

Vol. XXII No. 88 (April - June 2009)

The Stutz Club, Inc.

William J. Greer, Editor

7400 Lantern Road

Indianapolis, IN 46256

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Announcements

- ▶ **The Stutz Centenary Celebration will be held June 16, 17, 18, 19 and 20, 2010 at Indianapolis, Indiana (see page 24)**

Please reserve these dates now and inform George Holman ASAP at 1-413-577-2823 or email gholman@fmkeefe.com of your interest to attend and to bring Stutz related vehicles.

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



SIMEONE FOUNDATION AUTOMOTIVE MUSEUM

February 20, 2009

Mr. Bill Greer
The Stutz Club, Inc.
7400 Lantern Road
Indianapolis, IN 46256

Dear Bill:

Thank you for your recent letter.

I have been very busy with the museum but I would like, at some point in the future, to prepare a bit more information for the Stutz Club newsletter.

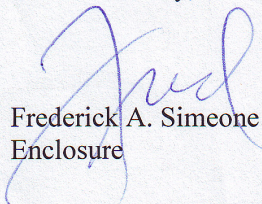
In the meantime, my invitation still holds. For members to come individually, or to come as a group, our museum would like to be the host. As you know, we have a 1916 BearCat, a 1927 four-passenger Le Mans-type Black Hawk, a 1928 Black Hawk 2 seater identical to the one which raced at Indianapolis, and the 1929 supercharged car, one of the three which raced at Le Mans. In addition we have a variety of other cars which are contemporary.

I might mention, with tongue in cheek, that Mercer Associates is going to hold the hundredth anniversary of the Mercer Automobile Company. This will be on Saturday, July 11th, 2009. On Friday, July 10th, they plan to visit our museum where we will have some events for them. We hope to have a race between our Mercer racer and the Stutz. I suspect there will be a different winner for them than when the Stutz Club members come by! We have a three-acre blacktop track in the back where we can demonstrate the cars but, of course, we cannot do full-fledged racing.

In any event, the museum would like to cooperate in any way it can with the club. I believe I sent you a copy of our brochure in the past, but if not enclosed please find another one.

As you know, all of the members of the club greatly appreciate the work that you do to organize us and provide us with interesting information.

Yours sincerely,


Frederick A. Simeone MD
Enclosure

Celebrating the Spirit of Competition
6825-31 Norwitch Drive • Philadelphia, Pennsylvania 19153 • www.SimeoneMuseum.org
Phone: (215) 365-SAFE (7233) • Fax: (215) 365-8230

[On the Road >>> By Bill Rothermel, SAH]

THE SIMEONE FOUNDATION MUSEUM

“Celebrating the Spirit of Competition”



AND FASTEST RACE TRACK



Nürburgring Track - Germany's oldest and fastest race track has become one of the most respected race tracks in the world. It is still active today and this facility offers great competition for cars of all ages and types.

Do you like race cars and competition history? Then be sure to visit the new Simons Foundation Museum in Philadelphia. If you're expecting pristine, 100-point motercars in a flashy, modern-day museum environment, you'll be disappointed. On the other hand, if you like magnificent, one-of-a-kind cars with incredible provenance and historical importance showcased in a simple, yet effective environment be prepared to spend lots of time gawking and taking in the scenery. The scenery in this case would be some spectacular, one-of-a-kind cars, many in original, as raced-conditions. Museum founder Dr. Frederick Simons has graciously chosen to share his collection of vintage racing cars, a collection he has amassed over 50 years, with the public-at-large.

The museum which opened June 17, 2008, is located near the Philadelphia International Airport, just minutes off I-95 and is housed in a former engine and transmission rebuild facility. The rather non-descript building is home to 60 race and sometimes famous cars from motorsports around the world. Beginning in 1909, the collection spans the decades through the mid-1970s. Dr. Simons has had a lifelong passion for automobiles and began assembling his critically-acclaimed collection while he was just a teenager. The renowned neurosurgeon serves as the museum's executive director.

The non-descript exterior follows suit as you enter the facility, but as the tour proceeds, its unassuming appearance makes sense. The simple, glass enclosed lobby leads to a small reception area and on to the display. Simons and his curatorial staff have wisely and logically organized the museum as you follow racing's chronological timeline. Your gaze first falls upon a 1909 American Underhung produced

by the American Motor Car Company of Indianapolis. Equipped with a four-cylinder, 60hp motor, shaft drive and a conventional suspension system; its original design is credited to Harry Stutz, who later built the now-famous car to bear his name. By 1906, Stutz left the firm and Fred L. Time took over as its Chief Engineer. By reversing the chassis and suspension upside down or "Underhung," Time was responsible for this industry first that gave the car its cary stance. In combination with huge 41x4 1/2 inch tires, the car boasted greater ground clearance than most conventional models of the era. American continued to produce various model and engine combinations until its demise in December 1913. The company was well-known for its stellar abilities in long-distance endurance trials.

Just a few steps away are the cars of the pre-World War I era. Arguably the most well-known were the Vanderbilt Cup races on Long Island, but Philadelphia was home to the equally significant Fairmount Park races and the cars are placed in front of a vintage scoreboard used in this venue. Included are a 1912 National Speed Car, 1916 Stutz Bearcat, and a 1913 Mercer Raceabout. The National sports a huge 7-litre engine and a twin to this car (in stripped-down racer form) was the only stock vehicle to ever win the Indianapolis 500. The Mercer has a lovely patina and with a ghost of \$22 on its radiator, it looks every bit the vintage racer it is. The museum claims it to be the only known Mercer Raceabout with racing modifications, including quick-replace racing tires.

Packed alongside are the cars of the Automobile Racing Club of America (ARCA) which include a 1929 Alfa Romeo Super Sport and a 1927 Bentley "Red Label" 3.5 Litre Speed Model. Both cars competed in ARCA races and are largely unrestored.

Watkins Glen is honored by a 1950 Allard J2 and a 1955 Mercedes-Benz Gullwing Coupe. Of special note is the early '50s historic photograph that provides the backdrop to this exhibit. The large color picture shows the cars lined up "grand prix-style" prior to the race on the main street of this Finger Lakes, N.Y., town before the cars would begin racing on public streets. What appears behind these cars? Look carefully as none other than GM's LeSabre concept car designed by Harley Earl is there, likely making some sort of a publicity appearance.

Cars of the Bonneville Salt Flats (Utah) are represented by a 1937 812 Supercharged Coed, a 1954 Austin-Healey 100-4 Roadster, and a 1964 Cobra Daytona Coupe. Without question, the Cobra is one of the most significant cars in the collection. Wearing its battle scars, CSX2287 is the first of six Daytona Coupes to be built; was the first to race (Daytona, 1964) and the last to race (Bonneville 1965) where it set numerous records. It is the only one of the six coupes produced that remains in original condition.

England's Brooklands racetrack is highlighted by two Alfas: a 1925 RL Super Sport and a 1933 8C 2900 Mile Miglia Spider with coachwork by Castagna. The 1925 Super Sport was a regular speed trials competitor at Brooklands, while the 1933 8C bears a brass plaque declaring it made 135.1 mph at Brooklands! Adjacent is a 1930 Bentley 4.5 Liter Supercharged under the Tims Trials banner and an equally impressive all-original, aluminum-bodied 1921 Vauxhall 20/90E positioned slightly uphill in a diorama showcasing early hill climb trials. Just opposite are a pair of BMW's; a largely original, 16,000-mile 1937 328 Roadster complete with rear wheel spats and a 1938 example of the same in restored condition sans spats. Both represent the Nürburgring and are smartly placed under a vintage photograph that shows the start of a race on the 18-mile circuit no less than with a field of BMW 328's as far as the eye can see.

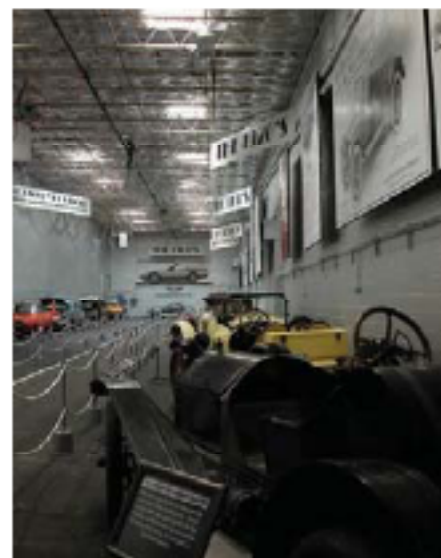
From Germany, it's on to Italy, just a short stroll away. Someone went to great expense in creating a massive backdrop (more like a theater stage set) reminiscent of a quaint Italian village in order to highlight both the Mile Miglia (Thousand Miles in Italian) and the



The first exhibit you see upon entering the museum includes this 1919 American Duesenberg.



Two of the cars featured in the pre-World War I exhibit include this (l to r) 1918 Buick and 1912 National Speed Car. Note the Chiswick Park Jones scoreboard in the background.



The Annex features sports cars and cars from NASCAR. Vehicles are displayed under large vintage ads highlighting the car that rests beneath.



Amelia Island 2009

by Carl Jensen

A trip from the Wisconsin winter to Amelia Island is a very welcome escape in March. A chance to see vintage cars and have some warm weather is a winning combination. But our arrival on Friday afternoon left us searching for sun. The overcast skies and cold weather stayed through Saturday. Cold or not, Saturday was still fun to be with friends and check out the auction cars.

On Sunday, concours day, the opening of the gates to general admission was actually delayed because participants could not drive the cars on the field due to the heavy fog. Then like a someone flipped a light switch, the fog cleared to a perfectly blue sky shining on all those great cars.

The field included three fantastic Stutz cars. The first belonging to our friends Ed and Judy Schoenthaler



of Oak Brook, IL. It was their elegant 1930 MB Cabriolet. They won their class of “American Classic Open pre-1932”. The other class winner was a 1932 Super Bearcat from the North Collection on St. Michaels, MD.





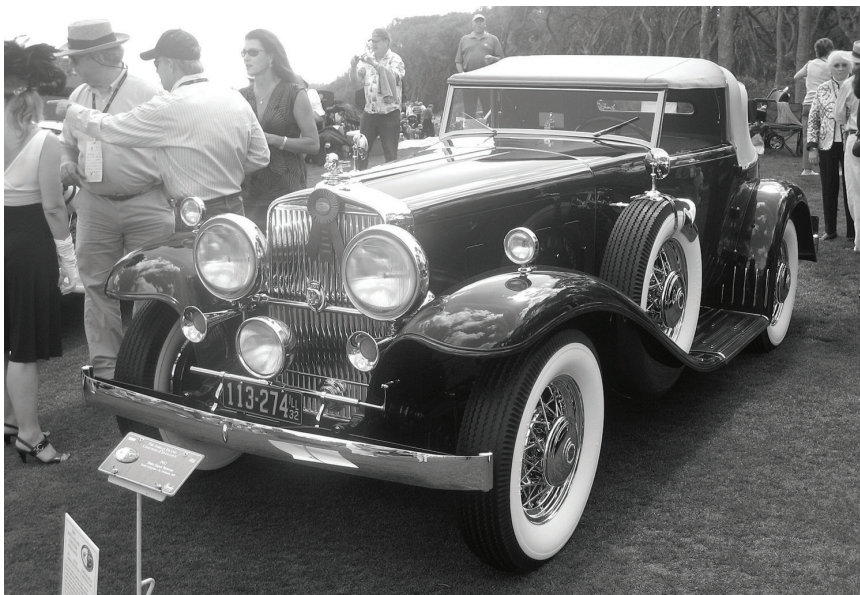
They won their class of “American Classic Open 1932 – 1934.

The third Stutz was my personal favorite car at the event. It was a one off 1927 Blackhawk Boattail Speedster with Bohman & Schwartz coachwork owned by Alan Rosenblum and the Pheaton Motor Collection. Black with blood red wheels and red leather, the

Blackhawk had a very different look with the pontoon fenders. They were not too large as pontoon fenders can sometimes be, but smaller and nicely proportional to the car. The rear fenders were actually very similar in styling to the front, such that the front of the rear tire was exposed.

The change in coachwork also included the removal of the fold down windshield to be replaced by a fixed split windshield. Another interesting styling change was the dashboard which was wrapped in aluminum and polished. It added to the racy look. This car was driven up to the podium as part of the featured Bohman and Schwartz class (a class of mostly Duesenbergs). They ran it up there with the exhaust cut out open and revved it a few times to a cheering crowd.

For our link between Stutz and Miller it is interesting to note that two Millers won awards as well. The 1926 Miller Schofield Sprint car (Louis Vermeil Special owned by Richard A. Vermeil of East Fallowfield, PA won the “Pre-War Race Car” class. And, “The Heacock Classic Award For The Most Historically Significant Race Car” as well as “Best in Show Concours de Sport” was awarded to the 1923 Miller Special 122 Supercharged owned by A. Dano Davis of Jacksonville, FL





Rare Stutz Resurfaces - 1923 Stutz

by Shawn Miller



A 1923 Stutz 7 Passenger Touring, the only known surviving example, in exceptional Original Condition was recently acquired by SignificantCars.Com—an established Indianapolis based Collector car brokerage and restoration company. The Stutz Motor Company was a mainstay of the Indianapolis automotive world back when Indianapolis rivaled Detroit for top status in auto manufacturing operations. Over 130 different makes of cars were produced in Indianapolis in the early days of the industry. Stutz cars were produced from 1911 to 1934, and in their heyday Stutz was one of Indy's "Big 3" along with Marmon and Duesenberg.

Harry C. Stutz was an early automotive entrepreneur, engineer, and innovator. He grew up caring for and repairing agricultural machinery on the family farm. Automobiles and engines fascinated him. Stutz built his

first car in 1897, and then a second auto using a gasoline engine of his own design and manufacture. In 1905, he designed a car for the American Motor Car Company, and later designed the first Transaxle for use at The Marion Automobile Company. In 1911, he designed and built a new car for the inaugural Indianapolis 500, which finished 11th and earned the Slogan "the Car that made Good in a Day." He founded an enterprise that he later renamed Stutz Motor Company. He was also instrumental in creating the Stutz Fire Engine Company, as well as the H.C.S. Motor Car Company in 1919. In 1929 he formed the Stutz-Bellanca Airplane Company.

This '23 Touring is special for several reasons. 1923 was a transitional year for Stutz drivetrains with the appearance of the new Speedway 6, so very few of the KLDH 4s were built in 1923, according to noted



Stutz Historian Bill Greer. "This is the only '23 KLDH Touring car known to survive." The KLDH 4 is a very stout T-Head (detachable head) motor with 4 valves per cylinder and dual ignition rated at 88 hp. The motor replaced the original Stutz 16 valve motor that carried the company through the teens into 1920. Local upstart rival Duesenberg came out with a Straight 8 motor in 1921, so the rugged KLHD 4s days were numbered early as cars with 6 or more cylinders were becoming the fashion.

This car is in amazingly well preserved condition, with its original paint, upholstery, top, and carpeting intact. The wood framed body is in excellent shape, with no wood rot whatsoever, the doors shut with authority and do not sag. There is no serious corrosion or rust on any part of the car. All of the original hardware and gauges are present and are very well preserved. Most of the original paint still has a good amount of gloss to it, with the exception of the splash aprons and parts of the fenders.. the body paint is amazing with little or no crazing. The car is totally complete with nothing missing. Once part of the legendary AK Miller Collection, this car spent the bulk of its life in a barn in Vermont.

A. K. Miller, was an eccentric recluse who operated Miller's Flying Service in 1930, in Montclair, New Jersey. Miller provided mail and other delivery services by means of a gyrocopter, as well as listing "Expert Automobile Repairing" and "Aeroplanes Rebuilt & Overhauled" on his business card. In his later years he was known for his eccentricities, and his collection of valuable antique cars. After retiring from the Air Force in 1946, Miller and his wife moved to a large farm in East Orange, Vermont.

The house had no central heating, antiquated plumbing and limited electricity; hot water was created by metal coils inside the wood stove. It is here that Miller's eccentricities began to emerge. He exchanged most of his cash for gold and silver bars and coins. He took his gyrocopter apart and stored the pieces inside an old one-room schoolhouse that stood on his property. Over the years, he constructed a large number of sheds and ramshackle barns out of scrap lumber and nails that he scavenged from various places. Inside the shacks, Miller concealed his trove of prized Stutz motorcars. While lo-

calcs knew he had a Stutz or two, and Miller was known to other Stutz collectors, nobody knew the true extent of the collection.

What this miserly lifestyle and ill-kept property hid was eventually to bring \$2.18 million at auction. The 87-year-old A.K. Miller himself died in 1993 after falling from a Stutz fire truck ladder and Imogene died of a heart attack in 1996. As no heirs were found, the IRS moved in to assess the value of the estate (taking a particular interest in collecting the years of back taxes the Millers had owed). All told, approximately 30 original Stutz motorcars, a Stanley Steamer, a 1926 Rolls-Royce Silver Ghost, several Franklins, a Volkswagen Karmann Ghia (which had somehow been placed in the loft of the main barn), and assorted V W Beetles were discovered throughout the property. The main barn and the various sheds and shacks Miller had constructed over the years hid a fortune in antique vehicles and a huge number of spare parts Miller had purchased from the Stutz Company when it went out of business.

A further \$1 million in gold bullion was discovered hidden in the wood pile. \$900,000 in stock certificates and \$75,000 in silver bullion and coins were also uncovered in various safes and crawlspaces. A huge, 3-day auction was held by Christie's Auction House to liquidate the Miller estate, including the cache of antique and other automobiles, and a cache of other collected items including music boxes (one of which sold for \$7,040), typewriters, sewing machines, spool cabinets, and other assorted mini-collections. Today, the A.K. Miller collection is recognized as one of the largest and most well-known collections of Stutz motorcars.

Back to the '23 Touring, since the cars purchase at the Auction, it has changed little. Its buyer had just started work on the car, having the wheels repainted, before passing on. His heirs contacted Significant Cars who jumped at the chance to acquire the car.

I have a particular interest in Indianapolis built cars having several Indianapolis built cars in my personal collection. My particular interest is original cars. Indianapolis produced some very exciting cars during the Brass and Classic Era, and having grown up here, it's only natural to want to investigate that and try to



preserve that history. I enjoy preserving things, or fixing them up, it's a hobby of mine. I like to find things that have been neglected and breath new life into them. I have personally restored several Victorian buildings in downtown Indianapolis, including an 1880s Veneer Mill that serves as my garage. Its refreshing to find a car like this that has so much of its original features intact. Normally we have to completely disassemble this vintage and start over.

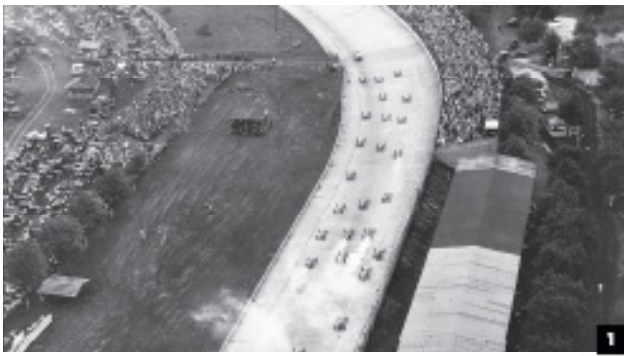
Our approach to this project will be more towards preservation than restoration- it's rare to get that opportunity with a car this old. All of the mechanical components such as engine, gearbox, brakes, wiring, etc. will be rebuilt or recommissioned, but great care will be taken to preserve the original finish of all of these items.

While the upholstery and top are quite stiff and brittle we have started the soaking process where we apply various emollients or salves to the leather and other soft material-I think I can save it, although the top may be another story since it has been in the folded position so long. Penetrating oil has been liberally applied to all nuts and fasteners that will be removed, so that the originals can be saved and reused if at all possible.

We are very excited to get this lovely original car back to its home. This car represents an important part of Indianapolis automotive history, that can now be preserved and enjoyed by future generations. I would be remiss if I didn't thank A.K. Miller and the previous owner for keeping the car in such good condition, and of course for passing it on to me.



Our many thanks to Ms. Rachel Daeger for her fine and dedicated work in the production of Stutz News - Ed.



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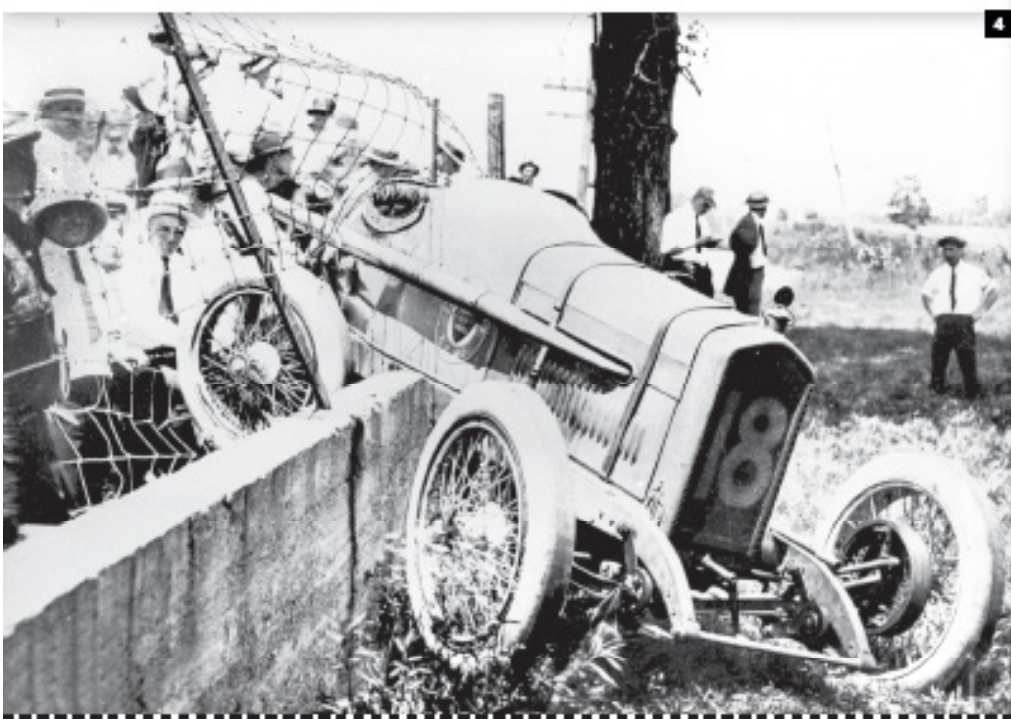
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- 1)** Cars kicking up dust as they push off to start the 1926 race.
- 2)** Track owner and WWI flying ace Eddie Rickenbacker (at left) with track general manager T.E. "Pop" Myers in 1928, the year after Rickenbacker purchased the Speedway from Carl Fisher and his partners.
- 3)** Local auto mogul Harry C. Stutz prepares to drive the Stutz pace car in front of the 1921 starting grid.
- 4)** Rookie Louis Fontaine crashed his Brett into a wall in 1921.
- 5)** After the 1925 race, the original Pagoda was intentionally burned to the ground because it was deemed too close to the cars, which were steadily getting faster.
- 6)** The new, one-tier-taller Pagoda was finished in time for the 1926 race.



4



A Century of Speed

1925

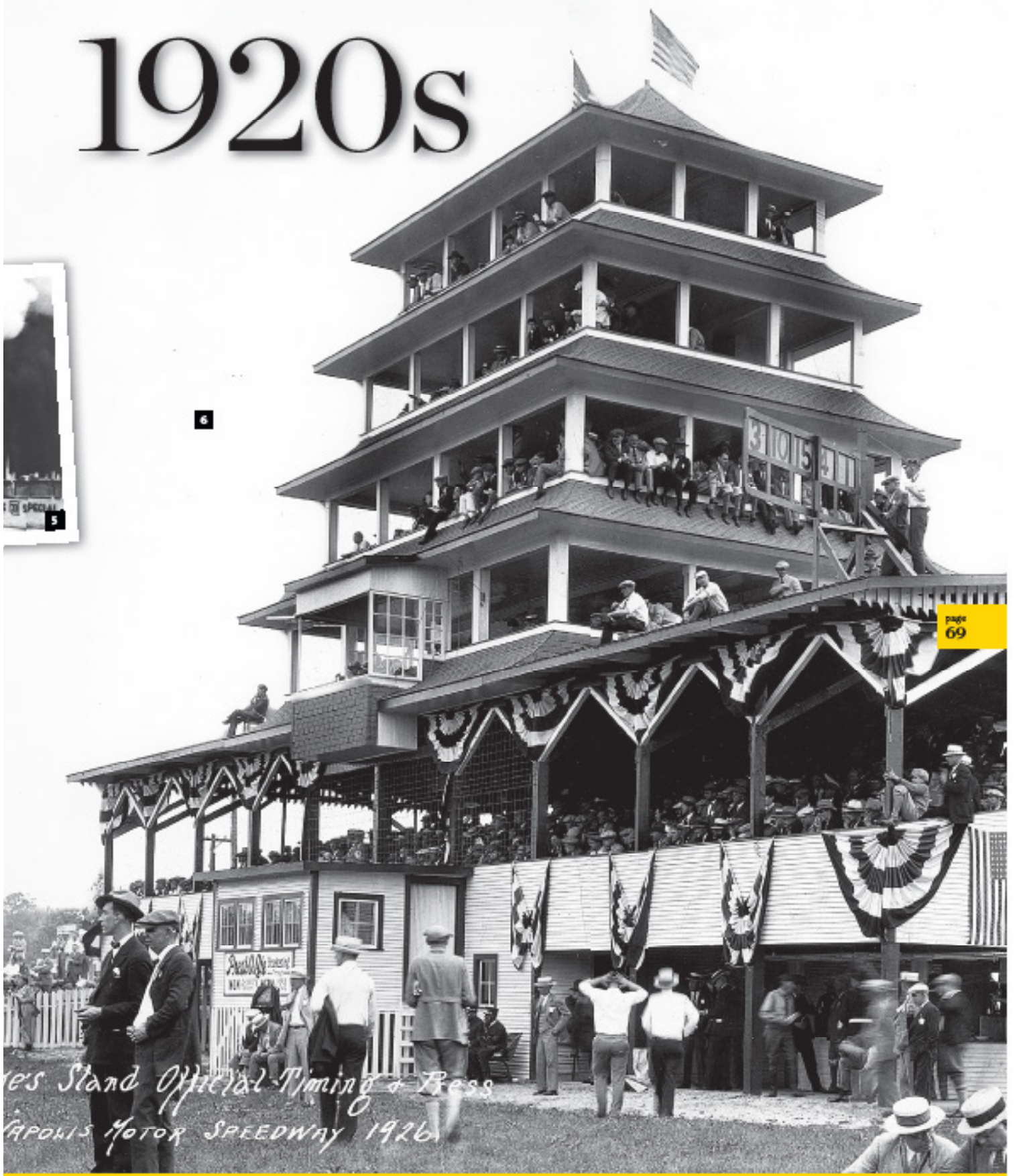
The 500 is broadcast on the radio for the first time through WFBA in Indianapolis and WGN in Chicago. Peter DePaolo becomes the first driver to average faster than 100 mph.

1920s



6

page
69



*Owner's Stand Official Timing & Press
WAPONIS MOTOR SPEEDWAY 1926*

1927

W.W. flying ace Eddie Rickenbacker and associates buy the Speedway for \$750,000.

1929

The Speedway Golf Course is built with nine holes on the outside of the track and nine holes within the 2.5-mile oval.

Eddie Rickenbacker at Point Loma - 1915

Hardly a man is now alive who remembers the road race at Point Loma, near San Diego, California. You would have to be a hundred years old and have seen the race at the age of seven, since it was part of San Diego's celebration of the 1915 Panama-California Exposition marking completion of the Panama Canal. But the stars of the day were there, on a cool day in January.

Eddie Rickenbacker contested Point Loma in a 1913 French Peugeot that had once been the best racing car in the world. Confident of his own ability behind the wheel, Rickenbacker had quit the Duesenberg team and bought a Peugeot that he described as "the best of them all, with speed, endurance and maneuverability."

Because the engine noise made it difficult to communicate with his riding mechanic, Rickenbacker made up speaking tubes connected to chamois masks for himself and the mechanic. The acoustics were fine, but during the race the masks became unbearably hot and they itched.

The course ran through Balboa Park. A lap was 5.9 miles long and the race snaked around the San Diego harbor opposite the North Island Naval Base. The cars ran north on Rosecrans Street, turned west on Lytton, then south on Chatsworth Boulevard, looping left onto Canon Street with another left back on to Rosecrans.

Rickenbacker jumped out to an early

lead, but the Peugeot broke a rod and died before the halfway mark. The reigning National Champion, Earl Cooper, driving his famous Stutz won the 61-lap, 305 mile race in four hours, forty minutes, 10 4/5 seconds for an average speed of just over 63 miles an hour. He was followed by W.H. "Billy" Carlson in a Maxwell, Tom Alley in a Duesenberg and Wilbur Ruxtell in a Mercer.

Disgusted at his finish at Point Loma, Rickenbacker unloaded the disabled Peugeot on a man in Los Angeles who had been building carburetors for racing cars. That man was Harry A. Miller. In Rickenbacker's words, "That was the major mistake of my racing career because he made a tremendous car out of it. It had needed a more complete overhaul than I had thought necessary, or could afford."

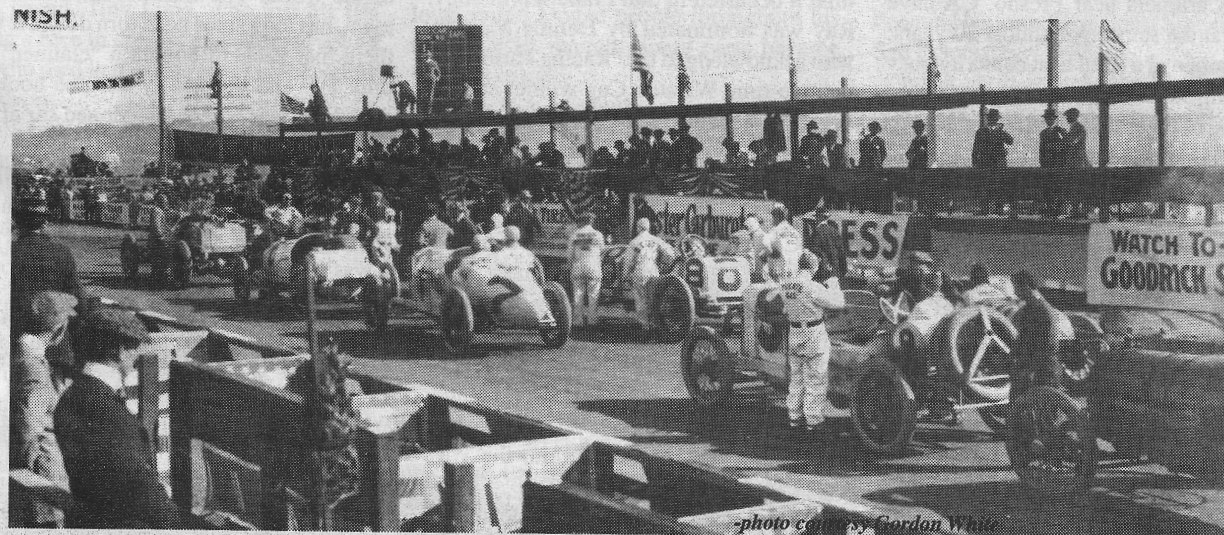
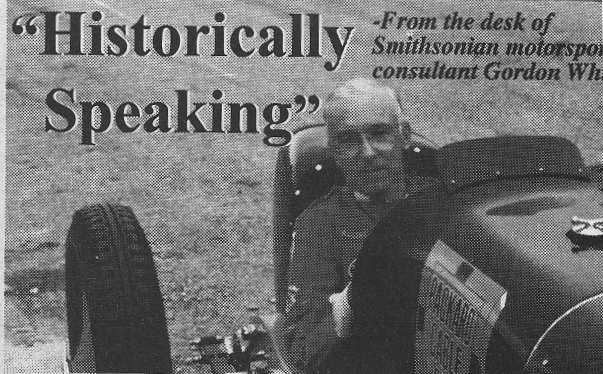
Rickenbacker was about to trade French racing cars for a speedy French Nieuport fighter plane in which he became America's first fighter ace during World War I.

For the then-unknown Harry Miller, the ex-Rickenbacker Peugeot gave him a chance to exercise some of his mechanical genius on an important racing car. The engine, of 344 cubic inches, had a barrel crankcase with removable main bearing holders, known as "webs," and dual gear-driven overhead camshafts to drive the

valves. Sounds a little like the later Miller and Offenhauser engines, doesn't it? Miller and his machinist, Fred Offenhauser, cast a new block for the engine, reducing the displacement to 305 cubic inches, the 1916 Indianapolis limit, replaced the iron pistons with aluminum, updated the splash oiling system with full-pressure lubrication and sold it to another racing star, Bob Burman.

Burman was immensely successful with the "Millerized" Peugeot and it is not too strong to say that the Peugeot rebuild set Harry Miller and Fred Offenhauser on the path to racing fame and glory. The chief thing yet to come was the cup-type cam follower, which Miller copied from a French Ballot racing car he was asked to overhaul in 1920.

Neither the Peugeot nor the Ballot were reliable engines until Miller and Offenhauser reworked them, so while Harry and Fred certainly copied much from the French designs, they turned them into racing engines that would dominate American racing for the next half-century.



Eighteen cars line up on Rosecrans Street for the January 9th, 1915 Point Loma road race. Eddie Rickenbacker's car is the white #8 Peugeot at the right center while Earl Cooper's winning Stutz #8 is to Rickenbacker's right. The sign behind the Cooper Stutz advertises Harry A. Miller's Master Carburetors, popular among racing mechanics of the day. Tuente Gasoline must have been a race sponsor, from the number of mechanics wearing the name on their overalls.



Vanderbilt Cup Centennial at the Miller Meet, July 6-8, 2012

Join the Celebration of the 100th Anniversary of the International Road Races Held in Milwaukee in 1912, at the Harry A. Miller Club's "Millers at Milwaukee" Vintage Indy Car Event in 2012

The year 2012 will mark the 100th anniversary of the historic Vanderbilt Cup and Grand Prize races in Milwaukee. The prestigious Vanderbilt Cup race (started in 1904) and the American Grand Prize race (started in 1908) were run on country roads just northwest of the city limits of Milwaukee, in the then Township of Wauwatosa. The international spotlight was focused on Milwaukee, with American and European entries, particularly since 1912 was the first year that these races were conducted away from the east coast.

This historic racing event was a considerable source of pride for Milwaukee in 1912 and will be again, in 2012. The Vanderbilt Cup Centennial will be held in conjunction with the 2012 Miller Meet at the historic Milwaukee Mile, the oldest continuously running racetrack in the world. This celebration will feature pre-World War I race cars, particularly those which raced in Milwaukee in 1912, together with pre-World War I automobiles. Also, race cars through the "roadster era" as well as vintage automobiles through 1942 will be included. Additional coordinated events will be held, including an historic automobile tour on Sunday, July 8, special exhibits, presentations and other activities centered on the famous Vanderbilt Cup and Grand Prize races.

There will be five basic groups of cars participating: (1) Miller Meet race cars qualifying for "track time" under the Miller Club usual rules; (2) unique early race cars not qualifying for "track time" may apply to the Miller Club for permission to run on the track; (3) pre-World War I race cars not participating "on track," but being exhibited; (4) pre-World War I automobiles being exhibited; and (5) post-World War I automobiles up to World War II being exhibited. There will be special roped-off areas in the infield for each of these groups, as well as for individual clubs if desired.

Please put this important event on your club's and your own calendar!

We are seeking the race cars which participated in the Vanderbilt Cup, Grand Prize and support races (Pabst Trophy and Wisconsin Motor Challenge races) in Milwaukee, as well as such cars which competed in the Vanderbilt Cup and Grand Prize races, 1904-16. We have obtained preliminary commitments to attend from a number of owners of these very rare race cars and we encourage others to contact us at this time.

For Questions: Regarding early cars, call Brian Brunkhorst (414-460-3501) or Tedd Zamjahn (414-403-7697). Regarding club participation, call Bill Schley (262-966-7136). Regarding other questions, call Carrol Jensen, registrar (262-662-0287), or Carl Jensen (262-662-0287) or John Haydon (414-732-5013).

Watch for further details regarding this once-in-a-lifetime Celebration!

AN INDIANAPOLIS **ICON**

1915 Stutz Bearcat

Story by BJ Bennett; photography by David Gooley



20 PREWAR AUTO NOTES



More of a race car than a passenger vehicle, the Bearcat is fitted with only the essential components to move its occupants down the road. Exposed to the elements, those who ride in these individual bucket-type seats receive the full measure of early-motoring thrills.

When studying the history of the automobile, one can see that manufacturers always have enjoyed attaching creative, spirited names to their wheeled products to attract car buyers. Notable models include the Ford Mustang, Chevrolet Impala, and Saabben Tiger. The Stutz Bearcat had, arguably, the most imaginative, exciting, and romantic name of them all. The car's creator, Harry C. Stutz, left an impression at several marques during his long career in the automobile industry, but none of those manufacturers went on to achieve the legendary status of the car company that bore his name and the model that made it famous.

Rarin' to Race

Stutz built his first horseless carriage in 1894; the experience launched him into a life filled with cars and engineering. In 1906, after the sale of his Stutz Manufacturing Company and a few short stints with Schebler Carburetor Company and American Motor Car Company, Stutz joined the Marion Motor Car Company as chief engineer and factory manager. With Stutz at the helm, Marion's products developed a reputation for durability and, later, speed. Marion's famous sports car, the Special Roadster, was designed expressly for racing and had a number of Stutz-engineered features on it.

The beautiful dashboard sports an oil pressure gauge, ammeter, speedometer, odometer, and clock for the driver to monitor. The ignition switch is mounted in the center of the panel.

Few sports cars in automotive history can equal the perpetual excitement and legendary status of the Stutz Bearcat. This beautiful 1915 Series F Bearcat, owned by collector Craig Elberg of Palos Verdes, California, is taken out for exercise regularly.





Form follows function on a Stutz Bearcat. The car was built to go fast, so there are no extraneous, heavy parts to prevent the car from achieving its goal.

In 1910, after a dispute with Marion and leaving that organization, Stutz established the Stutz Auto Parts Company in Indianapolis to manufacture a new unit he had developed that combined the transmission and differential. Sales of the innovative transaxle went well. Upon realizing his new company didn't require his undivided attention to succeed, Stutz accepted a management position with Empire Motor Car Company. In 1911, however, the owners of the upstart car company sold the organization to concentrate on the construction of

the Indianapolis Motor Speedway. This action allowed Stutz to pursue his dream of making his own car.

The first Stutz was built in just five weeks, and it was fitted with the transaxle unit Harry Stutz had patented. Upon its completion, the car was taken to the Indianapolis Motor Speedway for the first running of the Indianapolis 500 in 1911. Driven by Gil Anderson, the Stutz, averaging 68.25 mph, finished in 11th place. Anderson was beaten only by cars with much larger engines. Impressively, the Stutz had



A 380-ci, 60-hp, four-cylinder Wisconsin engine powers the Stutz. The F-head engine features dual ignition, so each cylinder is fitted with two spark plugs. Cylinder blocks are cast in pairs, and they sit atop a cast-aluminum crankcase.

Power from the engine is applied to the rear wheels via the famous Harry C. Stutz-engineered transaxle. This mechanical masterpiece, which was the star product of the former Stutz Auto Parts Company, houses a three-speed transmission and differential.



finished the grueling 500-mile race without having to make a pit stop for anything other than fuel and tires. None of the pre-race favorites driving imported machines lasted to the half-way point. Stutz had entered his car as a promotional campaign to prove the reliability of his design to the American public, and he succeeded. Thus, the Stutz company slogan, "The Car That Made Good in a Day," was born. That same

year, the Ideal Motor Car Company was organized for the manufacturing of the Stutz Model A, a duplicate of the Indianapolis race car. Two years later, the company reorganized as Stutz Motor Car Company, with Harry Stutz as president. Harry Stutz rose from parts maker to automobile manufacturer in less than eight years, and the first car to bear his name was the 1911 Stutz.

In 1912, the new Stutz Bearcats proved their potential by winning 25 of the 30 races in which they were entered. The Stutz racing team (named the White Squadron in 1914) was the scourge of the American racing circuit from 1913 through 1919. In the hands of skilled drivers, Bearcats were achieving racing success at all levels. By 1914, Stutz had established a dominance of the American road-racing scene, and the Bearcat was the all-American sports car of the time and the object of every motoring enthusiast's desire.

The Stutz Bearcat was introduced in 1912 and continued in production through 1924. The Bearcat would turn out to be a fierce competitor for its archrival, the Mercer Raceabout, and an American icon. The famous Stutz was a race car, but doubled as a thinly disguised Spartan passenger car.

1915 Bearcat

The featured 1915 Stutz Bearcat, owned by Craig Elberg of Palos Verdes, California, is the stockiest of sports cars. Dressing the race-bred chassis are four fenders, two running boards, a "doghouse" hood over the engine, two seats, a round, barrel-like fuel tank, a trunk, and a spare tire. Nickel-plated electric headlamps and side lamps give the car a polished, tailored appearance.



Drum brakes on the rear wheels bring this Bearcat to a stop after spirited driving. Friction shock absorbers reduce the bouncing of the frame and body.



By 1915, most manufacturers were installing electric headlights and side lamps on their cars. In addition to providing ample lighting, the side lamps on Elberg's 1915 Stutz complement the car's uncluttered design.

Though some radiator caps are difficult to install and remove, the wings on the Stutz cap make the process easy. Decorating the top of the radiator shell is the colorful Stutz badge.



Powering the Bearcat is a 390-ci, 60-hp, four-cylinder Wisconsin engine. The T-head design places the intake and exhaust manifolds on opposite sides of the engine. Each cylinder is fitted with two spark plugs, as the car is equipped with dual ignition.

Of course, the engine's power is applied to the rear wheels through the famous Stutz three-speed transaxle. With such a lethal combination, this Bearcat can go 0-60 mph in 29.2 seconds, and the car can hit a top speed of 70-plus mph. Bringing the sports car to a halt are two-wheel, mechanical rear brakes.

Though Elberg owns other, newer collector cars, a fellow enthusiast, Jim Grundy, kept urging him to buy a brass-era car. It took a couple of years for Grundy to convince Elberg he should buy one, but Elberg finally gave him the approval to search for an early automobile. Grundy purchased the Stutz, but he wouldn't tell Elberg what it was. All Grundy said was, "If you don't want it, I'll take it!" One Saturday afternoon, a truck arrived with a 1915 Stutz Bearcat. Elberg decided on the spot it would never leave his hands.

Elberg enjoys driving his Bearcat and showing it in competition. He also loves to work on the car to make it run the



Often copied by competitors, but never duplicated by them, the Stutz Bearcat exudes a classic, sleek appearance that is readily identifiable. Its style has remained timeless.

Craig Ekberg enjoys making his cars perform to their maximum potential. Here, Ekberg does a little tuning on the Bearcat before taking it for a spin.



way it did when the Bearcat left the factory. Ekberg spent the better part of a year underneath the Stutz in an effort to make it perform at its best.

To the surprise of many collectors, Ekberg has had his Bearcat in a four-wheel drift, which is what great machines were designed to do. He doesn't baby the car; he proves its mettle by driving it to its maximum potential. What's simple to repair gets done at home, more intricate operations are done at two nearby shops, which are owned by Ekberg's friends. Generally, though, Ekberg is the one who runs the tools at these facilities.

"Usually, cars got famous because they were great cars, absolutely fabulous in their time," Ekberg explained. "Over a period of time, they are neglected and lose their edge." Today, Ekberg's Stutz still delivers the superb performance for which the Bearcat is so proudly known.

When new, the Bearcat was a status symbol for the wealthy. It was flashy and beautiful in a no-nonsense way, and it was built to go tearing down the road ahead of everyone else. The Corvette of its era, the Stutz is just as exciting and soul-stirring to drive today as it was in those innocent years before World War I. It's no wonder that the Stutz Bearcat is one of the most treasured automobiles of all time. 🏁



With the wind in his face and the Stutz power at his command, Ekberg parts the Bearcat through its paces along a country road. Built in a time when a new Ford Model T could attain about 35 mph, this four-cylinder Bearcat can reach an impressive 70 mph.



Editorial Comments

Your editor has noted that several Stutz Club members entered cars in a number of Concours d'Elegance in past months. The 1928 Stutz BB Convertible coupe owned by member Don Hanlon (No. 568) was awarded "Most Distinguished Motorcar" at the 2008 Glenmoor Gathering held in Canton, Ohio. The very sporty 1930 Cord L-29 Brooks Stevens speedster owned by Ed and Judy Schoenthaler (No. 613) garnered the "Grand Marshall's Awards.

As reported herein by Carl Jensen (No. 638), three Stutz participated in the Amelia Island Concours at this meet Ed and Judy Schoenthaler showed their beautiful 1930 Stutz "MB" Cabriolet and member Allen Rosenblum (No. 754) presented a 1927 Stutz "AA" Blackhawk BT Speedster from the Phaeton Motor Collection.

Bill and Cristine Snyder (No. 293) brought their elegant 1930 Stutz M27 Convertible Coupe to the "Senior Experience" held at the CCCA Museum located in the Gilmore Museum Complex at Hickory Corners, MI. Their Stutz won a trophy in competition with a host of other Senior Full Classics. The 2010 "Experience" will pay tribute to "Closed Classic Cars." The 2011 "Experience" will feature Indiana built marques with models selected as "Full Classics" by the CCCA, ie Auburn, Cord, Duesenberg, Graham/Graham-Paige, McFarland, Marmom, Revere, Studebaker and Stutz.

Thanks to member Larry Nicklin (No. 28L) we have reference to the top 200 sales at the 2008 Arizona Auctions. Two Stutz made the list. The 1932 Stutz DV-32 Super Bearcat with Weymann fabric body brought \$594,000 as RM Lot #151 for 23rd place in the listing and the 1915 Stutz Model 4-F Bulldog (see pages 16-19 of Stutz News No. 87) brought \$352,000 as G&C Lot #29 for 52nd place in the list. Larry also alerted the editor to the Leake Auction on June 12-14 at Tulsa 2009 which lists a rare 1921 Stutz "K" Roadster in Red/Black.

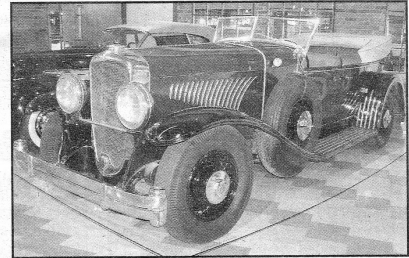
We call for your special attention to Club plans for celebrating 100 years of Stutz. As discussed herein the Stutz Centenary Celebration will extend over three

ACD Museum adds early Duesenbergs

AUBURN, Ind. — Two one-of-a-kind Duesenbergs were recently placed on exhibit at the Auburn Cord Duesenberg Museum in Auburn.

The first is a 1922 Duesenberg Model A Fleetwood coupe owned by Shawn and Tammy Miller of Indianapolis. The Duesenberg Model A was the first production passenger car to bear the name Duesenberg. It was also the first American production car to offer four-wheel hydraulic brakes. Not only is it a fine example of a very early Model A, it is the only Duesenberg believed to be built with a Fleetwood rumble seat coupe body. It is a largely unrestored car and is the oldest Duesenberg currently on exhibit at the museum.

The museum also acquired a 1927 Duesenberg Model Y phaeton owned by Royce Kershaw, Jr. of Montgomery, Ala. The Model Y was a transitional model between the Model X and J. Because the Model Y was a prototype, Augie Duesenberg purchased the car under the premise he destroy its chassis after the testing was completed. He did destroy the chassis, but kept the body and mounted it on a Duesenberg Model A chassis and added non-Duesenberg wheels. The Model Y proto-



Two Duesenberg Model Y prototypes were built in 1927; this is the only example left. This phaeton is

years.

2010: June 16-20 at Indianapolis, IN

2011: 1st weekend in June at CCCA Museum, Hickory Corners, Michigan

2012: Multiple possibilities -

- a) Vanderbilt Cup Centennial, July 6-8, 2012 at Miller Meet, Milwaukee, Wisconsin (see page 15)
- b) Philadelphia, Pennsylvania area the Simeone Foundation Museum
- c) Grand Stutz hosted by Mark and Gloria Desch around Sillwater, Minnesota
- d) Other considerations to be proposed

for now, lets concentrate on plans to attend the 2010 Celebration in INDY. Our goal is to have 100 Stutz vehicles on the field at the Indianapolis Motor Speedway for the Concours d'Elegance. Please do respond to our request as to your desire to participate in this special Stutz celebration.

PS. We have a new club name as per a promo received in May 2009.

The Suds Hot Rod Club, Inc.
7400 Lantern Road
Indianapolis IN 46256

About Rear Cover: The Stutz Nutz logo is a composite of two Stutz emblems that were used for several years per Cordy Purdy's initial letter to members.



Membership Reports

by Mike Barry, VP Membership

!!!!!!REMINDER!!!!!!

THE ANNUAL STUTZ DINNER WILL AGAIN
BE HELD THIS YEAR AT HERSHEY ON OCT
8(THURSDAY) AT 7:30 PM

HOWEVER!

*****A*****NEW ***** LOCATION *****

WYNDHAM GARDEN HARRISBURG/HERSHEY

765 Eisenhower Blvd

Harrisburg Pa 17111

Phone:717-558-9500

This hotel is less than 1/2 mile from the old location
Holiday Inn Harrisburg-East

Please welcome the following new members:

0774 Clive Miller
234 Mottram Road
Stalybridge Cheshire SK152R4
United Kingdom
Day Phone: 011 44 161-338-8061
E-Mail:firbankclassics@btinternet.com

1918 Stutz Bearcat
Engine:S2346 Vin: S2306

0775 Diljeet Titus
R-77A Greater Kailash-I
New Delhi 11048 India
Day/Night Phone: +91-9810001272
Fax: +91-26480300
E-Mail: dtitus@titus-india.com

1928 4 Pass Speedster
LeBaron Body
Engine #: 32417HC
Vin: M-26 SD 244

Please note the following address changes:

#0702 John H Schiavi
985 Main St
Oxford Me 04270

#0586 Jack Hitt
2057 North Ash St
Jenks Ok 74037

#0765 Robert Smith
42 Burrinjuck Dr
Coombabah,Queensland Australia 4216
Cell Phone: 0408842617

Remember when coming to Hershey in October plan
on attending the annual Stutz Club dinner on Thurs-
day Oct 8th at 730pm.Plans for celebrating The Stutz
Automobile 100th anniversary will be discussed.

Please NOTE!!!!NEW LOCATION!!!!

Wyndham Garden Harrisburg/Hershey

765 Eisenhower Blvd

Harrisburg PA 17111



The 2010 Stutz Centenary Celebration

As announced by President Norman C Barrs in the July - September 2008 issue of Stutz News, No. 85, p. 209, plans are being finalized for the 2010 Stutz Centenary event to be held in Indianapolis, Indiana.

The Indianapolis Motor Speedway is celebrating their 100 years of operation with a three-year Centennial era program for 2009, 2010, and 2011. The 2009 event was held this past May and the date June 18, 29 and 20 has been set for their 2010 event in which the Stutz Club will be a major participant. Therefore, the Stutz Centenary Celebration is planned to begin on Wednesday, June 16 and continue through June 20 in order to have sufficient time for separate Stutz celebrating activities as were as our participation in the Speedway program.

Registering in on Wednesday, June 16 will give us a full day on Thursday, June 17 to view the historical Stutz homes and factories. Member Turner Woodard who owns the Stutz Factory Buildings at 10th and Capitol Avenue has offered his museum area for a catered dinner and meeting during which Stutz history and artifacts will be reviewed. Final plans for Friday - Sunday we

hope will include the Speedway Concours d'Elegance with Stutz a featured marque and a reenactment of the Stutz-Hispano 24 hour challenge race of 1928. Time permitting we will see some interesting car collections, museums and other local sites.

The Stutz Centenary rather demands that we show a minimum of 100 Stutz vehicles, including HCS cars, Blackhawks, Stutz cars, and fire engines. Condition is not at all important, original unrestored Stutz related vehicles are certainly welcome. Should you possess Stutz trophies or related artifacts, bring them for display.

The Stutz planning committee's goal is to make the Stutz Centenary Event of 2010 a very memorial occasion in both attendance and pleasure. You can help us with the planning by letting us know your interest in attending. We need your input ASAP in order to make necessary hotel/motel selections, tour bus reservations, lunch and dinner arrangements, etc.

As soon as possible, please contact George Holman, VP Programs of your interest to attend and to bring Stutz vehicles. Either by cell phone: 1-413-537-2823 or by email gholman@fmkeefe.com.

MARK YOUR CALENDAR STUTZ CENTENARY CELEBRATION JUNE 16 - 20, 2010 INDIANAPOLIS, INDIANA

EVENTS HOSTED IN CONJUNCTION WITH THE
INDIANAPOLIS MOTOR SPEEDWAY

GOAL OF 100 STUTZ VEHICLES PARTICIPATING

CONTACT GEORGE HOLMAN AT 1-413-537-2823 OR
GHOLMAN@FMKEEFE.COM OF YOUR INTEREST TO BRING A VEHICLE



Remembering

photos from Jim Cox



1992 Grand Stutz meet hosted by Ray and Lou Bowersox, at Milton, PA (L to R Jim Cox, Ruth Toth, Bev Kimes and Ernie Toth.



Bev Kimes was highest bidder for car tie signed by attendees at 1992 Grand Stutz. She donated it to Stutz archives.



Bev Kimes and editor Bill at a CCCA Annual Meeting decades ago.

Remembering Beverly Rae Kimes: The "Dime Lady"

THE FRIENDS OF THE NAHC'S 2008 Automotive Authors' Book Fair, held in late November, was respectfully dedicated to the memory of the late Beverly Rae Kimes – famed automotive author and historian and one of the NAHC's most ardent users and supporters. In frequent research trips to the collection, Beverly always brought along a bulging bag of dimes – which she fed one at a time into the photocopying machine in the NAHC reading room running off reference material for her future books and articles.

A highlight of the NAHC's annual post-holiday gathering on January 17 was the presentation of a portrait of Beverly Rae commissioned by the Friends

by well-known Canadian automotive artist Ken Dallison. Beverly Rae's husband, Jim Cox, joined us for this very special occasion.

But where to hang such a warm and wonderful tribute to the memory of one of the collection's most beloved patrons? The choice was unanimous. Today, Beverly Rae smiles down on all of us from the most appropriate location we could imagine – directly above the photocopier in the NAHC reading room! Should you ever enjoy the pleasant surprise of a "gratis" photocopy, you'll know where it came from. Just look up. The Dime Lady lives! WMc ■

From WHEELS - Journal of the National Automotive History Collection, Detroit Public Library. Issue 46, Spring 2009, p. 5



Jim Cox with just-unveiled Beverly Rae Kimes portrait



Letters to Editor

From: Bill Snyder (No. 273) Hudson, Ohio

Date: February 24, 2009

Here is a letter dated October 19, 1934 addressed to Joe Virostek. Though nearly on the rocks the service manager contends that the company continues to build "cars on the same basis we have for the last five years"... on order only. Use any part of the history below, or none of it as you see fit, but I think club members might enjoy the letter.

The man to whom it is addressed (Joe Virostek) was employed by White Motors as a master mechanic and was one of the team which, a few years later, built the proto-type White half track. He bought a new 1926 STuTZ AA four door serial number 84364 and drove it all the rest of his life (the car currently belongs to club member Bob Brown)

though he did buy a 1931 SV 16 sedan in about 1952 and did a thorough mechanical restoration on it. He apparently didn't like it very much as he continued to drive the '26 most regularly then in a couple of years bought a close to brand new 1942 Packard series 2004 Limo strictly for conveyance to church on Sunday.

I met Joe Sr, through his oldest son Victor. One beautiful Autumn afternoon in 1948 I was cruising in my STuTZ after high school and as I went through an intersection in Cleveland Heights, Ohio I spotted a STuTZ coupe stopped at the light. Naturally I pulled over to the curb quickly

and the coupe pulled in behind. It was driven by Victor Virostek, then a draftsman in the engineering department of the Cleveland based APEX Electric Co. Victor had recently finished his tour of duty in the Navy and still lived at home. He advised that if we walked back to the light we could probably wave down his boss, the chief engineer, Pierre S. (Pete) DeBeaumont. Pete's daily driver was a DV32 Super Bearcat. Pete did come along shortly and we had a get acquainted chat where I learned that he was retired WWII Navel Officer, from a well known new England family and had come to Cleveland after the war rather than returning home as he was angry with his family since his dad had sold his new STuTZ phaeton while he was away at college in the thirties. This, it seems, was the result of an altercation with Pop on the subject of attention to studies.

Dear Friends and Family,

Hope this note finds you in good health and enjoying the blessings of our Lord. The past year has not seen many changes for us- same house, Don's job is the same (some months profitable, some not), and my daily schedule remains pretty much the same (still really enjoying retirement). There has been one milestone reached last month. I received my first social security payment- I guess that's good news-bad news.

Another major event for us was my mother's passing on Oct. 18. Her health had been going downhill since mid July. Nancy and I together with a home health aid had been caring for her at home. It was pretty stressful and time consuming but we're very glad that we made the decision to keep her at home. Mom was 92 and was fortunate to be able to stay in her home and need relatively little medication for most of her later years. She'll be greatly missed!! Now Nancy and I are taking our time going through drawers and closets, Etc. and plan to put her home up for sale next spring.

Gretchen and John are busy rearing their three children. Nathaniel-9, Teddy 6, and Phoebe-2. They still live in Richmond, and John remains in his job as city controller. Gretchen is a stay at home mom and is very busy. The Kennys and I ventured to Florida last June. We visited Sea World, Busch Gardens, and spent some time on ST. Pete Beach. I really enjoyed being able to spend some extended time with them.

Joel and Courtney moved to Ft. Wayne last Dec. Joel has a new job as a loan specialist for Chase Bank. He has a territory that he's responsible for so that means a good amount of traveling. He really likes his new position and



By and by I met the rest of the Virostek family ..Mom, Dad, Joe Jr. and a sister. On my first visit Joe Sr. was working on the AA helped by 15 year old Joe Jr, A short while later Joe Jr., having turned 16 bought a STuTZ Waterhouse Convertible Victoria which was powered by a straight eight Chrysler. It was a decent car and I believe is currently owned by a club member (though sporting a proper STuTZ motor!) Boy how I wanted that car. It's the reason I currently own an 845 series Packard Rollston Convertible Victoria for when that car came up for auction my wife, Christine, suggested that if I wanted that body style I had better buy the Packard because a comparable STuTZ might never be available.

Joe Jr. spent his life after service in the army as a mechanic, an auto shop teacher and finally as a restorer. He passed away in 1994.

**From: Warren Kraft, Cold Spring Harbor, NY
Date: March 30, 2009**

Here, at last, is a photo of the trophy I told you about. As respects it's history: A good friend of mine, a prominent antique auto collector, found it in the attic of his father's house in New Jersey. He has loaned it to me. He has no idea why or how come his father had it, tho he guesses he was involved somehow with either the sponsor or the driver.

The inspection reads as follows:

**The George Rector
Trophy
10 Miles
Under 600 cu. in Class
Brighton Beach
November 5, 1912
Won by
Stutz
Number 2
Dave Lewis
Driving**



There's nothing of interest on the plaques shown on the pedestal. When you consider the cars under 600 cu in you get some fancy cars: Locomobile, Simplex, Mercer, Lozier, Marmon, etc. **all great cars.**

(Ed's Note: Page 59 of The Splendid Stutz shows Dave Lewis in his Stutz on July 6, 1912 at Old Orchard Beach, Maine where he won the 100 mile race at Brighton Beach on November 5, 1912, last race of the season, Lewis retired at 76 laps of the 100 mile race (see page 62.)

**From: John E. Saylor, Jr., Mechanicsburg, PA
Date: May 12, 2009**

Attached is a computer file, which is a scan of a 1928 Stutz ad from the collection of the A.A.C.A. Library in Hershey, Penn. The ad says, referring to the whole 1928 Stutz line of cars, "Every car in this remark-



able line will be given an individualized color combination. No two cars exactly alike.”

An article from Motor Age of January 5, 1928 explains a bit further. The 2-page article explains the features of the 1928 Stutz line.

It is entitled, “Stutz Places Emphasis on Exclusive Color Jobs,” and goes on to say, “Every car as exclusive as a Paris gown. This announcement, the result of new color combinations, introduces the 1928 Stutz at the New York and Chicago shows. Greater speed and a highly refined engine are no less important features in the company’s latest development.

“Every color combination will be arranged by an expert. Although the difference between each car of each body type may be only in the striping, the designers of the new car are determined that each shall be exclusive and uphold the tradition of custom-built products.

“In addition to the new color policy the car has been refined to add smoothness, sturdiness, quietness, power and speed. Sturdier chassis construction throughout has been effected and a number of changes have been made in equipment, bodies and interior fittings. ...”

If only car makers today would offer unlimited color choices! What possibilities that would open up for art and individuality in auto design!

From: Keith Sparks (No. 480)


Date: May 18, 2009

The hardest thing we do in our type of work is to say goodbye to our friends who are lost and notify their stateside or local families. On May 20th, lets give a moment of prayer to our six American coworkers and those others on board. It was on that date that PNP021 Cesena Caravan went down with four NATI employees, one state, one DEA, and three Peruvians to include a young child traveling back from Lima. We pray for Billy, Dennis, John, Rick and the other thus let us not forget the anti narcotic struggle is more than a job. Some of our friends will pay the ultimate price. For those that were there, we will never forget the tragedy, the two plus days searching, hoping for a miracle. The eventual recovery, the C 141 sent down by President Bush Sr., etc. For those that were not there we should remember those friends that we have lost together here and in Peru over the years.

Keith Sparks
 President DSS Florida
 Western Support Services Bogota
 Industrial Participation Projects LLC

A SENSATION IN COLOR! AGAIN WE SET A NEW POINT IN PROGRESS. EVERY CAR IN THIS REMARKABLE LINE WILL THIS YEAR BE GIVEN AN INDIVIDUALIZED COLOR COMBINATION. NO TWO CARS EXACTLY ALIKE! AND EVERY ONE WITH FINER BEAUTY, INCREASED SPEED, UNMATCHED SAFETY.

THE
 SPLENDID
 STUTZ



78 U OWE IT TO YOURSELF TO SEE THIS SAFEST CAR EVER BUILT



Publication Appreciated by

The STuTZ Motor Car Company of America, Inc.

SUSTAINED SPEED BY STOCK CARS

SAMUEL B. STEVENS, DONOR OF TROPHY FOR CHALLENGE ON INDIANAPOLIS SPEEDWAY
MAKES PROOF POSSIBLE

AN EXPERIENCED VETERAN

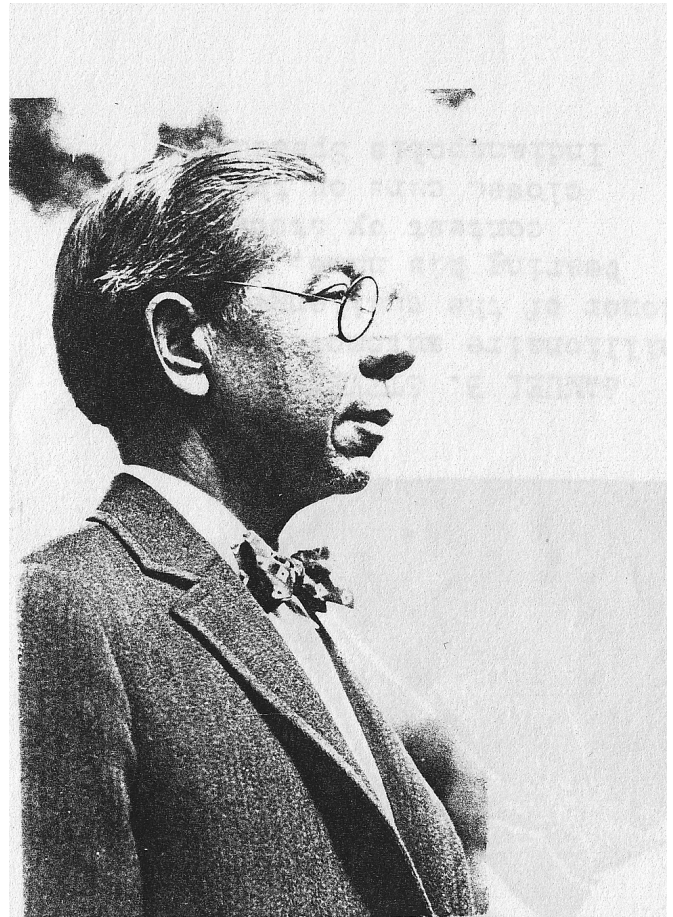
Samuel B. Stevens, donor of the Stevens Trophy which is for challenge by any automobile manufacturer in a 24-hour test on the Indianapolis Speedway with a strictly stock closed car that can complete a 24-hour run at an average of over sixty miles an hour or a total distance of 1440 miles or 576 laps covered during a twenty-four hour period is one of the oldest devotees in point of amateur contact with the industry in America.

He was one of the first of the scions of wealthy families to enter what was at first considered to be a rich man's sport and his 60-horsepower Mercedes which he imported from Europe in 1903 was the forerunner of many cars that were destined to make history in the industry.

Ormond Beach, which came into the force recently with the terrific performance of 203.792 miles per hour by the English Army officer, Major H.O.D, Seagrave in the monstrous Sunbeam "Mystery S", was America's early trial ground for rich men with racing cars to speed and Mr. Stevens was racing there in January, 1904, subsequently entering his car in the first race for the Vanderbilt Cup held that year. Later he imported a 90 horsepower Mercedes and this car, known far and wide as the Red Rover, competed in the second race for the Vandererbuilt Cup and in many other events. He was the owner of the Darracq with which Wagner won the Vanderbilt Cup race of 1906 and owned a string of Darracq racing cars which competed successfully at Ormond.

One of the oldest members of the Society of Automotive Engineers, a former member of the Con-

test Board of the A.A.A., Mr. Stevens has taken a keen interest in the development of the automobile from the racing prodigy of early days to its present place as the Keystone to modern day transportation.



*Samuel B. Stevens
Veteran millionaire automotive devotee donor of the challenge trophy bearing his name, for contest by stock closed cars on the Indianapolis Speedway.*



“Having always been interested in automobiles, I am more than ever interested in actual performances of real stock cars today”, explains Mr. Stevens. “What the manufacturers know about automobile performance they learned from the racing and tour touring events of yesterday. Henry Ford learned his lesson and learned it smelt, in racing; events and all the automobile engineers followed the advancement of the automotive art through the trial and stress of Vanderbilt Cup, Glidden Tour and a thousand and one contests of every description.

“There are a wonderful lot of claims in the air for remarkable speeds by the modern stock cars. A times half mile or mile, a fast speedometer reading even amazing brake test claims, all have reached me through various channels and and I felt that the time was ripe for the manufacturers themselves to have an opportunity for going on record with authenticated performance, should they so desire, in what I consider to be a real worthwhile test of their stock output.

“Flash speed as against sustained speed means very little. It is the latter quality that really counts as it means the superlative degree of merit in automobile design and construction. Sixty to ninety miles an hour may be claimed for a car but to sustain top speed hour after hour and average better than a mile a minute--well, I consider that a very fine and good test, especially when such a test is run over

APPENDIX F



Stevens Perpetual Challenge Trophy

[146]

The trophy may be seen at Indianapolis Motor Speedway Museum

Ed believes this story was contributed by members Ernest J. Toth (No. 56) archivist.

the Indianapolis Speedway, which for testing conditions may be even more punishing to car and driver than actual road conditions.

“I’m very much interested to learn that F.E. Moskovics has put in a challenge to the Indianapolis Speedway officials and I’m sure the automotive in-dustry as a whole will be interested in the Safety STuTZ stock closed cars and their set purpose of making new automobile history.

“I only hope that the example of the STuTZ people will be emulated by other manufacturers. Certainly they, as well as the whole engineering profession, have a great deal more to learn on this contrivance we call the automobile, there is a lot of history to be made in the advancement of the art, strange as the may seem to the lay mind”.



Classifieds

FOR SALE

1927 Stutz AA 4- Passenger Boattail Speedster

Purchased in 2002, this car has undergone complete rebuilding of Engine (with new Packard rods), transmission (1st and 2nd gear raised) and rear end (stock Stutz with new seals). The rebuilding was done by Dean Rymer at George Holman's garage in Springfield, MA. It was repainted the original black with red pinstriping as from the RUGER Collection. Also a new top as well as new leather upholstery was done in 2006.

Originally from the Harrah's collection was reportedly run by him in a Copperstate Rally. The present owner participated in a rally from San Francisco to Santa Monica before restoration and a Classic Car Club rally in the Colorado Rockies after restoration. It ran well at a two-mile high altitude.

Karl Larson
PO Box 8207, Aspen, CO 81612
760-861-5754/ karl.larson@galarson.com

WANTED

I am seeking information regarding the Vanderbilt Cup and Grand Prize road races held in Milwaukee in 1912, particularly related memorabilia. I have prepared a basic article regarding these two historic races (and two related support races) and am now preparing an expanded, more detailed article.

Although a good deal of factual information has been obtained, my research has only uncovered a modest amount of related material. For example, I am looking for the programs for the 1912 Milwaukee races, ticket stubs, original detailed map of the course (I only have a mainly illegible copy), advertising posters, letters regarding the races, or similar items which could supplement the article. I have some good pictures, along with some weak copies, but I am seeking more original pictures relating to the races (not just the cars, but the

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.



course, drivers, spectators, grandstands, box seats, pit crew, race officials, workers, militia, and related human interest pictures).

If you have any of this historic material, or information regarding these items, I would greatly appreciate your help in my quest for memorabilia relating to these significant international races held in Milwaukee in 1912. Thank you.

John B. Haydon
317 East Acacia Road, Milwaukee, WI 53217-4235
Cell: 414-732-5013/ Email: jhaydon@sbcglobal.net

Ed's Note: Please help member John Haydon with his quest for memorabilia related to the 1912 Vanderbilt Cup Races held in Milwaukee.

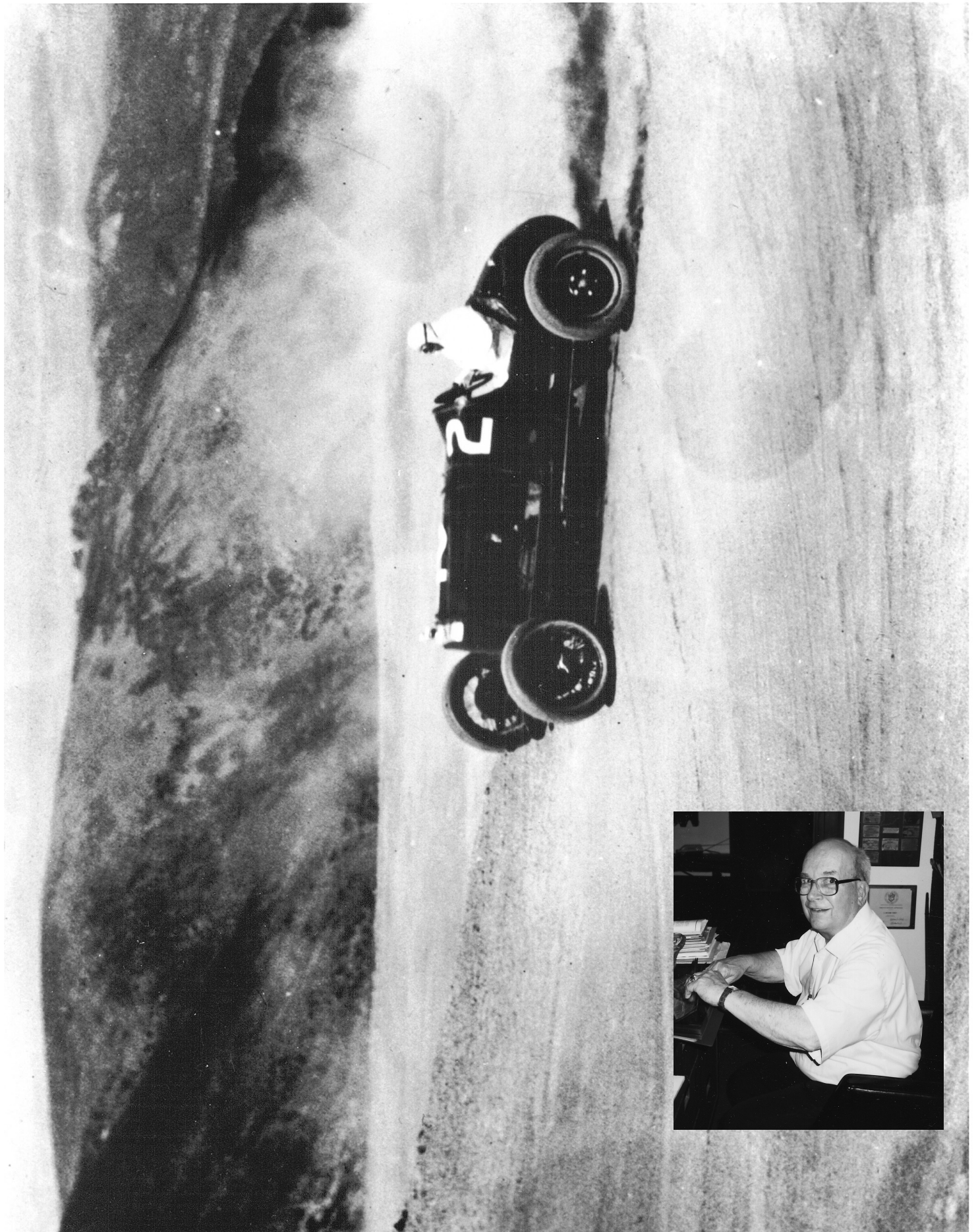
FOR SALE

Stutz KDH Exhaust Manifold project now ready for production. Cast iron, machined @ 231 USD ea., plus shipping from Australia. Eleven participants. If you wish to join, contact: in the US, John McAnlis, 330-336-4511, mcanlisjon@aol.com, or in Australia, Fred Edwards, 03-8795-7225 or 03-796-8836, inline-brolgap-tyltd@bigpond.com.au

WANTED

Wanted to buy late 1920 8 cyl ohc Stutz, must be open model, restored or unrestored.

Bob Smith
42 Burrinjuck Drive
Coombah 4216
Queensland Australia
Phone 0755774956 or 0408842617



Taken from C McCord Purdy Archives. This is a reprint of the cover of the first "Stutz Nutz" publication mailed to 35 members.