

Vol. XXIII No. 91 (January - March 2010)

The Stutz Club, Inc.

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Announcements

▶ George Holman has been notified by Al McEwan of the Pebble Beach selection committee that “Stutz will be honored at the 2011 Pebble Beach Concours” as a featured marque! This is the most significant Concours in the world and for Stutz to be so honored is recognition that Stutz was indeed a leader in the industry on the day. The Pebble Beach Concours is an invitational, so there will be a limited number accepted for the event. For information on the Concours go on line to pebblebeachconcours.net.

Contact Sean Jacobs @ 831-622-1700 and ask for an application to the 2011 event, or email to sjacobs@pebblebeachconcours.net

- ▶ George is contacting The Monterey Historics for information on Stutz racing at Laguna Seca as well. Stay tuned!
- ▶ Plans for a 2010 Grand Stutz are still in planning stage.

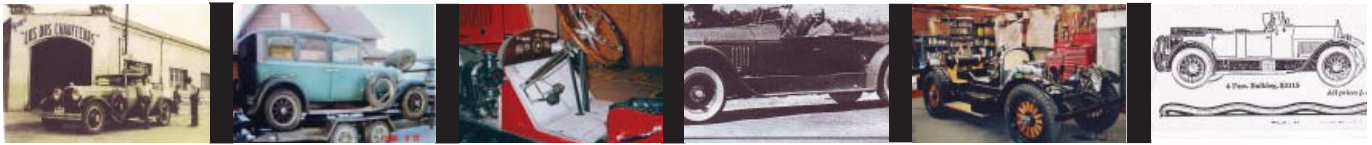
Table of Contents

Vol. XXIII No. 91 (January - March 2010)

Mr. Power Steering	2	Editorial Comments.....	23
The Tale of Two Baby Stutz	5	Membership Report	24
Forgotten Cactus Derby.....	8	In Memoriam.....	25
The Theo Doon Photo Album.....	12	Letters to the Editor.....	26
Luis Angel Firpo	15	Stutz on the Block	29
Forty Years Behind the Wheel of Stutz Cars	18	Classifieds	31

Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



Mr. Power Steering – Francis Wright Davis (1887 – 1978)

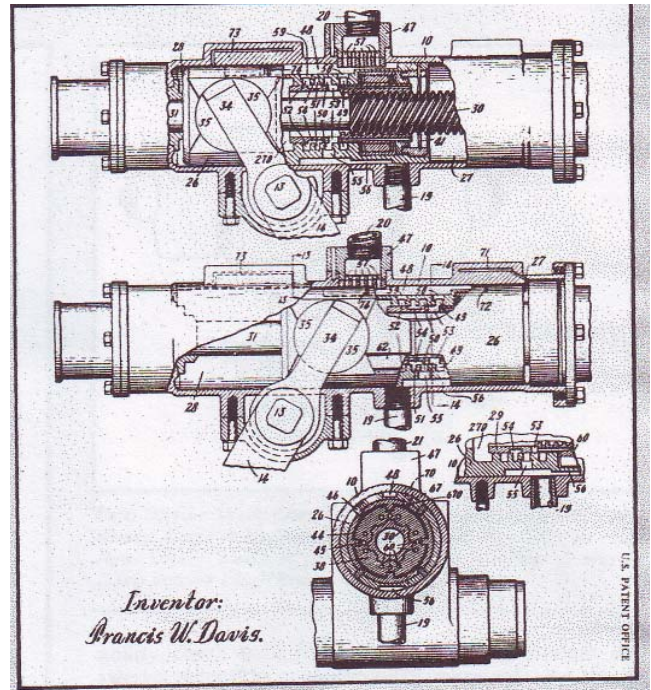
By your editor

Recently, with a letter dated 01-05-10 (my birthday), member Dale K. Wells (No. 921), Treasurer, enclosed a 6-page article from the February 1979 issue of *Special-Interest Auto* written by the well-known author Maurice Hendry. The article is titled, “The Man Who Made it Work.”

The article is a bit lengthy and detailed to reproduce in *Stutz News* but ye olde editor thought members might find a commentary on the historic development of power steering of some interest especially since *Stutz* is mentioned therein and because we benefit from it daily without much thought.

Francis W. Davis was born August 19, 1887 in Germantown, PA and grew up in Colorado Springs, CO. He studied mechanical engineering at Harvard 1906-10, and following graduation joined the Pierce–Arrow Co. in Buffalo, NY. He gained experience testing, selling and maintaining Pierce Arrow trucks and eventually became chief engineer of the truck division. It was during this period that he discovered the problems of steering heavy vehicles. In 1922 he set up his own engineering consulting operation specializing in hydraulics. He had a patent and literature search made which revealed that ideas abounded, and vacuum, mechanical, electrical and hydraulic means of power steering had been attempted but all failed for one reason or another. Davis started with a number of devices to maintain fluid at high pressure.

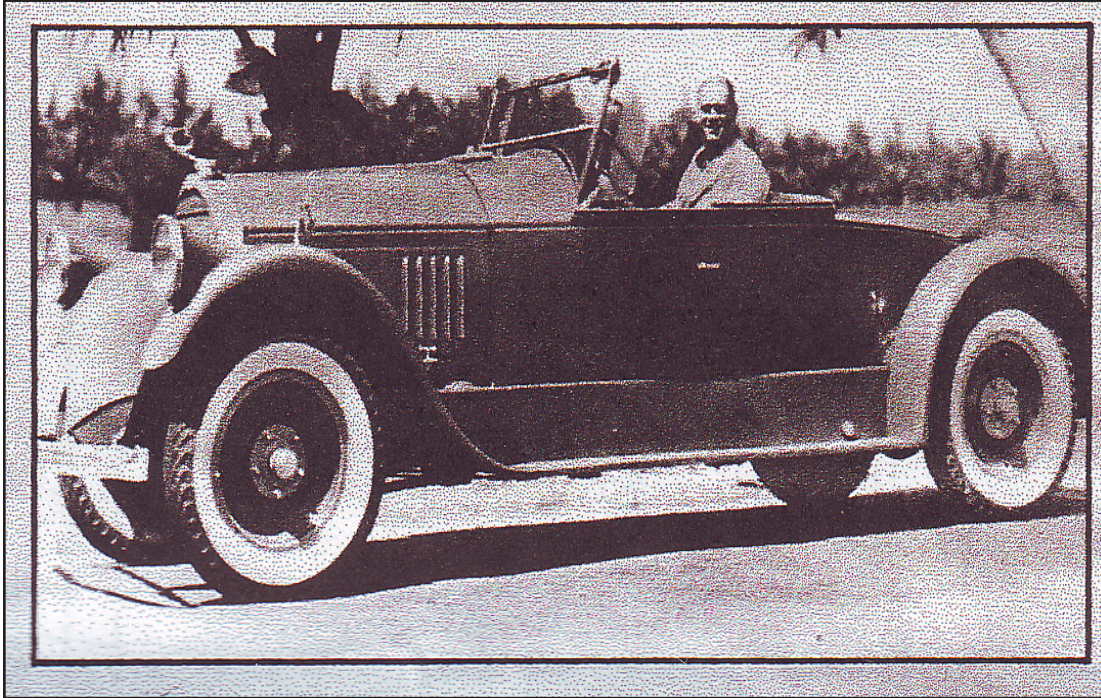
In Davis’ words, “Well, we worked day and night, tried all sorts of things and got complications and endless troubles, because of the pressures and the packings, and leakage and things of that kind. After much experimenting and thought Davis conceived the “open center” valve, which is in virtually universal use today (that is 1979.) We quote: “In the original system, built in the mid twenties by Davis and his toolmaker assistant, George K. Jessup, a conventional worm and nut gear was used, with a hydraulic piston and balanced valve



Original patent drawing for power steering was filed by Davis in 1926, gained Patent Office approval in 1931.

in the housing. Oil circulation was by hydraulic pump driven by silent chain from a crankshaft sprocket. No suitable commercial pump was available so Davis designed a small three-cylinder plunger pump and steering gear, there was a small supply tank and relief valve on the pump.

Normally the oil flow was unrestricted through the gear. Movement of the steering wheel partially closed one or another of the valves, and the restriction on oil flow resulted in an unbalanced pressure causing the piston to move in the direction of the wheel movement, providing servo assistance in proportion to manual effort. Spring loading gave driver “feel,” power assistance stopped immediately when the steering wheel effort ceased, and “self-centering” was built in to return the wheels to the straight-ahead position. All these fundamental requirements were designed into the first Davis gear.”

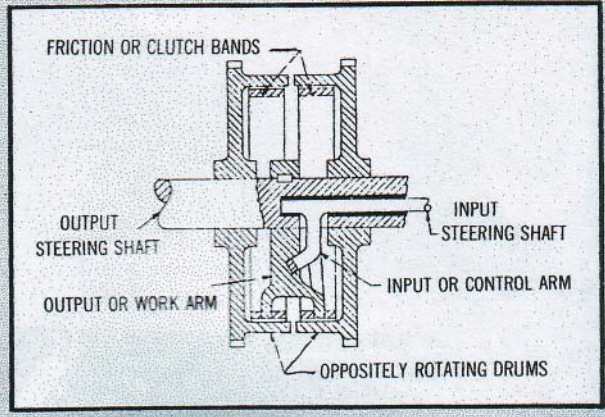
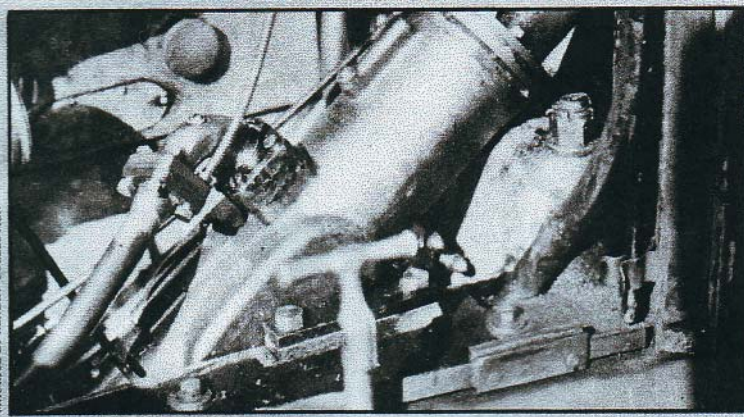
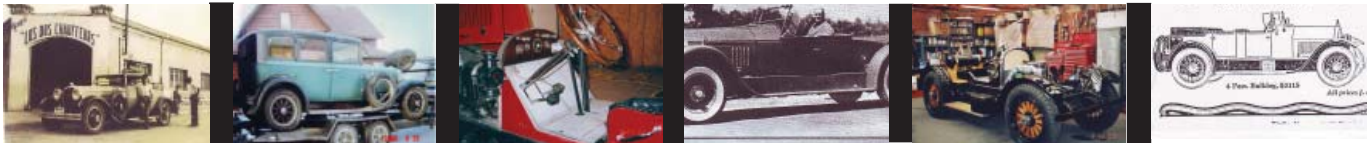


Davis's own Pierce Arrow roadster served as test vehicle for his power steering development and experiment.

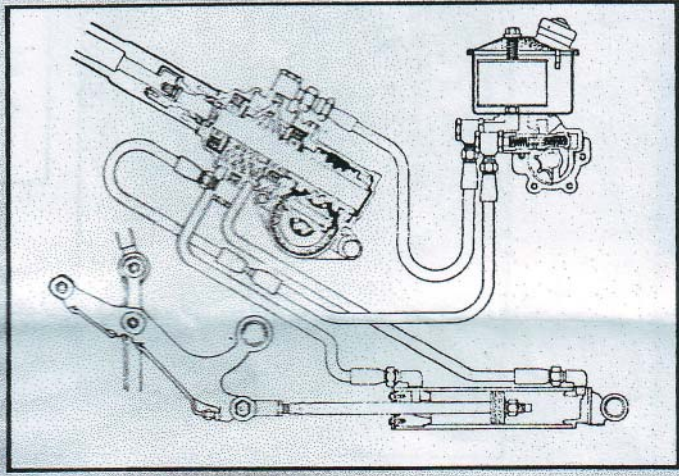
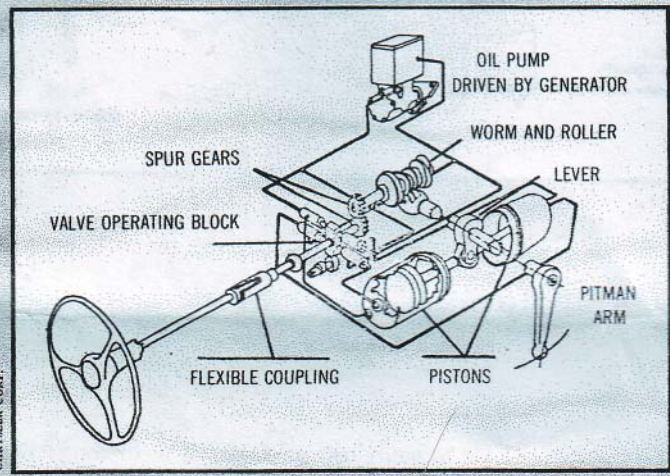
In 1925 Davis installed his power steering system in his 1921 Pierce Arrow roadster. In October 1926 Davis stormed Detroit with the car demonstrating performance to Timken, Gemmer Bendix GM Rickenbacker, Packard, Chrysler etc. Ethusiasm ran high but not much transpired.

Meanwhile, Davis became aware of some competition. Bethlehem Steel, which had an interest in Stutz, had a mechanical gear designed by H.W. Nieman. They exhibited this on a Stutz Eight at SAE meetings and automobile shows during 1927. An ingenious design which attracted considerable attention, it was, however, never adopted. It used two contra-rotating clutch drums concentric with the steering column. Power was supplied by the engine, and the clutches were controlled by the steering wheel, one for the right turns, one for left. Wear, bulk, and grabbing problems were never solved. In 1953, Studebaker revived this principle, in highly refined form, as an option that year. Warner designed and built the gears, which had multi-disc clutches, instead of the Bethlehem drum/shoe type. The Warner units were noisy and too expensive, and Stude replaced them with GM Saginaw hydraulic units at once.

Davis' work produced five basic patents granted by the US Patent Office during 1931-34 and patents were obtained in Britain, Canada, France and Germany. Furthermore, Davis worked with Prof. Earl Buckingham, MIT, a genius in gear design, to overcome pump cavitation problems with a "supercharged intake" for which Davis was granted a patent. GM, as initial licensee, pioneered in improving manual steering efficiency and also developed and tested an advanced power steering gear in an 8 cyl. Cadillac and in a 1933 V 12 model. But, the tooling cost was too much for the anticipated volume in these depression years and GM cancelled the license agreement in 1934. In 1936 the Bendix Corp. signed a royalty agreement with Davis, built and tested several gears and by 1939 had sold two units to Buick for experimental use. Bendix-Davis units were then installed in Chevrolet armored cars built for the British Army in 1940 and over 10,000 units were proven during World War II. Then, Bendix-Davis gears began to go into earth moving machinery, tractors, buses, and trucks. But, the breakthrough for use in automobiles was still years away. In 1951, Chrysler hit the market with power steering that functioned fairly well and was not in violation of Davis' patents. Suddenly, GM came on board and the rest is history. Davis, Bendix, and GM worked out a deal for



Above left: Davis's power steering installation in his 1921 Pierce-Arrow was neat and simple. Right: Bethlehem Gear designed by Nieman in 1927 was experimentally used in a Stutz 8 in 1927, didn't reach production. Below left: Gemmer Hydraguide unit has safety factor—wheels may still be turned by mechanical means if unit should fail during operation. Right: Early Rolls-Royce power steering was a bolt-on affair bought from outside sources. Later, they contracted to buy integral units from GM Saginaw.



manufacturing, and by 1956 one fourth of all new cars were sold with power steering. Davis never rested and obtained patents on numerous improvements, some of which produced royalties as late as 1975.

This intriguing story of power steering brings to mind another one we could title – Mr. Cruise Control – Ralph R. Teetor (1890-1982). Mr. Teetor was born in of German descent in Hagerstown, IN some 60 miles east of Indianapolis. He suffered blindness at the age of five but perservered to obtain a BS and later honorary Masters Degree in mechanical engineering from the University of Pennsylvania, the first blind person to do so. His contributions ranged from Teetor-Hartley engines to Perfect Circle piston rings to the “Speedostat”

patent in 1945. His Perfect Circle Co. merged with the Dana Corp. in 1963. This marvelous story is told in “One Man’s Vision,” 1995 by Marjorie Teetor Meyer, Guild Press of Indiana, Inc., LOC No. 95-77508, 224 pages plus Index.

As “CARNOISSEURS” we must thank Davis’, Teetors and other engineers who had the foresight and knowledge to provide us the wonderful innovations that enhance our driving pleasure today.



The Tale of Two Baby Stutz - “Fire Engine Bearcats”

By Arnie “Chic” Postier Jr. (No. 64)

In the April- June 2008 issue of Stutz News, No. 84, pages 3-5, Chic told us about his project to resurrect a 1922 Baby Stutz Fire Engine which had been converted into a tractor during WW2, hopefully turning it into a Shriner’s parade car or speedster.

On December 12, 2009 Chic replied to the editor’s request for an update on the project and we quote, “This has not been a good year for me. First, I had a double hernia operation early in the year and during the recuperation period I came down with pneumonia. Shortly after recovery from the pneumonia, I contracted Shingles and this problem is still on-going to some extent. After medication took care of the (blister part) shingles, therapy has been some help with the nerve damage.” My goodness – Ed!

During 2008 the editor contacted Frank Kletz, a CCCA friend in Terre Haute, IN and asked if he could determine who now owned the 1922 Stutz Model K Speedster/bogus 1914 Stutz Bearcat shown on page 44 of Rodger Birchfield’s new book on Stutz Fire Engines. (See page 5 of No. 84). Chic followed up with Mr. Kleptz and obtained the telephone number of the current owner, Mr. John Christeson of Terre Haute.

In his letter dated December 20, 2009 Chic described his August 2008 trip to see and photograph the 1914 Fire Engine Bearcat now owned by Mr. Christeson. We quote “I drove to Memphis TN for a couple of days and left there for Terre Haute, IN to meet with the owner of the 1914 Fire Engine Bearcat. I arrived just at dusk and telephoned John regarding my desire to see his Bearcat. Although it was late, he gave me directions where I could meet him. We met and he drove me to a rented residential garage where he had three cars of which the Bearcat was one of them. He allowed me to photograph the car all I wanted. He said

he planned on racing the Bearcat on the local hill climb in the area sometime in the future. He drove me back to my vehicle via a building where a local fellow housed many very nice cars whose name escapes me. We must have talked till midnight or so about cars, etc. He is a terrific fellow and wish he was a neighbor. I found a motel, spent the remainder of the night and left for Oklahoma in the morning.”

On the page following are four of the 13 photos took Chic took of the 1914 Stutz Bearcat which was fabricated from a 1922 Stutz Model K (Baby) Fire Engine running chassis. The origin of this Fire Engine Bearcat goes back to the mid 1960s when John Robards, an Eli Lilly employee in the machinery development department was determined to have a Bearcat. Recently, the editor discussed the Robards project with friend and Lilly associate Hugh McKnight, a Purdue ME, who recalls John fabricating the stainless steel gas tank for the Stutz and who helped John repair an axle for the Bearcat project.

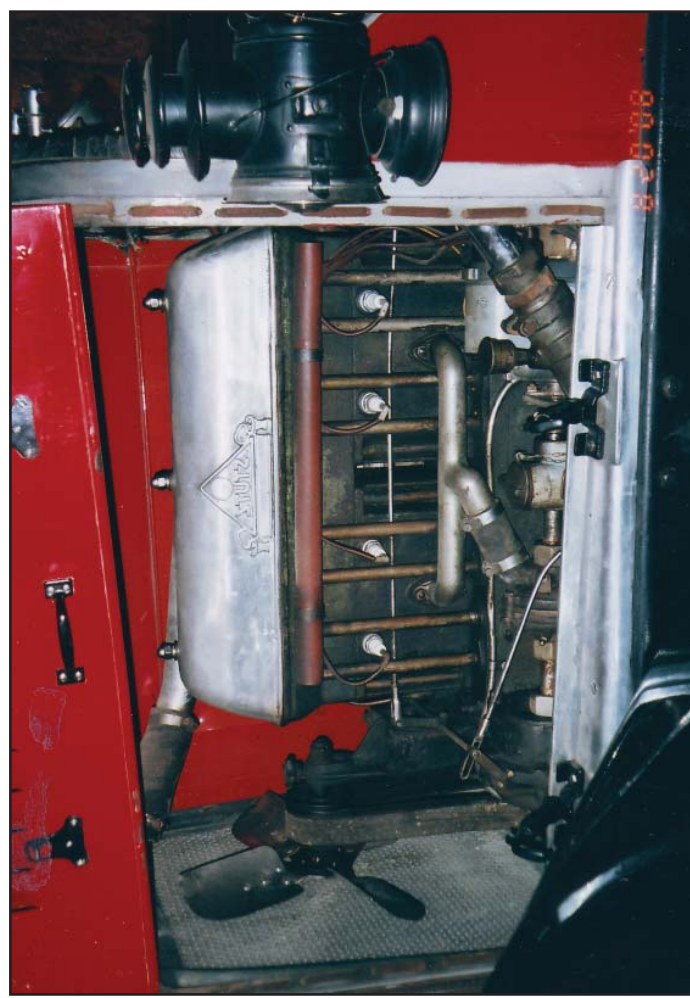
“I still lack installing instruments into the dash and installing electrical wiring throughout the Stutz. Then, there will be the big day when the engine is started. Oh happy day. Ha ha.” Chic enclosed 28 photos of his project of which four have been shown here.

This story raises the question, are there any other Stutz Fire Engine Bearcats out there?

On page 6 is John Christeson’s 1914 Baby Stutz Fire Engine Bearat

On page 7 is Chic Postiers Baby Stutz Fire Engine Bearcat

John Christeson's 1914 Baby Stutz Fire Engine Bearat



Chic Postiers Baby Stutz Fire Engine Bearcat



BAGDAD-NEEDLES
 94.3 MI. WELL SIGNED
 FAIR ROAD - MANY GOOD
 STRETCHES - SOME BAD
 SPOTS - EASY GRADES.

TO KINGMAN

NEEDLES HOTEL GARAGE

JAVA 7.5 (88)

KLINEFELTER 11.6 (87)

BANNOCK 16.6 (72.5)

HOMER 25.5 (69)

GOFF'S HOTEL OIL-GAS 31.3 (60)

FENNER OIL-GAS 41.2 (50)

LIGHT SAND O.K.

DANEY REPAIRS OIL-GAS 57.1 (47)

CADIZ WATER 70.1 (52)


BENGAL 79.2 (2)

AMBOY 83.3 (6)

BAGDAD WATER 94.3 (00)

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 the Traveling Public

DISTANCES
 WEST IN SQUARES
 EAST BY CIRCLES

TO SELIGMAN VIA NELSON CANYON

KINGMAN - NELSON
 59 MI. WELL SIGNED.

NELSON OIL-GAS-STORE 00 (59)

TO SELIGMAN - MAIN ROAD

YAVAPAI MOHAVE COUNTY COUNTY

PEACH SPRINGS OIL-GAS-STORE 6.6 (52.4)

CHEROKEE

TRUXTON

CROZIER 23 (56)

TRUXTON INDIAN SCHOOL 25.5 (57)

WATER 337

IN WASH

HACKBERRY OIL-GAS-STORE 30.5 (28.5)

GRATED

DANTARES 57.7 (21.3)

HUALPAI


BERRY

AT TURN 57 (2)

KINGMAN 59 (00)

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DISTANCES
 WEST IN SQUARES
 EAST BY CIRCLES

Historic images this page and facing page courtesy Arizona Stat Archives

The Forgotten Cactus Derby

By Jim Hinckley

Route 66 was still twelve years in the future when the last, and the greatest, of the Desert Classic races was run from Los Angeles to Phoenix along portions of what would become The Mother Road. The route chosen for the final race, combined with a list of participating racers that read like a Who's Who of contemporary racing made for a near perfect recipe for the creation of an automotive legend. Those reasons make the obscurity of this race all the more puzzling.

The races were the brainchild of George Villard, president of the fledgling Maricopa County Automobile Club in Phoenix, Arizona and Dr. George Vickers, owner of "The Arizona Republican" (now the Arizona Republic). Billed as the greatest long distance endurance race in the history of the automobile, an exaggeration to say the least, it was designed to increase the awareness of a need for better roads in the southwest. As an added plus, Dr. Vickers envisioned increased advertising revenue, while George Villard hoped to promote the viability of gasoline-powered automobiles.

The first race, held in November 1908, followed a course that led from Los Angeles to Pomona, through Ontario, Palm Springs and Indio, crossed the Colorado River at Ehrenberg and then eastward through Salome to its finish in front of the offices of "The Arizona Republican" in Phoenix. Amazingly all four entrants completed the race.

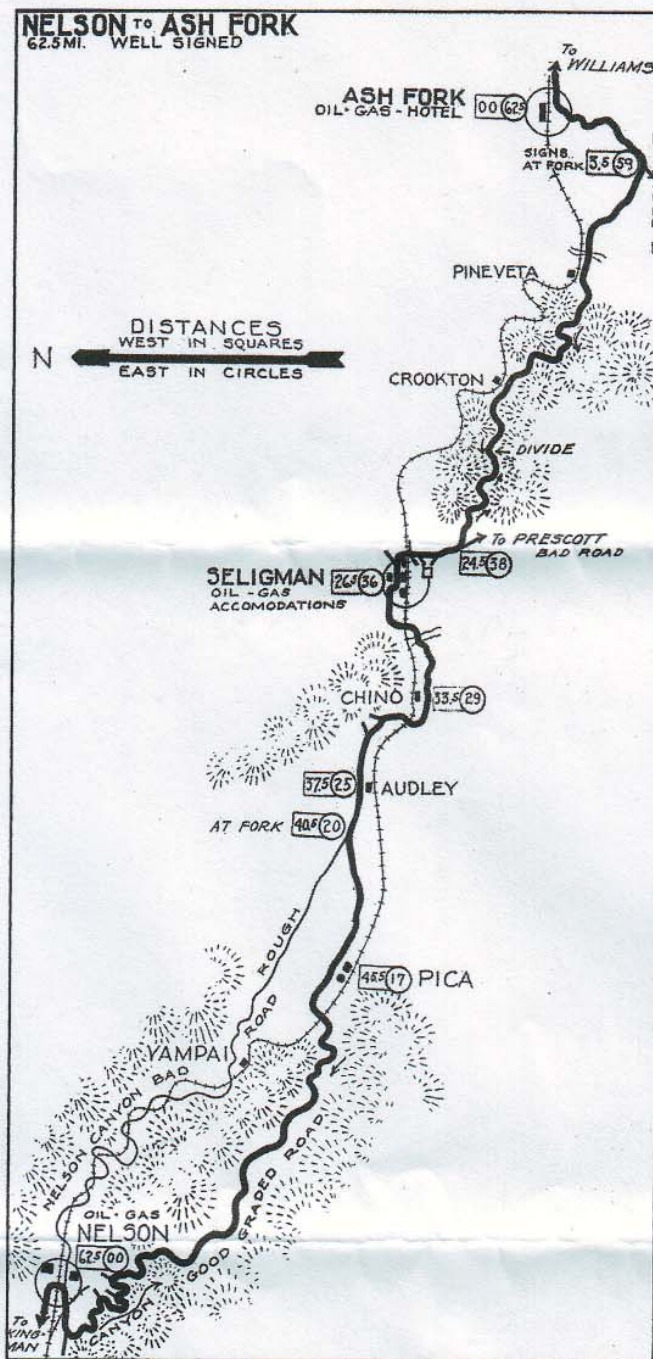
As Dr. Vickers had hoped, his newspaper prospered from the promotion, endorsement and sponsorship of the race. George Villard on the other hand was a bit disappointed as the winner, with a time of thirty hours and thirty-six minutes, was F. C. Fenner at the wheel of a stripped down White Steamer, a four year old car that had over 65,000 miles on it.

The 1909 race, now known as the Cactus Derby, would follow the same course as that of the previous year. The primary changes were the increasing of the first prize from a silver trophy supplied by the newspaper, to a silver trophy plus \$1300 in cash offered by the territorial fair officials (Arizona was not yet a state) if the race would end at the fair grounds in Phoenix. There were ten entrants, but only four finishers that year with Joe and Lois Nikrent driving a Buick finishing in the amazing time of nineteen hours and thirty minutes.

The course remained the same for 1910 and was won by Harvey Herrick driving a Kissel Kar in fifteen hours and forty-five minutes.

The course changed for the 1911 race, taking the drivers south from Los Angeles to San Diego, turning east and crossing into Mexico for about forty miles, then crossing the Colorado River at Yuma and on into Phoenix via Aqua Caliente and Buckeye. The new course at 520 miles ran across virtually trackless desert and attracted a field of sixteen entrants. A new prize of \$1,000 was offered for the first car to reach San Diego and Harvey Herrick, driving a National, claimed the bonus money and was first to reach Yuma with a time of twelve hours and fourteen minutes, and without tire or mechanical problems finished in Phoenix at a time of twenty hours and twenty-two minutes.

The race grew in popularity and in 1912 was run as a double-header - L.A. to Phoenix and San Diego to Phoenix. Ralph



Hamlin in an air-cooled Franklin came in first from L.A. to Phoenix with a time of eighteen hours and forty-five minutes. Dave Campbell driving a Stevens-Duryea took the San Diego/Phoenix purse with a time of sixteen hours and fifty-nine minutes.

The 1913 race set the stage for a grudge match with the elimination of the double-header concept and a return to the 1911 route - less the Mexico portion. The legendary Barney Oldfield was one of the notable entrants, only to be eclipsed at the finish line by a very young, very inexperienced driver by the name of Olin Davis.

The last, and without a doubt the most exciting of the Cactus Derbies, was the 1914 race. Officials in charge of the race

decided to use it to promote tourism in both California and Northern Arizona by dramatically altering the course. They also approved the publication of a route guide for those who might want to retrace the race route in their own vehicles. The route guide, in addition to offering detailed driving directions and instructions, also provided information on services and lodging facilities along the way. This new course, would, for the most part, follow the course of what would become Route 66 across California and Northern Arizona in 1926.

An October 1914 publication by the Automobile Club of Southern California carried an article detailing the challenges that would face the drivers. Highlighting the confusion that was the hallmark of automobile travel during the pre-US highway years the article claims the route chosen - at least from Los Angeles to Ash Fork, was the National Old Trails Highway⁽¹⁾ while the aforementioned route guide lists the route as the Santa Fe-Grand Canyon-Needles National Highway.

The race began at dawn on November 10, 1914 with twenty entrants, including Oldfield in a Stutz Bearcat, Olin Davis at the wheel of a Simplex, Louis Nikrent in a Paige, and Louis Chevrolet in a Chevrolet.

Rain, a factor that would plague the race from start to finish, was blamed for the first casualty when, less than an hour after leaving Eastlake Park in Los Angeles, H.J. Pink driving a large Thomas slid into a ditch totaling the car and seriously injuring himself.

The first fifty-nine miles of the race through El Monte, Pomona, Ontario, Upland, Cucamonga, and into San Bernardino - the first checkpoint - was all on macadam or concrete road surfaces. From San Bernardino to Ash Fork, Arizona, the road closely followed the Santa Fe Railroad line. This aspect would play an important role in a sideline spectacle that, in some communities along the way, almost provided as much excitement as the race itself.

From San Bernardino, as the official guide reads, "... there will be a dash on a seven and-one-half mile oiled straightaway for place in the narrow defile up Cajon Pass, where for twelve miles the road is in a narrow canyon with continuous heavy up-grades and sharp, dangerous turns with few opportunities for passing. When the summit is gained the country opens up into a great plain of Yucca with good road on to Hesperia and Victorville. Two miles more and the Mojave River is crossed by a bridge and light sand conditions prevail to Barstow."

What the guide did not mention was that rain would often turn the dusty desert roads into streams of mud, and in other instances, turn dry washes into swirling rivers.

After zipping through Daggett, Ludlow, Bagdad, Danby, Goffs and into Needles, the official stop for the first day of racing, enthusiasm among fans was reaching a fever pitch. Durant

reached the Needles checkpoint with a time of eight hours, forty-eight minutes, Oldfield was second at eight hours, fifty-two minutes and the third and fourth positions were only two minutes behind that.

The guide in outlining the second day reads, "... new road conditions are met for seventeen miles to⁽²⁾ the Colorado River crossing. The roadway is graded and good but replete with grades and sharp turns, winding among the low flat hills that border the river. The Santa Fe Railroad Bridge crossing the Colorado River is at Topock, twelve miles by rail⁽³⁾ down the river from Needles, and is now planked for auto travel. The railroad will suspend traffic at that point for a time to give racers the right of way. After crossing the River the cars will be on Arizona soil and will leave the main road, which follows the railroad via Yucca to Kingman⁽⁴⁾, and takes an almost direct

north route to Goldroads (sic), a distance of thirty miles. There is a stretch of fine, heavy sand for five miles on leaving Topock, but this has been oiled and rolled. Several sand hills have been planked. As the mountains are approached, the road becomes very crooked and rolling grades are encountered. The conditions are magnified in passing through the great mining camps of Oatman and Goldroads (sic), where the grades are 28% in places and continue for several miles. This road is carved out of solid rock along the side of a great mountain to reach the summit and has few passing points."

If the first day's race had been a cliffhanger, the second from Needles to Prescott was nothing short of a nail biter for fans. For the drivers the grueling climb through the Black Mountains and intermittent cloudbursts that turned the best portions of the road into a morass of rutted mud demanded their full attention.

The Wednesday morning, November 11, 1914, edition of *The Arizona Republican* gave front-page headlines to the incredible duel that was beginning to take shape in Northern Arizona. Quick-

ly, the story was being relayed throughout the country, and soon special editions were rolling off the presses.

"At Topock the three leaders were within two minutes of each other, three minutes at Oatman, five minutes at Goldroads (sic), eight minutes at Kingman, seven minutes at Crozier, fifty seconds at Peach Springs and two minutes at Nelson." As if this wasn't excitement enough, Olin Davis, at the wheel of the car Durant had driven in the previous year's race, had managed to move from fourth to first place by the time the racers had reached Peach Springs.

By the time the cars had reached Kingman, the speed and brutal road conditions had taken their toll on both vehicles and drivers. The same edition of *The Arizona Republican* reads, "Car No. 1 was delayed in Kingman 7 minutes having to change a bent wheel and later with a broken radiator." Other

A group of fans
that had left Los
Angeles by rail to
follow along were
beginning to garner
a fair share of
publicity with
their alcohol
inspired antics

problems encountered included broken axles, loose spokes, punctured oil pans, broken steering components, and ruined tires.

Meanwhile, as exciting as the race was, a group of fans that had left Los Angeles by rail to follow along were beginning to garner a fair share of publicity with their alcohol inspired antics. An article from *The Arizona Republican*, making note of the rowdy fans from California, reads, "Creating almost as much interest and noise as the race cars was the 'Howdy Special,' a whole trainload of California boosters arrayed in curious costumes and armed with noise makers of all varieties. Inspired by refreshments carried aboard the trains, this unruly bunch alighted at towns along the way to cheer on their favorite drivers."

Another piece reads, "The racers were given a noisy reception (in Needles). Then the townsmen turned their attention to the depot where the Howdy Special, with all its noise making instruments aboard in full blast was pulling in. As the Howdyites with their red, black Yama-Yama effects flocked off the

EDITORS NOTES

- (1) Should be National Old Trails Road (Source - National Old Trails Road map, Automobile Club of Southern California)
- (2) This section is actually crossing the River by ferry at Needles then continuing to Oatman, so I'm confident it should say "from" instead of "to" here. (Source - Arizona Good Roads Association Illustrated Road Maps and Tour Book, 1913)
- (3) Cars had to be loaded onto railcars at Needles (or Topock westbound) for this journey. (Source - Aunt Irene's Diary, The Mother Road Journal #3, January 1992)
- (4) The main road was through Oatman. The Yucca route was not recommended because of deep sand and very rough conditions. (Source - Arizona Good Roads Association Illustrated Road Maps and Tour Book, 1913 and the Automobile Blue Book, Volume 4, 1923)

train, they lined up to the air of 'I Love You California' played by vigorous Indian band. The Howdyites formed in a line and began their noisemaking anew. The band quit before such overwhelming odds." The Howdyites reputation spread almost as fast as the racers were driving, and by the time their train reached Seligman, they were forbidden to disembark.

From Kingman, the racers were given a brief respite from the grueling conditions that had been encountered as "... the new highway is complete in several places and intervening stretches are level and

good." It was a short respite as "... grades, winding roads through canyons, washes, and an occasional ford or rough and rocky place," dominated the course from Hackberry, over the old road up Nelson Canyon to Seligman, and then on to Ash Fork Junction.

Since the beginning of the race, rain had plagued the drivers, and it kept on, making the nearly impassable roads even worse. The newspaper provided a brief time capsule peek at the incredible driving conditions with, "It had stopped raining and the sun was blazing merrily, but the road were most awfully wet and the road as slippery as only Yavapi (sic) County mud can be on occasions and in spite of skid chains, the racing car (driven by Oldfield) could not be held in a straight course. Oldfield scrapped both curbs, nearly went into the lawn of the Yavapi (sic) Club, and all in spite of the fact he wasn't making over twenty miles an hour."

The third and final day of the race was even more exciting than the previous two. First there were the steep and muddy

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From the author of
The Missouri US 66 Tour Book -
a new 188-page book featuring
over 20 stories and 200 vintage photos!
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grades of Yarnell Hill. Then there were the leading racers; Oldfield, Davis and Louis Nikrent - veteran of every Cactus Derby - who continually traded position for first place. On this, the final day, there were more wrecks and breakdowns than in the first two days combined.

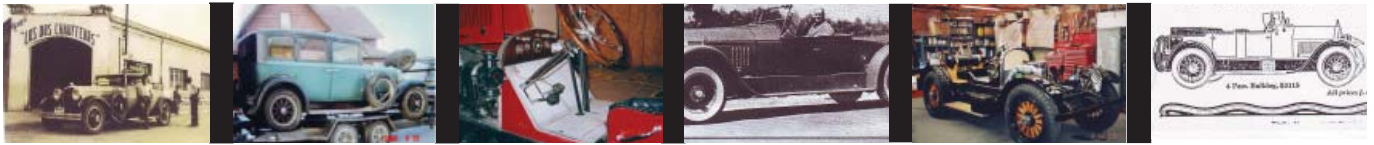
Oldfield swept into first place outside of Wickenburg only to be brought to a complete stop in the deep sand and mud of the New River at a crossing. Bill Bramlett came from the end of the pack to fifth place, largely the result of attrition, only to have a major steering component snap.

The excitement did not end with Louis Nikrent crossing the finish line first at the State Fairgrounds. The crowds were sent into a frenzy with the announcement that as the event was a timed one, Oldfield, who crossed the finish line almost ten minutes after Nikrent, was the official winner with thirty-six minutes less elapsed time than Nikrent. Then Bill Bramlett's Cadillac wobbled across the line with a pair of whittled down fence posts spliced with bailing wire, as substitutes for his broken steering shaft, to take fifth place. Even then, he was doing better than most, as only seven cars completed the race under their own power.

The forgotten Cactus Derby, serves as a colorful portent of what was to come along the highway that became an American icon.

Our many thanks to Jim Hershey and Route 66 Magazine for this history. (Ed.)

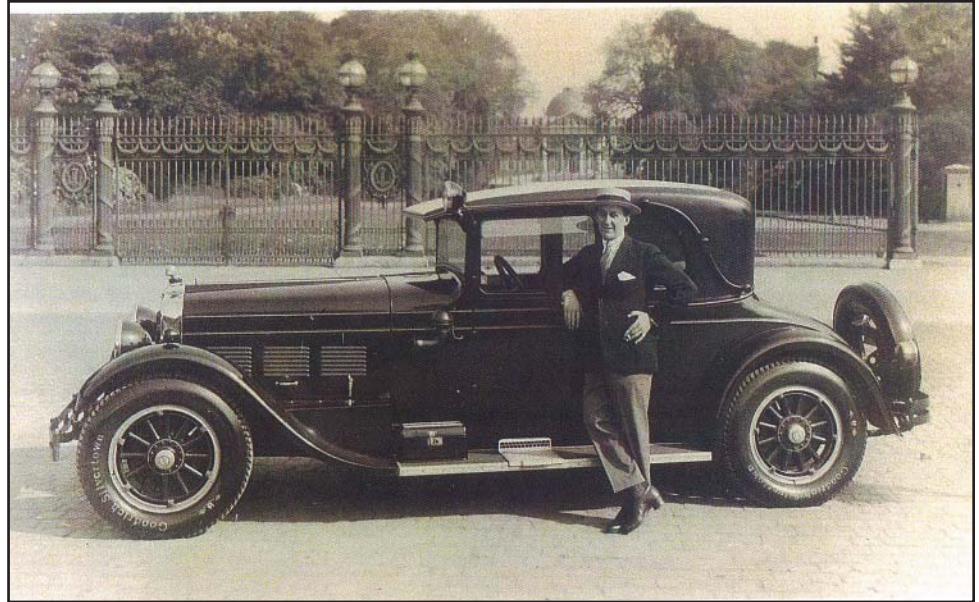




The Theo Doon Photo Album

Again, we take pleasure in thanking member Wayne D. Herstad (No. 519) for sharing with us photos of Stutzes on the road in Europe in their prime from the Doon photo album.

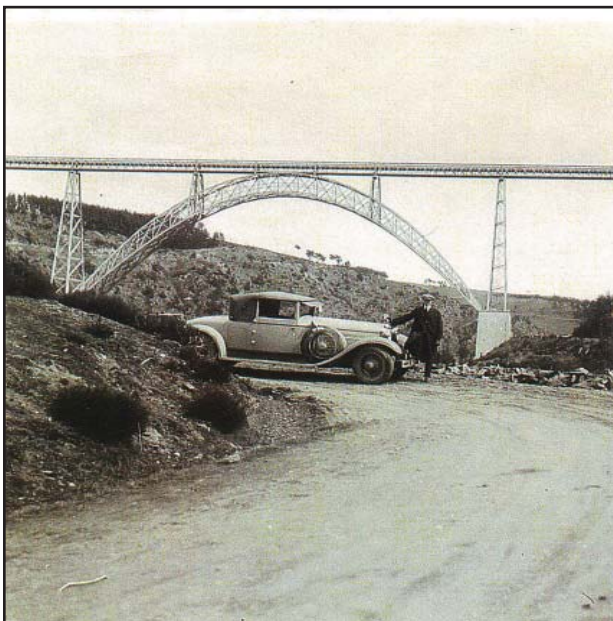
A fantastic Series AA Coupe taken along Doon's journey. Note the Goodrich Sivertone tires. Can anyone identify the place and country?



A Stutz Series BB Dual Cowl Speedster photographed in Spain in 1928



1928 Series BB Convertible Coupe on the road in France or Spain. Can anyone tell us the location?



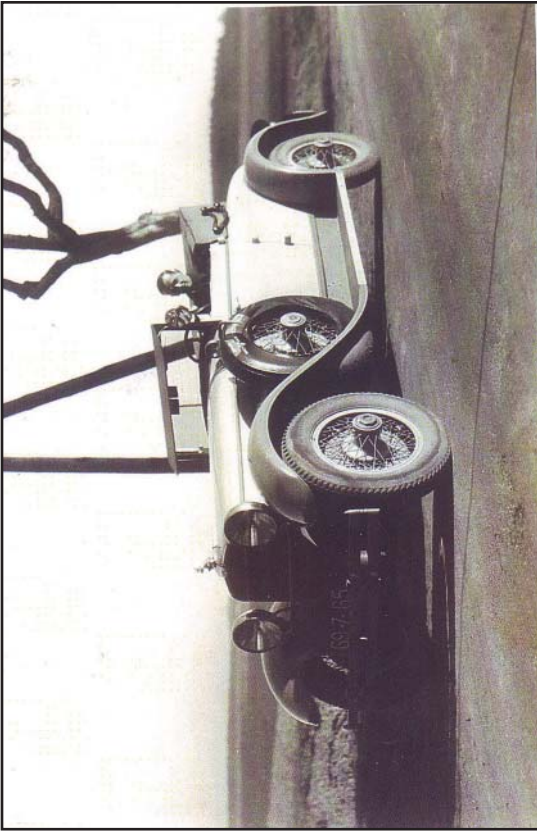
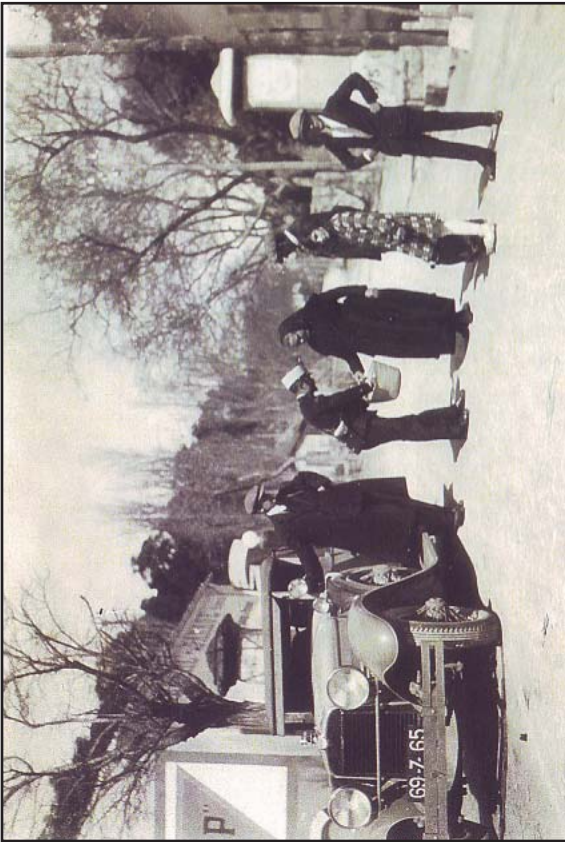


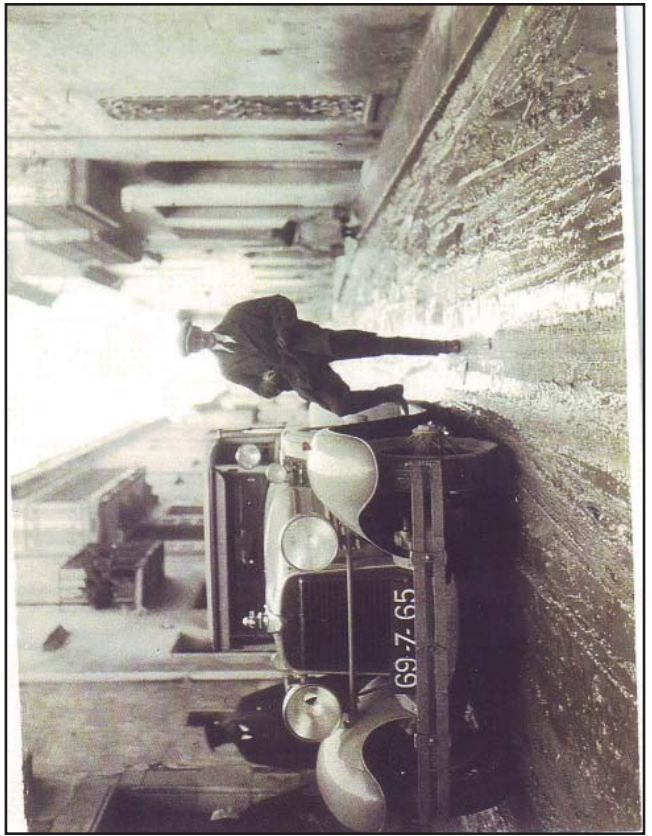
Photo of same Stutz top down on the road



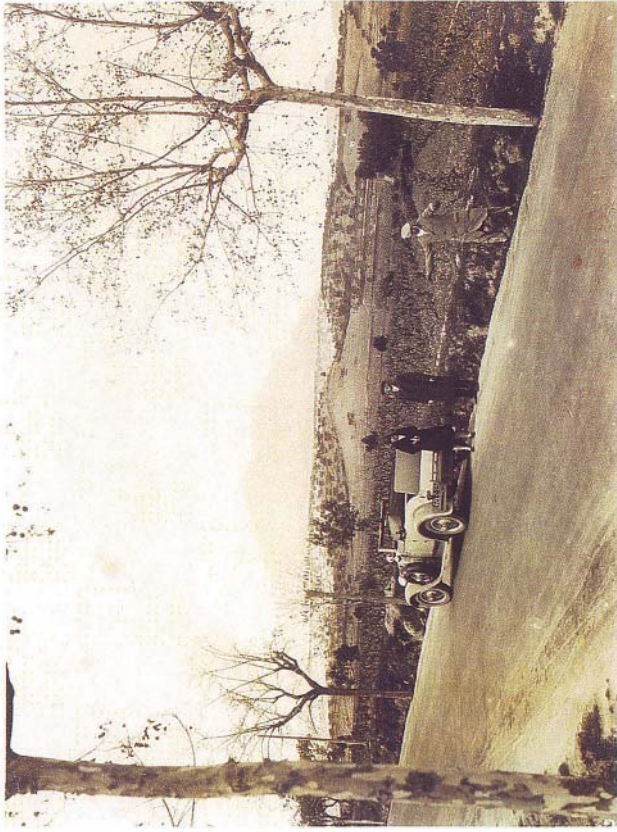
At laça Catalana with Mr. Seidler, Stutz Sales Manager at Barcelona, March 27, 1928



1928 Stutz Coupé on French Spanish border



In Barcelona, Spain 1928



The 1928 Stutz BB Com. Coupe on the way to Monserrat, Spain, March 1928

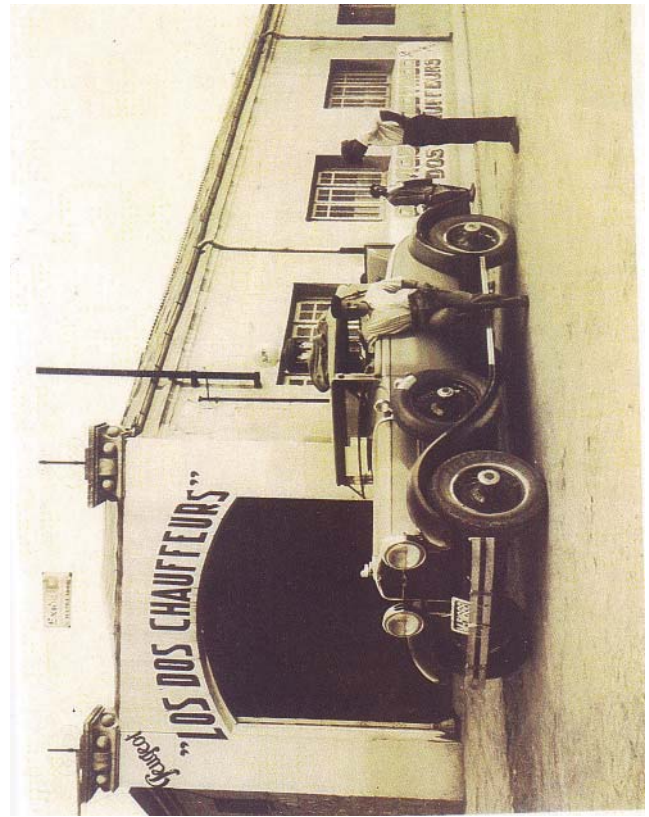


The Stutz parked in front of "Los Dos Chauffeurs" (the two) appears to be a 1929 M Convertible Coupe based on the larger hubcaps and the Ryan ILCO headlamps. What do you think?

In the next issue Mr. Theo Doon will take us to France to experience the 24 Hours at LeMans, June 1928. Left, after that, we will journey on to the AVUS racetrack in Berlin, Germany.



Around the Barcelona area, March 1928





Luis Angel Firpo



Author Brooks Brierly found the above rare image at the Still Picture section of the National Archives in College Park, Maryland – in the New York Times Paris collection of glass plate negatives. The image is identified as 306 NT 11.105. While the photo caption has been lost, Brooks and your editor believe that Luis Firpo is the person driving this Stutz on the French Riviera in early 1925. Perhaps Firpo brought what appears to be a 1923 or 1924 Bearcat roadster with right-hand drive from Argentina?

Firpo was noted boxer, champion of South America who had some success in the USA. While in the US circa 1922 he came to Indianapolis and obtained the

Stutz Distributorship for Argentina which operated with success throughout the 1920s. There are three references to Firpo in the *Splendid Stutz*, see pages 76, 143, 173 and 175.) In 1927 Mr. Firpo imported one of the twelve 1927 Stutz Series AA Black Hawk 2-pass Speedster made by LeBaron. Only one exists today owned by member No. 528 (see photo p. 175). We are sorry that the quality of the above image is rather poor but it's the best we could do.

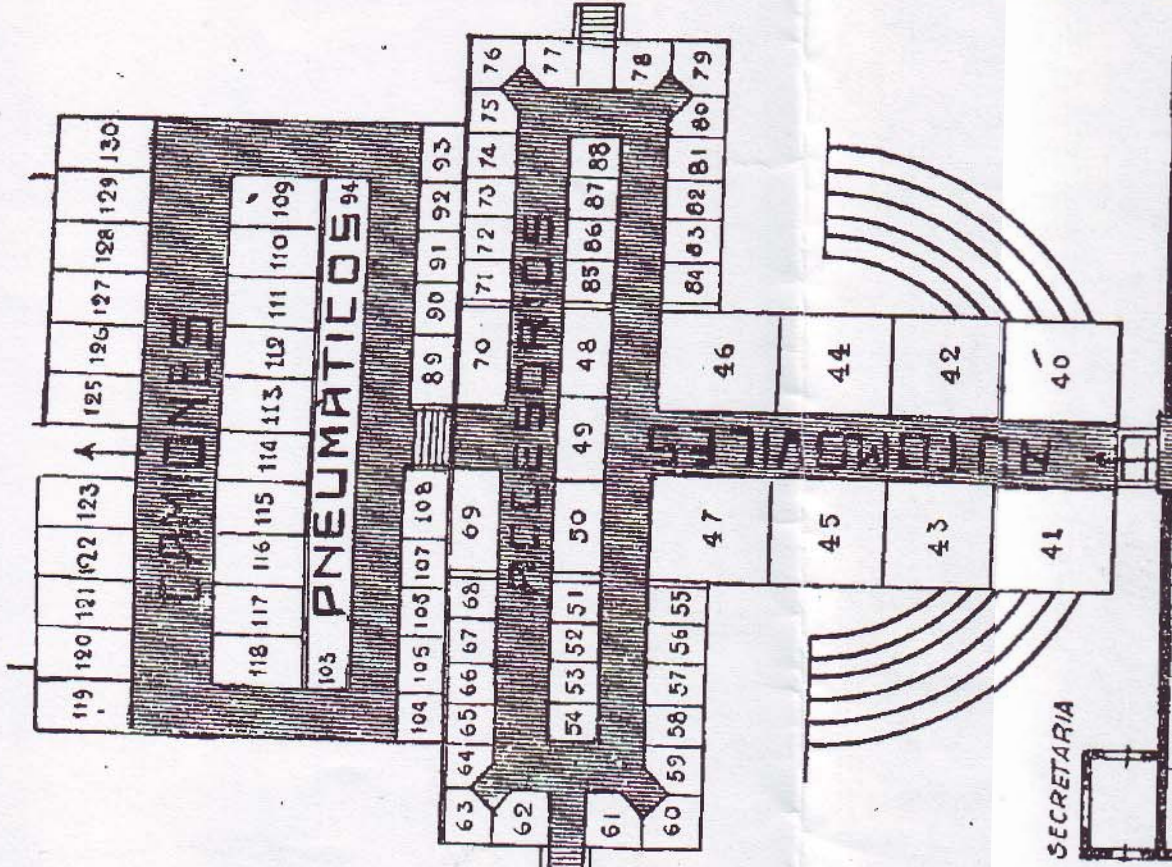
The editor assumes that not all members can read Spanish so he has given below his best shot at translation, but its not verbatim.

LOS STANDS DEL SEXTO SALON

COMO ESTAN DISTRIBUIDOS LOS EXPOSITORES

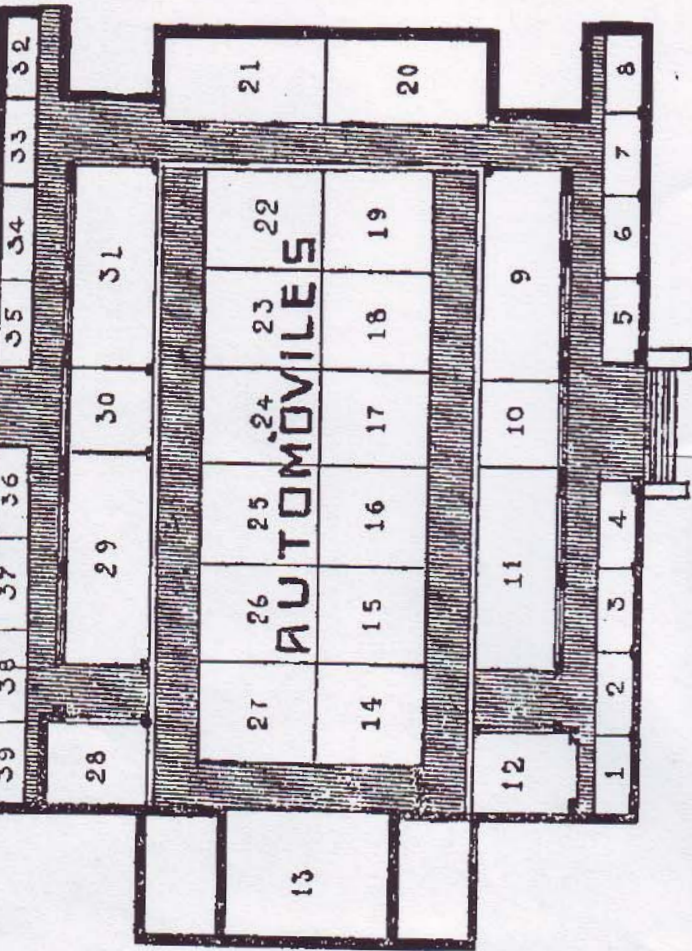
1, Bonazzi y Stura: Automóviles Portier; 2, Fourcade y Maimberg: Automóviles N. A. G.; 3, Fastine y Canuto: Automóviles Ceirano; 4, 5, 6, 7, 8 y 9, Fevre y Cia., Julio: Automóviles Dodge, Brothers Delays; Berliet y Citroen; 10, Gil, Miguel: Automóviles Moon; 11, Mulledó y Berlingieri: Automóviles Lancia; 12, Fiat: Automóviles Fiat; 13, Landívar, Gustavo M.: Automóviles Packard; 14, Ford Motor Co.: Automóviles Lincoln; 15, Robert, Pusterla y Cia.: Automóviles Mercedes; 16, Dhert y Cia., H. C.: Automóviles Nash; 17, Case T. M. y Cia., J. I.: Automóviles Case; 18, Lehmann y Cia., R.: Automóviles Peugeot; 19, Hardcastle (S. A.): Automóviles Overland y Willys-Knight; 20, Carl, Eduardo: Automóviles Alfa-Romeo; 21, Lohigorry Hnos.: Automóviles Chaudier y Cleverland; 22, Heine, Germán: Automóviles Opel y Moll; 23, Abal y Cia., Enrique: Automóviles Renault; 24, Compañía Argentina de Representaciones: Automóviles Rolls Royce; 25, Savio, Alberto: Automóviles Hispano-Suiza; 26, Ditlevsen y Cia.: Automóviles Durant; 27, Hampton Watson y Cia.: Automóviles Oldsmobile y Chevrolet; 28, Fiat: Automóviles Fiat; 29, Felding Hnos.: Automóviles Cadillac; 30 y 31, Buxton, Guillain y Cia.: Automóviles Hudson, Essex y Maxwell; 32, Castano, César: Carrocerías; 33, Fortini y Cia., J.: Carrocerías; 34, Argentieri, José: Carrocerías; 35, Argentieri, José: Carrocerías; 36, Duni y Cia.: Carrocerías; 37, Duni y Cia.: Carrocerías; 38, Duni y Cia.: Carrocerías; 39, Gea, Cia. Expó. e Imp. Arg. S. A.: Automóviles Haynes; 40, Peabody y Cia., Henry: Automóviles

Carl: Accesorios; 63, Stephan, W. Accesorios; 64, Stephan, Walker: Accesorios; 65, Boehler y Cia.: Accesorios; 66, Boehler y Cia.: Accesorios; 67, Ebersson, Otto: Lubricantes; 68, India Oil y Co.: Nafta y surtidore; 69, West India Oil Co.: Nafta y surtidore; 70, Lehmann y Cia., R.: Motocic Excelsior, bicicletas y accesorios; 71, Compañía Técnica e Importadora: Lubricantes; 72, Cachan, Simón: Lubricantes; 73, Stormi y Cia.: Accesorios; 74, Anglo Mexican Petroleum Co.: Nafta y surtidore; 75, Donell y Palmer: Accesorios; 76, Compañía Importadora Suiza-Sudaca: Accesorios; 77, Hawtrey y Arthur S.: Accesorios; 78, Gerill, E.: Motocicletas Indian; 79, Vega y Cia., Silveiro: Neumáticos; 80, G. y Cia., Arthur S.: Accesorios; 81, G.: Accesorios; 82, Western Electric Argentina: Accesorios; 83, Bonelli y Armido: Accesorios; 84, Fábrica de mulladores Varla: Accesorios; 85, I guelongué y Toulouse: Motocic Harley-Davidson, bicicletas Alcyon cesorios; 86, Dearborn Chemical Lubricantes; 87, Gori y Cia., O.: cesorios; 88, Bocci y Cia., Gino: cesorios; 89, Goggia, Arturo: Radiad 89, Las Heras y Montero: Uniforme libreas; 90, Rodríguez, Arturo E.: cesorios; 91, Muzio, San Miguel y Motocicletas Frera y accesorios; 92, zio, San Miguel y Cia.: Motocic Frera y accesorios; 93, Radio Cul T. S. H.: 94 al 103, Asociación In tadores de Neumáticos: Neumát cesorios; 104 al 107, Mestre y Blatgé (S. A.): cesorios; 108, Agar, Cross y Cia.: bricantes; 109, Heine, Germán: C



SECRETARIA

nes Opel; 110 y 111, Abal y Cia., J que: Camiones Renault; 112, Vigey José: Camiones; 113, De Angelis y lla: Camiones Spa; 114, Melyno F y Cia.: Camiones; 115, Stinnes, F (S. A.): Camiones Büssing; 116, Y Torre, Carlos M.: Camiones; 117, ternational Harvester Co.: Cami International; 118, Hampton-Watso Cia.: Camiones Chevrolet; 119, Fet Hnos.: Camiones Federal; 120, Al Costaguta y Cia.: Camiones; 121 y Robertg, W. D.: Camiones Karrier; y 124, Dartigueolonguc y Toulouse, miones R. E. O.; 125, Peabody y (Henry: Camiones G. M. C. y Gau Desarmable; 126, Fevre y Cia., Ju Camiones Berliet y Dodge Broth 127, Fevre y Cia., Julio: Camiones llet y Dodge Brothers; 128, Pratt y C Grupo electrógeno; 129, Robert, Pus la y Cia.: Camiones Mercedes; 130, E nfeld y Cia., G. C.: Camiones; Motor Ford Co.



Duick; 41, Obiglio e Hijos: Automóviles Gray; 42, Peabody y Cia., Henry: Automóviles Buick; 43, Resto Hnos.: Automóviles Hupmobile; 44, Peabody y Cia., Henry: Automóviles Duick; 45, Peretti y Cia., José: Automóviles Isotta Fraschini; 46, Dartigueolonguc y Toulouse: Automóviles R. E. O.; 47, De Angelis y Villa: Automóviles Spa y Chalmers; 48, Firpo, Luis Angel: Automóviles Stutz; 49, Franck, G. S.: modelos miniatura; 50, Firpo, Luis Angel: Automóviles Stutz; 51, Peabody y Cia, Henry: Accesorios; 52, Petrolini Hnos.: Fundas y capotas; 53, Canton Hnos.: Neumáticos; 54, Dorneteld y Cia., G. C.: Motores marinos; 55, Feit y Olivari, Ltda.: Lubricantes; 56, The Anglo Argentine General Electric: Accesorios; 57, De Ahelis, Alejandro: Accesorios; 58, Goffre y Cia., C.: Motores marinos y accesorios; 59, Pino, Esteban: Accesorios; 60, Vilasis, Francisco: Radiadores; 61, Compañía de Seguros Columbia; 62, Zeiss,

Stutz.—Luis Angel Firpo

El campeón sudamericano de boxeo ha aceptado, como se sabe, la representación de los Stutz, coches de verdaderos prestigios que por primera vez serán presentados en nuestro Salón del Automóvil. Se trata, sin duda, de un automóvil de bello aspecto y de grandes condiciones, ampliamente elogiado en Estados Unidos, donde su difusión es considerable. En los dos stands presentará un cuatro y un seis cilindros, el primero coche de turismo de siete pasajeros, cuyo diseño y construcción son exclusivos de la casa. Posee 16 válvulas y sus cilindros están en un solo bloque con cabeza desmontable. Las cámaras se hallan torneadas para obtener uniformidad, el cárter es de aluminio y el cigüeñal es de dimensión sumamente amplia. Levanta válvulas de tipo rodillo, siendo su tubo de admisión calentado por escape. Posee, además, arranque

cojinetes principales y de las bielas por medio de una bomba de engranaje; el radiador es de un tipo especial con secciones de nido de abeja, desmontables, accionando una bomba centrífuga y un ventilador. Su embrague es de discos múltiples secos, la caja de engranajes está construida en una sola unidad con el eje trasero, poseyendo, además, otras características que dan mayor interés a este coche, complementándose estos detalles con un equipo de lo más completo. La carrocería es esmerada, lo que define las líneas en forma perfecta. El seis cilindros, coche de turismo de cinco pasajeros, es un tipo especial con alta velocidad y larga duración, poseyendo, en sus detalles esenciales, las características del tipo anterior.

The 6th Automotive Exposition held in Buenos Aires, Argentina on Sunday 11 November 1923, for the first time included a display of Stutz Automobiles. The two Stutz cars were located in spaces 48 and 59 by Luis Angel Firpo, the noted boxing champion of South America, who held the Stutz distributorship for Argentina during the 1920s.

The Stutz cars made in the US are truly prestigious. To discuss, without a doubt, they are beautiful and of great quality.

One of the cars presented is a 4 cyl. 7-pass touring and the other is a 6 cyl, 5 pass touring – both manufactured exclusively by the Stutz Co.

The article goes on to discuss the fine features of the KLDH engine, the 16 valves, the single block with detachable crankcase, machine cylinders, Stutz-Remy starter, Stutz Delco double ignition, etc.

The 6-cyl, 5-pass touring car is a type that gives high speeds for long duration and is equipped with fine characteristics as mentioned above. Illustrations of the 4 and 6 cylinder Stutz cars can be found on the rear cover, top left and top right. Two 1923 Stutz KLDH 6/7 pass tourings survive, Member Gus Ludwick owns one and Shawn Miller the other (ex AK Miller.)

Forty Years Behind the Wheel of Stutz Cars

Story and photographs by Dale K. Wells

Like many CCCA members I cannot remember a time when I wasn't fascinated by automobiles. Growing up in a small Michigan town of 7,000 people there were mostly Fords, Chevrolets and Plymouths on the roads. Our town of Three Rivers was located where a major north-south highway (US-131) crossed a major east-west state highway (M-60) affording many opportunities to see a more diversified selection of cars. Packards, Lincolns and Cadillacs would frequently pass through town and over the years I did see three Duesenbergs and one Stutz in the area.

In my adolescent years of the 1940s I saw Duesenbergs advertised in the *Chicago Tribune* for prices ranging from \$950 to \$1,500 and decided that would be the car for me. However, after college and marriage we were raising a family and the budget had no room for a Classic Car. Fast-forward 20 years and unrestored, original Duesenbergs were now selling for upwards of \$5,000. So much for the Duesenberg plan. A Stutz "in-progress of restoration" came into my life at an affordable price and at last we became owners of a Classic Car while living in Dallas, Texas. The local car club had only three Classics—an Auburn Speedster, a Packard and another Stutz.

The fellow Stutz owner shared his owner's manual with me and introduced me to the local restorer who had rebuilt the engine on his car. His was also a work-in-progress and remained so until the day he died, but that's another story. My Stutz had a completely rebuilt engine and the body was straight and complete in primer. An easy restoration? Well, not quite... all you restorers know there seldom is such a thing.

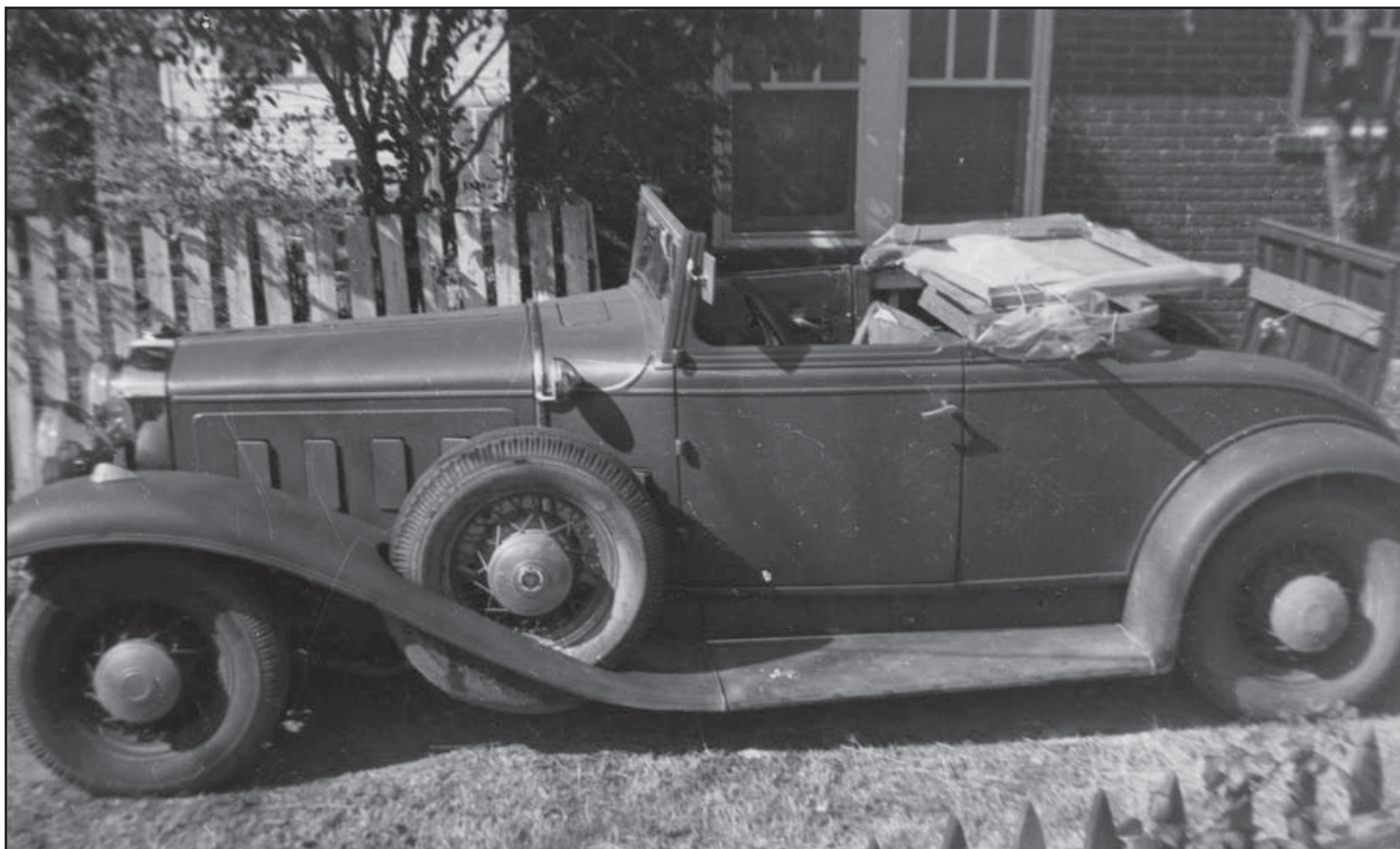


The Stutz Ra: the Egyptian sun god

My Stutz came from a businessman in Houston who owned three or four other Stutzes and as was a common practice at the time, restorers would often

pick the best parts from various cars and assemble them into one finished car. Having never seen another Stutz up close, I had much to learn about the marque, even if I just wanted something to drive on tours with the local car club and enjoy the camaraderie of old-car ownership. Stutz introduced its Vertical Eight with overhead camshaft and dual ignition in 1926. With improvements and minor changes the 1930s models had 322-cubic-inch engines producing more than 100 horsepower.

As I learned more about Stutz over the next five years I determined my car was a 1934 chassis with a 1930 body and a 1928 engine and transmission. Those differences really weren't too significant. The company was in its declining years during the Great Depression and made few mechanical or styling changes after 1930. The biggest surprise, however, was that this Stutz was equipped with an Auburn two-speed rear end. A title trace found that the car came to Texas from Denver where the





Winter 1964: The Stutz arrives in Michigan after the long drive from Texas.

two-speed rear end would be a nice feature when climbing mountains and coming down to the flat eastern prairies. Who installed that Auburn unit and when it was done remains a mystery but it later became undependable when shifting between high and low gears.

The real restoration challenges were finding seats, bumpers, hub caps and a good carburetor. Stutz had changed from brass to pot-metal castings for its Zenith 105DC carburetors around 1928 and by the 1960s most of them had swollen and were badly cracked. I know of many Stutzes using the wrong carburetor just to get them on the road. My solution was epoxy



The author pondering which way the thing-a-ma-jig fits into the whatcha-ma-call-it.

and I was able to patch my carburetor and keep the car running for several years until reproductions became available.

Cars were meant to be driven and that's the most fun for this collector. Over the next few years I continued to make improvements to the Stutz. Cracked springs were replaced, a Franklin front seat was used until an authentic Stutz seat could be found and leather seats from a British Wolseley sedan were fitted to the rumble seat. On the exterior, some chrome was replaced, a local paint shop applied Buick Galway Green lacquer at the exorbitant price of \$240 and a canvas top was constructed for \$82 before we moved to Michigan in 1964.

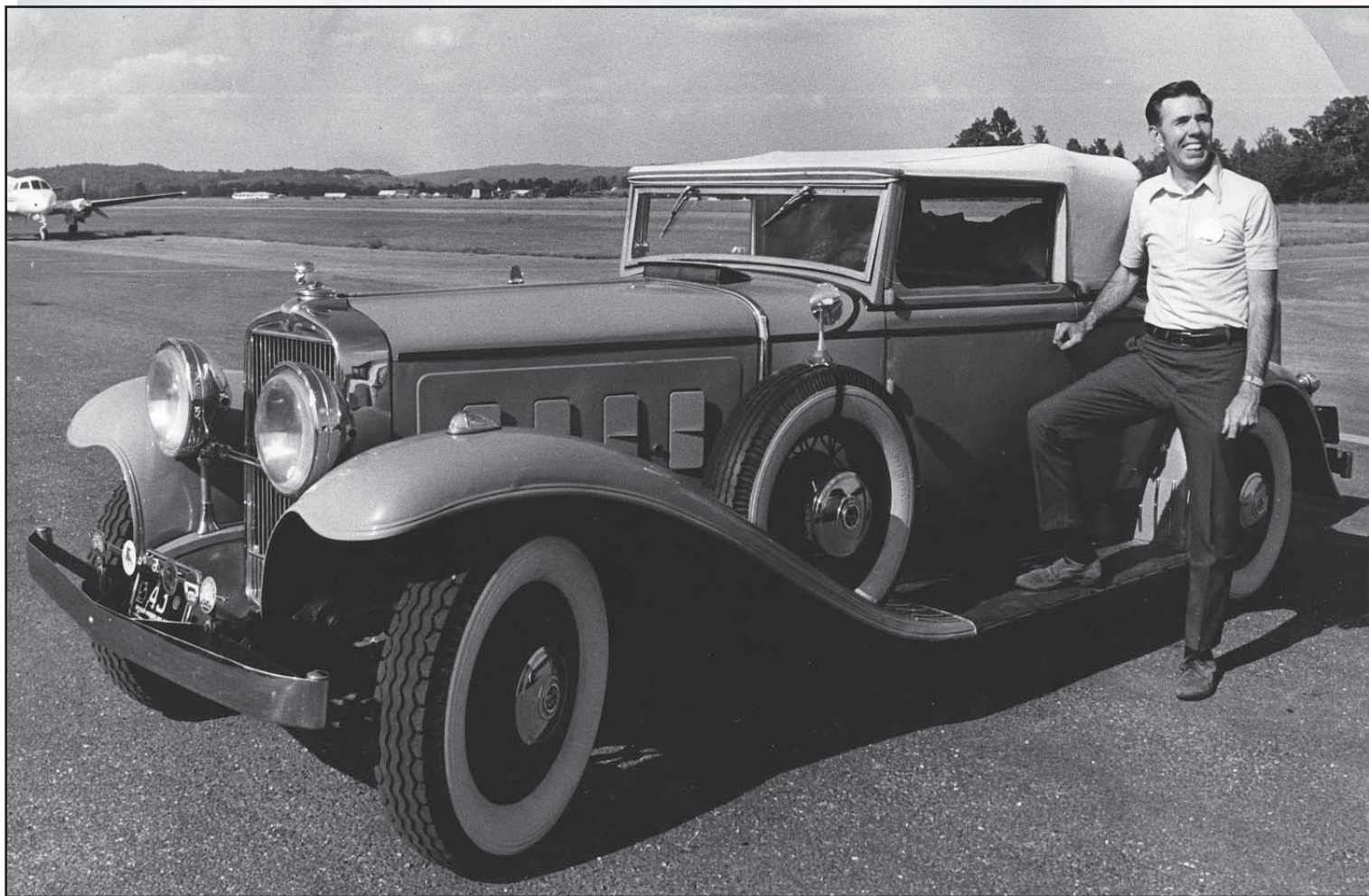
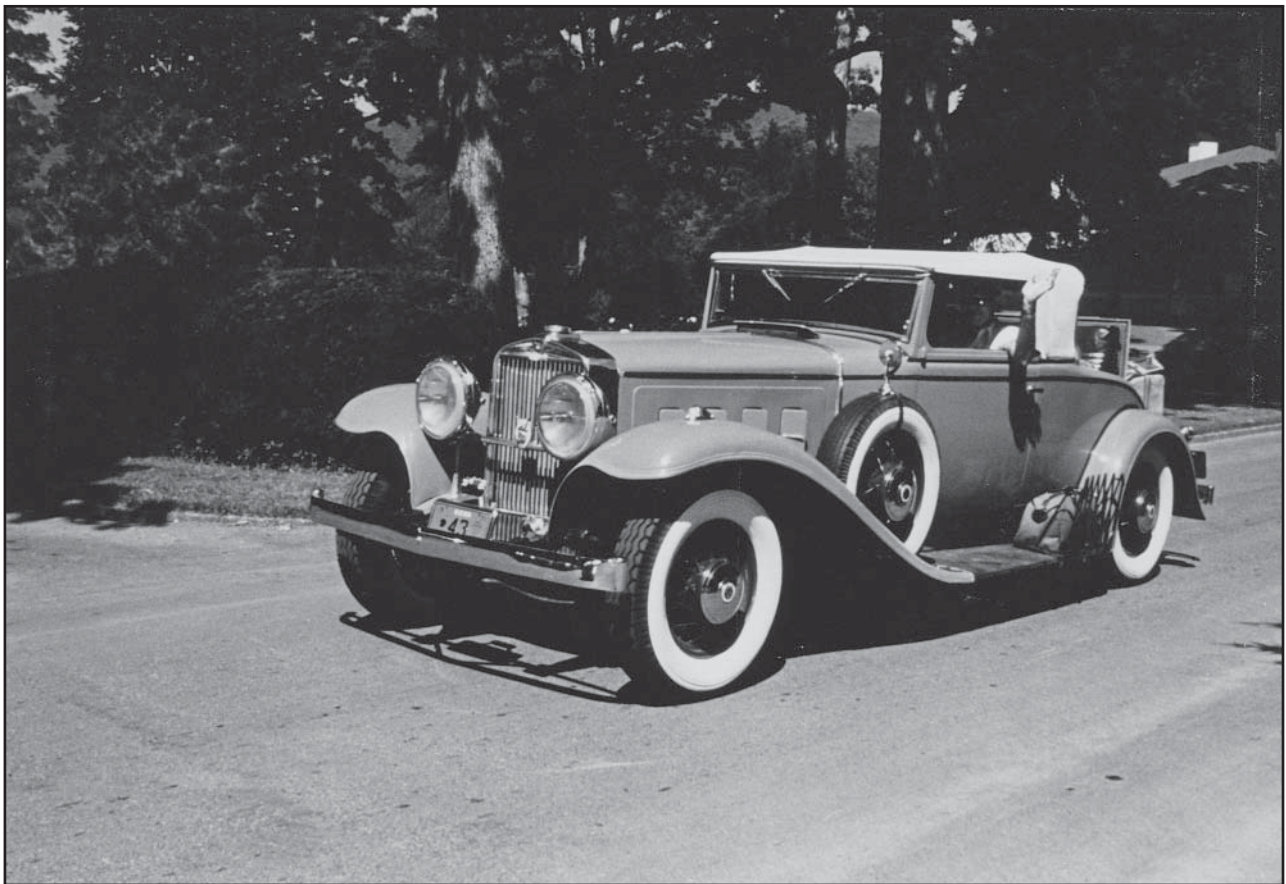


Photo op at the Pipestone Landing Strip while on the 1971 Black Diamond CARavan



Arriving at the Greenbrier Hotel during the Black Diamond CARavan

On the road again and not the least bit concerned about running-board-luggage carriers





1931 Stutz MB 7-passenger sedan on the 145" wheelbase

point cars, the more I realized I could not drive and enjoy the car without a much higher degree of detailing and attention to authenticity if I wanted to go into competition. As rewarding as it might be to take home trophies, restoration practices were more and more seeking perfection beyond my means. After many years the CCCA decided that it would be permissible to trailer cars to Grand Classics® and restoration practices thereafter sought an even higher degree of perfection. Not to worry—the enjoyment I got from driving the Stutz was my primary interest.

There were some great driving experiences on Classic Car CARavans; during the next 30 years we enjoyed 11 of them. Our first (and the first for our Stutz) was the Black Diamond CARavan of 1971. En route to the gathering point at New Stanton, Pennsylvania we rolled across Ohio and Pennsylvania on the Turnpike cruising at nearly 70 mph using the high gear of the Auburn two-speed rear end. For several long miles I could just barely make out another Classic Car in the distance behind me slowly catching up. At the next stop Ken Kenewell rolled in driving his big Lincoln K convertible coupe. He admitted to trying to catch us but hadn't wanted to push much harder.

On the first day of the CARavan we had a memorable experience going south of New Stanton approaching Uniontown. Quite suddenly, upon rounding a curve on a downhill grade, we came upon the entire CARavan stopped ahead of us at a traffic light. Directly in front of me was Wendell Bailey in a Packard Darrin and I jammed on the brakes only to have the transmission jump out of gear thus losing engine compression to help stop the car. In desperation, I pulled on the emergency brake and stopped a few feet short of the Packard. I can still see Wendell's eyes as he looked over his shoulder at the approaching Stutz with brakes screeching and smoking. It was a good test of the Wagner-Lockheed hydraulics and I can testify that Stutz designed them very well, indeed.

On every CARavan there seems to be at least one "great turnaround" and sure enough, a few days later there was one—led by, you guessed it—a green Stutz from Michigan. We were traveling along various hills and ridges, occasionally out of sight of the car ahead. Bonnie was reading the tour instructions when we came to an intersection with no one in sight ahead of us to follow. I asked, "Which way do we turn?" She glanced at the tour instructions and replied, "Turn right." We turned down a narrow winding paved road that ran about a quarter of a mile and ended at a farmer's pasture. A half dozen CARavaners had followed us and we all had to see-saw in a turn-around at the farmer's front gate.



The 1931 Stutz decorated for livery service during a family wedding

In the early CARavans the plan was to tour together in close formation—thus the name. The front and rear escort cars were equipped with CB radios as were a few selected cars scattered throughout the line-up. This worked quite well in controlling speeds and keeping cars together, especially when we could arrange police assistance when driving through towns. When police were not available, various escort cars would pull over and block major intersections so we could drive through uninterrupted. What fun that was and the Deutsch Trophy was initiated by Bill Deutsch who always dressed in khakis and aggressively impressed locals as a deputy patrolman doing his job. Of course, this backfired on some occasions resulting in delays when unimpressed local policemen found our behavior unacceptable. On the Great River Road CARavan of 1977 we were delayed nearly half an hour while the local police lectured our leaders about our misbehavior and then arranged for protection the rest of the way, leading our group through the busy intersections of their town.

Within the next few years almost all of us on CARavan had CB radios so the leaders requested other drivers not to talk on the selected channel, lest there be too many interruptions or unnecessary comments. The temptations were great and on one long, hot afternoon drive through Illinois cornfields an anonymous, bored-sounding CARavaner announced, "Jack Pecsok just ran over a mouse" in a very cool, deliberate manner. We all laughed about it the rest of the afternoon.

After several CARavans with our daughter and two sons riding one in front and two in the rumble seat, we decided we needed a larger tour car partly because we feared being accused of child abuse. Several times when we encountered rain, the kids would dive down into the depths of the rumble seat and pull the lid closed. Most definitely an inhuman way to treat young ones. Another "easy restoration" had tempted me when Norm Deckard offered a 1931 Stutz seven-passenger sedan for sale in 1969. What an ideal CARavan car this would make—just open the rear doors and pile in luggage, boxes, picnic coolers and all the spare parts and tools needed. Now was the time to get with it and get the '31 on the road.

The 1931 Stutz was running but needed some major engine work. Weeks turned into months and months into years while doing most of the work myself. My education in Stutz automobiles was really expanding during this time and, like most everything I had done in restoration work, I usually had to do it twice. Once to learn how to do it, and once to learn how to do it RIGHT. Fortunately I had lots of free advice from other

Club members and mechanic friends to get me out of tight spots when I was in over my head.

When the '31 was up and running we decided to take it on the 1982 Buckeye Tour. It ran along quite well on a hot June day but began to stumble and vapor lock after only fifty miles from home. I called family members for a rescue and tow back home thinking we would switch cars and drive the 1934 instead. After the years spent in restoration, our three children decided they had been on enough CARavans and preferred to stay with cousins and friends while we did our thing. However, Bonnie suggested we enlist our youngest son, Greg (who had just gotten his driver's license at age 16), to follow us in our modern car and, whenever the '31 stumbled or vapor-locked, could tow us to get started again. Kalamazoo CCCA member Norm Knight attended most of the CARavans with us, driving his Packard Darrin. He has given us a tow when needed in the past, but was not on this tour.

By the time the CARavan was over, the '31 rebuilt engine should be loosened up and broken in well enough that it would be a reliable tour car. The tour went quite well as the '31 would usually start and run early mornings and cool evenings, needing a pull start only at mid-afternoon lunch or gas stops when the engine was warm. By the time the CARavan ended, the engine was starting and running better and son Greg had gained lots of experience as a newly licensed driver in how to tow-start a stubborn Stutz. We drove the '31 on CARavan again, next on the 1986 Michigan Wilderness tour through the Upper Peninsula and it started and ran well all the way because we had nice cool weather. We also had an opportunity to drive the '31 around the Indianapolis Motor Speedway one year when we attended an Indiana Grand Classic®.

These early CARavans gave us the opportunity to get to know lots of CCCA members and especially the late Ernie Toth who was CCCA National Stutz Technician. He and his wife Ruth seldom missed a CARavan and always drove a Stutz. On the 1975 Canada CARavan, Elmer Knebel from Iowa drove his big blue 1930 Stutz sedan. Several afternoons we toured together, three Stutzes in a row, across some of the long rural stretches of rolling countryside. We seldom found such good Stutz companionship at car shows and tours since there weren't that many around anymore. (The Stutz Club has slightly more than 300 cars registered worldwide.)

We had met Marilyn and Tom Shriver on the Black Diamond CARavan and enjoyed their company along the way. Tom was a District Attorney in Tennessee at the time but always tried to

schedule his vacations to attend the annual CARavans. (In the earlier years, there was only one CARavan each year.) On the 1984 Nova Scotia Tour we had just finished our lunch one day and were getting cars back on the road when we witnessed Tom's Rolls-Royce being broadsided by a local sedan at the next traffic light. The local police had promised extra protection and assistance getting traffic clearance to move the CARavan through the city quickly. Sure enough, there was a patrolman standing on the corner where the accident happened. I think he was so fascinated by all the big Classic Cars that he didn't step out and stop the local traffic as we had expected. The damage was not too severe and they were able to complete the tour.

Well, accidents do happen. As on the 1986 Michigan CARavan when we were leaving the town of Cadillac after lunch and a deer charged out onto the highway just in time to smash the right front side of Joel Haffner's beautiful Cadillac convertible sedan. At subsequent shows and tours, Joel often showed up with a large "cow-catcher" mounted on the front of the Cadillac.

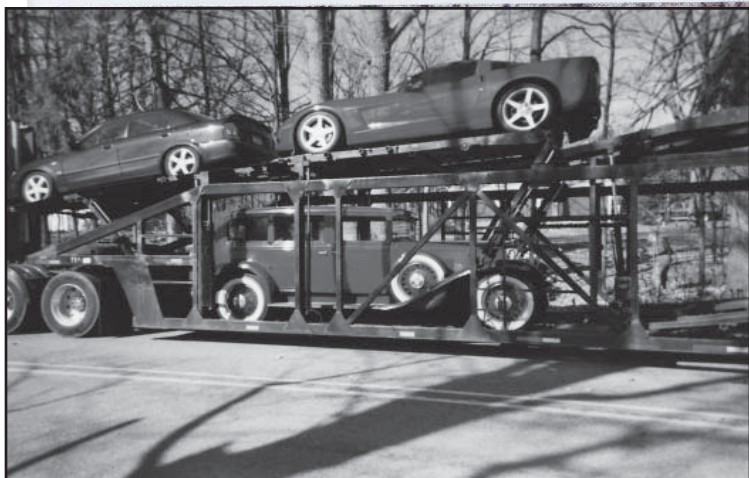
Through the years you will note most of the CARavans we attended were within a day's drive of our home in Kalamazoo, Michigan. During the next half dozen years, the CCCA scheduled some wonderful tours especially in the West and Pacific areas. Having never joined our adventurous members in trailering their Classics, we spent more vacations with family and other activities such as exploring Route 66 and the Lincoln Highway in modern cars. We tried to keep the Stutzes exercised and decided to venture out again for the 2002 Canadian CARavan. We planned to drive the 1934 and checked things out carefully after having replaced the Auburn rear end with the proper rebuilt Stutz worm drive. Some years before, I had also replaced the 1928 engine with a later serial numbered unit appropriate to the 1933-34 cars when the earlier engine needed an overhaul. I was also experimenting with a later downdraft carburetor to replace a fragile Zenith 105DC. It was a hot sticky day as we drove to Port Huron and crossed into Canada. As we approached London at dusk, I heard sort of a clicking sound from the rear end.

We found a motel and I called Lloyd Needham for some advice. It was a Friday night and too late to find any of his mechanic friends or shops to take a look at the Stutz.

Afraid to drive the car any further for fear of doing something stupid or destructive, I "walked" through the Yellow pages, found a car hauler and had the Stutz shipped back to Michigan the next day. We picked up a rental car to complete the CARavan and then jumped onto the Via Train and Amtrak to return to Kalamazoo.

Although I had done almost all the engine work and tune-up on my Stutzes, I used more qualified mechanics for heavy running-gear work. I took the Stutz to the shop and found the wheel was slightly loose on the tapered hub. It takes a pretty good slam to properly seat the drum and after replacing the rear end we just hadn't mounted the wheel with a hard-enough slam. After 40 years playing with two great Stutz cars, I decided it was time to pass them on to new custodians. The 1931 is now doing livery duties at a small California resort. The 1934 is serving as body donor to another Stutz that had been converted with a non-authentic boattail body. The chassis will hopefully then find the correct club-sedan body it had when it left the factory.

We had many other memorable tours and drives in those Stutz cars and remain active members and consultants with CCCA and Stutz Club friends today. Do we miss those Stutz driving days? Of course we do. But, as we know, all good things must come to an end. It was a privilege to have been custodian of those cars for three decades and now we just want to share some memories with all our CCCA friends and members. ■



The 1931 Stutz loaded for transport to the new owner in California. After crossing the Sierras during a snow storm, they could not tell what color the car was.



President's Message

Dear Friends and Stutz Club Members

Due to unforeseen circumstances I am unable to join you at Hershey this year.

Daphne goes into hospital this Thursday for a hip replacement, and rehabilitation from this procedure is a fairly lengthy process.

Stutz Centenary

I am aware that it is a disappointment that our well planned itinerary for Indianapolis in June 2010 has had to be delayed for another year, I won't go into the circumstances that caused this problem but if Bill Greer, George Maley, Turner Woodward and George Holman can rearrange the programme for the same period in 2011 then the Stutz Club Members have got something really memorable to look forward to.

The problem appears to be that of administration at the Speedway in Indianapolis but hopefully they are just going to delay our Centenary for one year.

I think everybody knows my objective regarding the number of cars that could be at Indianapolis, for those of our members who were struggling to complete their projects by June 2010, they have one year's grace. There can be no excuse.

Stutz Club Board

I would like to express my grateful thanks to my fellow officers of the club who are so reliable and dedicated to the well being of the club. Our Stutz Club News is probably one of the finest club publications that you are ever likely to read, our membership record and documentation is exemplary, our financial statements are clear and concise in fact you couldn't have a better run Club.

On behalf of the membership our grateful thanks to Bill, Mike, Dale and to Jason, George, Ernie and John. Any business is only as good as its management and we are very lucky in this department.

My own racing programme has continued with limited success, much planning and modification has been necessary this year, the replica Brisson DV32 Le Mans car is progressing well and will definitely be at Indianapolis in 2011 together with the very last car that the left Stutz factory being the 1934 John Charles bodied car.

There are other exciting matters being considered in particular where to hold the Grand Stutz in 2010, 2012 and 2013 options are being considered. In the meantime I look forward to seeing you all in America next year.

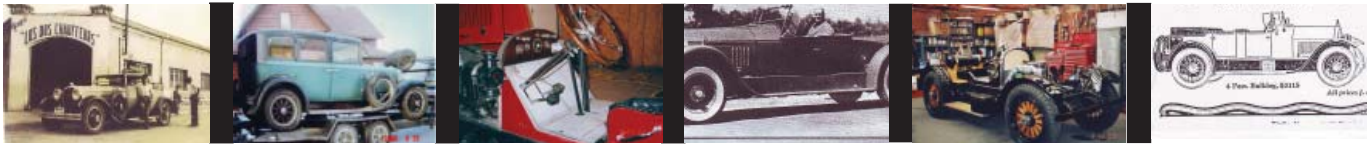
Finally I can confirm that Peter Neville would probably have come to America without me but he had an accident earlier this year and broke his ankle which means that at the moment he can't walk very far and without his two minders. Mike Treutlein could not travel to the USA on his own.

Do have a good evening and once again my best wishes to you all.

Yours sincerely

Norman C Barrs

Ed's Note: This message was read at our Hershey dinner in October 2009 by Ernie Toth, Architect



Membership Report

By Mike Barry V P Membership

!!!!!!REMINDER!!!!!! PLEASE REMEMBER TO RENEW YOUR MEMBERSHIP FOR 2010

Renewals for 2010 have been mailed. No increase in membership costs in 2010...still \$40 (\$42 through Paypal). This is an important year for the Stutz Club as we approach the celebration of 100 years ago when Harry Stutz first started producing automobiles. The club has many exciting activities planned over the next three years and we want all to participate in the centenary events.

Please join me in welcoming the following new members:

#0779

Rudolf Ernst
Schoenaich-Carolath Str 22
Hamburg 22607 Germany
Day Phone: 4917616700340
E-Mail: rudernst@yahoo.de
1915 Stutz Bearcat 2 Pass
Engine: # A1972
VIN: #4C-3576

#0780

Anthony Sanfilippo
9316 Ingleside Farm N
Germantown TN 38139
Cell Phone: 901-356-7799
E-Mail: asanfilippo@gmail.com
1920 Stutz Bearcat Series H
Engine #7191
Vin: # 7171

#0781

Fountainhead Antique Auto Museum
c/o Nancy DeWitt
1501 Queens Way
Fairbanks AK 99701
Day Phone: 907-450-2100
Fax: 907-451-8347
E-mail: projects@fdifairbanks.com
museum@fdifairbanks.com
1918 Stutz Bulldog 4 pass Series S Sport Touring
Vin: # S621
1927 Blackhawk Series AA Boat tail Speedster
Engine: #84588 Vin : # BC32A

#0782

Eugene L. Kerns
Associate Name: Roxana
P O Box 100
Bailey Co 80421-0103
Day Phone: 303-815-1593
E-mail: eukens@gmail.com

#0783

Robert Evans
93 Harper
Chautaugua NY 14722
Day Phone: 607-661-0226
Fax Machine: 716-753-3188
E-Mail : bobevansdot@hotmail.com
1931 Stutz Cabriolet SV16 Blackhawk
Engine : MB 46-1325

#0784

Torkil Storstein
Holmenveien 93
Oslo 0376, Norway
Day Phone: +4792288377
E-Mail: torkil.storstein@hotmail.com
1919 Stutz Model H Roadster

#0785

Ray Morgan
PO Box 20305
Atlanta Ga 30325
Day Phone: 404-355-6605
Evening Phone: 404-351-7780
E-Mail: ray@umcars.com
1929 Stutz Model M 5 pass Weyman Biarritz
Engine : 81766 Vin M8 52 CY89C



#0786

Mike Mutters

Higher Creek House

South Pool Kingsbridge

Devon UK TQ7 2RS

Day Phone : 44-1548-531093

Fax#: 44-1548-531093

E-mail : mike@mikemutters.com

1921 Stutz Model K

Engine #: K10670 VIN #: 10670

#0787

Michael Bousfield

28 Heathcote Street

Hull E Yorkshire HU6 7LP England

Day Phone: 01482 472652

E-mail : mike_bousfield@yahoo.co.uk

1928 Stutz Model BB Cabriolet Sedan Phillips Body

Engine #: 8632 Vin #: Chassis # 91996

In Memoriam

Fred O'Leary - Member #0619

"I am saddened to tell you Mr. O'Leary passed away in October, 2009. He was a true Stutz enthusiast and I thank you for the hours of enjoyment he received from your publication."

Sincerely, Annabell O'Leary

For Kathryn Haydon - Member #0486

Passion, energy and great enthusiasm would be the words I would use to describe our friend Kathryn Haydon. Kathryn passed on December 30 after being diagnosed with pancreatic cancer. As a testament to her positive outlook, her final request was to have a party and that everyone wear bright colored clothes.

Kathryn loved dogs, more than anyone I ever met. She was a very accomplished and well recognized obedience trainer. She loved to work with children and teach them how to train and care for dogs. Kathryn's second love of course was cars. She enjoyed Classic cars, and was really passionate about racing. I think it was the blend of the historic car and race car that fueled her fondness for Stutz automobiles. In fact, two of their dogs are named Stutz and Mercer.

Kathryn often talked about the times she enjoyed while John was racing, and glowed with pride when she spoke of her son John Jr. racing. I once joked with John Jr. that his mother would probably blackball him from the family if he ever stopped racing! I can still hear her saying, "We are a racing family".

But what was so special about being around Kathryn (as being around John) was the never ending passion, energy and enthusiasm. This not only showed in what she did, but was most notable in how she was supportive of others. She was a person who was really excited for others when they wanted to pursue a dream and was filled with enthusiasm and encouragement.

Sincerely, Carl Jensen

Frederick Dix Roe - Member #299

Fred passed away November 12, 2009 in Holliston, Mass. at the age of 88 years. A Stutz Club member in the early 1990s, Fred was a noted historian and best known for his 1982 book Duesenberg: The Pursuit of Perfection. Fred said he could remember every Duesenberg he ever saw in his boyhood in the 1930s. He was an Army Veteran of World War II in Europe where he received the Purple Heart.

Fred was an early member of the Veteran Motor Car Club of America (VMCCA) and the Sports Car Club of America (SCCA.) He was a Founding member of the Rolls-Royce Owner's Club (RROC). He was a resource in the formative years of the Classic Car Club of America (CCCA). He joined the Society of Automotive Historians (SAH) in 1971 and served in various positions including editorship of Automotive History Review. Predeceased by his wife Barbara, Fred's sons Frederick W. and Donald W. and their spouses and children survive. (Ed.)



Treasurer's Report

THE STUTZ CLUB Treasurer's Report For the period January 1, 2009 to December, 31, 2009

Beginning CASH, Jan. 1, 2009:	Oppenheimer investments	\$ 46,708.45
	Bank of America checking	<u>1,077.95</u>
	Total	\$ 47,786.40
Receipts:	Membership dues	\$ 8,044.00
	Hershey dinners	660.00
	Book sales	546.55
	Investment interest	407.59
	Back issues sold	<u>50.00</u>
	Plus Total receipts	\$ 9,708.14
Total funds available during year		<u>\$ 57,494.54</u>
Disbursements:	Archive rental	\$ 2,086.06
	Newsletter print & mail	8,355.84
	Hershey dinner expenses	750.02
	Webmaster fee	250.00
	Bank & PayPal fees	111.53
	Newsletter editor's expenses	288.90
	Membership expenses	<u>1,247.91</u>
	Less Total expenses	\$ 13,090.26
Period ending funds available, December 31, 2009:		<u><u>\$ 44,404.28</u></u>

Oppenheimer investments:

Money Market	\$ 4,971.39
Mutual Funds	10,121.55
N-A Auction Bills	<u>25,000.00*</u>
Total Oppenheimer	\$ 40,092.94

PayPal funds available \$ 119.18

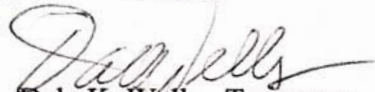
Bank of America:

Checking	\$ 3,532.16
Deposit-in-transit	<u>660.00</u>
Total Bank of America	\$ 4,192.16

Total ending cash balance \$ 44,404.28

*As previously reported, these Nicholas-Applegate auction bills have been frozen due to banking crises. Broker considering use of TARP funds to redeem for investors, but awaiting improved market.

Respectfully submitted,


Dale K. Wells, Treasurer



Letters to the Editor

Date: October 8, 2009

**From: Cornelius W. Hauck
Cincinnati, OH**

Dawned on me, upon reviewing the last three issues of the NOOZE that [a] I never responded to your [welcome] note of last March or [b] made any other effort to keep Stutz alive in your worthy publication.

Still don't have anything to offer. But YES I did get retired, on April Fool's Day (appropriate?) and have been struggling to adjust ever since (ever notice how every day seems to feel like Saturday when you no longer have an office routine?). It was a lot of work getting retired -- getting clients settled with new advisors, cleaning up 42 years of unresolved or accumulated "stuff" . . . we couldn't even fit in our usual winter sojourn in Tucson. So as soon as I was 'loose' we did go to Tucson -- now a "summery" vacation there! -- and then to Florida for a wedding in Janet's family, then Gloucester MA to see our kids there, Portland ME for the annual Ry & Locomotive Hist Soc event, then in July to Denver for a big event to commemorate the 50th anniversary of the opening of our Colorado RR Museum at Golden.

Now we're staying home. But as I write this I note you are/should be at the annual Hershey get-together. Hope you see a few nice 'new' Stutzes there -- sure haven't seen any here. Or Nationals either.

Noted the 1923 KLDH 7-passenger in the Summer issue -- "only one" -- it looks just like the one I found for local friend Elmer Hess about 40+ years ago, except that I vaguely recollect that one was a 1922 -- and looked much better! Elmer dead long ago and I don't know what became of the car. And last summer CARS & PARTS magazine had a nice color spread on a 1928 "BB" speedster -- you probably saw that.

Hope all going well with you -- have not been up to Indy for X years -- but still remember it's there! And better than old friend Keith Marvin -- only a few months older than me! Great auto historian.

Date: November 18, 2009

**From: Richard H. Lichtfeld, Pres. Peerless Motor
Car Club, Madison, Wisc.**

I am glad you sent me the latter, I lost your address.

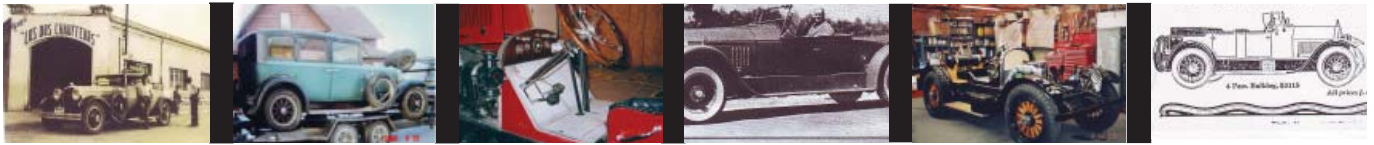
The only thing I know about Stutz are the stories my mother used to tell about them. Her father had a large nursery on the north side of Chicago, Evanston and Libertyville, and they had Stutz cars. One 7 passenger and one roadster and every year they went to Indianapolis and traded one in. They would leave Liberty in the morning, have lunch in Indianapolis, pick up the new car and be back that evening.

That's quite a haul today on our Interstates. He was a fast driver and mom said he paid his speeding tickets by the month. She started driving when she was nine years old but she said if she wasn't the first one away from the light or the stop sign he would say move over, this is a Stutz and you are expected to be the first one down the road. She said one summer, the day she got out of school, they left with the 7 passenger Stutz heading west on the Lincoln Highway.

They spent all summer traveling the western states. Mom said, one time they got on a road that ended and they had to cut down some trees in order to turn the big Stutz around. What was neat about the trip is they sent their dirty clothes home and bought new as they traveled. That's the way to go.

When mom was 11 she said she drove a new Stutz down Michigan Avenue in Chicago as a demonstration, crossing the center curb, showing that even an 11 year old girl could drive a Stutz. Little did they know that she had been driving a REO Speedwagon nursery truck since she was nine. I think the time frame for all this was probably between 1920 and 1928.

Grandpa died in 1931 and I do not know the year of the last Stutz that they owned. I know Grandma traded the 7 pass Stutz in for a new 1938 Buick and



moms brother kept the Stutz roadster until 1942 when he put it up on blocks in the barn, greased everything down, covered it up and joined the Navy. When he got home from the war he discovered Grandma sold the roadster for \$15 to a junk dealer. Who knows, I might be president of the Stutz Club today if we still had that Stutz.

I have to get back to work. I will write to you again about the Peerless Club and history.

Date: January 4, 2010
From: Virgil A. Marple (No. 778)
Maple Plain, MN

Dear Mr. Greer,

Thanks for the very nice welcome letter to the Stutz Club. I have attached a picture of the car as it was when I bought it about 15 years ago and it still looks the same. I have had the engine running but have not put it on the road yet. The exterior is in good shape but the person I bought it from said a raccoon had gotten into it and tore up the upholstery. Currently the car is in dry storage on my farm.

As I understand it, early in the cars life someone in Northern Minnesota bought it from the Canadian



Mounted Police. Supposedly the body was then taken off the car and hung in a garage while the chassis was used to power a winch in the mines or to power a sawmill. In any case, the roof is slightly dented on both sides (as if a chain was used to hang it) so I believe that the hanging in the garage is correct. That would account for the body being in such good shape. Also the floor of the car is now plywood.

Concerning the history, I bought the Stutz from Gordon Freseth. Gordon gave me a bundle of papers with the car. One item was a bill of sale from Anten Johnson to Gordon Freseth dated July 19, 1968. The Bill of Sale states that the car is a 4-door sedan, 6 cylinder: Meter #16535, Series D.W. 51H. [William, do you know what meter means?]

There also are items related to the club. They are:

1. A 1987 letter from you to Gordon Freseth. Also included is a Draft Proposal to Establish a Stutz Owner's Club of America (SOCS).
2. A June 1974 "Stutz Owners Register" compiled by Mr. G. Duke (There appears to be about 147 members, their addresses and their cars are listed.)
3. "The Journal of the Stutz Owner's Register".

This includes a Report of the Nov. 18th 1966 Meeting and "A Run Down on the Stutz Motor Co. cont'd" article.

4. A Sept. 1968 Stutz Register Newsletter.

5. "The Journal of the Stutz Owner's Register" (probably a 1966 date). Also included is "A Run Down on the Stutz Motor Co." (this must be the first part of item 3 above)

If you would like to have a copy of any of these, just let me know.

I hope to have the car running next year. I have recently



become Assistant Director on the Board of Managers for the Upper Midwest Region of the Classic Car Club of America (CCCA). Thus, I feel that I should have a running and driving classic car, and the Stutz is it. I hope to get it into my shop and start working on it this summer, but I do have a couple of projects ahead of it. I am a professor of Mechanical Engineering at the University of Minnesota and currently on a phased retirement program. I will be fully retired in about 2 1/2 years. Then I hopefully will get things done at a more accelerated pace.

Date: January 12, 2010
From: William T. Pohl (No. 671)
Cave Junction, Oregon
541-660-8789
pfohl@cavenet.com

I am writing to you to try and learn more information on the history of my Weymann 695 Speedway Six Roadster. My father Paul Pfohl purchased this 1925 Stutz in 1969 from the deceased wife of Richard Dye in Buffalo, New York. Mr. Dye was an Air Force flight officer.

Mr. Dye purchased this Stutz from someone in Hamilton, OH. The only other information we had on the car was that at one time it was purchased from under an orange tree in an orange grove in Orlando, FL in either the 1940s or 1950s.

After joining the Club I become more interested in trying to find this great sporty car's history. She is one of thee built that year and has some special features that the other Weymann does not have. It features knock off wheels, spark adjuster moved from the steering wheel to the dash. I think this may have been done for racing purposes. A cigar lighter and its hand tooled dash were not a standard feature it seems.

When reading about Harry Stutz and that he moved to Orlando area the year that this car was new with a new wife, I thought that it might be a possibility that perhaps Mr. Stutz may have owned it when it was new. Harry, I understand, was a car guy that would most

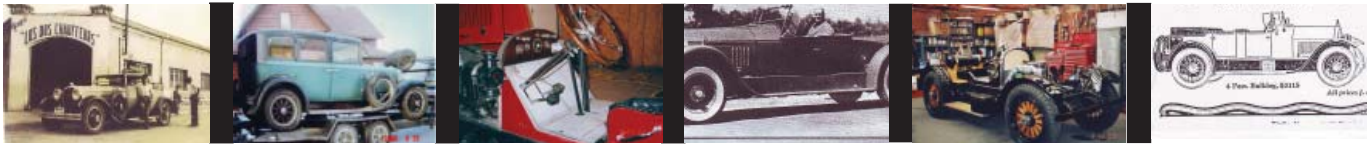


likely own one of three built special Weymann bodied Stutz's built in 1925 in the town area of the somewhat small town of Orlando at that time.

I contacted Mrs. Marnay Colman a stepdaughter of Harry's wife who was adopted a year after left our world in 1930. It seems she did not have any information on Harry's cars but said that he did own an orange grove in Orlando at the time he passed away. She stated that Harry was known to go to the races at Daytona Beach. Harry may have run this car in the flying mile as a "swell thing to do."

It is my hope that someone in the club, may have some information on the possibilities of the cars that Harry once owned. If Harry owned this car, Harry, or





his friends may have raced this car in the Florida area. I would appreciate any information that anyone in the club that could give me on this history subject of our car.

The photos on the previous page are pictures of two Weymann 1925 Stutzes. Joyce and I own the yellow one on the top. The red one (below) has been recently sold. I understand the third Weymann no longer exists. Would anyone know about it? It is my understanding that it maybe was burnt up in a museum possibly in France in the 1960s. It would be great to see all three cars come together at a future show.

Classic Closed Cars will be Featured at 2010 CCCA Museum “Experience” June 4-6

Classic closed cars will be the special feature at the Classic Car Club of America Museum’s annual “Experience,” scheduled for June 4-6 on the campus of the Gilmore Car Museum, the home of the CCCA Museum.

Closed cars—such as coupes, limousines and sedans—must be recognized CCCA Classics, as contained in the club’s Handbook and Directory. However, car owners need not be CCCA members to display their Classic closed cars at the “Experience,” which will be held Sunday, June 6, 2010.

Stutz on the Block

At Gooding Auction, Pebble Beach 2009, the rare 1914 Stutz 4E 6-pass Touring from member Drew Lewis collection sold for \$200,000 plus 10 percent comm. (origin A.K. Miller Collection.)

CONNORS MOTORCAR COMPANY
West Chester, PA Serving the hobby since 1978
(610) 505-8612
www.ConnorsMotorcar.com



Stutz 1928 Model BB two-passenger boat-tail speedster, V8, black, red interior, from the collection of country music singer Alan Jackson, AACA National First Prize winner, \$164,900. David Weber, St Louis Car Museum, 314-993-7104, MO; www.stlouiscarmuseum.com

STUTZ: 1929 Model M Vertical Eight town car; to be offered without reserve at RM's Arizona auction, January 21-22, 2010; please call for more information. 800-211-4371; or visit: rmauctions.com

STUTZ: 1929 Model M dual cowl phaeton, beautiful red paint, tan top, black interior, overhead cam Straight Eight, rare and amazing, \$395,000. 610-505-8612, PA; www.connorsmotorcar.com

STUTZ: Model M cabriolet, nice; also Black Hawk project. 214-446-0377, TX.



1926 PACKARD 326 ROADSTER
7-rumble seat, museum quality frame-up resto! \$74,500



1929 STUTZ DUAL COWL PHAETON
Beautiful red, tan top, black int. Amazing! \$395,000



1938 CADILLAC V16 IMPERIAL SEDAN
7-pass, division window. A masterpiece! \$85,000



1940 FORD DELUXE COUPE
26K mi, rust-free, all orig runs & drives great! \$28,500

STUTZ
Year: 1925
Model: Speedway Six
Condition: Restored/#2+
Reserve: Undisclosed

Top price bid: \$100,000/not sold
Avg. selling price: N/A

The Stutz name evokes speed and sport, so the Bentley-esque appearance of this Brewster Green Speedway Six seven-passenger touring car was no surprise. This car's seller told us he'd owned it for 30 years and given it a carefully authentic restoration, the evidence of which was everywhere; books of restoration photos showed the lengths he went to in recreating missing parts and salvaging others. The car was driven 212 miles to test its systems, and a few paint blemishes were its only flaws. A similar 1925 Model 695 Tourster, needing restoration, was not sold at a 2007 Greenwich auction against a \$40,000-\$60,000 estimate, leading us to believe that a restored example like this could command \$150,000 in the right setting.

LINE AT WWW.HEMMINGS.COM
2-2010

Our thanks to Life Member Larry Nicklin (No. 28L) for clipping these ads. The Connors Motorcar ad shows a photo of the 1929 Stutz DC Speedster listed in the ad (center above.)

The 1928 Stutz BB Conv. Coupe on the way to Monserrat Spain, March 1928



16th Annual Millers at Milwaukee-Vintage Indy Car Event July 9-10

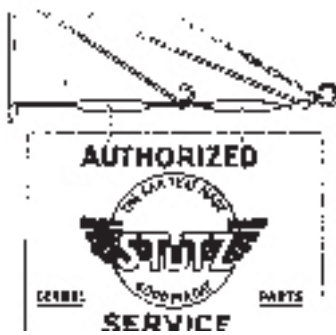
The Harry A. Miller Club will hold their 16th event at the Milwaukee Mile racetrack located at the Wisconsin State Park in West Allis, WI.

The 2010 Miller event will again offer a Friday afternoon and Saturday venue. The gates will open at 11:00 a.m. on Friday, July 9th. Gates will open Saturday at 8 a.m.

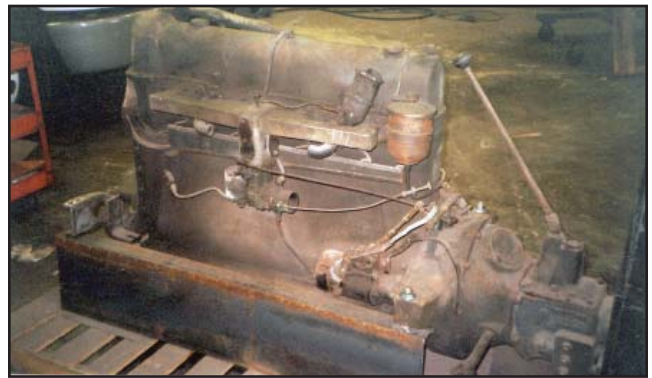
Admission fee of \$25 covers both days. Entry fees are \$300 per entrant (not per car.) Additional information is available from Harry A. Miller Club, PO Box 1008, Germantown, WI 53022 or call Lenore at 262-253-2661.

- Window post mounted Anderson Electric Autoreelite 6" dia. This light can be removed as it has an extension cord to use as a inspection light. Has the original makers transfer on it NOO
- Fat mans wooden steering wheel 17" Dia made by Tiltok Detroit #119094. This wheel tilts and also by using a key can be made to free wheel. This wheel is NOS and has not been mounted on a car. Also comes with horn button.
- 20" wire wheels with #5 hub (1929 Stutz) lock ring type. These have been stress relieved with new spokes. Need to be trued and finished 48 front with 24 at back.

Contact Len Harvey #0527 at beaconview8@xtra.co.nz



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.



From: Warren G. Kraft (No. 696)

Classifieds For Sale

- Diff Idler Gears made by Auto Gear Company Part Number CS 11-4
- These are 18 teeth straight bevel with 6 spines. 2 off and are NOS
- Intake manifold for 6 cylinder Black Hawk-used
- Roadster front window frame measures 11 1/4" at ends and 45" overall length, was sold to me as off a Stutz Roadster – needs small repair to one corner – no glass
- Front bumpers – these are similar to 1929 Model M but measure only 58" from centre to centre of eye holes – the blades are 2" wide and 3/8" thick

I enclose a photo of what is said to be a Stutz 8 cyl. motor. It was in an old boat which dried up in storage years ago. The motor is thought to be 1928 or so. I can't find any numbers on it or name plate. Can you identify it?

When primed and with battery, it started up easily and ran for a few seconds on the limited gas supply provided.

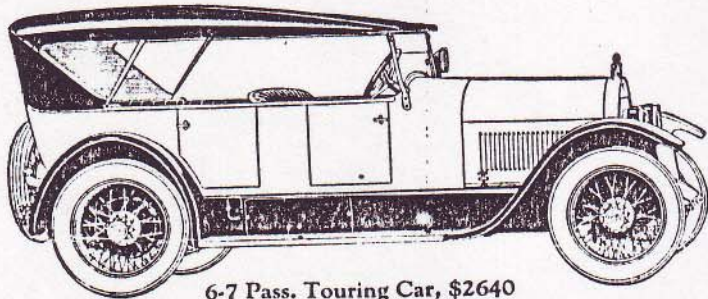
The motor is for sale and perhaps you could list it in the newsletter. I have no idea as to value though I think between \$5,000 and \$10,000. It has a Zenith carburetor. I don't know if the transmission is a car or boat type. The clutch pedal goes on the shaft you see on the side of the transmission.

Mr. Kraft's address is PO Box 248, Cold Spring Harbor, NY 11724 - Tel day: 631-692-7797

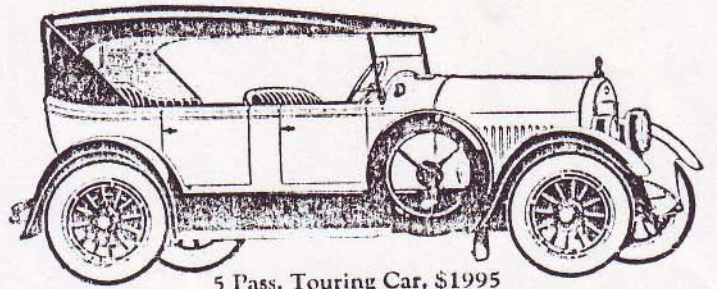


The Sign of the Genuine

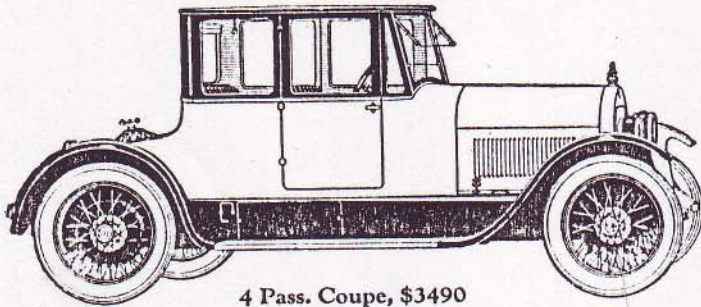
STUTZ



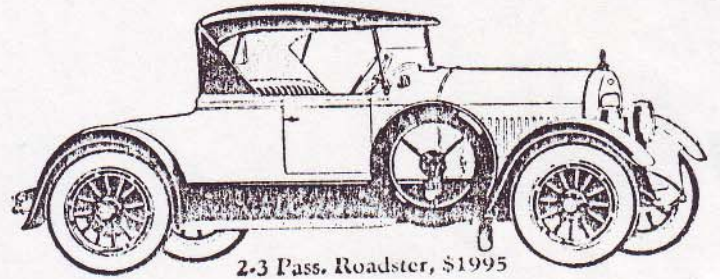
6-7 Pass. Touring Car, \$2640



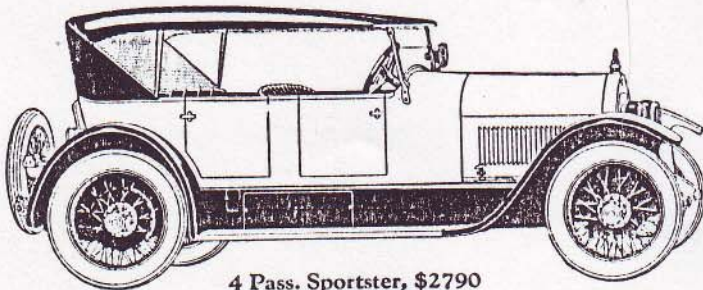
5 Pass. Touring Car, \$1995



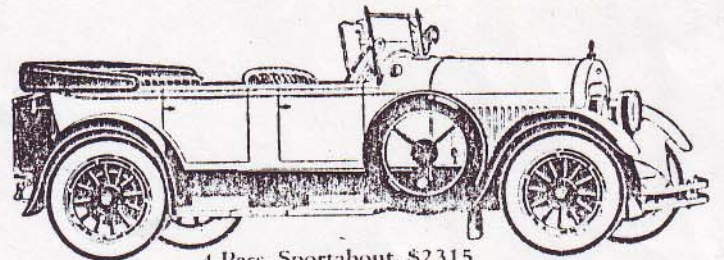
4 Pass. Coupe, \$3490



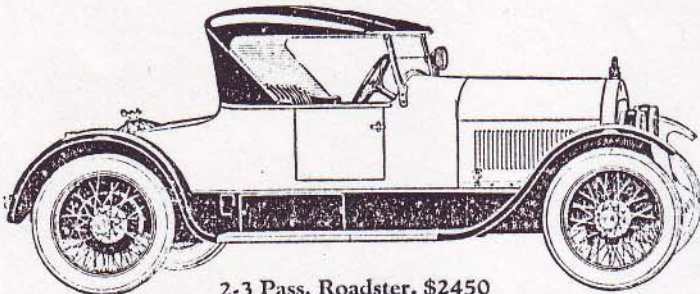
2-3 Pass. Roadster, \$1995



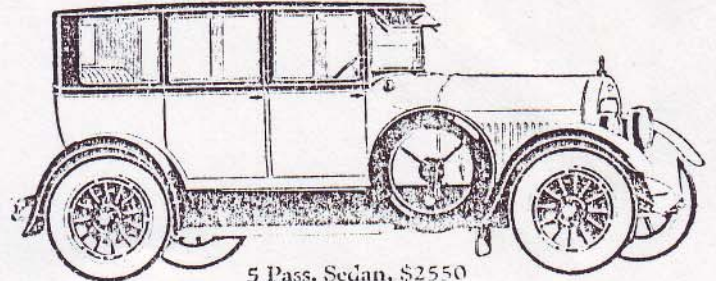
4 Pass. Sportster, \$2790



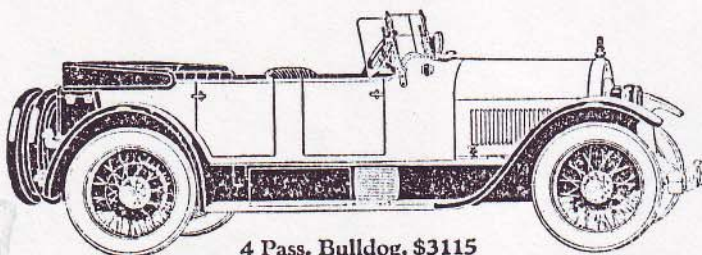
4 Pass. Sportabout, \$2315



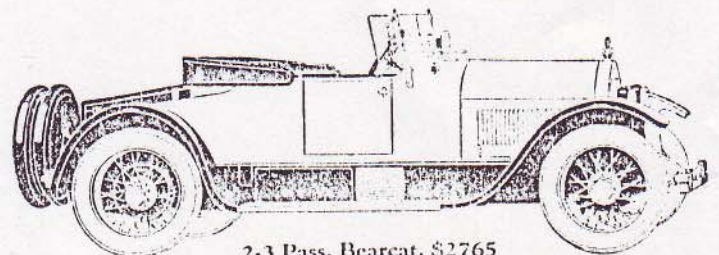
2-3 Pass. Roadster, \$2450



5 Pass. Sedan, \$2550



4 Pass. Bulldog, \$3115



2-3 Pass. Bearcat, \$2765

All prices f. o. b. Indianapolis

