grand Stutz 2006

- ➡ Refer to page 8 inside for information on your Stutz Club's plans for Grand Stutz 2006 to be held at Hilton Head Island, South Carolina November 3- 5, 2006 in conjunction with their Concours d'Elegance. Please contact member Bill Snyder, Coordinator in regards to your interest in attending participating ASAP.
- ➡ On page 9 find a promo on the Hilton Head Concours reprinted from OLD CARS, April 13, 2006.

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



Stutz Special

ref. photo rear cover No. 74 by Jorge Luis Penedo (No. 655) via email

Dear Sir:

Have just received the last number of magazine number 75 and see they have sent a mistaken answer to the query ref. picture on back cover of N-74. Going through my old archives looking for information on my Stutz special I was surprised to learn that the racing car in the picture made by the factory was made for Mr. Eduardo Luro who raced in the twenties in Argentina, and did very well in deed. (Foto attached) The history of the car is very short because in the Gran Premio to Cordoba, Argentina, a 26th of April 1925, Luro set off with Rodolfo Figoli by his side and on the first lap there was a fatal accident. I copy what the local newspaper La Nacion from Buenos Aires Argentina had to say (also attached): "To explain

exactly how this terrible accident happened, would be to emit a wrong opinion. Fast and violent was the action. Instantaneous. Covered in a thick layer of dust, it was impossible to recognize Luro's car. The event occurred very near the starting grid. The car hit a tree and burst in flames. The tree was burned three meters high. The chassis, rear axle and wheels were all twisted. Meters away were other parts of the car. The gear box, radiator and part of the sump were in pieces. The big exhaust went meters away. All seemed to indicate an explosion after the impact of the car against the big tree. Because of the magnitude of the accident, the drivers started dropping out of the race, one after the other. When the organizers decided to stop the race, there was no cars on the track." Jorge

accidente fatal de Luro y Figoli.

El drama grande

Se escribió en LA NACION: "Explicar la forma exacta en que se produjo el doloroso accidente, sería emitir una opinión desacertada. Rápida y violenta fue la acción. Instantáneo el hecho. Envuelto en una densa capa de tierra, era imposible descubrir el coche de Luro.

"El suceso ocurrió muy cerca de la salida. El coche golpeó violentamente contra un árbol y estalló el fuego. El árbol resultó con la corteza quemada hasta una altura de casi tres metros. El chasis y parte del puente trasero y las ruedas quedaron retorcidas. A varios metros se encontraron diseminadas otras piezas del coche. La caja de velocidades, el radiador y una parte del cárter del motor, separados en trozos. El grueso caño de escape saltó a varios metros de distancia. Todo denunciaba algo así como una explosión que siguió al impacto del tremendo choque del auto contra un grueso árbol..."

Un profundo pesar

Se registraron entonces actos de una solidaridad notable, pocas veces vista. Blan-

Una topadora vino a desenterrar los fierros sepultados

naje a los compañeros caídos.

Por el retome del mismo camino entró Bóssola, que imitó la actitud de Bianchiardi. Y progresivamente se fue silenciando el ruido de los motores. Nadie quiso correr más.

Semejante abandono voluntario total transmitió al público la dimensión de la trascendencia de las figuras desaparecidas.

No había un solo auto de carrera en la larga pista cuando la Comisión del Córdoba decidió suspender la prueba.

Como una exhumación

Jorge Luro, hermano de Eduardo, piloto aviador, pionero de empresas comerciales aéreas y poco tiempo más tarde titular del Automóvil Club Argentino, decidió desprenderse del Stutz trágico.

En un campo vecino al lugar del accidente, enterró todos los fierros que encontró. Por aquel entonces, al costado de la larga recta de La Tablada, todo era un descampado.

Inesperadamente, en 1967, una topadora descubriría accidentalmente a aquellos restos.

Luro, Eduardo's brother, a pioneer commercial airline pilot, and later president of the Argentine Automobile Club, decided to end the tragic Stutz by burying all the remains on land close to the accident, a long straight on open country in the area of La Tablada. In 1967 a bulldozer accidentally discovered the remains, of which we know nothing today.



Dear Member Jorge Penedo #655,

Hope you will excuse my late response. Your email of April 10, 2006 is a wonderful contribution to the history of Stutz. You can be certain we will publish your input in the upcoming Stutz News issue #76.

Please give me your opinion as to the following questions:

1. Is that Mr. Eduardo Luro sitting in the Stutz Special in front of the Stutz factory in picture shown in back cover of issue #74?
2. Would subject car have been ordered through Luis Firpo's Stutz Agency in Buenos Aires? What year?
3. Were both Luro and Figoli killed in the fatal accident?
4. Do you know what type of engine was used in the Stutz Special? a 4 cyl or a 6 cyl Stutz or something else?
5. Did Luro race the Stutz in other events before the Gran Premio to Cordoba with success?

My very best regards, Bill Greer

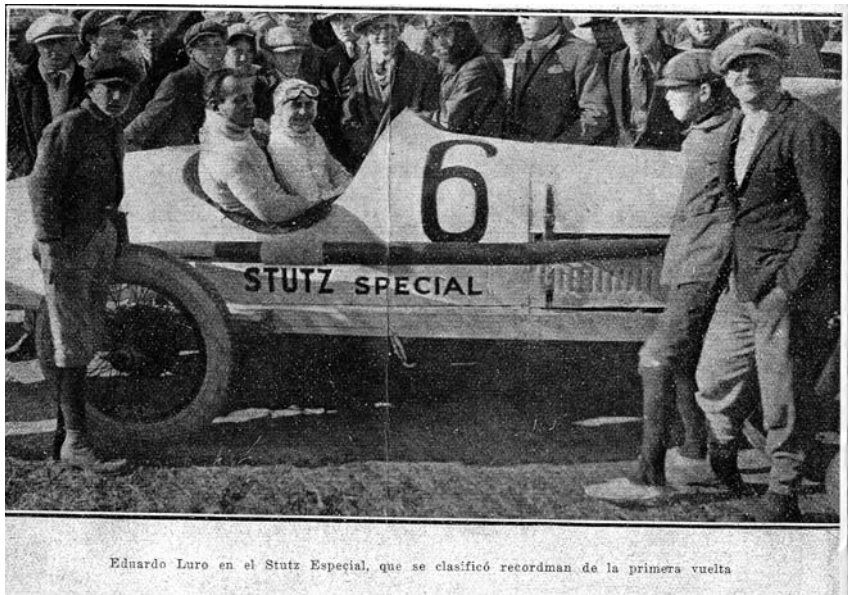
Wednesday, May 3, 2006

Dear Mr. Greer:

Regarding your questions I will try answering with what I consider closest to the truth within the info. I have been able to collect.

1. I think that the person sitting at the wheel of the car at the factory doors is an employee, because not only his overalls are freshly ironed, he also does not look at all like photos I have seen of Mr. Luro.
2. Yes, the car was ordered by the agency owned by Luis Angel Firpo in 1924.
3. Luro and Figlioli both died burned in the accident.
4. This is a more complicated question to answer. It is said in Argentina the car had a 8 cylinder Duesenberg. It's hard to believe the Stutz factory would use a Duesenberg engine and not their Speedway six, though it is known that in those days the racing car engines were changed for commercial reasons. Also the car in the photo has mechanical brakes and not hydraulics as would a Duesenberg of those days. Further in my investigation looking at the photo of our car in the magazine with a period Duesenberg, that it is a much lower car, with the motor in another position, steering wheel on the other side, and underside of chassis totally different (photo attached)
5. Yes, Mr. Luro took part in two races with success in the classifying sessions and best record laps in 1924. One in the La Plata circuit and the other at Coronel Suarez. Did not finish well because the car was too fast and difficult to drive on the Argentine roads that were not very good in those days. April 1925, La Tablada, Cordoba province was the fatal accident.

Ed's Note: See Tom Kinney's letter of February 25, 2006 for more info on the Stutz Special.

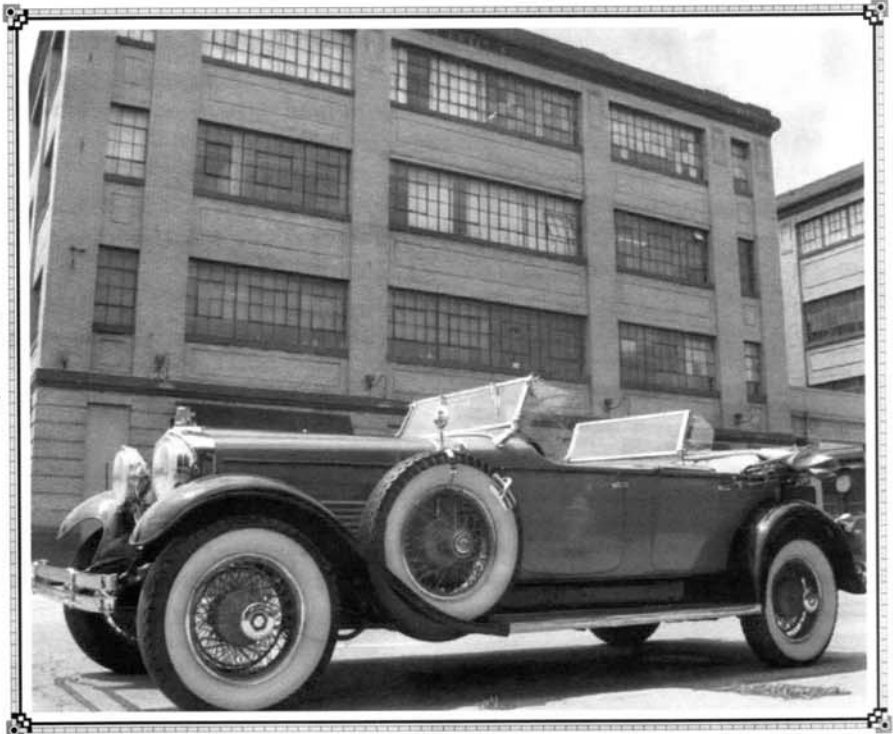


Eduardo Luro en el Stutz Especial, que se clasificó recordman de la primera vuelta

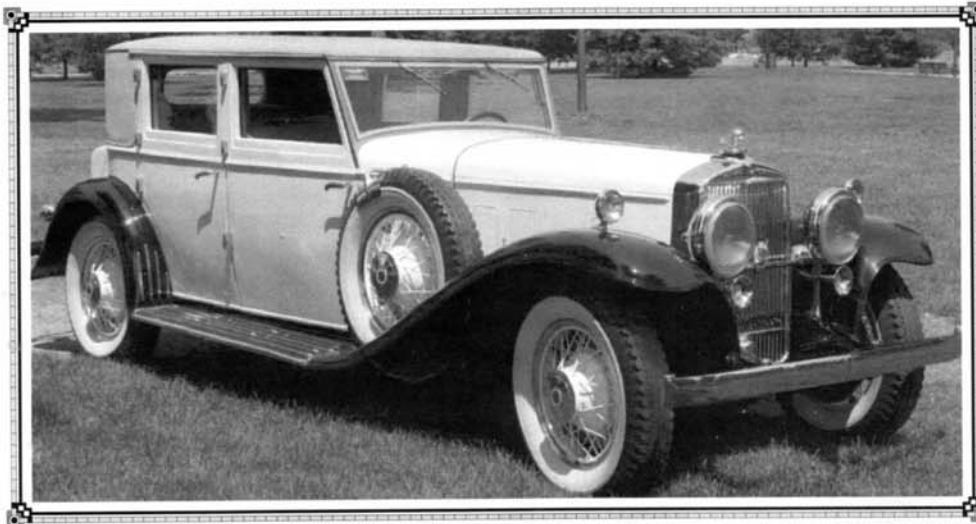


A Tale of Two Stutz Automobiles from Reality to a Legend

By George Maley



**1929 Stutz M44 Dual Cowl Speedster
(Stutz Building in Background)**



**1932 DV-32 Stutz Hollywood 4 Passenger
Sport Sedan by Rollston**

The Stutz automobile is a legendary name in historic automobile circles today. The reality of the Stutz automobile is quite short in terms of automobile manufacturing, just over 20 years. In that short course of time, Stutz propelled itself onto the automobile scene as a thoroughbred race car to high performance automobile featuring speed, safety and a flair for style and luxury. Near the end of its automobile life, Stutz came out with its most advanced engine, the DV-32

(dual valve) straight eight with four valves per cylinder using hemispherical combustion chambers. The intake and exhaust valves open and close by riding on two overhead camshafts. That overhead camshaft configuration is the appropriate technology even today on many engines produced both here and abroad. The horsepower output was ~ 160 hp for a nearly 5 liter engine.

The great depression, which started in October 1929, played havoc with the economy in the early 30's. Although great new technology with dramatic new styling was the order for the day, the dramatic downturn in the economy was peeling the bells of doom for much of the automobile industry, never to see the light of the 1940's.



Turner Woodard has made his business the legend of Stutz. The magnificent yellow brick building, where the Stutz automobile was made on Capitol Avenue in Indianapolis during its twenty years of production, still exclaims the name of Stutz. Walk inside the building, where Woodard has leased out space to a slew of entrepreneurial businesses and one will venture on the legend of past automobile ghosts, the Stutz automobiles from their glory days. Truly the Stutz legend lives on.

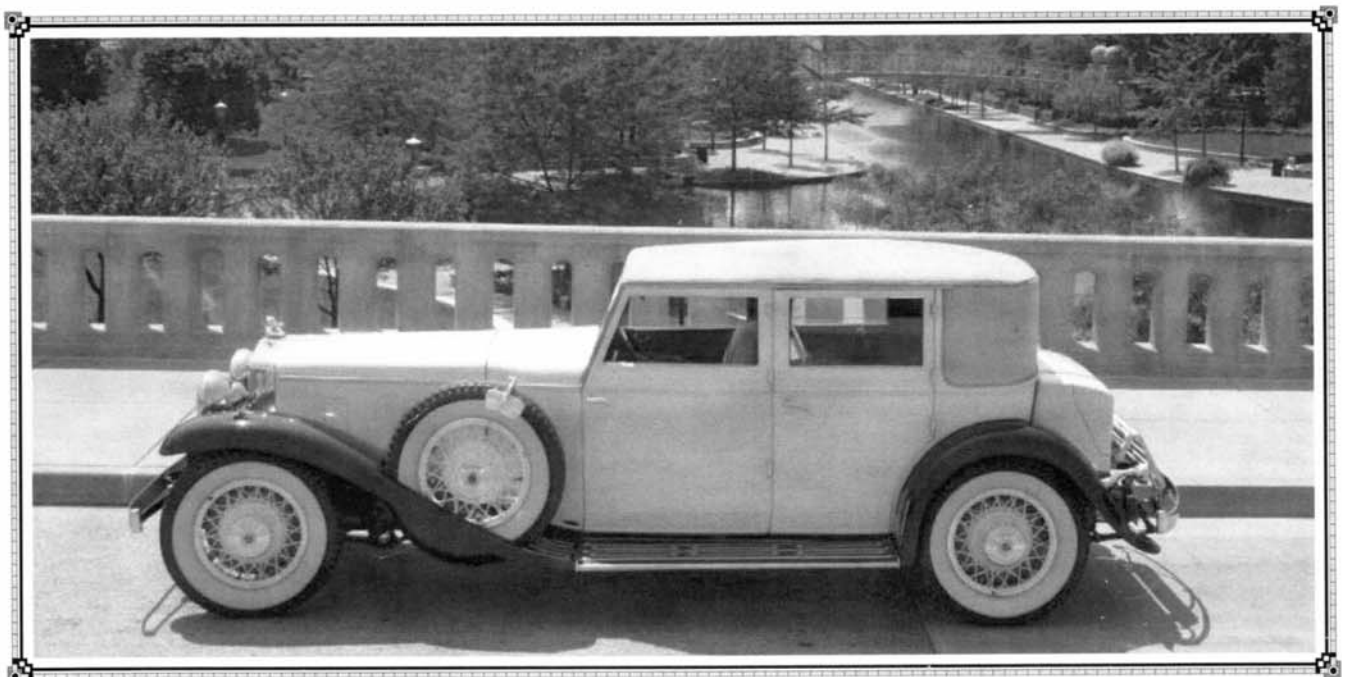
Two of Woodard's fine Stutz classic automobiles are:

1929 Stutz M44 Dual Cowl Speedster and
1932 DV-32 Stutz Hollywood 4 Passenger Sport Sedan
by Rollston.

The history of the 1929 Stutz is sketchy at best. Its early history according to William "Bill" Greer of the Stutz Club is unknown. It surfaced again in Indiana and was an early item sold by the Kruse Auction in the early 1970's. It had been restored in the late 1960's by a certain John Wheetly. The buyer was Ralph A. Scott of Fort Wayne, IN. Scott kept the Stutz for over two decades. Following his death in March of 1996, the Stutz passed on to Ed Weaver who held the Stutz for just a short time up to his death. In 1999 Turner Woodard acquired the Stutz again being sold by the Kruse Auction.

The beautiful red body accentuated by black fenders set off by white sidewall tires is a magnificent sight to behold. Woodard indicated it is a real driver with enough horsepower to keep up with the best of the classics on any caravan.

The 1932 DV-32 Hollywood 4 passenger Sport Sedan by Rollston is a piece de resistance. It was built as a potential show car for the 1933 Chicago World Fair but was not exhibited because the Stutz Company was on the verge of bankruptcy. What a shame. The Stutz was a chauffeur or owner driven Sport Sedan Limousine of unusual finesse and practicability. The partition which lowers to convert the car from a limousine into a sedan type is so cleverly constructed that when it is lowered, there is no evidence of its existence.





The front seat is designed with exceptional comfort for the driver. The floor of the rear compartment is dropped, giving ample leg room and comfort to the occupants of the rear seat. In a locked, concealed compartment in the rear of the front seat are stored thermos bottle and glasses. Vanity cases are built into the blind quarter of the body. The interior of the cases are automatically lighted when the cases are opened. The exterior is of imported wood, artistically inlaid.

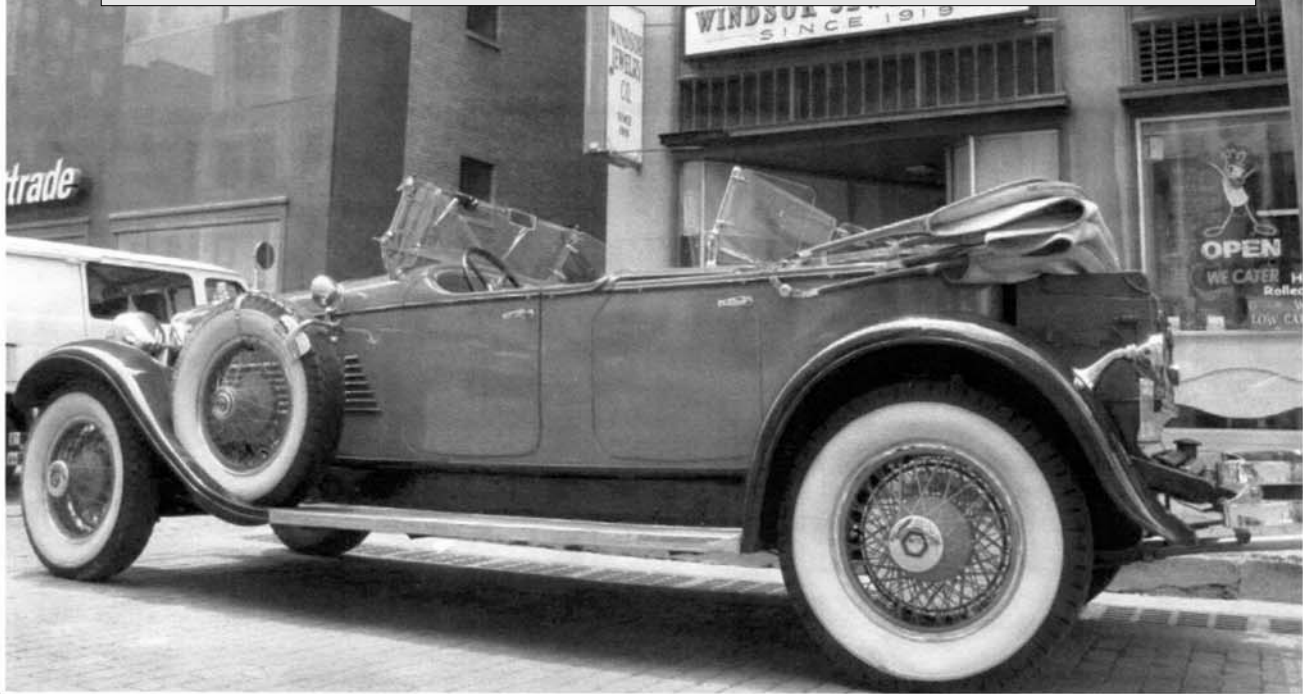
A special aluminum trunk of unusual capacity and design was built on the rear. It originally contained two exceptionally large suitcases and storage for tools. The Rollston body, mounted on a 145 inch wheelbase chassis, is a car of power and performance as well as refinement and beauty. Sad to say, it was one of a kind.

The original owner of the Hollywood Stutz was a wealthy gentleman from Alaska. He reportedly paid \$17,000 for the Stutz, but to the author this seems quite high for the economic conditions in 1933. It was next acquired by an army officer shortly following World War II. It was in very poor condition with a small tree growing through the middle of the body. At the time the car was domiciled on Annette Island, Alaska, near Ketchikan, Alaska. It was transported by barge to Seattle, Washington. The Stutz was a bad omen for the army officer for he was subsequently court-marshaled for using government transportation to ship a private vehicle.

The Stutz was next sold to an early prominent vintage car collector in the Northwest. Discouraged at the restoration challenge, it was purchased by C. H. Hansen (Herb) of Port Angeles, WA. Hansen, who was a used car dealer in Port Angeles, was up to the challenge of restoring the car. At one time he had a collection of twenty-one antique cars. Hansen took three years to restore the Stutz. During the many years that he owned it and after the Stutz's restoration, he drove it 20,000 miles. After Hansen's ownership the Stutz was sold to Kenneth H. Hoenen of Portland, OR, before gravitating to the Turner Woodard Stutz collection.

The Stutz legend lives on, thanks to Turner Woodard. Enjoy your new find as you accentuate its sense of past elegance by further restoration activities.

Our special thanks to the Indiana Region CCCA for permission to reprint from Feb. 06 issue of BEEPER "A Tale of Two Stutz Automobiles from Reality to a Legend" by member George Maley (No. 522) featuring two cars from member Turner Woodard's collection. Ed.





Grand Stutz 2006 Program

by Bill Snyder (No. 273) Coordinator

In the last issue, page 5 and 6, I announced the plans for Grand Stutz 2006 and there are in the process of being further developed into a firm program. I have received some response and it looks like we'll have cars and people at Hilton Head the weekend of November 3-4, 2006. We look forward to your attendance.

To refresh member's memory I will repeat most of what I reported in the previous issue. We need to reserve Hotel rooms, trailer parking space and make arrangements for a Stutz Dinner and membership meeting so please let me have your response ASAP.

I have spoken at length with Paul Doerring, the man in charge and we have agreed that in return for bringing a Stutz Car our club people will receive free admission to the Saturday and Sunday car shows as well as free parking for trailers. Admission without a car at the gate during the Concours will be \$20 Saturday - \$30 Sunday or \$40 for both days. Advance sales until September are \$5 per day less - \$30 for two days.

We have found a number of inexpensive hotels in the area, with the help of the Concours staff (\$60 to \$75 per night) although the host hotel will be available (at higher cost) to those who might rather be lodged there.

Additional events will include a Vintage Track Day (Historic Indy racers and their drivers) on

Friday, the Car Club Jamboree (invited car club displays from car clubs around the region), live entertainment, "The Quest for Style and Speed" exhibit, a static display or race and unusual cars, displays by General Motors and BMW, and a planned display of Air-Cars and Amphibious Cars and coaches as well as our cars on Saturday. Saturday also will offer an auction as well as two driving tours for those so inclined.

The formal concours on Sunday will include about 160 preselected cars in 17 classes including pre 1916 brass cars, as well as Classics and Sports cars. On Sunday our cars will remain on display adjacent to the concours, except of course, for those that are invited to display in the concours.

Food and beverages will be available at the show field on both days. There will be social activities offered to participants, who are interested, at modest cost, however area restaurants are available for those who choose not to participate. I see this as a once in a lifetime opportunity for those club members who may never have expected to attend a Concours, to enjoy and be a part of a really fine show and for those who are regulars to Concours events to be introduced to a superior experience. Dates for the event are November 3, 4, and 5th.

To: Bill Snyder, Coordinator
 1312 Meadowood Lane, Hudson OH 44236
 Home: 330-656-9811 Work: 330-940-3700
 FAX: 330-656-5412
 Email: captainnordec@nordecinc.com

No. of people _____

Will bring Stutz _____

Name: _____

Bringing another marque _____

Phone Number _____

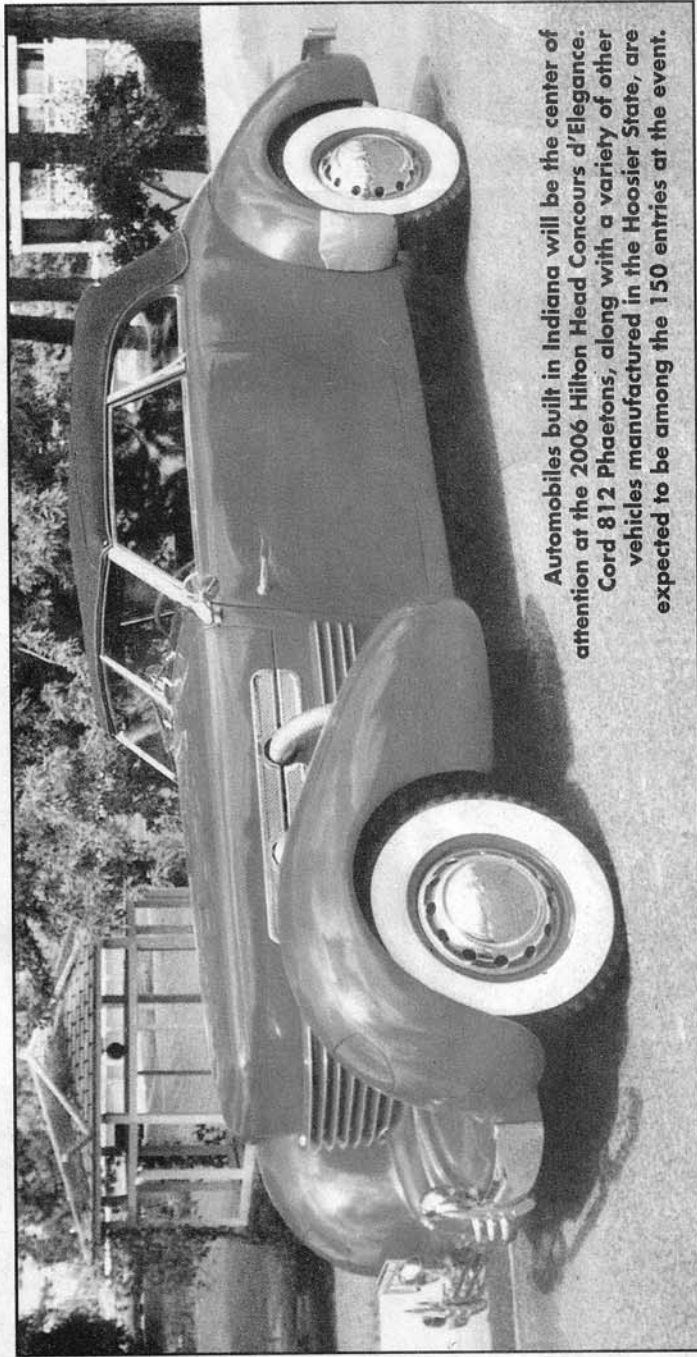
Need trailer parking _____

Hilton Head Concours d'Elegance Spotlights Indiana Cars

Edited by the Old Cars Staff

Duesenbergs, Auburns, and Cords, plus past Indy 500 champion race cars, will be a few of the cars on display at the 2006 Hilton Head Concours d'Elegance & Motoring Festival. Celebrating its fifth anniversary November 2-5, 2006, the Hilton Head Concours has chosen the cars of Indiana as this year's honored marque. Carolyn Vanagel, executive director of the concours, said, "We are proud to honor the 'golden era' of automotive manufacturing in the United States."

Kicking off the weekend-long event is Vintage Track Day at Roebing Roads Raceway in Bloomingdale, Georgia. Beginning on Thursday, November 2, with a practice round, Vintage Track Day will span two full days, with the exhibition day offering hot laps and an Indy 500 reunion on Friday, November 3. Saturday will be family oriented with the Car Club Jamboree, which features music, food, and a parade of cars; plus the Quest for Speed & Style, a two-day, interactive display that allows children and adults to sit in and experience an array of race cars; and the second Classic & Collector Car Auction. Sunday will again target avid car fans and will showcase the Concours d'Elegance competition with over 150 entries com-



Automobiles built in Indiana will be the center of attention at the 2006 Hilton Head Concours d'Elegance. Cord 812 Phaetons, along with a variety of other vehicles manufactured in the Hoosier State, are expected to be among the 150 entries at the event.

peting for best-of-show honors. An added feature to this year's event is the first Concours d'Elegance Fashion Show being held Saturday, November 4, at the Country Club of Hilton Head; the show will mix period pieces from the original Concours in Paris with the latest trends in apparel.

The extravaganza will again be held on the Honey Horn event grounds at

the Coastal Discovery Museum on Hilton Head Island, South Carolina. Gate ticket prices are \$15 for Thursday's Vintage Track Day practice round, \$20 for Friday's Vintage Track Day activities, \$20 for Saturday, \$30 for Sunday, and \$40 for a two-day pass. Advance discounted tickets are available at www.hhiconcours.com. Children under 12 get in free, and per-

sons ages 12-18 receive one half off general admission ticket prices. Proceeds go to benefit the Hilton Head Orchestra Youth/Community Outreach Program, the Boys & Girls Club of Hilton Head Island, and the Coastal Discovery Museum.

For more information, please visit www.hhiconcours.com, or call 843-785-7469.





THE DV-32 STUTZ (BUCHANAN SPECIAL)

Introduction by Michael Cleary (No. 503)

I have been meaning to send you this info for some time now as it seems to fit in with your articles on various Stutz-base race cars. The data was given to me by the late Kelly Buchanan some time ago. Kelly was an architect here in the Santa Barbara area. He also constructed a very interesting Jaguar Special in the 1970s. Kelly's write up gives the story of the car so I will not add to it. I hope you enjoy these pictures and tale of yet another Stutz race car.

It was, well, one of those youthful, careless forays into that whirlpool of sports car road racing in the very early 50's. Heady times for a nineteen year old — though one who had already built a couple of roadsters (the term 'hot rod' was much disdained) . Having seen a few issues of the earliest of Road & Track and read Monkhouse's "Motor Racing with Mercedes-Benz", the European style of racing was compellingly exotic. Already in California, Palm Springs and Pebble Beach were established as road courses, and the intrigue to build the ultimate sports racer was not to be denied.

The story of the DV-32 Stutz starts with Bill Manly, fellow student and club brother at Pasadena City College. He acquired the DV-32 chassis sans body one summer in Berkeley and drove it, perched on an apple box, back to Southern California. Bill was, and still is, a collector of unique automobilia. Thirty some years ago he had a Riley four port head and a brace of Winfield carburetors hidden under his bed. Just last year he sold an unrestored Saoutchik bodied Talbot Lago that he bought for \$700 in 1962. Twenty years of storage realized a, 6000% profit! Anyway, the Stutz was traded to Mike Suman, another Pasadena City College student, for an engineless 1935 Ford convertible. With Suman, things started to happen. Mike scrapped the frame of the Stutz along with all the running gear. Thinking correctly that it was all too heavy for what he had in mind. Whatever that was, however, never quite materialized. He did, in any case,

collect a lot of pieces to go with the engine. I must mention that in Pasadena at the time, the double overhead cam, 4 valve per cylinder straight eight DV-32 Stutz engine was an object of veneration and was spoken of in awe. So it was that I came around to trade Mike my Buick Special (unlike any Buick ever) for the basket case. It was 1951. The Suman's had a lovely old Sierra Madre estate, charming in its rusticity, and the Stutz resided outside, under both an oak and a tarpaulin. I recall there was a bearded tenant, who lived in the guest house, that played the bagpipes, marching back and forth on the garden paths while I started getting the project organized. In that regard I found I had acquired the following: The DV-32 engine, a fabricated bell housing fitting a Studebaker President transmission (also included), a set of five 21" Buffalo wire wheels with snap off rims and center locking hubs, four enormous 16" hydraulic brake assemblies from a Franklin, four Marmon knock off hubs (matching the Buffalo wheels) adapted to Ford rear axles and front spindles, an early Ford rear end, a late model Ford front axle and wish-bone, a Stutz speedo and tach, a 1934 Citroen front end, two aluminum surplus aircraft seats, a 20 gallon fuel tank from something out of WWII, and a fabricated box section steel chassis all welded up between two tubular cross members and providing mounting for the Stutz engine. I was in love with it all.

The work started just where the project lived, under the oak tree! First off was to develop a front suspension out of two tandem mounted Ford front transverse springs (about 4 or 5 tapered leafs in each) . The wishbone was 'split', with a truck tie rod end anchoring each side to the chassis. At the rear, the Citroen torsion bars (with forged lower arms) were mounted trans-versly and suspended the chassis from the Ford rear axle housings. A Panhard rod, located things laterally, and a 'C' Jaguar type upper arm absorbed the drive torque (the Ford torque was abandoned in favor of the Hotchkiss method), Four Houdaille 50-50 arm



shocks were mounted, one per corner. Steering proved to be a problem with the strange offset provided by the Ford-Marmon-Franklin-Buffalo stack-up. A long drag link was connected up to a succession of Ford, GM, and Chrysler steering boxes, none of which significantly reduced the effort required at the wheel. I was quite proud of the end result though, with the huge DV-32 engine mounted well behind the front axle, the simple light weight frame, and the enormous tire/wheel combinations.

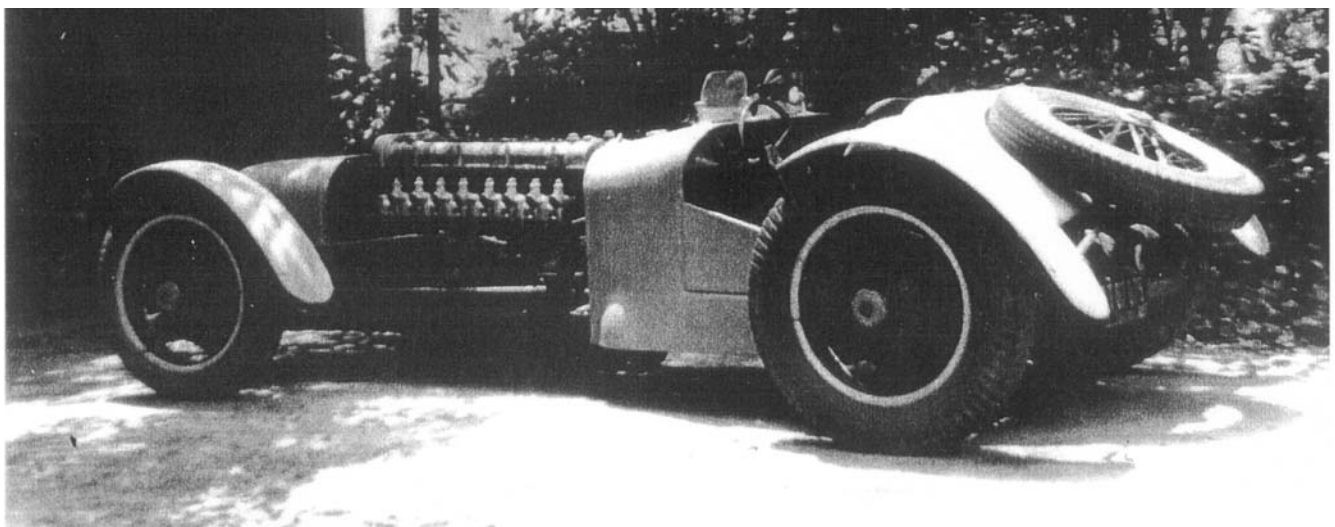
Mike Suman had Blair's Speed Shop do some work on the engine, like porting the head and trimming the flywheel. A set of 2 inch headers had been started which were now run into two long straight pipes. It was left to me to install a Ford truck clutch, connect up the shifting linkage, and install a Cord 810 radiator to get things running. Carburetion at this time was by the stock Marvel-Schebler updraft instrument feeding the mixture thru the stock Stutz manifold.

Before an audience of about 20 assorted friends, hangers on, and car nuts, the bare Stutz was towed down to the Santa Anita race track parking lot and driven for the first time. Lots of noise, burned rubber while doing figure eight maneuvers, hard steering, etc. , but it all worked. In our extreme euphoric optimism of the moment we knew it was the fastest, finest, the most exotic car going. All it needed was a body.

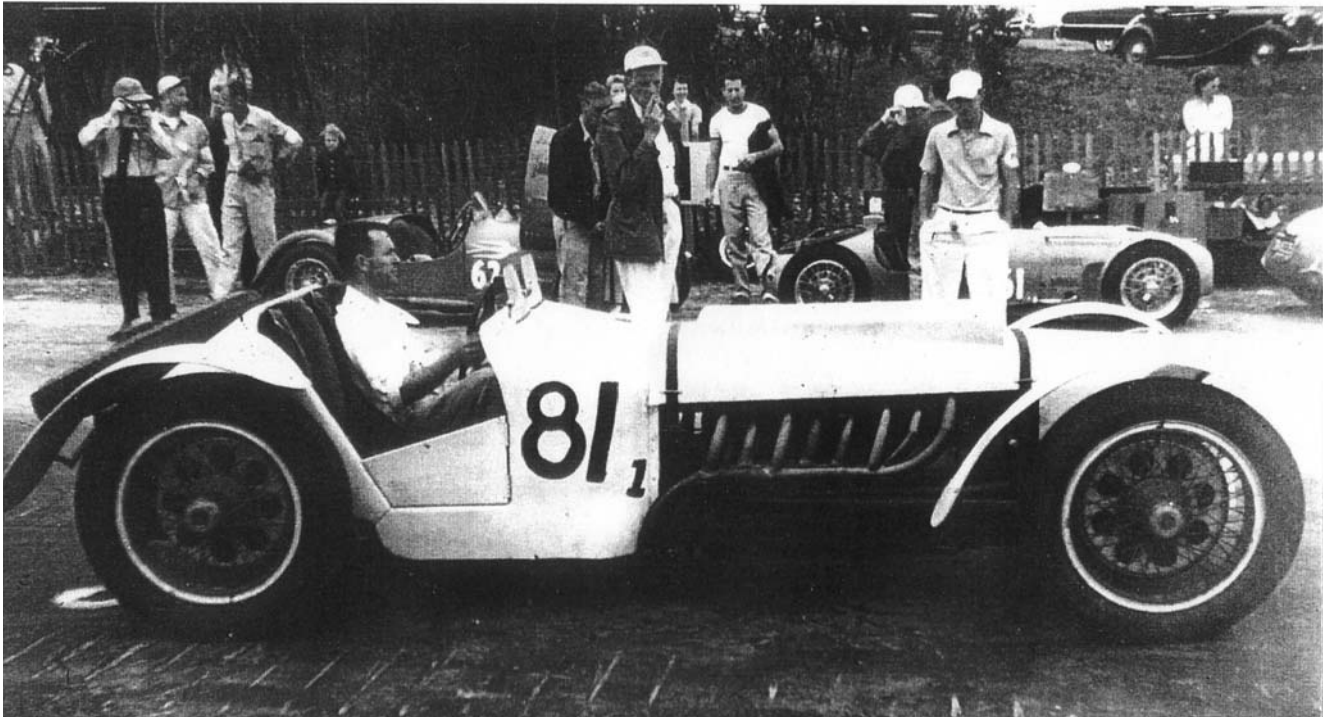
Having built a sparse structure out of 1 1/2" round tube that constituted a cockpit perimeter and cowl support, the project was taken down to Pasadena for its metal work. The once illustrious coach building firm of Bohman and Schwartz was no longer an entity; however young Chris Bohman had managed to keep some business together after his father died and Schwartz left. He agreed to the project, quoting me a shop rate of about \$6.00 per hour! Actually it was not Chris, but an old panel beater (Jake?) who did all the work. It was about six weeks before the Palm Springs race of 1952 and the aluminum body was rushed to completion. For me to see it all assembled, even in its zinc chromate primer color, was akin to losing one's virginity. I was pretty ecstatic.

We towed the car to Palm Springs (the race was on the old airport course), where we promptly got scrutineered out of competing: The spare tire as a 6.50 x 21 neither matched the front 6.00 x 21 nor the 7.00 x 21 rears! Possibly the high point of the event for us was an inspection by car enthusiast Clark Gable who thought it "terrific".

Back home, more activity: The 16 intake valves needed more breathing capacity I decided, and I promptly went out and bought eight 1 3/32" Amal motorcycle carburetors. Manifolds were fabricated and fuel lines and linkage hooked up; the engine really seemed purposeful now and certainly ran better. Looking back, I think we were



Note the eight (8) AMAL motorcycle carburetors



At Torrey Pines in 1952

lucky it went as well as it did without needle/jet changes.

The next race was Pebble Beach and we went up for that only to meet more scrutineering problems in the form of an ineffective hand brake. In July there were races at Torrey Pines where the Stutz passed scrutineering but we didn't run due to lack of ground clearance (on the outer part of the course there were deep gutters). I did have a short drag race during practice with Phil Hill and his 212 Ferrari — he won.

I recall running some kind of a timed event down near Costa Mesa later on, and even had the Stutz in a rally, but the return to Pebble Beach the next spring was paramount in my mind. By this time the Stutz had a real entourage including two genius tuners: Ray Schumacher and Art Oerli. We all went up for the big event in April.

Driving the car around the course on Friday everything seemed fine; however I managed to break a weld on the top rear reaction bracket which took time to get welded Saturday morning. This caused me to miss official practice and I got

placed at the back of the grid in the over 3000cc novice race.

We went off at a good clip and I was able to pass a couple XK 120's on the down hill straight. Thus encouraged, I was able to work my way about halfway through the field by the end of the 10 lap race. However, in all honesty, a hard steering, 112 inch wheel base car was not really the right ticket for Pebble. Art Oerli was amazed that the engine held together, being run continuously at 5000 RPM with its 4 1/2 inch stroke.

So with this input and having seen what the smaller cars could do, my racing interests strayed away from the Stutz. I had it repainted and put it up for sale. While visiting a used foreign car dealer in Hollywood, gasoline from the hack carburetors ran into the starter solenoid which electrically touched it off. The neoprene fuel lines burned through and soon all was ablaze. After the fire trucks arrived and finished the job, I surveyed the damage. The two back carbs were literally burned off their manifold, the cowling was in about the same shape, a tire was burned thru and the whole

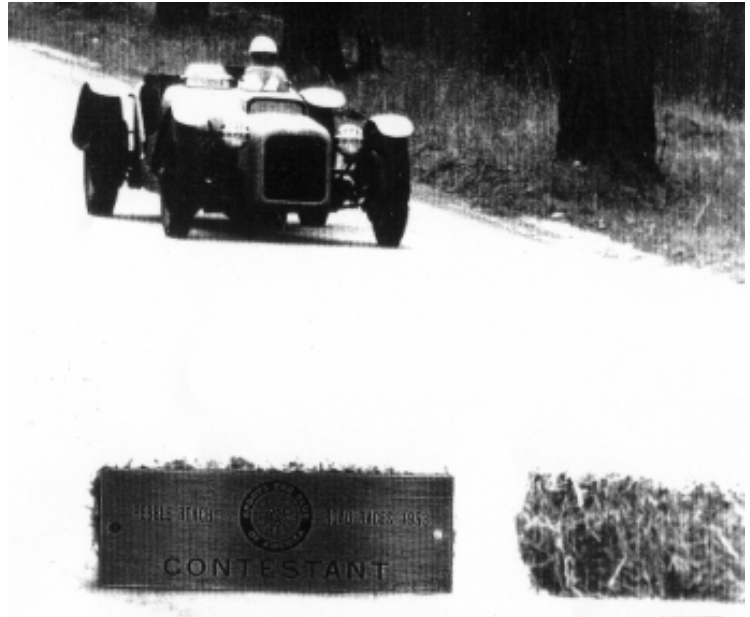


car was a disastrous mess. I exchanged the spare wheel for the burned one, and disconsolately towed the Stutz home.

Now attending U.S.C., I conveniently parked the car in a vacant lot near the campus. An ad was placed in the L.A. Times which brought one reply. I replaced the Amal manifolds with the original Schebler for the buyer {retaining the four good Amals for the forthcoming Singer 1500cc Special}.

So the Stutz went to Cook Brothers - a firm building transit mix cement trucks — for \$350 and I never saw it again. In 1977 I had a revived interest in the Stutz (vintage car racing) and called the Cook company. Although helpful, no one there could offer any clue to where it went or even might be. Fred Usher in Santa Barbara said he thought the head was used as a model for a DOHC head for the V-8 Ford block.

Sic Transit Gloria Mundi.



Pebble Beach Road Races 1953 Kelly Buchanan driving his DV-32 Stutz Special

Splendid
Stutz
ad?



P. S. de BEAUMONT
NORTH STONINGTON, CONNECTICUT

TELEPHONE: WESTERLY, RHODE ISLAND,
— CLARK'S FALLS 4819

September 5, 1952

Mr. Kelly Buchanan,
506 West Grandview,
Sierra Madre, Cal.

Dear Mr. Buchanan:

A couple of months ago I was rather startled to see in one of the motor magazines that you have a sports car based on Stutz DV-32. Via SCCA and out of CSCC, I finally succeeded in getting your address.

I'm most interested to learn a little more about your car, as I think it's probably the only case of a Stutz being considered for competition in recent years, and I'm a great Stutz fan from 'way back.

If possible, I'd like to buy several good photos of it (perhaps you know of some photog. who'd sell me a set of prints). Too, it would be most interesting to know what you did in building your car and what the outcome has been, mechanically and competition-wise.

As doubtless well you know, these cars have a mixed reputation, some deserved, some pure baloney. So, for one thing, I'm quite interested to know what you've done about two engine weaknesses--the excess crankshaft torsionals (they depended too much, I think, on the timing chain to act as a damper) and the weakness in the rod bearings. I've also heard about valve bounce, though none of my DV's ever had it.

As to rod bearings, I've long intended to check my theory that the big ends don't stay round, due to Lynite rods, and if so, to do something, perhaps even so drastic as to machine myself a set of tubular steel ones. As perhaps you know, when Stutz raced their eights, they used steel rods of ordinary H-section (I've a print of the drawing), which, oddly enough, weighed precisely the same as the Lynite rods.

On the other hand, a DV owner now in Phila., one Ramagosa, I think his name is (I have it in huge Stutz file) has told me he's had no rod trouble since working out a change with help from engineering dept in some southern college. This, I recall, involved some sort of fairly rugged insert to back up the bearing inserts, put in by boring the big end. He never did describe this fully, unfortunately, and I've yet to get to Phila to quiz him.



And speaking of bearings, strictly in the baloney div. is the "chronic low oil pressure" some people accuse the Stutz of. True, pressure will fall in an old one, but it's not chronic; I ran one 78,000 miles, damned hard ones too, with never a peep anywhere. But this I do know, and that poor mechanics are chronic. What these idiots do is check these engines' mains merely by removing bearing caps. Well, it's characteristic of these engines that they wear their UPPER main bearing halves far, far more than the lowers; I've seen numerous cases of lowers in near-perfect condition, while the uppers were absolutely gone. Though amazingly few people know it, it seems, the only Christian way to check engine bearings is to take off the pan and all covers, then to bring air-pressurized oil to the main oil gallery. Then any fool can readily watch the oil "weep" (as the British say) from places anywhere where clearances are excessive.

Even deeper in the baloney is the guff about (a) Stutz DV was copied after Duesenberg J, and (b) Duesenberg has 265 bhp unblown and goes like a bomb. Well, as to (a), anyone who looks at both engines will find the resemblance largely stops at two ~~M~~ OHC, and that the Stutz block not only long antedates the J, but its characteristic Stutz design can be traced 'way back in Stutz models, long before the Stutz AA of '26.

As to (b), I have the power curves plus the word of then Lycoming's chief engineer; best J they ever had pulled about 204 bhp, and most production engines were lucky to pull 190 bhp. Finally, I raced two J's at an SCCA meet a Thompson couple of years back, when my car was still on the road, and had no trouble with them. Nor is my car light; 4750 lbs. ready to go, less myself.

I enclose a small photo of my car, such as it is. Most unfortunately it still is unrestored, as I seem unable to combine at once money enough to do it right (and I'll not do it any other way) plus the time to do it. Having someone do it for me would be not only fantastically costly, as my plans are pretty extensive, but of little satisfaction.

Aside from the plain business of making the car absolutely equal to new in every imaginable detail, I also intend a few experiments and alterations:

1. New inlet manifold, probably for 2 carbs. Present stock set up, with EE3 Stromberg downdraft, gives starved end cyls., over-rich center ones.
2. Raise compression to two degrees--one for unblown, other for blown. (I've a Le Mans Stutz blower in stock). This means making new pistons, as no Stutz pistons are available that I know of. *(Two experiments here, as I don't know if I'd want to instal the blower permanently or not)*



3. New suspension. The normal-wheelbase Stutz cars rode and handled rather well for their day, but my 116-in. Superbearcat is very poor all around. The pitch is very bad despite any shock absorber effect, and this is due to rear springs soft, fronts hard. So, I propose to design new front springs of considerably softer rate and greater initial deflection, keeping their radius rod effect chiefly by going in for more, thinner, leaves. Now if this were all I did, I'd hit bottom all the time, as their isn't enough jounce space. So what I'll do is run the new front springs UNDER the axle, à la Packard, as I note the underside of the axle is already suitably padded.

Rear springs will be changed only if front change doesn't give full satisfaction. One thought re rears is to reverse the shackle set up to gain variable rate due to shackle effect, thereby getting somewhat softer normal ride, with stiffening on high bumps.

The object of all this is to gain reasonable comfort plus much-improved road holding, and I'm sure it can be done.

The present Gabriel shocks will, I feel, have to be replaced, since parts are hard to get and anyway they tend to break paddles if set up tight. Probably I'll use British Rotoflo, as they'll make up special linkages almost for free.

4. Brakes are, of course, fine, but I have cracked front-wheel hubs. Got drawings from Kelsey Hayes and have new patterns partly done, but wonder if I might not as well have new hubs MIT drums made up by Wellworthy (Alfin) for little more expense. Incidentally, if you know where I could get a pair of uncracked front hubs, I'd be most appreciative--but remember, my car is a 1933, therefore has 5-stud wheels and can't use 1932 and earlier hubs. I don't care if the accompanying drums are any good or not, as they're a snap to make.
5. Add oil cooler. Salvaged a good one from an SNJ in the war, and depending on a previous check of sump temps., I think this might help.
6. Do something re the rod bearings,--just what I'm undecided now. New steel rods would be lovely, but rather a project.
7. New transmission-brake drum. That tin thing is a joke, and there ought to be means to keep oil and misc. matter out of it.
8. Reinforce front of frame. When they made my car they did so by cutting out a section of a standard frame, roughly at the seat. This lost one cross member. Then my car has rubber mounts at rear of engine, losing cross member effect there. So, all I have from the cross member back of the transmission forward is the removable one at front end of engine and the tube at the front end of the frame horns. The whole business is pretty limber, so I'm vaguely thinking of a new and better-gusseted member to replace the one at



-4-

front of the engine, plus perhaps a plate-type squeezed between the engine and bell housing.

9. Improved generator. Either have mine altered to modern 2-brush with more output, or make up as required to convert a modern one to go in.
10. Install muffler-by-pass set up for reduced back pressure when running where this is permitted. Some thought will be required here since I won't put up with the leaks which are characteristic of all the control valves I've seen. Too, this will call for some pressure-gage work, since lots of people just think they've done some good.

All these foregoing items are not at all meant for competition; I've not the slightest desire to race this car. What I want is to make it as good as it ever was, and then some.

If you need any information, I'd be glad to give you the benefit of my long years of acquiring all the data, part numbers, material sources etc. etc. for these cars that I could lay my hands on.

For years I've been gathering every fact and photo I could re Stutz from 1911 to date, as a matter of interest and also with the thought that some day I'd do a book on the Stutz to end all such. Perhaps it wasn't the greatest make, but the more I get into it, the more interesting its story becomes.

By the way, one thing I've never been able to find (and I've really dug for it) is a DV power curve. This on other Stutz engines seems to have been published, but so far as I can find out, never for DV. Should you have this, or know where one is, I'd be most grateful for the chance to copy it.

With best wishes and the hope that your car goes well,

Sincerely,

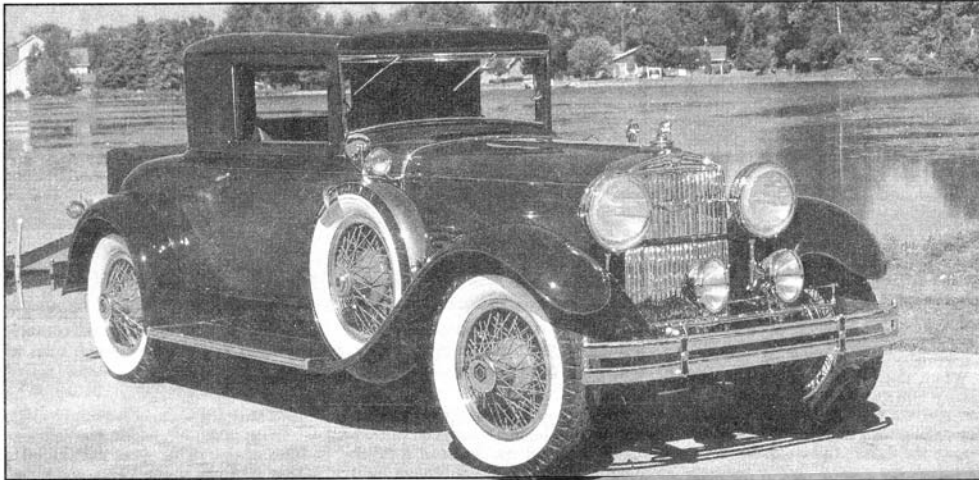
P.S. No need to return pic of my car.

Ed's Comments:

In the 1957 joint listing of cars by AACA-HCAA-VMCCA P.S. de Beaumont has two DV-32s, a 1932 Serial No. 1403 Sedan and a 1933 Serial No. SB1601 Bearcat. Club files also show that Piere was the owner of the 1934? Waterhouse Conv. Victoria shown on page 266 of The Splendid Stutz now enjoyed by member Jim Schneck (No. 706).

Coupe turns Packard man into Stutz fan in a day

Story and photos by Angelo Van Bogart



When the Buffalo wire wheels are turned on Charlie and Mari Didier's 1929 Stutz M-23 2/4-place coupe, the Pilot Ray lamps turn from their station in front of the chromed Pines Winterfront automatic radiator shutters. Many options found their way onto this car, including a leather interior. The company advertised the Stutz as "America's most worthy sports car."

Used clothes, second-hand dishes, and knickknacks are common finds at rummage sales; elegant and sporty Stutz automobiles, however, are not. Charlie Didier's father had the good luck of running into not one, but two Stutzes while scouring a garage sale in 1992.

"My dad was out at a rummage sale, and a guy said, 'You're older, you must like old cars,'" Charlie said. His father, Harold, isn't a car collector, but since his son is, Harold figured he would take a look.

What followed was amazing, and Harold knew it. The gentleman took him to a barn in Pine River, Minnesota, where a Stutz SV-16 sedan once used to pull trees out of the north Minnesota woods rested alongside this Stutz coupe.

After returning from the sale, Harold called Charlie to report the find. The coupe piqued Charlie's interest, so he drove out to take a look for himself.

What he found was a 1929 Stutz M-23 2/4-place coupe that was now a basket case from being carted about since its restoration had been started in the early 1980s. It was also a car Charlie had seen before.

"I saw this car back in the mid 1970s in a back room at John's [Bohmer] in tough-looking shape," Charlie said. "I remember thinking, 'what a cool car,' [but] too bad about how rough-looking it was." Following Charlie's encounter with the car, it passed through several more owners, including Terry Olin and Bruce Dixon,

and lost several more parts.

"I had no idea what it would look like together and couldn't find a picture of it, either, [but] I mentioned to Bruce that it was, indeed, an interesting auto, and if he ever decided to part with it, I would be interested in talking with him."

That call never came from Bruce Dixon, but luckily, Charlie's father was at the right place at the right time to meet the new owner and reconnect his son with the car. Charlie then met with the Stutz' owner, with whom he grew to be friends, and then repeated his offer to purchase the car if it was ever for sale. This time, Charlie's phone rang with news the car was for sale, and he snapped up the Stutz and its boxes of parts in 1997.

"Lots of parts were missing from being shuffled around," Charlie said. "I was lucky to get [the parts] that I got."

Although he wasn't into Stutzes, the wheels in Charlie's head began to turn. He figured he could buy the Stutz and turn it around in order to buy the car of his dreams — a 1934 Packard. With that plan in mind, he secured the Stutz and dragged it home.

Once the car was in his hands, Charlie contacted his friend and well-known professional automobile restorer Tom Rasmussen of Odyssey Restorations about undertaking the overhaul of the coupe. Knowing Charlie was already restoring a Model A Ford truck on his own, Rasmussen suggested that Charlie restore the Stutz himself because he would appreciate the car more and would know

how to maintain it. When Charlie explained that he planned to use the Stutz towards purchasing a Packard and he wasn't concerned about maintaining the car after it was restored, Rasmussen told Charlie that after the car was done, he'd forget about buying a Packard and keep the Stutz, a car Rasmussen called a "mega Classic."

Looking back, Charlie says that Rasmussen was correct on all counts: the advice to restore the car himself was the best he'd gotten about the project, and it would take more than a Packard to part with the Stutz.



So much car, so little passenger space. A rather private passenger compartment is accomplished through the small rear window and the absence of side windows behind the door. Rumbleseat passengers, however, enjoyed far less concealment. With its power-to-weight ratio, the Stutz M coupe was a prewar muscle car.

From boxes to beauty

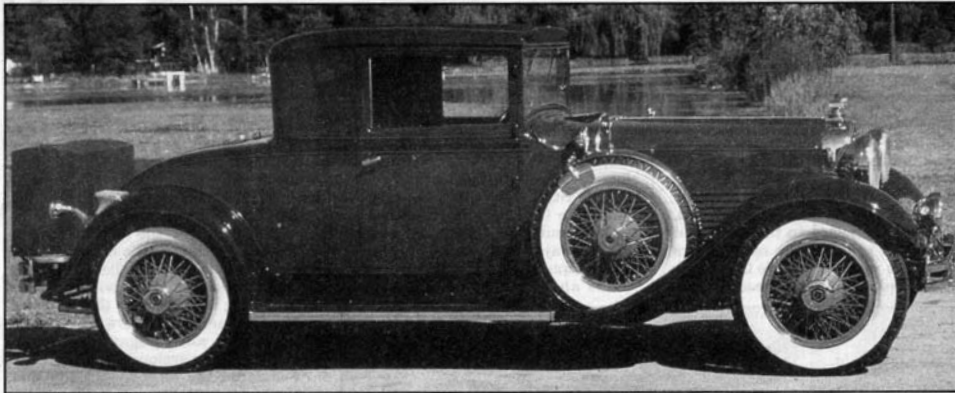
The road to completing the Stutz wasn't an easy one, as is to be expected when there are only four known examples of a 75-year-old vehicle. To ease the restoration process, Charlie joined The Stutz Club and promptly began researching the history of the Stutz marque and this particular car. He learned that prominent collector John Bohmer bought the car out of Colorado in the late 1970s, which explained its solid condition, and that a previous owner had communicated with Stutz car and part hoarder A.K. Miller in regard to the Model M coupe. Coincidentally, Miller also owned a Stutz M coupe, though it sported a custom Lancefield body and an ultra-rare supercharged engine.

When it came to bringing the Hale Kilburn-built Stutz coupe body (a factory offering) and Stutz mechanics back to their original glory, Rasmussen stepped in for some aspects of the car's restoration.

"Tom Rasmussen worked on the carburetor," Charlie said. "It was going to disintegrate and it had a crack on it." A new carburetor had to be made, and Charlie was happy to get a new one made as part of a small run by Stutz Club member John Grunder. Kyle Higdem of Phoenix Restorations in Prior Lake, Minnesota, also worked on a lot of the car's mechanical parts, as well as the body and paint work, and even the service of a former employee of the Pines Winterfront Co. of Chicago was employed to restore the Stutz' gleaming shutters.

In addition to others, Brian Joseph of Troy, Michigan, and Stutz Club member Ernie Toth, Jr. offered help with many parts. Along with his

Ed's Note: On February 28, 2006 member Charlie Desch (#541) advised that new member Odyssey Restorations (No. 718) will help restore the 1934 Stutz SV-16 (formerly owned by Dale Wells.)



In profile, the Stutz' Hale Kilburn-built coupe body makes for a majestic, stately looking machine. But with a speedy reputation, an exhaust cut-out, a spit-in-the-face of prohibition alcohol compartment, and a high-compression head, this machine wasn't for the country club, it was for speakeasy hopping and high-speed crosses over long highway stretches.

father, Ernie Toth, Sr., the Toths have been what Charlie describes as "a Godsend to those of us with no other source for the late-model vertical-eight Stutz parts."

Other parts simply weren't available, and when a master cylinder couldn't be located, Charlie began a hunt to find the original unit.

"I chased [a master cylinder] around the country for two years, trying to find one, to no avail," he said. "The closest I got was White Post Restorations, which had a '29 Stutz Blackhawk [unit], but because it was a much smaller unit, it didn't hold enough brake fluid to work."

Then Charlie got a break. Over breakfast with fellow car enthusiast Doug Zaske, the subject of the Stutz came up. Since Zaske had known about the Stutz for many years before Charlie purchased it, Charlie asked

about the path of the Stutz in hopes of reclaiming its parts, including the master cylinder.

"Since [the Stutz] had been moved around so many times over the years, I asked him if he knew where it had been sitting," Charlie said. "Doug told me of a place it was [stored] previous to Terry Olin's death and for some time after." Armed with this knowl-

edge, Charlie tracked down the garage and learned it was now rented to an electrician. He then called the electrician and asked if there was a chance any Stutz parts were still in the garage. The electrician was skeptical, but he agreed to meet with Charlie.

"The guy was cordial and wanted to help me out, but just wasn't sure how," he said. After describing what the master cylinder looked like and offering the part number, which Charlie had memorized by this point, the pair walked to the back of the building, which had once served as a tomb to the Stutz.

"As he opened the door (to the back of the building), he slid a chunk of iron over to hold it open. To my amazement, the chunk of steel that held the door open for two decades was the missing 1929 Stutz Model M master brake cylinder!"

When other parts were present but beyond restoration, they had to be hand made. Charlie reported that the beautiful dash insert had to be recast, as did the taillight stanchions and bumper brackets, among other parts. Sometimes, the creation of these parts took several years, but the completed project was worth the effort, since only four M coupes are known to exist, and

only approximately 1 percent of the 1929 Stutz production run of 2,320 Model M cars of all body styles remain, according to Charlie.

"The thinking behind the low survival numbers is that people bought Stutzes to race and go fast," he said.

And fast they went. No one knows who the original owner of this particular Stutz was, but the very fact he set foot in a Stutz dealership says he had a taste for speed. The location of that dealership was very likely Colorado, since the solid car was retrieved from there during the 1970s in an unrestored condition. Whoever that gentleman was, he decked out his mighty Stutz Model M like a thoroughbred horse. With a high-compression head adding 15 horsepower to the vertical eight's 115 standard horsepower, a high-speed rear-end, dual ignition, and an unusual-for-the-day four-speed

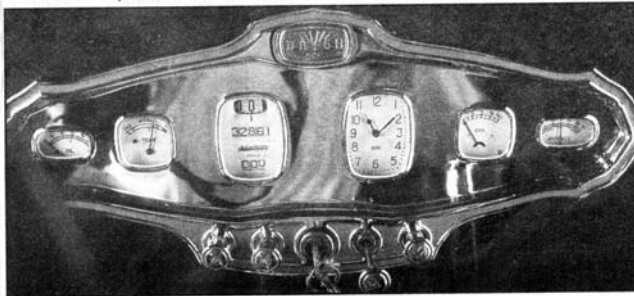
transmission, this steel steed could cross the state's high plains and devour its mountain passes with speed and agility found in few other marques of the time. Right down to its clever exhaust cut-out to bypass the muffler, the Stutz snorted like a wild mustang charging across rolling prairies.

Only two can be saddled into the intimate passenger cabin's leather interior, and without a passenger, the driver made for a lonely cowboy thundering up mountain switchbacks. According to *The Splendid Stutz*, the torquey Model M coupe with the high-compression head and 4.25 rear-end ratio was capable of 80 mph in third gear, its most lively of the four, and so outfitted, this coupe would have had no problem eating the road on the way to a mountain peak.

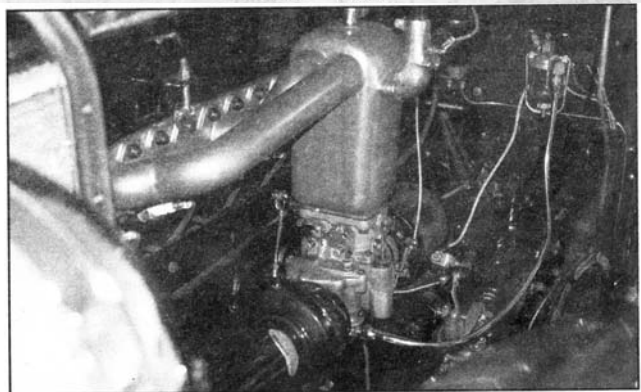
To keep warm on cool Colorado nights, Charlie's coupe is complete with a prohibition-scoffing liquor compartment behind the seat that is perfect for carrying flasks of whiskey and bottles of moonshine.

When it came time to bring the Stutz back to its early glory, Charlie planned on painting it light brown, tan, and orange. He only got as far as painting the wheels orange before he decided to change the colors to an authentic two-tone maroon combination. As the car was reassembled, the still-orange wheels were mounted, and Charlie and his wife decided they looked so nice they left them.

Nowadays, the orange wheels get a healthy workout as the Didiers point their Stutz' Ra hood ornament to several car shows around their Minnesota home each season. When it was photographed, the car was making an appearance at the 2005 Iola Old Car Show. Even with several 1934 Packards around, it was clear Charlie and Mari still only have eyes for their Stutz.



Today, it's in beautiful condition, but the Stutz' instrument panel had to be recast. Note the beautiful ray at the top and the symmetry.



Didier's Stutz features a high-compression cylinder head on its single overhead cam, straight-eight displacing 322 cubic inches and producing 130 hp, which is 15 hp more than on the standard head. The high-compression head boosts the compression from the standard 5:1 to 5.5:1. Other options on the car include a high-speed rear end and Buffalo wire-spoke wheels, while the power-assisted hydraulic brakes and Bijur chassis lubrication were standard.



Editorial Comments

The April 6 2006 issue of OLD CARS on page 25 lists the results of the RM Amelia Island Auction. On page 31 we note the sale of a 1916 Stutz Bearcat (Cond. 2) at \$250,000. Who owns it?

Stutz Club By-Laws require that Club officers be elected to serve two-year terms on the even years. John B Haydon (No. 486), Club

Secretary will propose the slate of candidates to serve in 2007 and 2008 in the next issue of Stutz News No. 77.

Many members have contributed to the issue in a great variety of ways which thoroughly pleases the editor who has high hopes that such good inputs will continue. Thanks so much for the help in keeping Stutz News flowing!

Ed regrets that Part II of "The Real Story of Wizzard Smith" could not be included in this issue due to the lack of space. We will complete this book review in future issues.

Please note that page 29 of the previous issue of Stutz News No. 75 should have included the following comments by your editor:

Beverly Rae Kimes earns Lifetime Achievement Award

By Gregg D. Merksamer

Having authored or edited numerous books, Beverly Rae Kimes should be familiar to, and held in high esteem by, any auto enthusiast who spends as much time in their library as they do in the garage or on the show field. Five of Kimes' books have earned the Nicholas-Jough Cagnot Prize for the best book of the year from the Society of Automotive Historians, which has also given her the Car Benz Award for the year's best automotive history article on four occasions. In 1988, she also became the first historian to receive the Distinguished Service Citation from the Automotive Hall of Fame. John Ingers, the archivist of the Auburn Cord Duesenberg Museum, asserted that she "invented automobile history," while *LIFE* magazine once referred to her as "the nation's foremost automotive scholar."

On November 15, an impressive and diverse group of Beverly Rae Kimes' colleagues gathered at Sardi's restaurant in New York City to honor her contributions not again, this time as the 2005 recipient of Lifetime Achievement honors from the International Automotive Media Awards. Old Cars Weekly founder Chet Krusze was just one of many luminaries who traveled great distances to attend the presentation, hosted by IAMA Executive Director Walter Hoesener and his wife, Elaine, which took place at the monthly luncheon meeting of Beane and Gemin Wauwasston's Madison Avenue Sports Car Driving & Chrysler Society.

Even though he had lost the first floor and roof of his Pass Christian, Mississippi, home and two of his cars to Hurricane Katrina, former Car & Driver Editor Wilton Jordan took time to send Kimes a gift-wrapped dinner roll as a token of congratulations. A "This Is Your Life"-style slide show offered images of pioneer auto hobbyist Henry Austin Clark serving as the best man at her wedding; Grand Prix champion Ross Dreyfus (Kimes helped him pen his autobiography, *My Two Lives: Race Driver to Restaurateur*); and a 1930 Auburn 8-128 Sport Sedan in which Kimes and her husband, Jim Cox, have clocked more than 60,000 miles on Midwestern joy rides and mar- tins.

All in all, the afternoon presented an opportunity to reflect on the somewhat unlikely path that had brought Kimes to her current position as America's most-honored automotive historian.

Having grown up in Wheaton, Illinois, she double-majored in journalism and history at the University of Illinois and earned herself a Master's Degree at Penn State before heading to New York City, where she split the rent with an aspiring actress and searched for a magazine position that would allow her

to write. In 1963, she landed an editorial assistant job at a fledgling, year-old, publication named *Automobile Quarterly*, even though the possession of a driver's license she acquired in her interview with Editor Scott Bailey, was the extent of her automotive knowledge at the time.

"My first assignment was a history of the curved-dash Oldsmobile," she recalls, "and I was hooked. What could be more exciting than automobile history? I told myself that one day I would know enough about it to sell everyone else how exciting it was."

In stark contrast to the yawning stills she eagerly anticipated, Kimes would spend 18 years of *Automobile Quarterly*, the last seven of which were served as editor.

"Needless to say, I am thrilled and vigorously thank everyone involved for recognizing me for this significant award," Kimes said after last year's IAMA Lifetime Achievement recipient, longtime *Forbes* magazine automotive columnist Jerry Flitz, called her to the podium. "The automobile is the most important invention of the last century, indeed the modern age. Nothing else comes close. As early as 1913, *The New York Times* reported that, and I quote, 'The invention of the automobile has literally changed the face of the earth.' 1913, mind you. Henry Ford's mass production was in the birthing stage, and already the universal impact of the automobile was recognized." Even though, she continued, "people take the car for granted today, and, except for the committed, don't give automobile history a second thought, even professionals and academics," she emphasized that, "the automobile covers all the fronts of history: industrial, technological, social, cultural, political. It's all pervasive. And biography? Think about it. What other industry produced the fabulous characters of automobile history? What other saga could boast a cast like Henry Ford, Billy Durant, Alfred Sloan, Walter Chrysler, Charles Kettering, Henry Leland, (and Barney Oldfield)?" she pledged, in closing, that "it is my mission to make people aware



of all this, to persuade them to respect, and enjoy automobile history as much as I do. I plan to spend the rest of my life spreading the gospel!"

In addition to her Lifetime Achievement Award, Kimes also received the IAMA's Best of Books honor for *Pioneers, Engineers, and Scoundrels: The Dawn of the Automobile in America*.

In spite of her previous achievements in print, Kimes asserts that "this is my favorite book" and that it was almost four decades in the making. "While working on earlier books," she explains, "I became aware of how much more I knew to learn. Dozens of books have been written about Henry Ford. [and] I wanted to write about the little guy who had the dream of becoming a big manufacturer, but who didn't quite make it. Often, their sons were better, or more interesting, than the ones whose names everybody knows." In an industry that attracted so many pioneers, engineers, and scoundrels in its early days, she also confirms that the

scoundrels were "the most fun to write about."

A complete list of this year's International Automotive Media Award recipients can be accessed at www.iamaweb.com/vgmawards/index.htm.

Good-worthly results

Kimes' latest book, *Pioneers, Engineers, and Scoundrels: The Dawn of the Automobile in America*, was published by the Society of Automotive Engineers. This 644-page hardcover book was first available in the making and is now available from the SAE by calling 877-686-7335 or logging onto www.sae.org; a check for \$39.95 plus \$7.95 S&H (Pennsylvania residents add \$2.49 sales tax) can also be sent directly to the author c/o Olds Science Factory Antiquam, 167 Annas L. Mulambers, PA 18336, or call 610-471-2767 or 212-537-0636.

Stutz Club members have admired the work of Charter Member Beverly Rae Kimes (No. 25) for years, many from Bev's editorial days with Automobile Quarterly in the 1960s and '70s. Other members know her through her tremendous contributions to the Classic Car Club as editor of The Classic Car and Bulletin and/or through the many books she has edited. Our thanks to Bev for her great support of the Stutz Club. We are very proud of her distinguished work in capturing automotive history and presenting it in so many venues for our enjoyment. Ye olde editor is delighted, too, that Bev and husband Jim have enjoyed and preserved the 1930 Auburn he had the pleasuring of putting together back in 1971. Ed.



President's Message

by Norman C Barrs (No. 27)

Following the publication by the Stutz Club of our book "The Splendid Stutz" and following discussions with our Norwegian friends who surprised me with a number of Stutz cars that were imported and registered in Norway between 1926 and 1934, I decided to undertake a project in order to determine how many and what type of cars were imported by Warwick Wright through their Stutz franchise into the UK in the same period.

My research over the past 6 years has taken me all over the United Kingdom and indeed into parts of Europe and what I have discovered will in itself make another publication on behalf of the Stutz Club which I hope to publish to coincide with our centenary in 2011.

In the eight year period of the 8 cylinder Stutz cars there were three significant engine developments, the first was the use of the straight 8 SOHC engine from 1926 and its up rating through 1928. The arrival of the same engine supercharged from 1929 and finally the twin cam DV32 version of the same engine offered to the public in 1931/32. The Challenger type designed 8 cylinder SOHC engine was introduced in 1927, it had an upgraded cylinder head and higher compression and there are several versions of this engine with different camshafts. The driver controlled rootes supercharged SOHC engine was introduced and offered to the public in 1929. That Mecklenburg was involved in the project is not in dispute but the actual supercharger development was carried out by Glen Schultz on behalf of and working with Stutz in 1927/28. As a result of this his Stutz special with the 8 cylinder SOHC supercharged engine won the Pikes Peak event in the U.S.A. in 1928. Following protests from other vehicle manufacturers supercharged engines were banned for this event from 1929 onwards. In all probability Schultz would have used the 4.9 litre Challenger series SOHC engine in 1929 the 3 purpose built Le Mans cars built on

the 127 1/2" L. Blackhawk chassis and ordered by Brisson, Rothschild & Warwick Wright used the same supercharger and the 5.2 litre 8 cylinder SOHC M type engine. The No Back was omitted. The engine was moved back in the chassis by some 5" and the front chassis cross member was modified. These 3 cars were designed by Gordon Buehrig with 4 seat Weyman bodies.

Whilst Warwick Wright's car now owned by Dr. Fred Simeone in the U.S.A. retained its supercharged SOHC engine, the cars of Brisson and Rothschild had prototype DV32 engines fitted and ran at Le Mans in 1930/31/32 as did Schultz at Pikes Peak. It is established that the production DV32 cars were not offered for sale to the general public until 1931/32.

In 1929 Warwick Wright UK distributors for Stutz in the U.K. issued a sales brochure of which I have a copy and on one page is described the following.

"Bearcat" Supercharged Model "is sold in chassis form and has a very outstanding performance. Incorporating as it does all the racing experience of the Stutz company it is yet in principal un altered from standard. The wheel base is 127 1/2" and very special attention is paid to them throughout their preparation. A large mileage is covered in the hands of specially picked men before the car is delivered. These chassis are capable of well in excess of 100 mph and speed guarantees will be given when particularly requested. The super charger is operated at will with a special clutch drive, and is designed to run at engine speed. The silent close ratio third gear gives a really amazing performance."

In the centre page of the same brochure is the price list of all models including "Special (supercharge) "bearcat" chassis with special 1000 mile road test and high compression pistons wheel base 127 1/2". No price is quoted".

There is no evidence whatsoever that any of these chassis were ever ordered from the U.S.A. or

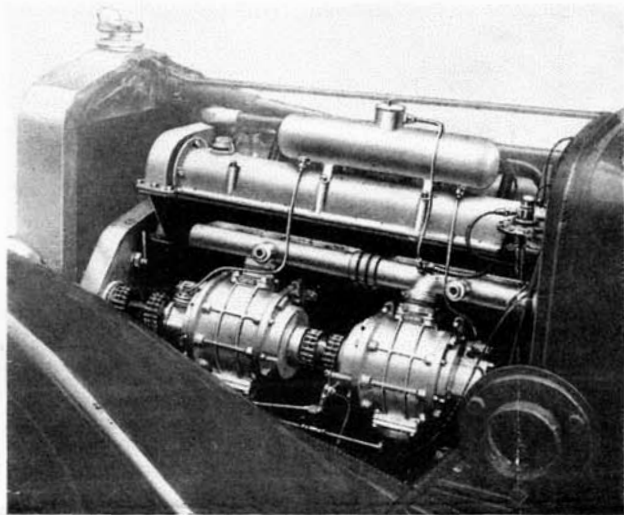


PRESSURE INDUCTION

by Centric Super-charger

LIKE most other practical features of the motor car, super-charging is a matter of compromise, i.e., compromise in regard to the extent to which it should be carried.

That "circumstances alter cases" is particularly true in regard to this, and many erroneous ideas on the subject exist, due to the fact that super-charging originated in application to racing cars, the usage conditions of which are far removed from those of sports and touring cars.



Centric Super-charged Stutz "Bear Cat"

The most important fundamental difference in these conditions of use is that whereas a racing car is concerned only with power output under *full throttle* opening, the everyday car calls for high *average* efficiency at all speeds and throttle openings.

Until such time as an engine with automatically variable capacity combustion chamber comes into being, *it is impossible to get high average efficiency with a high pressure super-charge.*

As we are dealing with "everyday" car requirements, I am assuming that only standard fuels as obtainable from roadside pumps will be used, and therefore any figures I may give do not take into account the special "dope" fuels, provided with abnormal anti-detonative and *valve cooling* properties which, at extravagant prices, permit racing engines to run with compression ratios quite impracticable for ordinary use.



sold by Warwick Wright. I do have the evidence of a very comprehensive 1 day interview with the man who was an apprentice to Warwick Wright and worked on all the Stutz cars at their St. Johns Wood service station, but he was not aware that any of these chassis had been imported. What had been imported and sold as Bearcats were 134 1/2" model M chassis fitted with the supercharged engine. These were bodied by Lancefield and we do know that at least 3 were sold in the U.K. One of these survives, it is well known to Stutz Club members and resides in the U.S.A. It is of course the car that came from the late A K Miller Collection.

In October 1932 Warwick Wright offered for the first time a 134 1/2" chassis fitted with the DV32 engine, it had a most striking 2 door sedan/ coupe body built by Lancefield. I have many pictures of this car, what I don't know is how many models were actually produced. However, what I do have is the remarkable story of one of these cars sold to Lord Tollemarche a Stutz enthusiast since 1926. I do have courtesy of the French magazine La-Vie the first pictures that I

have ever seen of Lord Tollemarche's supercharged DV32 bearcat.

The article describes the DV32 fitted with twin Centric superchargers, in more recent times I have obtained a Centric original photograph of the installation of these superchargers and just recently I purchased the 1935 Centric publication again showing the same pictures of the Stutz Bearcat fitted with the supercharged engine.

My search for the history of this car has literally become world wide, whilst sadly the car does not exist the engine most certainly does and indeed so do the twin Centric superchargers. What is even more amazing is the fact that the engine is fitted with a bronze DV32 cylinder head and that begs the question who made the cylinder head and why.

My research continues, sadly just as the majority of the Stutz factory records and letters were destroyed so indeed were all the Warwick Wright and London County Council records nothing has survived of these documents that would have told us so much.



MEMBERSHIP REPORT

(April, May, June 2006)

Please join me in welcoming the following new members to the *STUTZ CLUB* in 2006:

0724

Classic Carworks Ltd

Ron Stanger : owner

3050 Upper Bethany Rd

Jasper Ga 30143

Bus P/F: 770-735-3945 H: 770-735-2693

1929 Stutz Model M Weymann Body

Engine:31766 Body # 5238

Owner: Ms Dina Woodruff

#0725

Bill Sherwood *Spouse* : Sharon Sherwood

PO Box 159

St Clair Shores MI 48080

Phone: 586-772-6161 Fax: 586-859-4410

E-Mail: bill.sherwood@stahls.com

#0726

Ted Stahl *Spouse*: Mary Stahl

Po Box 159

St Clair Shores MI 48080

Phone: 586-772-6161 Fax: 586-859-4410

E-mail: ted.stahl@stahls.com

WE STILL HAVE MEMBERS FROM LAST YEAR THAT HAVE NOW RENEWED THEIR MEMBERSHIP FOR 2006.

CHECK YOUR MEMBERSHIP STATUS NOW!

Thankyou for your continued interest in the STUTZ CLUB



Letters to the Editor

From: William A. Cannon (No. 8011)
Monrovia, CA
Date: February 24, 2006

Please be advised that Skinned Knuckles magazine is now under new ownership and management. I was the former technical editor and it was my pleasure to exchange our periodicals on a regular basis for many years; during this time I was able to learn much about the fine Stutz motor cars. You may have already received copies of SK from the new editor, but to continue the arrangement and exchange of information in the future send copies of the Stutz News to the address below.

Skinned Knuckles
P.O. Box 6983
Huntington Beach, CA 92615

I have enjoyed our past association, although, regrettably, at long range. I am trying to give some assistance to the new editor, Neil Maken, to smooth his transition, but it is only on a temporary basis as due to old age and many infirmities I am unable to do any serious work any more.

All the best to you and one of my favorites - the mighty Stutz!

From: Tom Kinney
Speedway, IN
Date: February 25, 2006

I thank you so much for thinking about me and sending me the article about Alden Sampson III. I'm sorry I took so long to respond. I was fighting a "bug" for a month and was barely dragging around. At first I, just thought it was a cold and by the time I saw my doctor, he had to prescribe an antibiotic to clear congestion out of my lungs. Finally I'm feeling better I knew much of the history of the cars, but not much personally about Sampson except that he was a rich kid. I

know Gordon White the author of the article. He's the author of many racing books and has an amazing archive of most of the surviving blueprints of Miller/Offenhauser. I think there's some confusion because he talks of several different cars and 2 different 16 cylinder engines which he labels backwards. Lockhart's Black Hawk engine was in a 30 degree V. The U-16 engine was built specifically for the so-called "junk formula" of the depression. That's the formula that banned the sleek one man bodies and screaming supercharged 91 cubic inch engines and replaced them with the archaic riding mechanics and normally aspirated engines up to 366 cubic inches.

Of course the idea was that clever back yard mechanics would fill the field with stock based race cars if the severe economic conditions limited the purebred racing entries, which is exactly what happened. That, and some limited factory backed stock efforts such as Ford, Studebaker and Stutz.

By the way, Lockhart's 30 degree V Black Hawk engine is safely in the 1939 Sampson in the Speedway Museum.

You left out the most interesting aspect of the 1952 Kurtis-Kraft 500A Indy car pictured in Editorial Comments, page 15, Stutz News No, 74. It's powered by the then brand new Chrysler Hemi V-8? This is a sister car to the famous Fuel Injection Special Bill Vukovich used to dominate three consecutive Indianapolis 500s, 1952, '53,'54. Unfortunately, the Hemi didn't make the race.

I took the Stutz News with the photo of the Stutz Special to the IMS photo shop to see if they might be able to identify it. The staff was very helpful, but was not able to ID the car.

They made a photocopy of the picture and after I left they enlisted the help of Donald Davidson. Donald called me and said the driver was "possibly Tom Rooney". Oldfield Tires was a short lived brand by Firestone saluting Barney Oldfield's long time association with Firestone. Back in the Stone Age of auto racing Barney



campaign a great big brute of a front wheel drive monster on dirt tracks across America. On each side of the hood of this evil beast was the slogan “My only life insurance -Firestone tires”. You couldn’t buy better advertising! As a salute to Barney’s long time support, Firestone named their racing tires Oldfields. No doubt Firestone soon realized was diluting its own name recognition and switched back to Firestones. Donald couldn’t remember exactly how long the Oldfield brand lasted except that one year was definitely 1920, so that gives us a close idea of the year of the photo. Perhaps you can run across another W. Frank Jones photo sometime with proper ID and a number close enough that you could make a definitive determination of the year.

Thanks again for thinking about me. The information in the article is much appreciated!



*1952 Kurtis-Kraft 500A
Indy Car
Chrysler Hemi
V8*

From: Toni Barry, Treasurer
Brunswick, OH
Date: March 26, 2006

It is with great regret that I submit my resignation as Treasurer of The Stutz Club Inc. I find it too much, of a hardship at the present time to continue with my responsibilities. I will stay on and maintain the books and funds of the clubs until such time as a replacement can be found.

I have enjoyed my position with the club and hope that everything goes well with the new treasurer. I would appreciate an audit being done on my turning over the books and records of the club along with the LaserJet printer copier to the newly elected or appointed treasurer.

I have many fond memories of all our outings and meetings together. I have made many friends and they will remain in my heart forever.

Thank you for your confidence in me the past years.

From: CORNELIUS W. HAUCK
Cincinnati, Ohio
Date: March 30, 2006

Nostalgic to see Joe McNutt’s handsome yellow Stutz in the current STUTZNOOZ and find out what had happened to it. Joe and Kathleen were old AACA friends; Joe was already an established [“old hand” by a year or two] when I started up in 1949 and 1950. Joe did some fine restoration work (the Stutz I remember as beautiful — I don’t know why it needed more “restorations”!) Despite the great pains Ralph Buckley (the Mercer expert) took in restoring my 1917 model R Bulldog, it harbored “bugs” and I finally sent it up to Joe to straighten out. I’m sure I took pictures (at least one) of his Stutz at meets (I did a lot of meet photographing then) but with the residual mess here from our much lamented moving I have no idea where that run of stuff is ... eventually if it turns up I’ll send [a] print[s] on to you.

I did try. How about a pic of McCord Purdy’s sharp 1933 DV-32 at the 7/14/1973 Indy



Grand Classic? And — Tom Lester and his ca 1920 (? files buried) Bulldog on the May 1958 Ohio Region AACA Spring Tour (Cincinnati area) heading onto a covered bridge near Clarksville OH — I found about 4 or 5 covered bridges then for the tour.

And the 1917 Bulldog again: a 1976 tour (July 31) around Cincinnati; this at the Eden Park overlook above the Ohio. And not a ‘gag’ shot next, but a commercial: our Shillito Department Store used the Stutz for a series of fashion shots — I liked this one of the gal in the sailor outfit pumping up the thoroughly inflated Firestone tire

(there were already Firestones on the car when I got it — so I wore them out on the back).

I’m sure Joe did not sell the Stutz before 1954. He replaced it with a beautiful dark red and black 1916 Packard Twin Six close-coupled 4 p touring. Later he stepped back to brass Packards — couple 1912 “18” roadsters, a 1910 “30” raceabout that he got from me and restored (and sold to Dick Williams), and last was a Victoria-touring 1912 Packard “48” — big six — impressive!

The McNutt Stutz: I feel sure Joe was not the first owner. The 1916 “C” roadster: sure looks like a stock body to me —?

Well, I’ve found a photo of HALF of Joe McNutt’s Stutz -- how is that? He drove down to our AACA Ohio Region Spring Meet at Cincinnati in May 1952 -- photo is at the Makatewah Country Club... note that “McNutt” license plate -- just about expired (Ohio renews by name initial)... and then---

(PS the job at the right is Bob Kimes’ huge 1915 Crane Simplex -- some car!)

Ed’s Comments: See “Tracing the History” by Carl Jensen (No. 638) in Jan - Mar. 06 issue of Stutz News, No. 75, No. 20-22.



From: Janet G. Bronk (No. 350)
 Castlemaine, Vic Australia
 Date: April 26th, 2006

I hope you are well and I do enjoy reading the Stutz News. Stutz News - “Down Under” - even in old gold mining towns a Stutz turns up!

Maldon a town of 1-2000 approx. people have an annual Easter Parade, and there was a cream boattail Stutz, then this week in the local paper a photo - (Maldon is 15 kilometers away) and the story goes - as per lady at newspaper office - the owner dropped his wallet and the elderly lady found and returned it to him - you can be exceptional can’t you.

This I think belongs to a Robert Portier or Porter, I wrote to you about him a 4-5 years ago approx. My broker spoke to him for a few minutes at Maldon but he had to rush away - a typical “Aussie” male - and his car - women are taboo, they don’t know anything but for a man they would spend the time of day but the female of the species forget it.

Thankfully my friends in Sydney NSW, Old and SA are pleased to see me and have a chat, especially at the Bendigo swap every November down here in country Victoria or they send me



MIDLAND EXPRESS

photos and news of their recent restorations. (Sorry no Stutz).

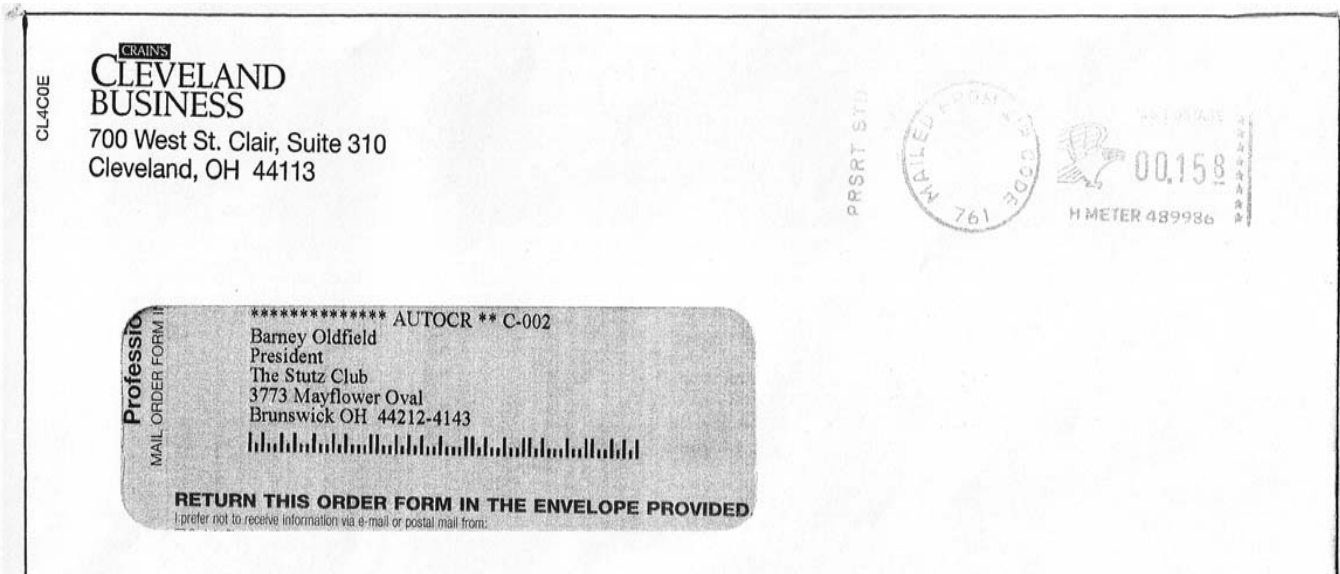
My Auburn 890 is going to be in the USA ACD club magazine for sale. My daughter has breast cancer and funds are needed. If it doesn't sell I may have to move back to Queensland and sell down here. I like the country atmosphere and friendliness I have found, I like the cold weather, not the humidity of Queensland, the Autumn tonings are so pretty almost as beautiful as yours Zane Grey area that

Going around: What comes around, goes around, the old adage goes, and this woman's delighted smile is testimony to that! Out at the Castlemaine Botanic Gardens on Easter Monday, she noticed the handsome vintage Stutz as it drove by – and it was then she watched as a wallet flew out from it. In hot pursuit, she found the vehicle, without its passengers, in Templeton Street, just next to the offices of your local newspaper. We, too, had noticed the gleaming, gorgeous car and asked the owners as they entered a local café about its make. So we were able to capture the moment when wallet and owner were reunited and the saviour of the day was given a lift in the Stutz back to her companions.



From: Michael P. Berry, Brunswick Hills, OH
Date: April 29, 2006

I was quite surprised to find this envelope in my mail today. Has Norman C. Barrs been replaced by the legendary Barney Oldfield?





we drove through in 1991 (but the snow area is 2 hours drive away).

From: Keith Marvin (No. 79H)

Worcester, MA

Date: 6. May 2006.

I'm enclosing bits, pieces and shards of material I apparently saved after I wrote "Mister Messia and the Maharana" and you will probably think I'm crazy to shoot this way... but there is a sort of reason. There is a sort of mini-Stutz angle here and I thought I'd shoot it your way in case you wanted to file any of it rather than just toss it in the waste-basket here.

This story appeared in The UHV AUTOMOBILIST for January 1988 and I'm sure this was before you tied in with the AUHV.

Consequently I'm including with this the story itself as it appeared.

The Stutz angle [if there is an angle] indirectly relates to the fact that F.D.R. owned [two I think] Stutz cars and the "Mister Messia" who is the subject here was for a time a mechanic for the Stutz agency in Baltimore. Thus I've often wondered if perchance the Roosevelt Stutz was ever serviced in Baltimore which, of course, isn't very far from Washington and the time relates to the cars.

The tough thing is that some time earlier I recall Mr. Messia in his final years but didn't ask

J. B. Griffin Motor Company
STUTZ
1011-1013 CATHEDRAL STREET
PHONE MYVERNON 1303
Baltimore, Md.

September 13, 1917.

To Whom It May Concern:-

The bearer Mr. A. Messia who has been in my employ for the past two and half years as foreman of my shops, and who I always found to be sober, industrious honest, and a most willing worker leaves me through his own volition.

Any one ^{who} is looking for a first class mechanic or a service man, would do well to employ Mr. Messia, as I have found him at all times to be working for the good of his employer.

John B. Griffin
Yours very truly,

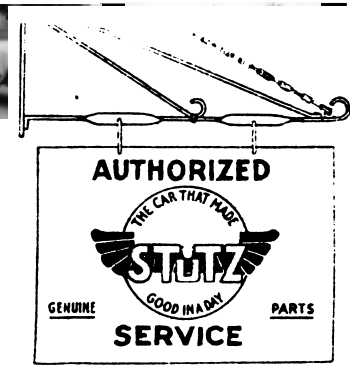
J.B.G.*O.F.

him about this as I'm sure he'd have known. Thus, I ended running all around Robin Hood's barn with various contacts both in the U.K. and the Royal Family of Rajpipla State in India. The time Mr. Messia served the maharana was before the Indian Partition [which created Pakistan] at a time when approximately 650-plus individual "royal houses" existed throughout the Indian sub-continent. Most of all of the enclosed won't be of much of any interest and you can toss it.

If anything [possibly of more interest turns up] I'll shoot it to Indianapolis!

That's it for the moment. I hope all goes swimmingly for you all and all perks along over here. Best wishes.





Classifieds

The Club and the editors aim to publish accurate information and recommendations, but neither assumes responsibility in the event of claim of loss or damage resulting from publication of editorial or advertising matter. Statements of contributors are their own and do not necessarily reflect Club policy.

LITERATURE FOR SALE

Original Stutz Literature! Good selection of Stutz sales brochures, factory manuals, etc. for all models. Send stamped envelope with year(s) for free list. Please specify Stutz as I have lists for all cars/trucks/motorcycles, worldwide.

Walter Miller (No. 405)
6710 Brooklawn Parkway, Syracuse, NY 13211
Tel: 315-432-8282 Fax: 315-432-8256
www.autolit.com

Partial list of items for sale:

- | | | |
|---|--------------|----------------|
| 100229 | 1926 | Miscellaneous |
| Ad Proof, 22 X 14 1/2, Vertical Eight Brougham, Features, Folded | | |
| \$25.00 | | |
| 115255 | 1926 to 1927 | Owner's Manual |
| Owner's Manual, "Low-weighted", With No back, No Cover, 8 P Missing | | |
| \$50.00 | | |
| 100230 | 1927 | Miscellaneous |
| Used Car Invoice, Aa Sedan | | |
| \$15.00 | | |
| 141048 | 1927 | Factory Letter |
| factory letter, regards improved safety features, signed "F.E. Moskovics, President" | | |
| \$100.00 | | |
| 141049 | 1927 | Color Catalog |
| prestige color catalog, 11 x 9 1/2, 28 p, "New Stutz with Safety Chassis", Vertical Eight, fair | | |
| \$60.00 | | |
| 83310 | 1928 | Miscellaneous |
| Cig Card, Blackhawk Cabriolet | | |
| \$5.00 | | |
| 83311 | 1928 | Miscellaneous |
| Cig Card, Blackhawk Landaulet | | |
| \$5.00 | | |

115256 1928 Non-Color Catalog
 Non Color Catalog, 9 X 12, 6 P, "Presents", Stutz And Blackhawk, Folded, Torn
 \$50.00

126584 1928 Non-Color Folder
 Non Color Folder, "New Collapsible Sedan And Limousine", On Stutz 145" Chassis, Reprint
 \$15.00

126585 1928 Non-Color Catalog
 Non Color Catalog, 9 1/2 X 6 1/2, 12 P, "Stutz-weymann", Shows Chantilly, Deauville, Monaco, Biarritz And Aix-les-bains Custom Bodies, Reprint
 \$25.00

37413 1929 Color Folder
 Color Folder, Sedan & Town Car
 \$75.00

37414 1929 Non-Color Folder
 Non Color Folder, Sedan
 \$60.00

37418 1929 Color Catalog
 Color Catalog, 11 X 9 1/2, 16 P, "Black Hawk"
 \$200.00

Jerry Bauges
 63016 Terry Dr.
 Bend, OR 97701

FOR SALE

1923 Stutz Bearcat with a 4 cylinder engine, rear transaxle, and new Lucas tires and tubes. The seat has been reupholstered. The car has been converted to a 1916 Stutz Bearcat. Restoration 70 percent complete. I am asking \$21,000.

For more detailed information and a current picture of the car, call: 541-312-8454. (Bend, OR)



Dave Underwood
 11520 W. Clearwater Ave.
 Kennewick, WA 99338
 Tel: 509-627-2820

FOR SALE

1929 Blackhawk Speedster Roadster: First sold new in 1931 in Argentina. Older restoration, original, unique and rare, left hand drive (US) LeBaron aluminum body, 8" Folddown windscreen, six 19" KO Wire Wheels, Rumble Seat, Trunk Rack, Beautiful Ryan Head & Cowl Lites, RA Rad. Cap ornament, Wind Wings, Golf Door and more. If a Bearcat had been built in 1929. It wood have looked like this! The OCW price guide has this car listed at \$87K (#2 Cond). I'm asking \$75K. I'm reducing my car collection and will not take trades. Thanks.



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Turner Woodard's
 1926 Stutz Speedster



1926 Stutz AA Victoria Coupe

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See March 30, 2006 letter of member Cornelius Hauck (No. 22) inside "Letters"