

Vol. XXI No. 87 (January - March 2009)

The Stutz Club, Inc.

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7400 Lantern Road

Indianapolis, IN 46256

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Announcements

► Election Results

2009 Stutz Club Officers

Jason Gehring, Secretary, has informed the editor that the current officers of the Stutz Club have been unanimously reelected to serve the 2009-10 term. There were no "write ins."

Norm Barrs, President

John Grunder, Vice President Technical

Bill Greer, Vice President Publications

Jason Gehring, Secretary

George Holman, Vice President Programs

Dale Wells, Treasurer

Mike Barry, Vice President Membership

Ernie Toth, Historian

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Remembering the Vanderbilt Cup Course of 1909-10

While oval track racing became the dominant style of American racing more than 90 years ago, it is well to remember that racing began on the public roads, with events such as the Vanderbilt Cup, run over local roads on Long Island, New York. It was rather quickly found that public streets were dangerous, hard to police and difficult places on which to sell tickets, thus racing in America moved rapidly to the readily available dirt tracks that had been built for horse racing. The Indianapolis Motor Speedway was built as a motor test track in 1909, but the first purpose-built race track in the United States was a road course.

William K. Vanderbilt Jr., whose trophy created the original Vanderbilt Cup races in 1904, realized a century ago that the public roads were not the future of auto racing in this country. The Vanderbilt Cup had been attracting increasing criticism because of spectator and drivers' deaths and Willy Vanderbilt realized something needed to be done. What he created was the Long Island Motor Parkway, a private highway, where racing cars could go full-bore in relative safety and where ordinary motorists could drive in both safety and convenience.

The Motor Parkway stretched 45 miles from the borough of Queens, in New York City, to Lake Ronkonkoma, in eastern Long Island. It was a toll road with a round-trip fare of \$2.00 - equal to about

\$45 in 2008 dollars. Costing \$6 million to build, it had reinforced concrete pavement 28 feet wide, guard rails and 65 overpasses to eliminate crossing intersections at grade. In essence, the Motor Parkway anticipated modern superhighways a century ago.

In the early days, performance cars used roads designed for horse-drawn vehicles that were mostly dirt. In about 1900 road builders began to consider cars in their designs, but it was not until the Motor Parkway was built that what we think of as modern road design came about.

As I explained in my 2002 book, *Lost Race Tracks*, the actual Vanderbilt Cup races of 1908-1910 only used about 11 miles of the Parkway itself in Nassau County, as a circular course was laid out using first Jericho Turnpike and Old Westbury Road and later Broadway and Old Country Road for the westbound portions of the race.

Despite being run on portions of the Motor Parkway, there were fatalities in the Vanderbilt races of 1909 and 1910. Vanderbilt Cup races then moved to Savannah, Milwaukee, Santa Monica and San Francisco in the event's later years.

The Motor Parkway was never incorporated into the Long Island road

"Historically Speaking"

-From the desk of Smithsonian motorsports consultant Gordon White



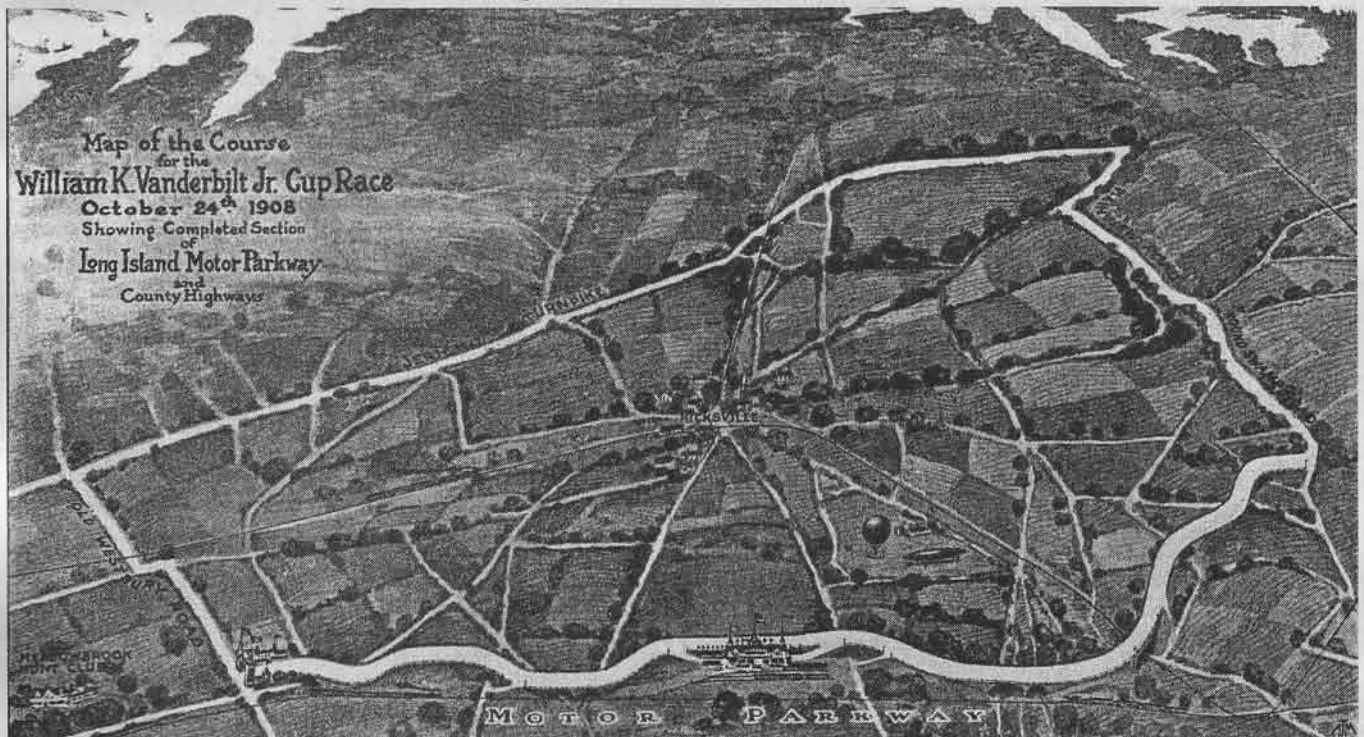
network. While some of the route still exists, such as Suffolk County Route 67, much of it decayed and was not maintained by the Vanderbilt Commission, nor by public authorities. Two of its bridges still stand in Queens, at 73rd Avenue and another at Hollis Hills Terrace.

Even most of the right-of-way has disappeared except for a small portion used as a bike trail and another section now traversed by the Meadowbrook Parkway.

An abandoned stretch of the Motor Parkway ran close by both Roosevelt Field, in Westbury, Long Island, from which Charles Lindbergh took off, and Roosevelt Raceway, where George Vanderbilt Cup races were held in 1936 and 1937.

Robert Moses refused to incorporate the Motor Parkway into his long Island parkway system in the early 1940s, but took over some of the property on a tax lien.

It was an inglorious end to America's first purpose-built race course.



The Vanderbilt Course on Long Island, New York.

<http://www.vintageovalracing.com>

Historic Road Racing in Milwaukee: the 1912 Vanderbilt Cup and Related Road Races

by John B. Haydon

In the early part of the 20th century, the American public became “auto-crazed.” They were excited about the new means of transportation and many manufacturers fanned their interest by using automobile racing as a significant way to showcase their products. As the saying went, “Win on Sunday and Sell on Monday!”

Two premier annual road course races, the Vanderbilt Cup race and the American Grand Prize (or sometimes, the Grand Prix) race, became the most celebrated and prestigious. Many considered the Vanderbilt Cup races to be the greatest sporting events of their day, 1904 to 1916, and these races were the first international automobile road races held in the United States, garnering considerable interest and huge crowds.

Vanderbilt Cup Race

The Vanderbilt Cup race was first run on Long Island, New York, in 1904 and the Grand Prize race (later changed to the Grand Prix) was first run in Savannah, Georgia, in 1908. These two events were held in combination beginning in 1911 at Savannah and similarly were held in combination in five of the six years, 1911 through 1916 (there was no Vanderbilt Cup race in 1913). World War I caused the suspension of professional automobile racing in the United States until the war’s end and, after the war, America’s focus turned to oval racing for many years.

After the 1911 events, the Savannah city fathers concluded that the races on their streets, with the attendant huge crowds, were no longer practical. The business leaders of Milwaukee sought and obtained from the sanctioning bodies, the rights to hold the combined races in Milwaukee in 1912, on September 17-21. This

would be the first time these races had been held away from the east coast. The two rival sanctioning bodies, with differing rules, were the American Automobile Association (which sanctioned the Vanderbilt Cup race, based on American rules) and the younger Automobile Club of America (which sanctioned the Grand Prize race, based on European rules). In conjunction with these two major races, two support races were run for cars with smaller displacement engines, referred to as the “small car events” or “light car races.”

In 1912, a major change was made in the Vanderbilt Cup rules. Previously, the entrants were restricted to cars in stock condition, but in 1912 that restriction was lifted to allow the cars to be modified for racing with the primary limitation being the size of the engine. Some viewed this as an attempt to give the American cars an advantage over their European counterparts.

The Milwaukee series of races was promoted heavily by the Milwaukee Automobile Dealers Association, with the support from the City of Milwaukee, the Merchants and Manufacturers Association and the Citizen’s Business League. In addition, important leaders of business were involved, including Gen. Otto Falk and Col. Gustave Pabst. The promoters planned major events for the occasion, including formal opening proceedings to be attended by Wisconsin Governor Francis McGovern and Milwaukee Mayor Gerhard Bading. September 17 was designated as “Milwaukee Day,” which would include a gala reception for these and other dignitaries and leading Milwaukee citizens. The races themselves were, of course, the featured events which often were promoted as Milwaukee’s three-day “Speed Carnival” or “Milwaukee Speed Week.”

It was reported that the Milwaukee 7.88 mile road racing circuit was improved at a cost of more than \$25,000. Such improvements included a large grandstand, racing pits and the officials’ stand. The road



course was run on “city streets,” albeit apparently unpaved country roads, in the Township of Wauwatosa, at that time a primarily farming area northwest of the city.

The racecourse was approximately parallelogram-shaped. The start-finish line was located on Burleigh Street, with the main grandstand and pit area on the south side of the road and the officials’ stand (and press tower) on the north side of the road. The start-finish line was situated approximately one-third mile west of the intersection of Burleigh and North Fond du Lac Road (now North Fond du Lac Avenue).

The race was run in a counter-clockwise direction, with the cars proceeding east from the start-finish line on Burleigh, then north on a curve which is likely now approximately 36th Street to Fond du Lac Road. This corner at Burleigh-36th-Fond du Lac was sometimes referred to as the “Hairpin Turn” or “City Limits Turn.” The course then continued north on the three-mile Fond du Lac straightaway to the intersection with Town Line Road (now Hampton Avenue) and then west on Town Line. This intersection was referred to as the “Town Line Turn” or simply, “Town Line.”

The race cars would then continue west on Town Line to just before the intersection with South Fond du Lac Road (now known as Appleton Avenue) and turn south on approximately what would become 82nd Street (if that street extended to present-day Hampton Avenue) to South Fond du Lac. This turn was known as the “Sommerville Turn,” named for the small community located just west of the intersection (this turn is also sometimes referred to as the “Hairpin.”)

The stretch on South Fond du Lac was expected to be the fastest straightaway on the course, where the cars were expected to hit their maximum speeds. The course continued south on South Fond du Lac from the Sommerville Turn to the intersection with Burleigh Street, where two cemeteries were located, Holy Cross Cemetery to the west and Wanderers Rest Cemetery to the east.

This corner was variously known as the “Dead Man’s Turn,” the “Graveyard Turn” or, less morbidly, the “Cemetery Turn.” The race cars would then proceed east on Burleigh to the start-finish line. The course officially measured 7.88 miles; using a modern odometer and driving the current city streets, the route measured 7.9 miles.

William K. Vanderbilt, Jr., the donor of the Vanderbilt Cup and Chairman of the Contest Committee of the Automobile Club of America, sent his representative to inspect the course and the facilities for the anticipated large crowds of spectators. He pronounced the course “both speedy and safe” and that its “wide curves will permit a great speed without adding to the danger materially.”

The four races to be run were known by the trophies to be awarded: the Vanderbilt Cup, the Grand Prize, the Wisconsin Motor Challenge Trophy and the Pabst Cup. Charles H. John, President of the Wisconsin Motor Manufacturing Company (which made the engines for Stutz automobiles), was the donor of the Wisconsin Motor Challenge Trophy and Col. Gustave Pabst, President of Pabst Brewing Company, was the donor of the Pabst Cup. The Pabst Cup was also referred to as the “Pabst Blue Ribbon Trophy.”

The major differences between the four races related to their length and permitted engine displacement. Certainly the races also differed in the size of the “purse” for each. The following summarizes the primary differences based on the rules set by the sanctioning bodies:

Grand Prize, for cars with engines of unlimited displacement; race length of 52 laps (about 410 miles).

Vanderbilt Cup, for cars with engines from 301 cu. in. to 600 cu. in. displacement; race length of 38 laps (about 300 miles).

Pabst Cup, for cars with engines from 231 cu. in. to 300 cu. in. displacement; race length of 28 laps (about 220 miles).



Wisconsin Motor Challenge Trophy, for cars with engines from 161 cu. in. to 230 cu. in. displacement; race length of 22 laps (about 173 miles).

Although originally scheduled for September 17-21, 1912, severe weather, including torrential rains, and the resulting poor condition of the course caused a postponement and the races were eventually held in October. Many drivers and teams remained critical of the condition of the course in view of its pocked condition (some referred to the conditions as “deplorable,” which may have over-stated the case).

The Vanderbilt Cup race was run on Wednesday, October 2, with the two “smaller car races” run on Thursday, October 3. The Grand Prize race was run on Saturday, October 5. A number of Milwaukee firms granted time off for their employees to attend the exciting racing events. Some employers even paid the cost of admission for their employees.

With respect to attendance at the Vanderbilt Cup Race, a headline in the October 3rd “Extra” edition of the Milwaukee Journal stated: “Sixty Thousand People Pay for Admission to Course and Nearly as Many More Watch from Various Vantage Points.” Even allowing for some puffing, it is clear that the crowd of spectators was very large. Harry Nelson, the lone Milwaukee driver, in a Lozier, was naturally a crowd favorite.

Italian-American driving ace Ralph DePalma won the Vanderbilt Cup race in a Mercedes, despite trailing Teddy Tetzlaff for most of the race. Tetzlaff, the “Pacific coast speed wonder,” had built up a command-

Gil Anderson in the Stutz passing Teddy Tetzlaff in the Fiat. Wisconsin Historical Society, photo by Milwaukee Journal Sentinel. Image Number WHi-MJS-55658





ing lead after starting last in his Fiat. He ran up through the field and took the lead on the ninth lap. Pit stops and pit mishaps played an important role in the race, including a costly pit stop by DePalma. The rear of his car fell to the ground when a jack failed during a tire change, costing him nearly five minutes.

Tetzlaff eventually lapped the field, but the driveshaft on his very fast Fiat failed on lap 26, forcing him out of the race. The lead then passed to DePalma in his Mercedes and a fiercely contested duel ensued with Englishman Hughie Hughes. DePalma held off the strong challenge of Hughes in his much smaller displacement Mercer (309 cu. in. vs. 590 cu. in.), to take the win. DePalma went on to become the 1912 National Champion and was generally recognized as the “Driver of the Decade.”

DePalma ran the first lap in 6 minutes, 57 seconds (68mph). The fastest lap of the race was set by Tetzlaff in the Fiat at 6:15 (76 mph). For comparison, in the Grand Prize race, Bruce-Brown in his big-engine Fiat, ran practice laps timed at 5:55 (80 mph). DePalma completed the 38 laps in an overall time of 4 hours, 20 minutes, 31.54 seconds, for an average speed of 68.962mph.

Under the American Automobile Association rules, the starting order for the cars in the Vanderbilt Cup race was determined by lot and the car numbers were assigned accordingly. Further, at the start, the cars were released every thirty seconds and the finishing placements were ultimately determined by the car’s over-all time required to complete the race. Accurate timing was facilitated by a new timing machine invented by Arthur and Charles Warner of Beloit, Wisconsin. The Warner electric auto-timing device was triggered whenever a car ran over a trip wire strung across the start-finish line. The device recorded the result on a paper tape; the car number was recorded manually on the tape by an operator.

The table at the bottom of this page lists the entrants in the Vanderbilt Cup race in the order of their respective car numbers, with make of car, engine displacement and finishing position indicated:

A ninth entrant, Eddie Pullen, was to drive a second Mercer. Unfortunately, his car was disqualified because his engine’s displacement was too small, by one cubic inch! Pullen instead served as the “mechanican” (the riding mechanic) for Hughie Hughes in his Mercer.

Some sources refer to these 1912 races as the “ill-fated Milwaukee races.” This is presumably due to the tragic death of the previous year’s Grand Prize winner,

Car No.	Driver	Make of Car	Displacement	Finish
22	Ralph DePalma	Mercedes	590 c.i.	First
23	Hughie Hughes	Mercer	309 c.i.	Second
24	Ralph Mulford	Knox	597 c.i.	DNF*
25	Harry Nelson	Lozier	544 c.i.	DNF*
26	Spencer Wishart	Mercedes	590 c.i.	Third
27	Gil Anderson	Stutz/Wisconsin	389 c.i.	Fourth
28	George Clark	Mercedes	590 c.i.	Fifth
29	Teddy Tetzlaff	Fiat	589 c.i.	DNF*

*DNF = *Did Not Finish*



David Bruce-Brown, and his mechanic during the Grand Prize race practice session held on Tuesday, October 1. One of the tires on Bruce-Brown's Fiat failed, his car rolled and both he and his riding mechanic were killed, which naturally cast a pall over the proceedings. In all events, Milwaukee did not obtain the Vanderbilt Cup and Grand Prize races for 1913 and, in fact, no Vanderbilt Cup race was held that year. It resumed in Santa Monica, California in 1914, where DePalma won again in a Mercedes. It remained in California for the years 1914-16 (held in Santa Monica in 1914 and '16 and in San Francisco in 1915). The Vanderbilt Cup was last awarded at the final Vanderbilt Cup race held in 1916 in Santa Monica.

Start of the Grand Prize Race. Wisconsin Historical Society, photo by Milwaukee Journal Sentinel. Image Number WHi-MJS-33376

American Grand Prize Race

The entrants for Milwaukee's Grand Prize race, which was held on Saturday, October 5, included many famous and successful drivers. A significant incentive was the impressive \$10,000 purse (in addition to contingency money) – this race was billed as “the richest road race ever held.” In addition to DePalma, Barney Oldfield, who finished fourth in a Fiat, and other leading drivers entered, such as Joe Horan, Bob Burman, Erwin Bergdoll, as well as famous amateurs David Bruce-Brown, and Caleb Bragg. Other than Harry Nelson, all the drivers who ran the Vanderbilt Cup race also entered the Grand Prize race. Harry Nelson's Lozier was driven in the Grand Prize race by Louis Fontaine, another local driver, who had been his mechanic (riding mechanic) in the Vanderbilt Cup race. European cars dominated the numbers, with three Fiats, three





Benzenes and three Mercedes. Only four American cars were entered, a Lozier, a Mercer, a Knox and a Stutz.

The Grand Prize race was won by Caleb Bragg in a gargantuan S.74 Fiat (862 cu. in.), with Erwin Bergdoll in a similarly big-engine Benz (928 cu. in.) coming in second. Gil Anderson, in the Stutz (328 cu. in.), finished a surprising (in view of its small-size engine) third, less than 30 seconds behind the second place Benz.

Ralph DePalma's mishap in the Grand Prize race also possibly contributed to the "ill-fated" moniker for the Milwaukee races. DePalma suffered serious, nearly life-threatening, injuries when his Mercedes catapulted off the road after his right front wheel touched Bragg's left rear wheel as DePalma tried to pass him on the

Teddy Tetzlaff in Fiat at Grand Prize Race Start/Finish Line. Wisconsin Historical Society, photo by Milwaukee Journal Sentinel. Image Number WHi-MJS-55658

last lap. DePalma was taken to Milwaukee's old Trinity Hospital at 9th and Wells Streets, where he was kept for over a month before being released.

Support Races

The famous Duesenberg brothers, Augie and Fred, had formed a racing team only a few months earlier to race two Mason race cars, powered by their recently developed revolutionary horizontal-valve rocker arm engine. They entered two Mason cars in the two "small car events" on Thursday, October 3. Harry Endicott drove in the Wisconsin Motor Challenge Trophy race for cars with engines under 230 cu. in. displacement and Mortimer Roberts drove in the Pabst Cup race for cars with engines between 231 and 600 cu. in. displacement. The fledgling Duesenberg team was extremely successful at Milwaukee. Each of their cars won their respective races, despite the fact that this was only the second event they had entered (the first were the Elgin races in August).





More Transportation History Written

In addition to the historic automobile racing and the use of the Warner automatic electric timing device, history was made in at least one other field at the 1912 Milwaukee races. This is reported to have been the first time an automobile race was successfully photographed from the air. The man who coordinated this effort was news reporter George E. Pulford, known as "Tip Wright." Pulford, considered an expert in sports reporting, was stationed in Chicago and was assigned to cover the races by the News Enterprise Association. He arranged a flight for photographer Hugo Wagner in a Wright biplane, piloted by "the boy aviator" Farnum Fish.

Taking news pictures from airplanes had been tried many times but not successfully until Wagner's efforts in photographing the San Francisco earthquake in 1906. (Note that the biplane appears overhead in the accompanying picture of the cars lining up for the start of the Grand Prize race.) Wagner took both still pictures and motion pictures from the air. It is assumed that some of the pictures which appeared in the press reports of the races were taken by Hugo Wagner, but thus far the author has not found any pictures which appear to have been taken from an airplane. How interesting it

would be to find them, including the motion pictures!

When one ponders professional racing in the early years in Milwaukee, one thinks about races at the Milwaukee Mile at the Wisconsin State Fair Park, which held its first race in 1903. However, in view of the significant Vanderbilt Cup/Grand Prize races held here in 1912, Milwaukee also must be considered among the pioneers in international automobile road racing.

Full-width large advertisement appearing in the Milwaukee Sentinel of Sunday, October 6, 1912 (it occupied the top half of the page; the size of print, boldness, etc. were more exaggerated than the following; for example, "The Sturdy Stutz" took up most of the width of the page):

The Sturdy Stutz

The Only American Car to Finish in the Grand Prix

The Only Single Entry to Finish

Gil Anderson in the Grand Prix Race on Saturday Piloted the STUTZ into Third Place Within 31 Seconds of Second Place

Gil Anderson in the Vanderbilt on Wednesday Finished in Fourth Place

Not only was the Stutz the only American Car entered in the Grand Prix to finish the race, but the Stutz is the only American car of its rated horsepower that has ever finished the Grand Prix in first, second or third position.

Six Cylinder, Six Passenger, \$2,300

Four Cylinder Roadster, \$2,000

1913 Stutz Models now on Exhibition at our Salesrooms

Geo W. Browne, Automobiles, Inc. 458-60 Milwaukee Street

Overland

Stutz

Ed's Note: The only six cylinder, six passenger Stutz known to exist is the 1914 Series 4E Touring beautifully restored by Owner Drew Lewis (No. 539) of Lederach, PA. Interesting that Bearcat was not mentioned.



Performance of Stutz Engines

by Norman Barrs, President, *The Stutz Club*

Knowledge is a wonderful asset in life and in my case how fortunate I have been during the past 20 years to be so involved with the 8 cylinder Stutz automobile. At my inauguration with Stutz the only book of reference was the racing Stutz written by Mark Howell in 1972 and published by Ballantine.

I have just finished reading the book again and yes, there are a few errors, but by and large very much accurate historical fact particularly the performance analysis of the 8 cylinder engines.

I now have a very real advantage over Mark because over the years I have rebuilt the engines that he refers to and as a result the actual performance figures can now be confirmed.

For the record the 8 cylinder engines produced between 1926 to 1934 can be sub-divided as follows:

1926/1927	Series A	4700 c/c
1927/1928	Series B including challenger	4900 c/c
1929/1934	Series M + SV-16	5200 c/c
1929	Series M super charged	5200 c/c
1931/1934	D V32	5200 c/c

The 1926 and early 1927 A series engine had a cylinder head that was superseded in mid 1927 by an up-rated head with larger valves and improved water cooling. This improved engine was named the "Challenger Series" and was further upgraded for 1928 as the series B engine with larger bore displacing 4900 c/c.

I have no performance data for the series A engine.

I have three series B engines of 4900 c/c/ and 5 cylinder heads.

Dealing first with the 4900 c/c single OHC engine No. 91966 of 1928, this engine using a challenger original Stutz camshaft valves and springs, aluminium pistons, 8 branch exhaust and 4 1928 S.U. carburettors produced 180 BHP at the rear wheels probably 195 BHP at the fly wheel. The only non Stutz stock items were the carburettors and exhaust pipes.

By changing the pistons for shorter and lighter weight examples and by fitting the head with re-designed camshaft, smaller valve guides and lighter valves and springs, the BHP at the rear wheels was increased to 225 probably about 250 BHP at the fly wheel.

Finally, by fully balancing the engine and fitting an harmonic crankshaft balancer the BHP at the rear wheels was increased to 245 BHP probably 260 BHP at the fly wheel.

It should be noted that the maximum BHP is achieved at 3600 RPM, the maximum RPM permitted with these engines is 4000 RPM.

This engine is fitted with Delco starter and Bosch CAV 2 brush dynamo, Delco distributor and original inverted tooth timing chains and original oil and water pump.

From the above it is clearly demonstrated that Stutz claim of 115 BHP and Mark's assumption in his book of 140 BHP for this engine were substantially under stated.

The second 4900 c/c single OHC engine No. 90556 is the engine that has been developed for the 1929 replica Le Mans car.

Whilst the three original Le Mans team cars had model M 5200 c/c engines, my problem was that we could not find a "Rootes type" supercharger of sufficient capacity to install on a one to one drive ratio. Stutz had carried out their original installation clutch driven on this basis and whilst my super charger is permanently driven the one to one drive was important.

The engine is perfectly standard in every way, cylinder block, crank shaft, head, valves, cam shaft and manifolds, what I did do was to increase the capacity of the oil pump by some 40% as Stutz have done on Brisson's 1930 DV32 engine. Even the exhaust was Stutz standard.

The Rootes super charger is mounted in front of the engine, fed by two 1929 SU carburettors, driven



permanently by three plain rubber drive belts from the front of the crank shaft. The super charger develops a pressure of 6 lbs per square inch.

This engine has now been running for some 7 years, it has had some teething troubles and is currently being re-built following the exploding clutch at Spa that removed part of the rear crank case. Yes, it is repairable.

As to the performance, well the figures for this super charged original series B challenger engine are quite amazing. The engine develops 240 brake horse power at the rear wheels at 3600 RPM or 255 brake horse power at the fly wheel.

I believe that both Stutz and Mark Howell thought that the engine developed 155 brake horse power; this was assuming that the super charger developed some 4 lbs per square inch.

The model M engine of 5200 c c introduced in 1929 was the final engine from Stutz. This engine had the capability of supporting the DV32 cylinder head introduced in 1930/31. The final range of M series engines had larger and ribbed main bearing caps and shell bearing big ends.

My 1929 Lancefield model M engine No. 31511 still runs on its original pistons. No performance figures are available for this engine but it still pulls a 3.8 to 1 ratio rear axle.

We do however have some performance figures for the DV32 Le Baron custom Sedan, this car fitted with engine number 33306 is probably the last DV32 engine car to leave the factory and is fitted with the down draft manifold and Stromberg carburettor. The engine was re-bored and the crank shaft re-ground and fitted with the linolite aluminium connecting rods. In the standard form and fitted with the factory Stromberg twin choke carburettor the performance figures are to say the least quite revealing.

On the rolling road the brake horse power at the rear wheels was a 134 at 3000 rpm, probably 150 b h p

at the fly wheel. The figure actually dropped to 130 b h p at the rear wheels at 3300 r p m.

As confirmed and proved later by Tommy Milton the 3rd, part of the problem was caused by the factory fitted carburettor. The road performance of this car was much improved by fitting the larger Stromberg carburettor used by Packard. One other major problem still remains with this engine, the camshafts as fitted are quite incapable of any performance.

To sum up in principle, the original 1927/28 Challenger unsuper charged engine was the most developed engine by Stutz, developing some 195 b h p at the fly wheel.

We currently achieve 260 b h p at the fly wheel with this engine.

The same 4900 c c engine super charged at 6 lbs boost pressure would produce 330 b h p at the fly wheel.

The model M engine is capable of the same development.

The DV32 5200 c/c engine in original factory form for a Sedan produced 150 b h p at the fly wheel.

It is quite clear that some of the DV32 power units particularly those in the Bearcat and Super Bearcat did have more radical cam shaft timing but I doubt that they were as powerful as the single over head camshaft Challenger engine.

Does the DV32 engine have any potential and if so what?

While I have seen the 1930 ex Brisson DV32 pre-production engine, it is different from the production model but we have no idea of its camshaft configuration.

What exactly are the benefits if any of the DV32 engine? Instead of one large inlet and one large exhaust valve the DV has 2 smaller inlet and 2 smaller exhaust valves. There is no advantage here if you have double the effort now required to lift two valves instead of one.



The real advantage of DOHC is one central spark plug and a pentroof head.

Larger valves such as those in the challenger engine are more likely to warp or twist. Stutz however lifted the DV valves almost as high as on the SOHC engine, really a lot of wasted effort. Examination of the inlet and exhaust port indicates very serious obstruction due to the bulk of the valve guides.

The DV32 engine does however have the most exciting prospects, fitted with lighter valves, less lift, better valve springs and re-designed camshaft would go along way to solving its problems. At the same time either period Winfield or SU carburetors would solve its induction short comings and an 8 branch exhaust will release much of its trapped power.

Would it or could it be more powerful than the Challenger 8 cylinder SOHC engine?

George Holman has clearly demonstrated that it can. His DV32 engine in the 1928 Blackhawk does develop more BHP than the Super Charged engine in the 1929 Le Mans Replica. This has been achieved with Winfield carburetion 8 branch exhaust and raised compression.

What then could be expected from the fully developed DV 32 engine? Well we do have some facts and statistics to go on.

In 1931, a Stutz Bearcat bodied by Lancefield in London was fitted with twin series G centric super chargers; we do have full details of this car, including the full road test reports. The results were truly terrifying probably the fastest road legal salon car of its day.

What of our future plans and our DV32 engine project, development of which is now well in hand and will be operational early next year.

This engine will be fitted to the 1931 Brisson Le Mans replica based on his original 1929 Weymann bodied Le Mans car. This particular car was so badly damaged by fire at the 1930 Le Man race, but it was re-bodied for the 1931 event.

What sort of power output can we expect from the DV 32 engine? Current estimates are to anticipate some 330 b h p in un-supercharged form at 3500 rpm, maximum rpm 4000. In super charged form this engine would approach some 390 b h p.

In 1927/1928 the 8 cylinder Stutz SOHC engine under Moskovics development achieved remarkable results. I have several original camshafts from this period and all are different indicating that Stutz development was proceeding throughout this short period of time. The supercharged SOHC and DV32 programme was no doubt already established when Moskovics left the company in January 1929. No further performance initiatives were implemented by the factory after he left.

So where does the Stutz 8 cylinder SOHC and DOHC engines fit into American engineering history? Howell was right when he said that even the under developed DV32 developed more BHP per cubic inch than any other then current American engine, and was the equal of that fabled but much larger J type Dusen-burg.

We know that the 156 BHP quoted for the production of the DV 32 is about right, giving approximately 0.5 BHP per cubic inch. The Dusen-burg J is quoted to produce 265 BHP giving 0.62 BHP per cubic inch but most now accept that the J does not achieve this power, its flywheel BHP being some 220 BHP.

The comparison figures for the engine power output is as follows quoted as flywheel BHP.

Stutz DV32 317 cu inch actual 156 BHP = .492 BHPper cu inch

Dusen-burg Model J 427 cu inch if 265 BHP = .620 BHPper cu inch

Dusen-burg Model J s/c 427 cu inch if 330 BHP = .772 BHP per cu inch

Dusen-burg Model J 427 cu inch actual 220 BHP = .515 BHPper cu inch

Stutz B engine challenger SOHC 299 cu inch actual 260 BHP =.869 BHP per cu inch



Stutz B engine SOHC s/c 299 cu inch anticipated
330 BHP = 1.10 BHP per cu inch

Stutz D V32 on Winfields 317 cu inch anticipated
330 BHP = 1.04 BHP per cu inch

Stutz DV32 Centric s/c 317 cu inch anticipated
390 BHP = 1.23 BHP per cu inch

Conclusion

For all intents and purposes no further performance development of Stutz engines occurred after Moskovics departure from the company in January 1929.

Brisson raced as a privateer at Le Mans until 1932 using the DV32 engine from 1930 and of course Lord Tollemarche developed the super charged DV32 in 1931. When Stutz production ceased in 1934, the competition lights were already extinguished.

Well, almost, I do have a photograph of a 1929 model M coupe, racing at the very first post war racing event at Silverstone in the UK using the then concrete runways.

John Guyatt rescued the Cameron special being a Stutz fitted with the J series Dusenburger engine. When John acquired this it was minus the engine, so he obtained an A series 4.7 litre SOHC engine and raced the car several times in England but it was not competitive.

Mike Holt the instigator of the publication of the "Splendid Stutz" acquired a model B chassis and running gear and recreated an ARDS TT Stutz but again the car was not competitive.

So it came about at the A K Miller sale in Vermont USA that with considerable help from my American and Australian Stutz enthusiasts sufficient original Stutz components were acquired in order to construct a replica of one of the 3 1929 Stutz Weymann bodied Le Mans team cars. After a period of some 60 years, the opportunity arrived to present a Stutz sports car to the racing world and at the same time in the USA George Holman

resurrected a 1928 Black Hawk and previously fitted with a DV32 carburetted engine.

Unfortunately for both of us the world of motor racing had moved on since 1934, Bentley, Lagonda, Aston Martin, Bugatti - Alfa Romeo have benefited from 60 years of continuous development and both George and I and our team have had to run very hard indeed in order to try to catch up.

But what a challenge, when we are now developing probably the finest production engine in USA pre-war automobile history and an engine that is now proving very hard to beat by some of the very best contemporary European pre-war car manufacturers. Such is history.

MOTOR AGE April 17, 1924

85.6%

of all Stutz cars built since the Stutz Motor Car Company of America, Inc., was founded in 1911, are in use today.

Dealer service on Stutz cars during 1923 was less than \$6.00 per car [national average].

Retail sales of Stutz cars for 1923 were more than 3 times as great as for the year previous.

Retail sales of Stutz cars for January and February, 1924, were more than 50% greater than for the same two months of 1923.

The Stutz Company now offers a complete line of fourteen enclosed and open models on three exclusive chassis ranging in price from \$1995 to \$3785 [f. o. b. factory].

There are no quotas; no forced shipments; no overloading. Prices are right; discounts are right; and factory co-operation of the kind that the dealer can count on—always.

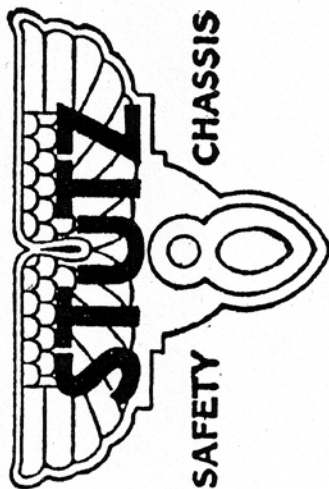
If you have not investigated the Stutz franchise, do so.

It is one with which you can make money on a limited volume of business—without being crowded or pushed.

Write or wire for particulars.

STUTZ
The Sign of the Genuine

**STUTZ MOTOR CAR COMPANY
of AMERICA, Inc.**
Builders of the Original and Genuine Stutz Motor Cars
Indianapolis, Indiana



The New Stutz Emblem

Back five thousand years ago in the dawn of history, the ancient Egyptians adopted a winged symbol of supremacy in all things—the mark of their Great Sun God—Ra. Appearing on the old-
 at temples and throne chairs, this mark is un-
 doubtedly one of the first symbols known to man.
 It is peculiarly fitting that this emblem form a
 major part of the name plate and radiator emblem
 of the NEW STUTZ. Its meaning of supremacy
 fittingly typifies the ideals back of every achieve-
 ment heralded to the world in this wonderful car.

STUTZ
 MOTOR CAR COMPANY
 of AMERICA, Inc.

INDIANAPOLIS, U. S. A.



The Great God Ra

AN INCIDENT IN THE LIFE OF AN IMMORTAL

Over in a sunny corner of the Garden of the Gods, a perfumed breeze wafted a rose petal full into the shining face of the great God Ra, and he awoke from a nap of centuries.

And, as he awoke, he overheard a buzz of gossip from a group of lesser Gods gathered round a fountain of honey, drinking Ambrosia.

Could he have heard aright?

Did they speak of the fame of the Great Egyptian Sun God, Ra?

Did that Indian God, little more than an idle idol, say that Ra was forgotten in the World of Man?

He—the Great God Ra!

The first known deity of man! The first God of the Ancient Egyptians in the Dawn of Intelligence back before History began!

With a snort of rage that resembled a thousand thunder claps the Great God Ra gave vent to his wrath.

"Forth will I go even unto the World of Man and see for myself if these things be true!" he thundered, and in a whirling mist disappeared on his quest.

How the World of Man had changed in the fifty centuries the Great God Ra had slept peacefully in the Garden of the Gods.

His home land of Egypt—the home of man's first Gods—only sand and ruins of the mighty temples erected to do him honor forever.

But, while invisible to the gaze of man, the Great God Ra understood and quickly wished himself into the great, new land of America.

There, he beheld a mighty temple called "Stadium" crowded with untold thousands in what was without doubt a religious ceremony. As the priests entered the great temple in queer garbs with leather head pieces, the great throng rose and shrieked in unison—

"Ra! Ra! Ra!"

The Great God smiled. Man had not forgotten him!

And then he noticed a beautiful chariot—a chariot far more wonderful than any king or priest of Egypt had ever dreamed of owning.

And on it was his symbol!

The winged emblem of the Sun God—Ra! Meaning supremacy in power and all other attributes.

Some new ruler had arisen and beneath the symbol had engraved his signet—"STUTZ—Ver-tical Eight."

But there was added evidence and he heard one mortal say—"Of course, it is the safest and best and finest car that has ever been produced."

And the Great God Ra lightly rested his blessing hand on the winged symbol of supremacy and a smile of benediction curved his lips as he returned to his corner in immortality, murmuring—"It still stands for supremacy. Great is STUTZ!"





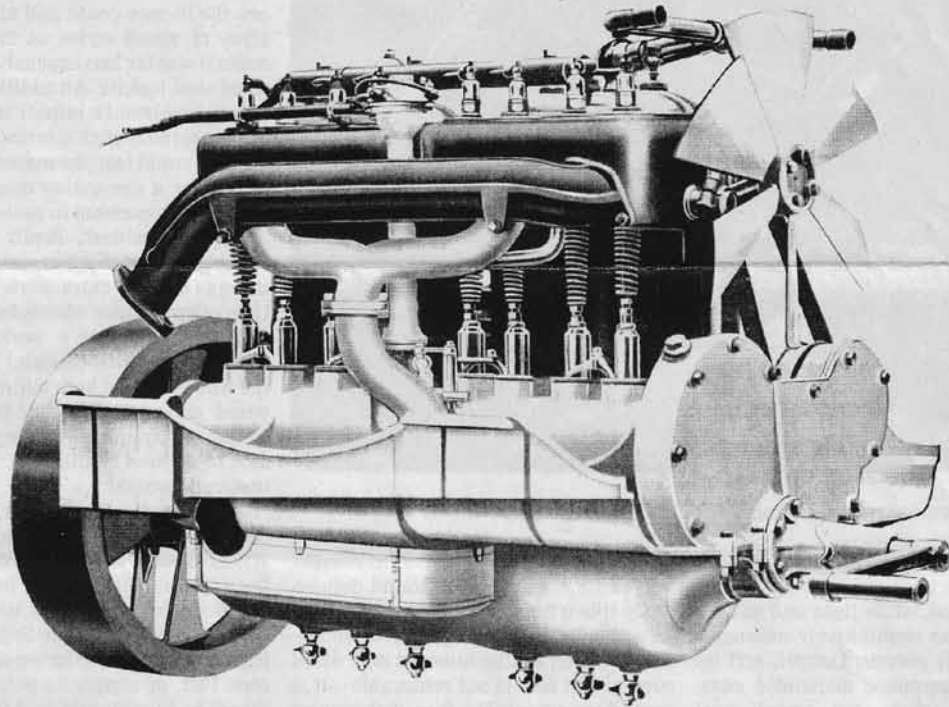
Clippings of Note

Ed's Note: In granting permission to reprint this article, Hemmings Motor News Associate Editor David B. Traver Adolphus writes, "This short feature arose out of my research for a much more extensive feature on the American in an upcoming issue of Hemmings Classic Car."

A Teetor for the American

One of the great names in engines started by accident

BY DAVID TRAVER ADOLPHUS



The names involved in developing the American went on to fame, but at the time, mentioning the Teetor family or Harry Stutz wouldn't have got you very far. When V. A. Longaker and D. S. Menasco announced the first car from the American Motor Company of Indianapolis in September of 1905, however, Harry Stutz got top billing. The only other things they mentioned were shaft drive, and a Continental engine.

As American didn't yet have any manufacturing capacity of its own, this was to be an assembled car. Stutz's contributions included the design of the first, non-underslung Tourist touring car, and at the very least, laying out the specifications for the engine. By the time American was ready to begin production, however, Continental's output was accounted for, and they couldn't supply American. In a generous move for a potentially influential client, Continental identified their major subcontractors and the

parts in question, and suggested that if American could find another engine assembler, they'd assist in getting the project off the ground.

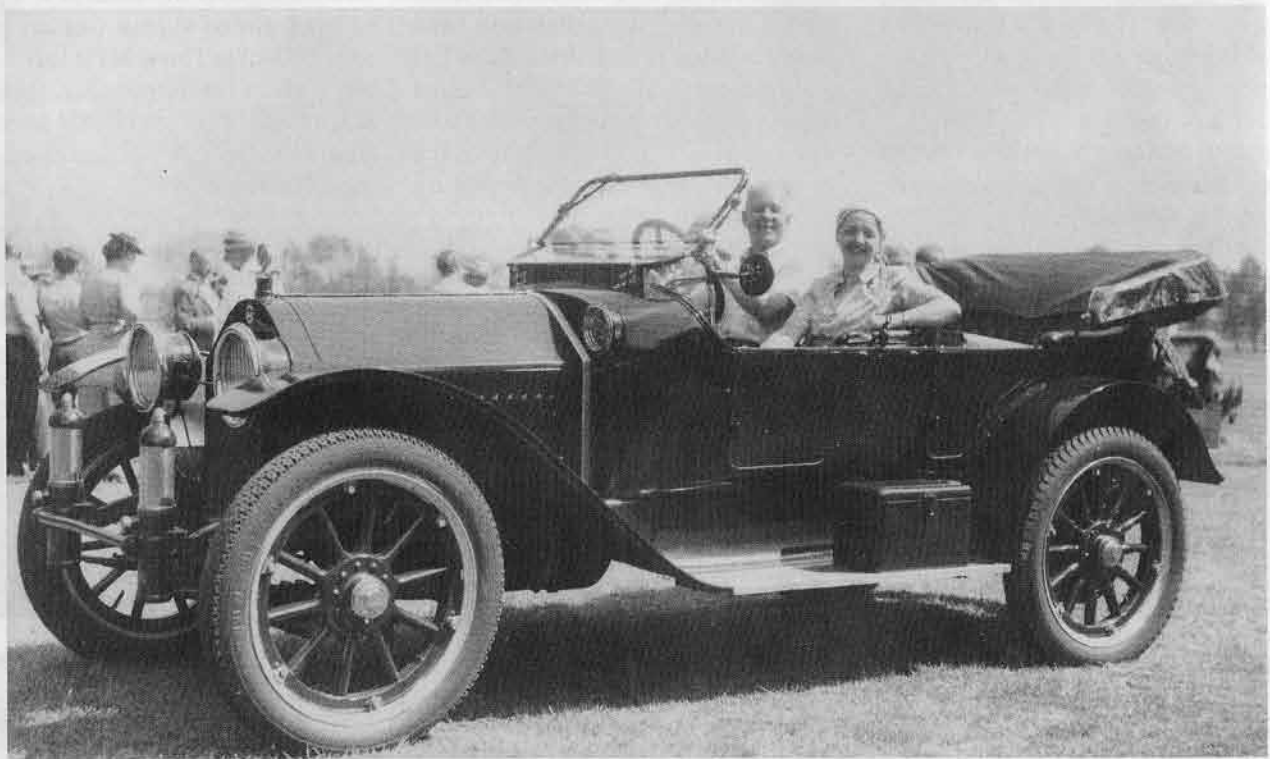
That assembler ended up being the Light Inspection Car Company in Hagerstown, Maryland. LICC made only a small single-cylinder car for railroads, but through a connection to Longaker, agreed to build the 25 or 30 engines American needed for the first run.

The first cars came with a 327-cu.in., 4.5625x5-inch bore and stroke, water-cooled T-head four-cylinder, an engine that evolved into ever larger displacements through almost the end of American production. Harry Stutz soon left for Marion, while at the same time Marion's chief engineer Fred I. Tone came on board, as well as future Chevrolet chief engineer James Crawford. Tone revolutionized the American lineup with an underslung roadster, and designed a new 393-cu.in. version of the engine for it, initially in

a 40-50hp configuration. A handful of 1907 roadsters were equipped with a prototype 476-cu.in. 50-60hp. Ultimately, the T-head made 70hp from 517 cubic inches.

American's production ended in 1914 after making around 45,000 cars, but Light Inspection Car Company went on to become the Teetor-Hartley Motor Company, supplying engines and components for Auburn, Pilot, Staver-Chicago, Davis, Wescott, McFarlan, Marmon, Stutz, Waukesha, Wisconsin, Continental, Peerless, Willys-Overland and Franklin. Soon, their primary business became piston rings, and they changed the name to Perfect Circle. By the time they were acquired by Dana in 1963, they employed more than 2,900 people, and the Perfect Circle name is alive and well today—it was one of their crown jewels when Mahle bought Dana's engine parts business in 2006, actually replaced the famous Vandervell name in 2008, and is used in innumerable new cars today. ❧

Theo. D. Moore was a “car collector” long before it became fashionable, much less recognized.



The Real Definition of “Car Collector” and “Collector Car”

*Article reprinted from Car Collector,
January 2009 pages 70-73*

By **Rick Carey**

Back when George Waterman and Kirk Gibson were filling abandoned factories in the Boston suburbs with relics from around the turn of the (20th) century, when James Melton was still singing at the Met and Briggs Cunningham was stuffing Buick engines in old Mercedes-Benz chassis, Theo. D. Moore (T.D) owned this 1915 Stutz 4-F Bulldog (chassis 2744, engine AI 1114), drove it regularly and preserved it carefully.

T.D. Moore wasn't rich. He grew up on the family farm in Corry, Pa., eventually becoming a lineman for the newfangled electric company. He moved to New Jersey and in the '20s became manager of the Red Bank office of the Jersey Central Power & Light Company. He acquired his Stutz some time in the '30s, or maybe early '40s. It was one of many old cars Moore would own, but while the others came and went, the Stutz stayed on until he died.

He drove it frequently and a small stack of sateen ribbons and a few black and white photos in groups with other cars of similar age attest to its regular activities. His use and care of it is, however, more evident from its carefully preserved condition. This is a car with just one old, owner-applied, repaint from some time in the '40s and mechanical repair and maintenance as needed separating it from its as-delivered condition.



Above: T.D. Moore with his wife Marguerite and daughter Gloria.

Previous page: T.D. and Marguerite Moore in their Stutz Bulldog at an early antique auto meet.

Below: The 1915 Stutz as seen today. Owner: Joe Leweck

It was displayed at the first Antique Auto Show in New York's 71st Regiment Armory in 1948. It was driven from Moore's home in Red Bank, N.J. to Hershey in 1954 for the First AACA Fall Meet, acquiring one of many plaques adorning its dash in recognition of its accomplishment. [And bear in mind that in 1954 it was a long, long slog from Red Bank to Hershey – not the three hours it takes today to traverse 169 miles of Interstate – one thing to contemplate in an early '50s Buick or Mercury, but quite another in a 39-year old open Stutz.]

What is a Stutz Bulldog? It's a cataloged model from Stutz in 1915 built on the same 118-inch wheelbase chassis and 4-cylinder 36.1 NACC horsepower (60 brake horsepower) T-head Wisconsin engine and 3-speed transaxle driveline as the fabled Bearcat, just with a 4-seat Toy Tonneau body so the family could enjoy the fun. [Reference books and even Stutz's 1915 literature claim a 120-inch wheelbase but experienced Bearcat owners say they've never seen anything but 118-inch original chassis and this Bulldog confirms their observations.] Clara Stutz is featured in a photo with a Bulldog in the monumental Stutz Club book *The Splendid Stutz*, indicative of its combination of performance and practicality. So, by the way, is T.D. Moore's Bulldog, on page 51.





T.D. and Marguerite Moore in costume.



1915 Stutz now owned by New Hampshire restorer Joe Leweck.



Stutz dash with plaques.

T.D. Moore kept his Bulldog until his death after which his widow sold it to Maine collector Richard C. Paine, Jr. (he of the recent Bonhams auction) in the early '60s. Nearly 30 years later it was acquired by its next owner, Paul Quinn through Charles Lemaitre, who treated it to a thorough mechanical re-commissioning by Bruce Armstrong and Howie Lane. Quinn then put it back into regular enthusiastic use, including winning the President's Trophy for Most Significant Car at the 2003 Stowe, Vt., meet. It is now owned by New Hampshire restorer Joe Leweck of Bayberry Vintage Autos, who has contacted T.D. Moore's family and amassed with their help a classic dossier of Moore's photos and old newspaper articles pasted into scrapbook pages.

Moore's passion for old cars continued for years, and even after his Red Bank electric company office was closed he kept trying to save them. In 1943 he found a 1915 Buick roadster in a scrap yard about to be recycled for the war effort. Determined to save it, he rounded up its weight in real scrap and traded the junk straight across for the Buick which he re-commissioned, painted and proudly put his wife into the driver's seat for a photo [he was an accomplished still and movie photographer with his own darkroom.] That Buick is still in the Moore family, with his grandson, Jeff Morton, who hopes to finish its restoration next year.

On a fine October day Joe Leweck and Dave Petit fired up the Stutz in the old trolley barn that is their quarters, filling it with the sweet smell of barely burned CAM2. She sat outside, quietly idling in the cool, crisp fall air. As Joe remarked later, "She idles so slowly and smoothly, it really shows what the British mean when they talk about 'ticking over.'"



There's a door on the driver's (righthand) side but it's superfluous, being blocked by the handbrake and gearshift. Getting in from the left and sliding over the 90-year-old leather, occasionally interrupted by a little horsehair stuffing showing through an old seam or tear, is easy, as is closing the precisely-fit door with a gentle tug on the latch handle.

In the style of the time the accelerator pedal is between the clutch and brake and has almost no travel at all. It also operates almost vertically. It is strange, but doesn't take long to become amenable at least to conscious manipulation. That's largely due to the power, torque and smoothness of the big 390 cubic inch Wisconsin four. With its 5½ inch stroke, big 4¾ inch bore that leaves plenty of room for big valves and abundant rotating inertia, it is smooth and strong – like a steam engine – from nearly zero rpm. Rated 36.1hp by the NACC formula and reportedly making 60 horsepower on the brake, it is a joy to drive.

The leather-faced cone clutch is strong, but also sudden, making that pulling power from “nearly zero” rpm very important while learning to modulate its takeup. In fact, the engine has so much torque and inertia it's easiest just to ease in the clutch at idle speed; it pulls itself out of the hole with a couple of chugs. The three-speed gearbox in the transaxle is practically unnecessary. Low is better suited for pulling stumps and direct is so high it is hardly used. Second is the all-purpose gear, usable in almost every situation. After catching high for a few minutes it's easy to accept the contemporary accounts of an 80-90 mph top speed. This thing is fast!

Better yet, it's stable, smooth, vibration free and with remarkably tight steering for the period. The Bulldog displayed none of the directional oscillation that makes antiques challenging to keep in a straight line. Similarly, it goes around corners well. Its steering isn't exactly light, but compares favorably with the “Armstrong” steering of '50s boats.

Part of the smooth, stable performance may be attributable to the air spring mounting system designed by George Westinghouse. Attached in place of one shackle of each semi-elliptical leaf spring, the oil filled air chamber supplements the stiff steel springs and its harmonics damp oscillations. Performance characteristics could be adjusted by varying the air pressure. By all accounts only the 4-passenger Bulldog was available from Stutz with the Westinghouse shocks and if this drive is any indication they do their job.

T.D. Moore knew what he was doing in cherishing this big old thumper, keeping it out of the hands of the scrap drives and using it to take some of early steps that cascaded into today's car collecting hobby. The North Shore Antique Automobile Club he founded in Red Bank is still going. Famous collectors like James Melton came down to Red Bank to visit the Moores, occasionally adding their presence and exotic old cars like Melton's Stanley steamer to local events.

T.D. Moore's enthusiasm and dedication is evidenced by the 1915 Stutz 4-F Bulldog he preserved, enjoyed and used to show others a slice of the history of the automobile in America. It is the essence of car collecting. Best of all, the Bulldog is a sweet-running, smooth-shifting example that begs to be driven and experienced for what Harry C. Stutz (and Cannonball Baker, who drove a 1915 Bearcat from San Diego to New York in the record time of 11 days, 7 hours and 15 minutes) intended.

Clipping of Note

The Stutz Bear Chat December 2008, June 14, page 7

Did You See That?



The mysterious giant paintbrush on the 10th Street Dock during the last weeks of October was a birthday gift from Diann Woodard to Turner Woodard for his 60th Birthday. Wait until you see the paint can that matches it!



Turner's 1929 Stutz Dual Cowl Phaeton was a proud fixture of the 2008 Circle City Classic Parade. Ms. Vicki Daniel was the passenger, representing the likeness and estate of Indianapolis' own Madame C. J. Walker; Johnny Ping was the driver.



Charter Member No. 52

A Tribute to Bob Gottlieb (1920 - 2004)

by friend Ron Daleo, Los Angeles, Calif.

In the early 1970's, after Harrah's swapmeet, I was standing in line holding a big brass spotlight waiting to board the DC 3 home-ward flight from Reno's outdoor terminal when the man behind me asked "What are you going to with that brass spotlight"? "For my '14 Model T Speedster" began our conversation and friendship for the next thirty years. After he introduced his attractive wife, Sue, I asked if he was a car collector also and he stated, "We have a few".

Born in Far Rockaway, New York, in the back of a horse-drawn milk wagon, during a blinding snowstorm, February 20, 1920 to proud parents Eugene and Eva Gottlieb. Maybe that first view of a horse's rear made Bob a car lover forever. Robert Joseph had an older brother named Lloyd and in the future a younger sister named Charlotte.

Bob and Sue Gottlieb's 1894 De Dion E Vis a Vis took first in class. Antique pre 1916 at "Chariots for Charity"





All three siblings would lead professional lives. Bob attended public schools in Los Angeles, California, with extra lessons in music and received his pilots licence at an early age. Attended the University of Southern California, joined the US Air Force, taught flight training during World War II to pilots ferrying new aircrafts from Lockheed, Burbank, to Canada for shipment to England. Graduated cum laude Doctor Jurisprudence Southwestern University and passed the California State Bar examine, first try!

First antique automobile collectible was a 1913 Ford Roadster, but interests extended to speed, sprint cars, midget track racing, a broken back, and he got to hanging around the office of Trend, Inc., Hollywood, California and their new publication of HOT ROD Magazine. A sweet young lady, such pulchritude, caught his eye, never again to wander! Working with Robert Petersen, Wally Parks, Ray Brock, Racer Brown and Don Francisco, Sue was the secretary for this start-up magazine that would become a publishing conglomerate adding Motor Trend, Car Craft, Rod & Custom, Guns & Ammo, Skin Diver, Honk and Motor Life in the future, becoming the largest automotive publishing house west of the Mississippi.

Married life, family responsibilities, a promising career, Bob had joined his father's law firm Gottlieb & Gottlieb, but continued midget and sprint car racing under the driver name of Bullet Bob Allen. Life will tell us all when the time to settle down to the common place things and those things that are really important.

Early 50's Bob started writing the "The Classic Corner" for Motor Trend Maga-

zine. His articles are great advice today only the number of dollars has changed! His words are still prudent! Besides his interests in automobiles, he loved the opera, played the piano, collected clocks, antiques, a history buff, a connoisseur of foods and spirits, (favorite food - a hotdog and a small bottle Coca Cola, within the sweet smell of gasoline alley), loved nature's wild life, the Channel Islands boating with Sue to feed the seals off the coast of Ventura, California, and any time spent with family and friends.

A BIG dog lover, they at one time had a bas-set hound named "Missy", and as a practical joke Bob had a private line for Missy Gottlieb listed in the local Beverly Hills phonebook. Great fun until the School Board called to ask why Missy was not attending school? This many faceted man also maintained a very successful marriage, (fifty plus wonderful years to the same woman!) but also built a prosperous legal business,



Prominent Beverly Hills attorney and car collector Bob Gottlieb poses with his wife Suzanne and one of the most visually striking cars in his large collection, a 1930 Stutz Model M Speedster with body by LeBaron.



with major clients like Rolls Royce of North America, Petersen Publishing, National Hot Rod Association, SEMA (Speed Equipment Manufacturers Association) and an everyday twenty-four seven days a week public clientele practice, besides teaching car collecting at the University of California Los Angeles, and Irvine, judging at many a Concourse de Elegance. Both Bob and Sue never missed a "Chariots for Charity", proudly in their 1898 De Deion or in their 1898 National Electric.

Bob was hands on, cleaning, fixing, repairing, making things more correct, and loving every minute of it! He always had time for free advice. At swap meets we would go down one aisle and someone would say, "I've got a problem", Bob would stop and spend the rest of the afternoon discussing the persons legal concerns, everything else was unimportant that day!

Car clubs, association of common interest were all supported by this man in an effort to maintain higher standards, to insure those involved were protected, that all could prosper in this hobby. Being fair, but firm in knowledge of what's right and wrong, are promoted in all his writings. Their lives together were prosperous, hard work, but rewarding. They amassed a considerable commercial business property empire, but health problems again threatened Bob's life.

Given a short time to live in the early 90's, Cedars Sinai, Los Angeles, California, came to the rescue! Bob and Sue's gift to this famous hospital was substantial, funding a Chair of Surgical Oncology, (cancer) that will continue to save lives for many years. A gift to the Los Angeles Zoo, to build an Animal Health and Conversation Center, a hospital equipped for the smallest and the biggest of all Earth's creatures. Also a substantial gift to the Griffith Park Observatory, the Sun, Moon and Stars Griffith Meridian Tracking Corridor program, that will be studied/enjoyed by the public for a long, long time.

I remember a visit to their home in the mid 90's, to see Bob's toys. In his sixteen space garage complex he had a Stutz Speedster, Phillip Wrigley's short wheel-base Duesenburg Roadster, a '35 Jensen English bodied

Ford, a'35 German, last built Ford bodied by Gindelfingen, the 1898 De Deion, a very early Benz, a brass Renault Roadster, a'06 Cadillac Coupe, a 154 Kurtis 500S Roadster, Edison's personal Electric car built on a truck chassis, a'47 Lincoln Zephyr Sedan, a hugh '37 Packard Town car once owned by Jeanette McDonald, a'32 Ford High Boy Delux Roadster, a'60's very modern looking custom built Rolls Royce Sedan, a very long and tall nickel plated curved door Pierce-Arrow Town car, and a '32 Chrysler Touring. Along with a new bright red Rolls Royce convertible and a new two door Cadillac convertible. Suzie's year old Chrysler convertible was parked out front.

One day driving back from Oxnard, I listen to Bob's cell phone conversation with Sue. We had stopped to buy her some fresh, just picked strawberries, and their dialogue was like young love, to be renewed each day, dedicated to each others happiness. What a treat to be next to real lighthearted contentment.

How to reflect this man's spirit with my limited word power? He loved two things dearly, life and life with his adorable wife. His warm smile, quick wit and hearty laugh a blessing. A brilliant mind, a strong heart, but a pained body, he never shared his problems. Your concerns were his energy and vitality, the sinner and the righteous both should be heard. A great listener, his calm demeanor, sage advice and positive attitude were re-assuring. An honored attorney, a savvy auto enthusiast, an aficionado of an amazing field of interests, they set their path together and he was a very happy guy.

We lost this handsome man March 2, 2004, a real gentleman and always a pleasure to be with! Many thanks to Suzanne for her engaging attention to this missive.



Editorial Comments

This article was clipped from the Indianapolis Star on February 3, 2009. It confirms that the Indianapolis Motor Speedway is proceeding with their three-year celebration in spite of the poor economic conditions.

In a telephone call to the office of Chris Schwartz, IMS VP Marketing, I learned that tables of 10 are priced at \$2,000. We refer you to President Barr's article on "The Stutz Centenary", Stutz News No. 85, p. 20. The date for our participation at the Speedway in 2010 is still to be announced.

A number of Stutz cars have been on the auction block. The ex Ray Katzell 1920 Stutz "H" Bearcat (No. 1) sold for \$253,000 at Auburn '08 and a 1920 Stutz "H" Roadster (No. 3+) brought \$69,000 at Bonhams. Ex-member Paul Quinn's 1915 Stutz 4-F Bulldog failed to sell above reserve estimate at \$400,000. Ex AK Miller's 1923 HCS Series IV Model 6 Touring is for sale. RM Auctions presented the Dr. Barbara Mae Atwood Collection on January 16 at its "Automobiles of Arizona" auction. Atwood's rare, award-winning 1932 Stutz DV-32 Super Bearcat by Weymann (fabric body) pre-owned by renowned collector D. Cameron Peck was to cross the block. Could this be the Stutz in the photo on the rear cover?

The Stutz Club has not solicited ads for Stutz News from non-member commercial organizations such as auction companies, car dealers, insurance companies, etc. However, we recently had an inquiry from Hyman Ltd. of St. Louis and after consultation with Dale Wells, Treasurer, we quoted the following rates for acceptable ads: Full page \$400, half page \$200, and one quarter page \$100.

For those members who love to Rally here's an opportunity to consider. The Club received a letter dated 10 December 2008 from Rally Round the World Ltd. in the UK promoting their Rally from Lima Peru to Rio de Janeiro, Brazil. This 6,000 km tour across the

Las Vegas star to headline IMS gala

Mr. Las Vegas is planning a stop in Indianapolis later this month.

Wayne Newton — famous for his vocal stylings on the tunes "Danke Schoen" and "Daddy Don't You Walk So Fast" — will perform Feb. 27 at a gala that kicks off a three-year celebration in honor of the 100th anniversary of the Indianapolis Motor Speedway and the start of the Indianapolis 500 race.

Called the Centennial Era Gala, the event is expected to bring together city celebrities and a contingent of Indian-



Wayne Newton (2007)

apolis 500 winners. About 2,000 are expected for the dinner, gala officials said.

Word is that Newton became pals with Indianapolis 500 winner **Helio Castroneves** during a stint on "Dancing with the Stars" and, in turn, ended up with the Indianapolis gala gig.

Tickets for the event are still available but are being sold only by the table. For more information, go to www.indianapolis motorspeedway.com.

Andes, Bolivia and Brazil which runs for 35 days only costs L22,950 per car. Mobile +44(0) 7975 892821.

Allow me a few words regarding the CCCA National Annual Meeting held January 7-10, 2009 at the Hilton Netherland Plaza Hotel in Cincinnati, Ohio. The meeting was hosted by the Indiana Region and it was a grand affair. Several tours treated us to a number of museums and car collections. At the American Packard Museum in Dayton, OH we were delighted by a rare and beautiful 1926 Stutz AA Roadster which had just arrived, donated by Mrs. Alice Chorkey of Detroit, MI. This Stutz is not in our register. During another tour to the Zakira's Garage in Cincinnati, OH we discovered what could possibly be the remnants of the 1923 HCS Special Car No. 1 racecar developed by Harry Stutz and Harry Miller. Tommy Milton put the HCS Special on the Pole and then placed 1st in the 1923 Indy 500. The history of this famous HCS Special is now being assembled for an article in a later issue of *Stutz News*.



Photo of 1926 Stutz 8 "AA" Roadster from Bobbie'dine Rodda



Membership Report

“PLEASE REMEMBER TO RENEW YOUR MEMBERSHIP FOR 2009”

Renewals have been mailed. We have added a Paypal link on our website as a convenience for all members especially for those members that have to exchange to USD. There is a small processing fee of \$2.00 making the total for renewal by Paypal of \$42.00

MAY THE ANTIQUE CAR HOBBY BRING A SMILE TO EVERYONE IN THE YEAR AHEAD.

Please welcome the following the new members to the Stutz Club:

#0768

Larry Johnson

18112 Daves Ave

Monte Sereno Ca 95030

Day Phone: 408-354-1261

Evening Phone: 408-354-1261

E-Mail: eikoj@earthlink.net

#0769

Carlo M Connors

1239 hamlet Hill Dr

West Chester PA 19380

Day Phone: 610-505-8612

E-Mail: comoco@comcast.net

1929 STUTZ Model M Dual Cowl Phaeton

Vin # M826SY59B

#0770

Vern Black

420 Dell Court

Pismo Beach CA 93449

Day Phone: 805-773-4356

Evening Phone: 805-459-0190

E-Mail: vernloisblack@cs.com

1927 Stutz Convertible Sedan

Weymann Body Engine # 85993

#0771

Victor Milke

c.alCampo Mititar 30S

Col. San Antonio de la Punta

Queretaro, Queretaro 76135

Mexico

1928 Stutz Phaeton, Model BB

#0772

Harvey Carter

3812 Beverly Drive

Dallas Tx 75205

Day Phone: 214-520-1480

1913 Stutz Bearcat

1916 Stutz Bearcat

Member #0773

Rob Downing

Cilgadan Hall Liandyfaelog

Kidwelly, Carmarthenshire,

Wales UK SA175PY

tel:01267 267332

e-mail: robin.downing@hotmail.co.uk

1926 Stutz Model AA 4 Passenger Speedster

Engine #: 84980

Vin# : AA-4-84621 Chassis # 76-A-14882



In Memoriam

William G. Lassiter (1929 – 2009)

by your editor

Bill Lassiter, Charter Member No. 70, passed from us on January 4, 2009 in West Palm Beach, FL. Bill was a rare Florida native, a graduate of Florida University who helped his father grow a small construction company into a major real estate development firm WG Lassiter Properties Inc.

Over the years Bill's interest in old cars grew from a Model A Ford roadster to a fine collection of some 100 cars including a rare 1932 Stutz DV-32 LeBaron Dragon 5 – pass Speedster that he and his wife, Aneice, enjoyed on many CCCA Caravans. Bill served many years on the Classic Car Club of America National Board, where I met him, and as a Trustee of the CCCA Museum. Bill will be sorely missed.

Ruth M. Toth

by Nancy Toth

Ruth M. Toth, wife of the recently deceased Ernest Toth Sr., ended her valiant struggle against neuroendocrine cancer on December 22, 2008. They married in 1945 and worked together on everything thru the years. Classic cars became a big part of their lives, starting in 1959 when they bought their first Stutz. Ruth supported Ernie's businesses and passion for cars with her accounting expertise and realtor experience. In addition to raising 4 children, she was the treasurer for many organizations including the Stutz Club from 1996-2000. In 1990 she planned the Third Annual Grand Stutz in Cleveland. They proudly drove their cars to Classic Car Club, Northern Ohio Antique Car Club, and Stutz Club events and were regulars on CARavans. There was no thought of trailering a car. They religiously attended Hershey starting in 1960, where she enjoyed visiting with their numerous car friends while he searched for Stutz parts. Both Ruth and Ernie will be missed. Each in their own way contributed to the appreciation of classic cars, especially Stutz.

BOOK ORDER REQUEST FORM

The Splendid Stutz

To : Order Department, The Stutz Club, Inc., 583 Main Street, Wilbraham, MA 01095

Please send me information on ordering _____ copies of The Splendid Stutz. I understand the cost is \$69.95 plus shipping and handling for each copy:

Name: _____

Address: _____

City _____

State _____ Zip _____

Phone: _____



Treasurer's Report

THE STUTZ CLUB
Treasurer's Report
 For the Period from January 1, 2008 to December 31, 2008

Beginning Cash, Jan. 1, 2008: Oppenheimer investments	\$ 47,676.65
Bank of America checking	1,914.97
TOTAL	\$ 49,591.62

Receipts:

Membership dues	\$ 8,540.00
Book sales	1,081.15
Investments interest	1,285.89
Hershey dinner fees	810.00
Newsletter advertising	540.00
Back issues newsletter sold	101.22
Total receipts	12,358.26

Total funds available	\$ 61,949.88
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Disbursements:

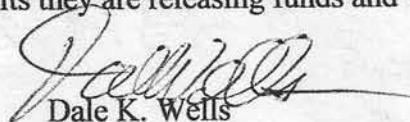
Archives rental	\$ 1,626.12
Newsletter	10,864.70
Webmaster	350.00
Book shipping expenses	138.22
Hershey dinner	919.22
Bill Greer, newsletter expenses	375.39
Mike Barry, membership.expenses	436.64
Total expenses	14,710.29

Period ending funds available, December 31, 2008:

Oppenheimer investments:	
Money market	\$ 1,694.75
Bank CD's @ 2.5%	20,013.70
Nicholas Applegate	25,000.00*
Bank of America checking	531.14
TOTAL	\$46,708.45
TOTAL	\$47,239.59

*NOTE: Investment income averaged @.2.7% for the year. Money market was paying 3.67% in January and only 1.30% at year end. Nicholas Applegate fund was paying 4.41% in January and only 0.15% at year end as their funds are temporarily frozen due to the bank credit crises. As liquidity permits they are releasing funds and we will convert to CD's as soon as possible.

Respectfully submitted:


 Dale K. Wells
 Treasurer



Clippings of Note

At a time when the ground clearance on most cars was measured in feet, the Bearcat appeared particularly low-slung. Part of this illusion was due to the lowered position of the car's massive front headlamps and wide running boards.

In 1915, some Bearcats were fitted with a 6.2-liter six-cylinder engine, or four-cylinder racing engines equipped with such modern-day features as four valves per cylinder and a single overhead camshaft.

By far the most heroic feat in a Stutz Bearcat took place in 1915 when it was driven to New York City from San Diego in 11 days and seven hours.

As a specialty car builder, the Stutz nameplate outlived most of its competitors. The company built an assortment of luxury hardtops, roadsters and sedans until operations ceased in 1936.

Today, all surviving cars bearing the Stutz logo are highly prized. But it is the remarkable, ahead-of-its-time Bearcat that is most remembered for its style and speed. At the 1914 list price of \$2,000, the car cost the equivalent of about three years salary for the average worker. But this pioneering machine came to define the true meaning of a sports car so very long ago. And it was worth every penny.

©Wheelbase Communications Ltd

Our thanks to Bert Eisenhour the Classic Thunderbird Club of Chicagoland's Bird-News Editor for sending this article clipped from a December 2008 issue of the Chicago Tribune. Note a couple of major errors! Bearcats were available in 1912. 6 cyl. Stutz were offered cars in 1913 not 1915 Ed.

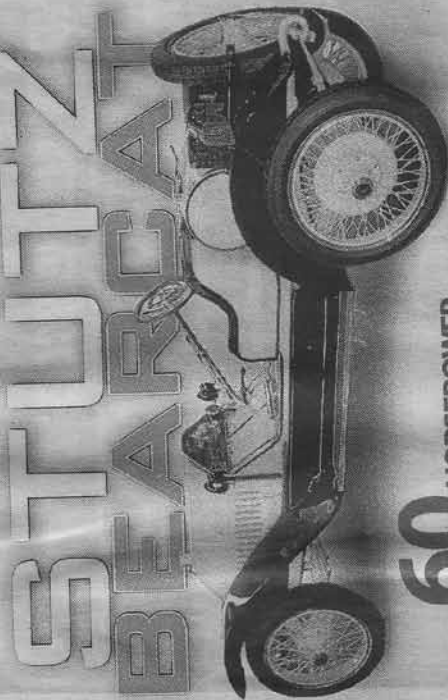
Then, as now, the one sure way for an automobile manufacturer to showcase the durability and performance of their vehicles was to compete in the numerous races that were beginning to crop up all over North America and Europe.

Three years after its founding in Indianapolis, Stutz produced the Bearcat, the first "performance" car in its lineup. The Bearcat was a serious competition-oriented racer, and, as such, was sold with only the bare essentials. There was room for only one driver and one passenger (usually a riding mechanic), both of whom sat perched atop the Bearcat's massive frame. The only protective safety device consisted of an unusual monocoque-type wind shield mounted on the steering column just ahead of the massive wooden wheel. This device served to keep small rocks and bugs from smacking into the face of the otherwise unprotected driver. The passenger-seat occupant was on his own.

The barrel-type gas tank was mounted directly behind the seats, just ahead of the trunk. And the trunk was exactly that: an actual steamer trunk located between the rear fenders.

Mechanically, the Stutz Bearcat's vital statistics are as impressive today as they must have been back in 1914. The right-hand-drive car was powered by a large 6.4-liter (390 cubic-inch) T-head four-cylinder Wisconsin engine that featured two spark plugs per cylinder. Rated at just 60 horsepower, the Bearcat could produce zero-to-60-mph times of slightly less than a half-a-minute. But even in stock form, the car was capable of speeds in excess of 80 mph for those foolhardy souls willing to risk a blowout or some other catastrophe at those unheard-of velocities (seat belts and safety helmets hadn't been invented yet). A three-speed non-synchronized manual transmission mounted in the rear axle deployed power from this oversized engine. Stopping was executed by rear-mounted drum brakes that worked in tandem with a hand brake that also worked via the rear wheels.

FINE LINES
1914 STUTZ BEARCAT



IT HAD 60 HORSEPOWER
and cost the average worker the equivalent of
THREE YEARS SALARY.
Sleek and fast, the STUTZ BEARCAT
was the forerunner to the modern-day sports car

What makes a sports car memorable?

Most would agree that a powerful engine, superb road manners and a sensuous design are the key ingredients. Early in the last century, that's exactly what the Stutz Bearcat delivered, proving that some things never change.

In 1911, when Harry C. Stutz founded the Ideal Motor Car Company paved roads existed only in large cities. In those days, most people wouldn't dream of driving a car over great distances. After all, gasoline was not exactly plentiful in rural areas, and most inter-city roads weren't much more than wagon ruts. Long-distance transportation was virtually the exclusive domain of the railroads.

The advent of Henry Ford's affordable Model T in 1908 paved the way — literally — for the expansion of the inter-city highway system as an increasing number of newly minted motorists were now able to experience the joys of the open road.

But for Stutz, and the literally hundreds of other cottage industry car companies that existed back then, the focus remained on building automobiles geared for people of wealth. Far from being mass-produced, each car was constructed slowly and laboriously by hand, using opulent fittings of leather, brass, chrome and hand-rubbed veneers. These were cars that trumpeted their owner's high-societal standing.



Letters to Editor

**From: Anthony S Carroll, Secretary, VSCCA,
Garden City, NY
Date: 28 December 2008**

You may want to look at a photo of an early 1930s Stutz that appears on an extensive website called SpoonerCentral.com. It deals with two influential fami-



lies on the south shore of Long Island during the early 20th century and almost anything vaguely connected with them. One section is composed largely of photographs of cars and boats of a family named Libaire. My interest stems from the fact that I have been friendly with two of the Libaires over the years. (John Libaire, d. 2004 aged 91, was a friend of Hemp Oliver.)

I am a computer ignoramus, but the specific location of the photo in question appears to be: <http://www.spoonercentral.com/2005/Libairecarsboats.html> page 8 of 10. I don't know if the Libaires owned the Stutz but will try and find out if you are interested.

Date: 21 January 2009

Thank you for your news letter of the sixteenth and a belated happy birthday. The HCS Indianapolis information is very interesting.

I spoke with Jack Libaire, son of the late John, who was a friend of Hemp Oliver, as I had mentioned. He tells me the Stutz in the photo was his father's car (one among many desirable cars owned over many

years. Jack has the 1921 Mercer Raceabout that his father owned almost from new.)

John also had a second Stutz which Jack recalls being told was a one-off experimental DV32 with much special equipment. He got it from a scrap dealer who got it from Stutz when they were through with it. The scrap dealer had been instructed not to sell it, but John talked it out of him and had his fun with it for a time – said it was very powerful. Stutz discovered their instructions had been disobeyed and were very disturbed. They forced John to return it. End of story.

**From: A. M. Koveleski
Date: Sun, 4 Jan 2009**

Thanks so much for the wonderful story.....and all you and the club leaders do for the Stutz Club..... My Dad Tony loved the Club and everyone in it...we were SO LUCKY to find the right buyer.....a real down to earth person who loves cars with great history... who will care for this Stutz with the same loving care my Dad and we had for it.....I think Harry C. Stutz was the Carroll Shelby of his time...and look forward to attending the 2011 Stutz gathering at the Indianapolis 500.....and hopefully riding around the track with the new owner..... Happy New Year.....God Bless America!.....

**From: Frederick Simeone, Philadelphia, PA
Date: January 8, 2009**

Thank you for the full page plug of our foundation museum in the October-December issue.

I note that this article did not mention Stutz, probably because we have over 60 cars and they - the writer chose what he felt was most photogenic.

I do want to remind Stutz Club members, however, that our museum is about "The spirit of competition". It features only sports racing cars (fenders and lights), who, throughout history, have led the way to competition success. Because Stutz stands out notably

continued on page 30...

Reminiscences from VMCCA Longtime Members

Glimpses of Our Beginnings

By Kelly Niehaus



Enjoy a trip down memory lane with longtime VMCCA members. The series continues in the *The Bulb Horn* during our 70th Anniversary Year.

Warren Kraft

Long Island, New York

Joined VMCCA June 6, 1945

Warren Kraft's love for antique cars began many years before joining the VMCCA, the Horseless Carriage Club, and the Antique Automobile Club. He bought his first car, a Ford Model T, for \$7 in 1942. "Within two years I sold it for \$25, a fair profit" Warren recalled. He then bought another Model T and later bought other cars including a 1913 Maxwell, 1910 Model T, 1909 Hudson, and a Model N Ford. A 1928 Rolls-Royce P1 also graced Warren's garage for a time.

The 1928 Rolls-Royce P1 was purchased new by Tommy Manville, the Manhattan socialite known for his 13 marriages. The car ended up stored in Tommy's garage until his sister had it dragged out and traded for a new Chrysler Town & Country. In 1948, Warren came across the car on a Chrysler lot and bought it for a "really good deal" of \$400. The car was virtually new, about 25,000 miles on it. Warren took it on the third Glidden Tour. The car was later sold to a gentleman in Virginia.

Warren went on the first three Glidden Tours. "I stopped going after the third because it became a collection of used cars," he commented. "The first ones (Gliddens) were 'pure' but later spoiled with much newer cars." Warren also went on a couple 1 & 2 Cylinder tours driving a 1903 DeDion or a 1904 Columbia. "My wonderful wife didn't go along very often", Warren recalled "but did a few times, especially when the children could go along."

Warren was a neighbor of Austin Clark, whom he met in the mid-'40s, and they remained friends until Austin's death. "He was a wonderful guy and had a wonderful collection of cars," Warren reminisced. The two went on many tours together with the brass era cars. Warren and Austin also went on many

"rescue missions" to save cars they heard about. On one such mission, Warren and Austin Clark ended up going to a coal yard. "We heard that there were many cars stored there," Warren recalled. After talking to the people at the yard, they learned there were cars buried under the coal! "We hired some 'local yokels' to dig the cars out," he said. They ended up finding four and took two back home. According to Warren "The cars were actually in pretty good condition, complete, just dirty."

Another time, Warren and Austin Clark were in New England and ended up staying at a hotel. It was freezing cold and Austin went off to find more blankets. "He came back with two unbelievable things, electric blankets!" Warren laughed. This was the first time that either of them had seen such a thing. "What a treat for such cold weather!" Warren exclaimed. And they did end up finding a few more cars on that trip, too.

"Most of the time, Austin Clark would end up taking the cars that we found; he turned very few down," Warren recalled. Austin knew the history of the cars and said if the car was a good strong car when it was new, then it was still a good car. "If I couldn't afford a car that I heard about, then Austin would go get it," Warren said. Austin ended up with over 500 cars.

One tour that Warren and Austin Clark went on in Canada was quite cold, "maybe September or October" Warren remembered. The car Warren was driving had no windshield and no top whereas Austin's car did. The two generally had pretty good luck and didn't break down. "Back then we didn't worry so much about cosmetics as they do now," Warren commented, "It was the mechanics that we concentrated on."

Warren has seen some silly things over the years. He has seen people drive their cars into the trailer

with the top up and end up smashing things. "That became the 'Topless Award,'" Warren laughed! "One guy ended up doing it twice with the same car!" He has also seen people drive the car into the trailer too fast and end up hitting the other end and crushing the lights.

Another interesting thing happened when Warren was cranking his Model T Ford. "A good thing to do when the weather is cool is to lift a rear wheel off the ground to start it," Warren said. He put an orange crate under the rear axle, the car started with a jolt; the box collapsed and the car ran off all on its own!

When asked about his favorite car, he replied "I don't really have a favorite car. I have enjoyed every car that I have owned. They are all different and distinct. The nature of the tour and its location dictates which car I would take", Warren said.

Warren commented about how reliable the two and four-cylinder Maxwell cars are and remain to be. To Warren, the 1904 Columbia was a high quality car, one of the best. "I sold mine to a guy in England, so I no longer have a two-cylinder car," Warren said.

When asked for any words of wisdom, Warren replied "So many people get into the hobby with lots of enthusiasm then later end up unhappy and leave because some unscrupulous salesman sold them a worn out car." To Warren, mentoring would be a great idea. New people would get with an old timer who has been into cars for a while and that seasoned person could help guide them to a good car, or, at least, tell them what to expect by way of work and expense. It is better not to have any surprises.

~ Contact Glimpses of Our Beginnings Correspondent
Kelly Niehaus at kneihaus2@hotmail.com

Ed's Note: Warren Kraft (No. 689) is about to put the finishing touches to his 1913 Stutz 4-cyl Bearcat. We look forward to Warren's account of the restoration in an upcoming issue.

Note from William N. Sullivan, Vice President, Publications The Veteran Motor Car Club of America. This article by Kelly Niehaus is reprinted from The Bulb Horn, the magazine of the Veteran Motor Car Club of America, September - October 2008, Vol. LXIX, No. 5, copyright 2008. Used by permission.

Letters continued from page 28...

among all other automotive manufacturers for its intense interest in competition when virtually the rest of the American automotive world was asleep from a sporting point of view, there are more Stutzes in the collection than any other American car. These include a 1916 Bearcat, an original unrestored 1927 four passenger Black Hawk Speedster, a 1928 BB Black Hawk two passenger Speedster (original unrestored), and a 1929 supercharged Le Mans car (the only survivor).

Our venue would make an excellent site for visitors, either one or a group, from the Stutz Club, the organization dearest to our heart. We have facilities for gatherings of various sizes and, of course, I would be delighted to have individual members stop by when they come to Philadelphia. We are only five minutes from the Philadelphia International Airport.

The Foundation maintains an active interest in Stutz history and we do have access to original Stutz sales brochures, which may be of help in restoration.

Stop the Presses! Last Minute Classified

Notice of Casting Project

Casting project, Stutz 1922-1923 KDH Exhaust Manifold. If you have any interest, contact Fred Edwards, Melbourne, AU, ph 0395873007,

inline-brogaptyltd@bigpond.com.au

or John McAnlis, Wadsworth, OH, mcanlisjon@aol.com, ph 330-336-4511



Classifieds

For Sale

1929 Stutz "M" Roadster, Eng. No. 31172

Not run since placed in dry storage in 1951

Overall condition of body is quite good, some stress cracks in the aluminum, wood solid, doors fit nicely. No sign of collision or rust but right rear fender is in poor condition and front and rear bumpers have been hit. A number of items are missing including two spare wheel, spare tire top clamps and one arm. Also, all die cast parts need replacing.

Condition of engines, tranny and rear end unknown.

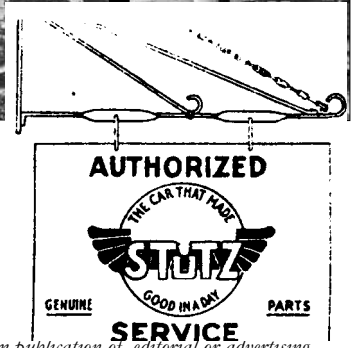
Asking \$29,000



Thor & Marge Ongstad
270 E Pickering Drive
Skelton, WA 98584
Tel: 360-426-2559
Email: margaretongstad@aol.com

For Sale

I am having patterns made to reproduce 1917 through 1920 16-valve Stutz engine block. We are planning on having casting in April and finish this summer. Estimated cost is \$8,800 each. There will be ample



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.

metal in the cylinder walls to bore out to 4.5 inches if so desired.

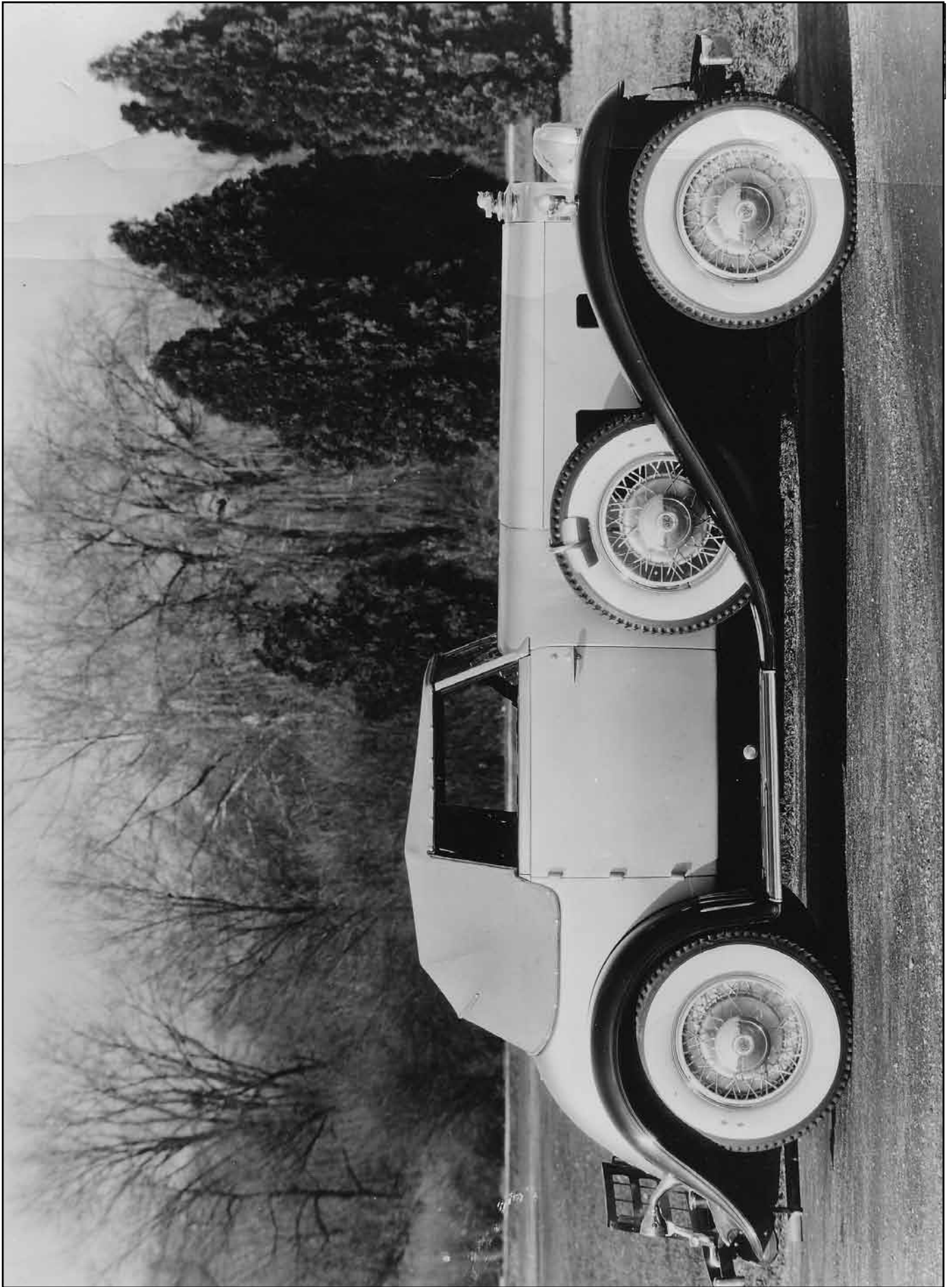
Paul Freehill
1529 Benham Drive
Ft. Wayne, IN 46815
Tel: 266-749-0297
Email: StutzSpec@aol.com

The Millers at Milwaukee event is one of the most impressive U.S. gatherings of Pre-W.W. II and Post-W.W. II Indy Champ Cars, Indy Roadsters and Laydowns. Vintage race cars designed by Miller, Duesenberg, Mercer, Alfa Romeo, Kurtis, Bugatti, and Studebaker participate in this unique exhibition. All front engine pre and post W.W. II Indy cars and Champ cars are invited to attend, along with Indy Roadster and Laydown cars - no rear engines.

Entry fees for this historic event are \$300 per entrant (not per car). To request an entry form and obtain additional information, please write the Harry A Miller Club at P.O. Box 1008, Germantown, WI 53022 or call Lenore at (262) 253-2661.

Membership in the Harry Miller Club is open to all vintage car enthusiasts; you do not need to own a vintage car to join. Membership rates are \$25 per year, which entitles you to three informative newsletters each year, an admission discount to the annual Miller Event at the Milwaukee Mile, and the opportunity to meet with other knowledgeable vintage car enthusiasts who are always happy to share their words of wisdom and camaraderie.

Event sponsorship opportunities are available, with various rates and promotional options available. For details, visit the Club website at www.HarryMillerClub.com or call the office at 262-253-2661.



1932 Stutz Super Bearcat DV-32, Weymann from ex-member James F. Petrick Collection. Jim believed this was a show car. Did it end up in the Arwood Collection?