

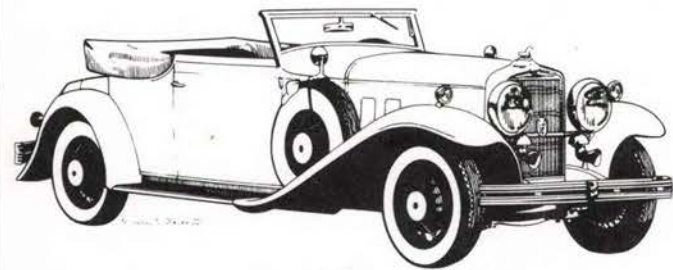
Stutz NEWS

Apr.-June, 1990

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The STUTZ CLUB, 7400 Lantern Road
Indianapolis, IN 46256
Bill Greer, Editor

TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

Dear Member:

We have tried our best to share with you herein the fun and pleasure those attending had at the "3rd Grand Stutz" held in the Cleveland/Akron area on Father's Day weekend, June 15-17. Ruth and Ernie Toth and family went full bore and flat out to give each of us a weekend to forever remember. The weatherman blessed us with sun and warmth to go with the very special comradery that prevailed throughout the weekend. It was Stutz, fun at the fullest and thirteen (13) great examples of the marque were present for us to enjoy.

You will note herein that our Honorary Member, Smith Hempstone Oliver, was awarded the first year's coveted "Peter Helck Memorial Trophy" by the club for his lifetime enthusiasm for Stutz spanning about seven decades. This great Trophy was presented to the club by Life Member A.J. (Tony) Koveleski. An engraved, representative trophy of the permanent silver cup, is being sent to Mr. Oliver to honor him for his fine contributions over so many years to Stutz and the great hobby we all enjoy together in fellowship.

Please note the report on the Stutz Book Fund and the requests for your contribution in time, material or funds. Your help is needed to bring this club project to fruition under the special guidance and direction of Drs. Ray and Kitty Katzell. Do, please, take time to help!

TIME DATED MATERIAL

THIRD GRAND STUTZ

June 15-17, 1990

ATTENDANCE

Bill and Fran Abbott
Jerseyville, IL

Charles and Vicki Betts
Yardley, PA

Mr. & Mrs. Phil Brooke, Jr.
Spokane, WA

Tom and Madelyn Cox
Richmond, VA

Guy and Leona Davis
Greensburg, PA

Mark Dees and guest
Santa Paula, CA

Sam and Ruth Flohr
DENver, CO

Mr. & Mrs. Jean Gorjat
Harrisburg, PA

Bill and Carolyn Greer
Indianapolis, IN

John Grunder and guest
Torington, CT

Ray and Kitty Katzell
Medford, NJ

Jim and Karen Lockwood
Matteson, IL

Otto Lottes, M.D.
St. Louis, MO

Gus and Ruth Ludwig
Middletown, CT

Mr. and Mrs. Larry Nicklin
Leo, IN

Lyle and Kathi Patterson
Newport, NH

Larry Preadmore
Pottersville, MI

Mr. and Mrs. Wayne Saunders
Ontario, Canada

Ralph and Helen Scott
Fort Wayne, IN

Bill and Chris Snyder
Hudson, OH

Steve Springer and guest
Sandusky, OH

Mr. and Mrs. Jack Springer
Sandusky, OH

Ernest and Nancy Toth, Jr.
Chagrin Falls, OH

Ernest and Ruth Toth, Sr.
Chagrin Falls, OH

Max Triplett
Santonio, TX

Mr. and Mrs. Ladd Turek
Sun City, AZ

Joe and Joan Virostek
Hudson, OH

Dale and Bonnie Wells
Kalamazoo, MI

Harry and Ruth Windsor
Los Gatos, CA

Non-Members

Don and Dee Toms
Xenia, OH

Owen Snyder
Greensburg, PA

STUTZ NEWS

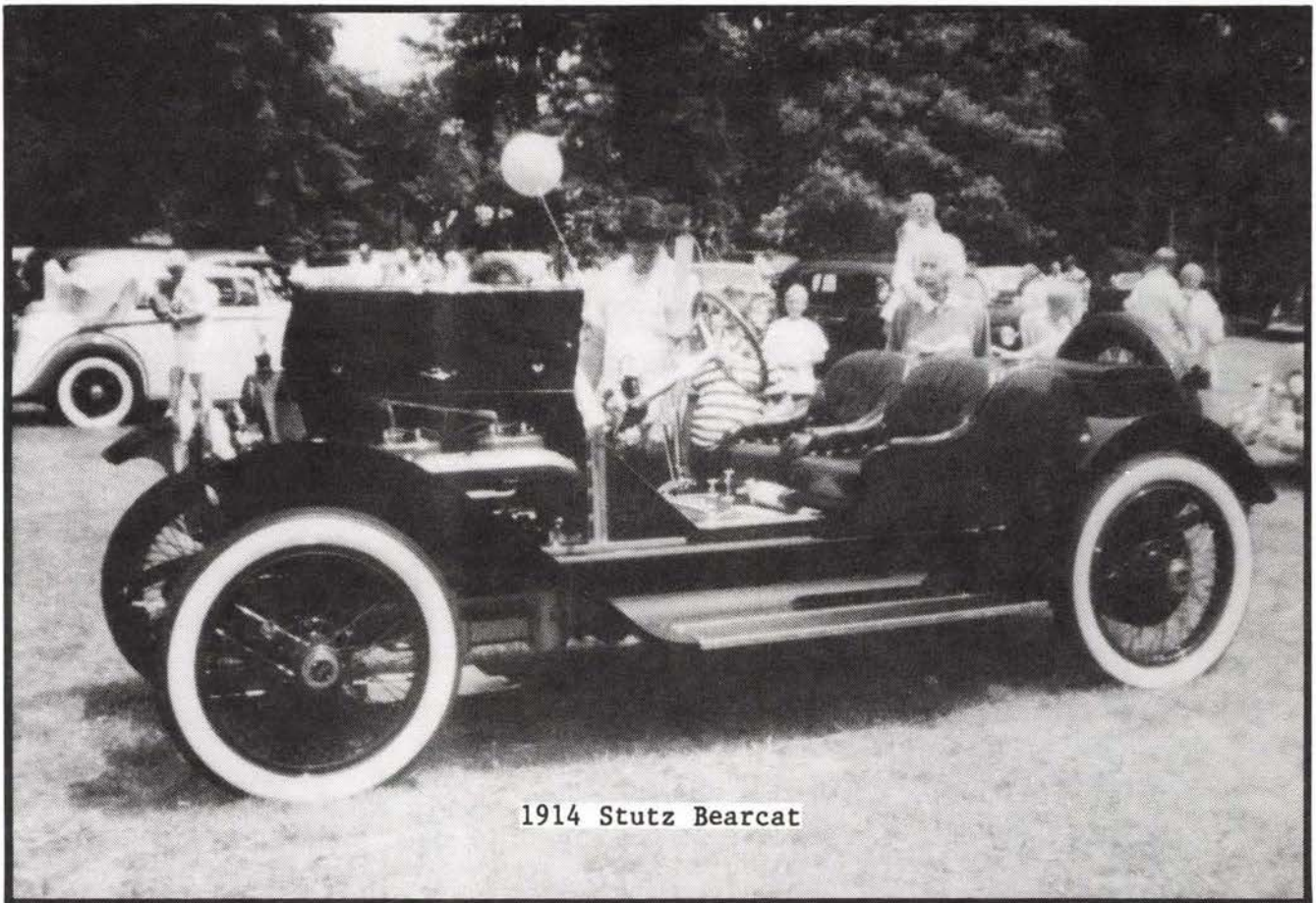
William J. Greer, Editor

Apr.-June 1990

THIRD GRAND STUTZ

June 15-17, 1990

As advertised, Stutz were "The Stars of the Show," at Stan Hywet and the 33rd Annual Car Meet hosted by the Northern Ohio Region of the CCCA on the fabulous grounds of the Seiberling Mansion, a treasure trove of art, in Akron, Ohio on Father's Day, June 17, 1990.



1914 Stutz Bearcat

Our Life Member, Samuel F. Flohr (#74L) of Denver, CO had the pleasure this year of finally seeing his 1914 Stutz Bearcat being on exhibit. It won the Stutz Club's "Best of Show" award. Sam and Paul Freehill, its restorer, tried their best to have this 1914 Bearcat ready for the 2nd Grand Stutz held last year at the Gilmore-CCCA Museums in Hickory Corners, MI.

Our thanks to Kitty Katzell for this photo of the 1914 Bearcat because thousands came to see it and some 700 other cars on the field. Kitty and my wife Carolyn are thanked for the other photos of this grand event which appear in this issue. Ed.

THIRD GRAND STUTZ

Minutes of Stutz Club Meeting, June 16, 1990

1. The meeting was held at The Squire Restaurant in Solon, Ohio. Bill Greer presided; attendance list attached to these minutes.
2. Dale Wells reported that the Club now has 285 members, including 27 Life and Founding Life Members and 27 overseas members.
3. Kitty Katzell reported the minutes of the 1989 meeting.
4. Bill Greer gave the financial report in the absence of Joe Folladori, Treasurer.
5. Ray Katzell reported on Club plans for an authoritative book on Stutz: the person, the company and the vehicles. He asked those present to let him know of materials in their possession, information they might provide, and other assistance they are willing to give for the production of the book. He emphasized that it is to be a Club project; that others are to be involved; that net income derived from the book is to go to the Club and not to any individual. Greer reported that some funds have already been given to start production of the book, and he urged others to make contributions, too.
6. Ray Katzell reviewed highlights of the proposed Constitution and Bylaws for the Club. He noted that they are needed for legal and tax reasons. The draft documents have been derived from those of the Marmon Club. They will be fine-tuned by the Club's directors; a revised draft will be circulated to members for their approval; and, if approved, they will become the official constitution and bylaws of the Stutz Club.
7. Bill Greer announced that the first recipient of the Stutz Club Peter Helck Memorial Trophy, donated by Tony Koveleski, will be Smith Hempstone Oliver.
8. It was announced that copies of the latest issue of Automobile Quarterly, with the article by Freeman on Stutz, are available from Greer for \$27.50 per copy. Each copy has been autographed by Freeman. Stutz patches are also available for \$10 each. Profits from the sale of these and certain other designated items are to go to the Book Project Fund.
9. An offer was received from Bill Ruger, via Lyle Patterson, for the 1991 Grand Stutz to be held in New Hampshire. It was also suggested that Stutz hold its meeting with other small clubs, such as Wills and Mercer. There was discussion of the best time of year for the meeting to be held and of transportation to Newport, NH. A possibility is to hold the meet there on the week-end preceding Hershey, thereby enabling people to attend both events on one trip. The decision was deferred for further consideration by the directors, following an expression of appreciation to Bill Ruger for his kind offer.
10. There being no further business, the meeting was adjourned.

Respectfully submitted,
Kitty Katzell, Co-Secretary

PETER HELCK
STUTZ CLUB
MEMORIAL TROPHY
Presented by A.J. (Tony) Koveleski

One of the pleasures the editor had at the 3rd Grand Stutz on June 16, 1990 was to announce the recipient of this very special trophy (see Vol. II, No. 9 July-Sept. 1989 issue Stutz News, page 13). Your initial directors of the club voted unanimously to honor Smith Hempstone Oliver as the first to receive it. Those of you who are fortunate to have Vol. I, No. 2 of Stutz News (only one copy now remains in the club files) will find a good amount of background on one of the most enthusiastic people the editor has had the privilege to meet. Mr. Oliver is a young 78 year old senior and his interest in Stutz dates back to the 1920's when he admired the neighbors' 1916 Stutz Model 4-C Touring, (he later acquired an almost exact copy of it in 1931). If you have the December 1950 issue of Road and Track you will find Mr. Oliver's article on "The Car That Made Good in a Day!" which he wrote when serving as Associate Curator, Section of Land Transportation, Smithsonian Institute.

Hemp is one of the 13 founding members of the VMCCA and is an Honorary Member of the National Auto Racing Society. Hemp is affectionately known by his contemporaries as "Wheels Oliver" because of his great interest in racing over the years. In 1947 Hemp was the editor of Sports Car, the bi-monthly magazine of the SCCA. You will find numerous articles by Mr. Oliver in Motor Trend, Bulb Horn, Road and Track, etc., and of course, Stutz News. Hemp has written books in other fields of interest too.

Member James Conant is the proud owner of Hemp's 1914 Stutz Bearcat which is featured in a Peter Helck painting "Racing a Train in the Rain." Mr. Helck painted this work for Mr. Oliver in appreciation for Hemp's help in editing Peter's first book, The Checkered Flag. This great painting hangs majestically in Hemp and Barbara's home in Tarpon Springs, Florida as can be seen in the background photograph below taken in January, 1990. The Olivers were most kind in hosting my wife Carolyn and me for some ten (10) hours on a beautiful day. It is beyond the editor's capacity to share with you all the great Stutz discussion which took place at the Olivers' home that day or to record all of Hemp's contributions to Stutz and to the hobby we all enjoy so much.

The Stutz Club is truly delighted to honor Smith Hempstone "Wheels" Oliver; writer, author, editor, historian and automobile enthusiast with the 'Peter Helck Memorial Trophy'! Ed.



Our honored Smith Hempstone "Wheels" Oliver on the right in his home in Tarpon Springs, FL and your editor on the left.

ONCE UPON A STUTZ -- We All Went to Ernie's.

by Dale Wells, Membership Chairman

Yes, the 3rd Grand Stutz is over, and what a wonderful experience it was. You will read the full report in this issue of the Stutz News, and those who were there will vouch for the wonderful job the Toth's did in hosting this affair. Those of you who missed it, please try to join us another year. It was a real pleasure to meet so many new members, and to renew acquaintance with those who were with us in previous years.

The membership is now up to 286, and that includes 27 life members, and 27 overseas members -- we are truly an international club. We are particularly pleased with the way renewal dues keep rolling in without the need to mail reminders. If you have forgotten to mail yours please do so now, as we plan to prepare a new, updated directory this summer, and those failing to pay dues will have to be dropped from the rolls next month.

We are having some problems with getting your dues checks into the bank however, as several members have advised that their cancelled checks have not been returned. When I receive your check, I make note of payment in my records, and then forward the checks to Treasurer Joe Folladori in Indianapolis. This may not be the best method of handling this, as it can create a delay, or extra chance to lose mail in the second handling. Generally we have had no problem, and I think this should work okay. But if you do not get your check back in 60 days, it is probably lost, and will never clear. Most banks automatically stop payment in 90 days, so you would not need to pay any charge to just void the old check in your checkbook, and write us a new one. I promise, we will try to do better in the future, and apologize for any inconvenience you may have had.

Finally, we are doing the best we can to get THE STUTZ HISTORY book going. To undertake this task, we need to know what materials are out there. When we started this club, one of my objectives was to catalog everything we can find ever written on Stutz. Right now, we merely want to know what is out there, then we will decide whose files are most conveniently accessible, or easiest to make copies. To get this catalog of material in proper order, standard library bibliography listing would be desirable. Please use the format below, and make this your summer project to prepare us a list of all Stutz literature, articles, books, advertisements, etc. Better yet, if you would buy a small pack of 3x5 inch cards and print, type, or write the information for each item on a separate card, it should really speed-up and simplify the process. We really need your help if we are to write the definitive book on Stutz, and that is our challenge and goal! How about getting started now ... today ... tonight!

FILL IN INFORMATION FOR EACH STUTZ ARTICLE, BOOK OR ITEM IN YOUR FILE. MAKE XEROX COPIES OF THIS FORM, OR WRITE SAME INFORMATION ON 3x5 CARDS.

(Name of magazine article, or advertisement heading) (page number)

(Book title, or name of magazine) (Author's name)

(If a book, location and name of publisher) (Date published or issued)

Mail completed forms or cards to Ray Katzell, 672 Medford Leas, Medford, NJ 08055.

WE WELCOME THE FOLLOWING NEW MEMBERS WITH THIS ISSUE:

- | | | |
|-------|--|--|
| #277 | Franklin D. Heiss
362 Kings Highway
Thorofare, NJ 08086 | Phone: 609/858-8609 |
| #278 | Les Whitman
P.O. Drawer KK
Westwood, CA 96137 | Phone: 916/256-3437
1925 Stutz 4 dr. sedan, 6 cyl. |
| #279 | Old Car Weekly
700 E. State St.
Iola, WI 54990 | Phone: 715/445-2214 |
| #280L | Eoin S. Young, LIFE
P.O. Box 3
East Horsley
Surrey, England | Phone: 4865 2433
1928 Black Hawk Le Mans replica |
| #281 | C.E. Valentine
7 Stonehenge Dr.
Simsbury, CT 06070 | Phone: 203/651-8432
1921 Stutz K Bearcat, 2 pass. |
| #282 | Richard P. Avalon
P.O. Box 157
Cathlemt, WA 98612-9503 | Phone: 206/795-3447 |
| #283 | Stefaan VandenEeckhout
Lostraat 61 9880 Aalter
O.U.L. Belgium | Phone: 091/74 1086
1928 Stutz Speedster |
| #284 | Larry Preadmore
204 Folk St.
Potterville, MI 48876 | Phone: 517/645-7860
1929 Black Hawk L-8 4 pass. Speedster |
| #285 | Noel Thompson
Village Road
New Vernon, NJ 07976 | Home Phone: 201/267-3232
Bus. Phone: 201/267-3200
1932 Stutz DV 32 Conv. Coupe |
| #286 | Sheldon Ball
923 N. Oak Ave.
Fillmore, CA 93015 | Phone: 805/524-3759
1929 Stutz Blackhawk 4 dr. sedan |

CHANGE OF ADDRESS:

- ° Robert M. Buckley (#46), 241 Countryside Lane, Williamshire, NY 14221.
Please give editor your phone number.
- ° Stephen P. Dean (#176), 649 E. Shaw Avenue, Suite 207, Fresno, CA 93710
(Home: 209/291-6541, Bus.: 209/276-7979).
- ° Jerry F. Hzanauska (#133), 7685 S.W. 84th Avenue, Portland, OR 97223
(Home: 503/245-6392).
- ° A.C. "Chic" Postier, Jr. (#64), "Trickling Acres", 2345 Ellis Road N.W.,
Kennesaw, GA 30144. Please give editor your phone number.

THIRD ANNUAL GRAND STUTZ HELD IN OHIO

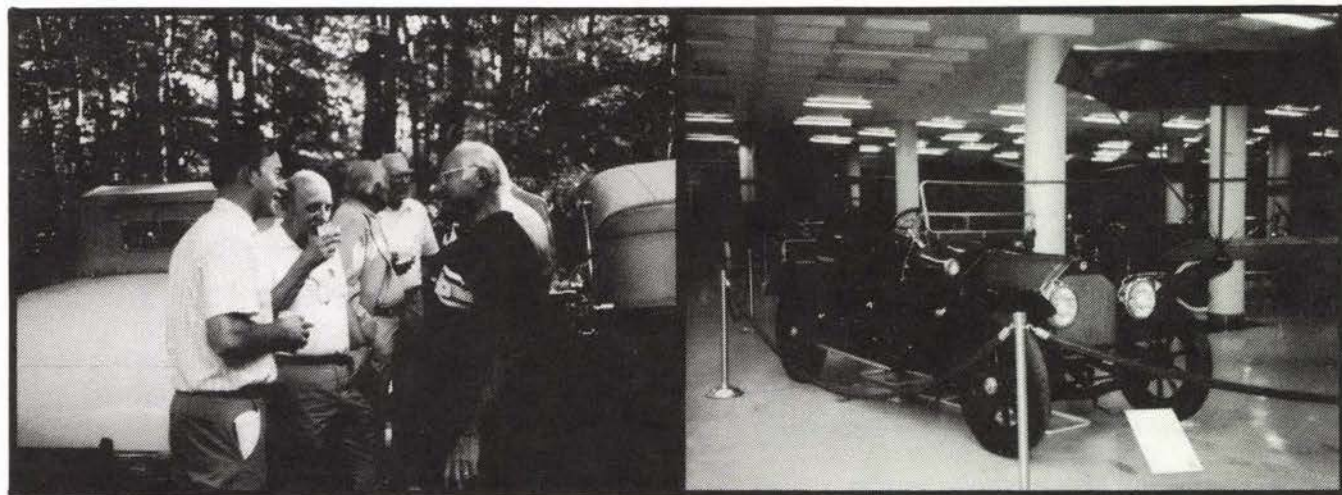
by Kitty Katzell

There were more Stutz vehicles together than you are ever likely to see again at the Third Grand Stutz held in Cleveland/Akron, Ohio on June 15-17, 1990. The cars ranged in age from Sam Flohr's 1914 Bearcat to Jim Lockwood's 1933 Convertible Phaeton and Ernie Toth, Jr.'s 1933 DV32 Convertible Coupe. The 60 people who attended came from 15 different states and Canada.

The weekend was hosted by Ernie and Ruth Toth, Sr., who had arranged a full schedule of car-related activities. Most of Saturday was devoted to touring the Frederick C. Crawford Auto-Aviation Museum of the Western Reserve Historical Society and the History Museum associated with it. The Crawford Museum exhibits more than 120 automobiles, and emphasizes northeast Ohio's role as an early automobile manufacturing center.



Ruth and Ernie Toth, Sr. and family welcome the Stutz Club to their beautiful home in Chagrin Falls, OH for a delightful Friday evening, where members enjoyed a gorgeous buffet and the very special hospitality only our gracious hosts could provide.



Members fully enjoyed the opportunity to view many Stutz and to the treat of great conversations on Stutz. The following day on Saturday all toured together to the famous Western Reserve Complex in Cleveland where in the noted Crawford Museum, this teen's Stutz Roadster, bottom left, is featured.

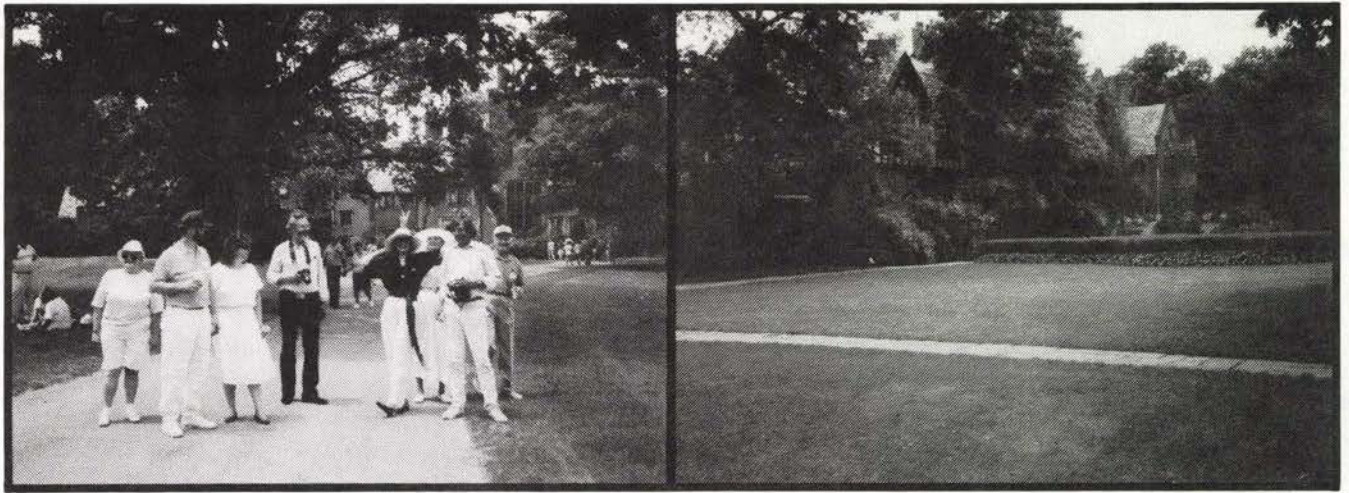
The annual business meeting of the Stutz Club was held on Saturday evening, June 16. At the meeting, it was announced that Smith Hempstone Oliver will be honored by receiving the first Peter Helck Memorial Trophy, donated by Tony Koveleski in memory of Peter Helck. It was also announced that the Club is embarking on a project to produce an authoritative book on Stutz: the man, the company, and the vehicles. Ray Katzell of Medford, New Jersey has agreed to serve as author/editor, and anyone who has information or materials that would be relevant to the project was invited to let him know about what they have.



Co-Secretary, Kitty Katzell, reports at the Business Meeting and Banquet held on June 16, 1990 recalling the pleasant events found at the 2nd Grand Stutz held at the Gilmore-CCCA Museums in Hickory Corners, Michigan last year. Another highlight of the weekend was a car show sponsored by the Northern Ohio Region of the Classic Car Club of America. The show was held at Stan Hywet (an Anglo-Saxon term meaning stone hewed, and pronounced Stan Hewitt). Stan Hywet is the former Seiberling Estate near Akron. This is the Seiberling family associated with Seiberling Tires and the Goodyear Tire and Rubber Company. Stutz was the featured car at the car show and the thirteen representatives of the marque were exhibited as a group separate from the other 600+ cars entered in the show.

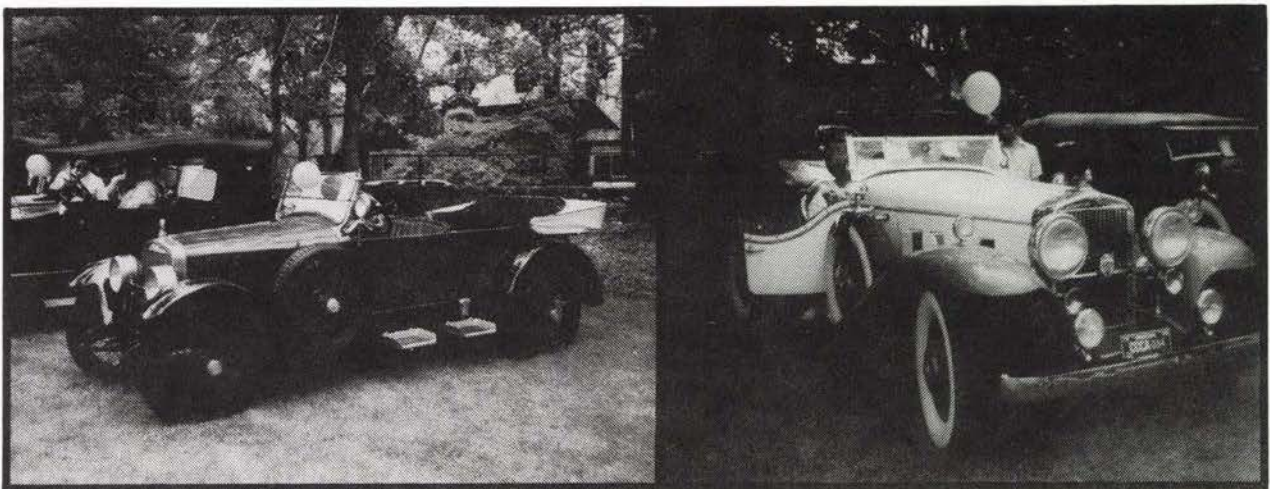


Stutz members and thousands of other attendees enjoyed a tour of this fantastic Tudor mansion of 65 rooms, furnished with the original trappings collected from around the world by the Seiberling family during Stutz times. This 1915 estate features 7,500 acres, a Japanese garden of magnitude, English Garden, cutting gardens and more. If you are ever in Akron, Ohio, don't fail to spend a day at this truly outstanding work of art.



Stutz members in the front yard and a side view of the back yard at Stan Hywet. You have to see it to believe it. The Seiberling daughter, now 100 years old, still lives in the great gate house. Not shown here also are the stables and garage which now house the Museum's shop, etc., nor the green houses down below. There is no way to give you a true view of this magnificent estate in Akron, OH. We are sorry that so many of the members could not be with us to see it all!

Before the judging awards were presented to the owners of other show cars, Bill Greer, organizer of the Stutz Club, presented awards to winners in the Stutz group. Ralph and Helen Scott of Fort Wayne, Indiana received the Ladies' Choice award for their 1929 dual-cowl phaeton. Ralph also received recognition for being the oldest person to drive his car to the meet. The 1914 Bearcat, shown by Sam and Ruth Flohr of Denver, Colorado was awarded Best-in-Show among the Stutzes. John Grunder drove his 1929 Stutz Blackhawk the longest distance, coming to Ohio from Connecticut, and Tom and Madelyn Cox trailered their 1928 BB Sedan from Richmond, Virginia, earning those two owners awards. Bill Ruger's 1922 KLDH had been trailered by Lyle and Kathi Patterson from New Hampshire, but they did not enter it in the competition.



On the left above at Stan Hywet, the 33rd Car Show sponsored by the Northern Ohio Region of CCCA, is Dr. John G. McAnlis' rare original 1921 H.C.S. "S-3", Touring. To the right above is Life Member William S. Abbott's special 1932 "DV-32" Bearcat Boattail Speedster.



The "Ladies Choice Award" went to the Scott's 1929 "M" Dk Phaeton driven all the way from Fort Wayne, Indiana.



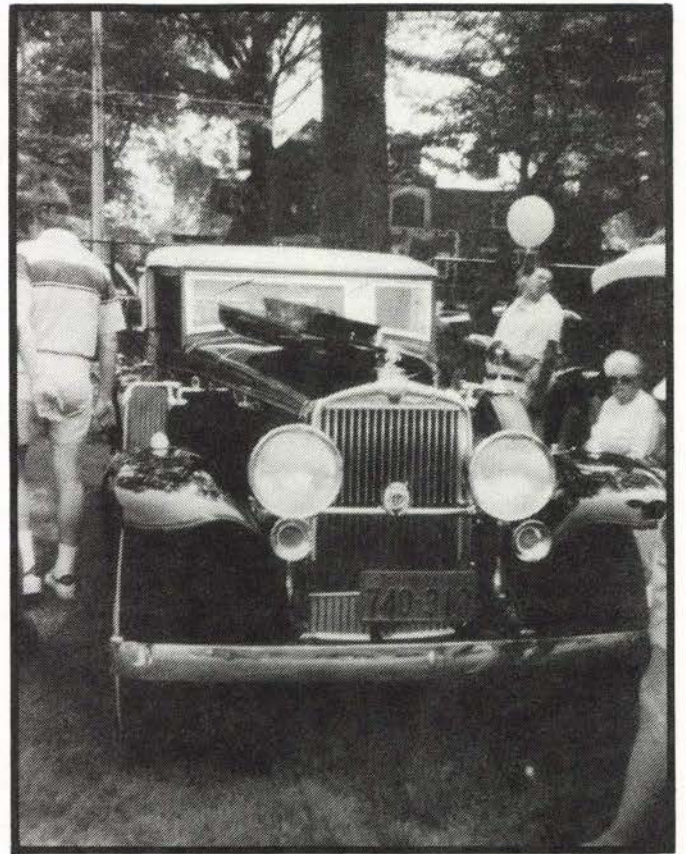
This 1929 Blackhawk received the award for the "Longest Distance Driven" thanks to John Grunder, Torrington, CT.



Tom and Madelyn Cox trailered this hefty 1928 "BB" Sedan all the way from Richmond, VA to win the award in this category.



Lyle and Kathi Patterson trailered Bill Duger's 1922 KLDH Touring all the way from Newport, NH.



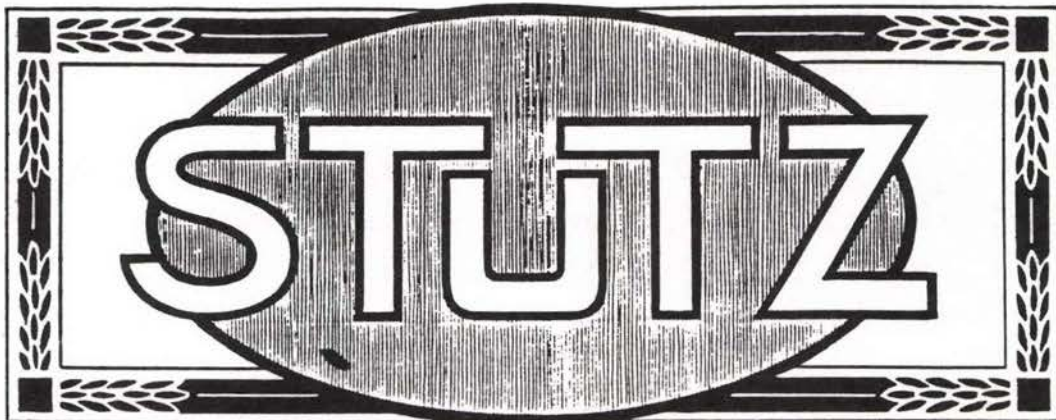
The Toths have a double-triple garage full of great Stutz. At left above is Toth Sr.'s 1929 "M" Roadster and on the right is Toth Jr.'s 1933 "DV-32" Convertible Coupe.



Bill Snyder brought his fine 1930 Stutz "M" Cabriolet (left) and Jim Lockwood pleased us with his 1933 "DV-32" Convertible Sedan previously owned by our Historian, C. McCord Purdy (right).



At the left above is Paul Beechy's 1922 KLDH Tourer. We hope Mr. Beechy will join the Club. At the right above is Stephen Springer's completed Bearcat of the early teens built up on a 1923 KLDH chassis. Mr. Springer has provided very useful information on the Stutz transaxle (see classifieds).



In "Letters to the Editor", Vol. III, No. 11, we missed some key words that should be changed/inserted in the last issue:

- ° On page 25, 3rd paragraph, line four, place a "the" after "powered".
- ° On page 27, at the end of the fourth line of the 2nd paragraph, insert the word "this" between "of" and "type". Then, in the 3rd paragraph, there should be a pair of hyphens instead of those peculiar looking pair of zeros in the 3rd line after "Bearcat". Four (4) words later "new" should be changed to "not". With these changes you will have a correct version of Smith Hempstone Oliver's great article.

LETTERS TO THE EDITOR

In Vol. II, No. 10, the Oct.-Dec. 1989 issue of Stutz News, pages 17 and 18, Mr. Buckmaster, Suffolk, England asked: "What exactly is the 'Challenger' engine?"

Jim Hoggatt has dug up the following references to enlighten us on this interesting question about Stutz nomenclature. Author Giffith Borgeson attempts to nail this question down on pages 143-146 of his great book, Bugatti. Allow me to interpret the essence of what was said by Mr. Borgeson in his book on Bugatti in those pages: The original design for the new SOHC 8 cyl. Stutz engine of 1926 apparently did not provide enough valve cooling at sustained higher RPM's. Mr. F. E. Moskovics, Stutz president, went to Europe in early 1926 and renewed his friendship with Ettore Bugatti. During conversations with Mr. Bugatti on cylinder head cooling Mr. Moskovics realized what the problem was and a new cylinder head was then designed. This new design plus other modifications raised the engine bhp from 95 at 3200 rpm to 115 at 3600 rpm. As Mark Howell states in Racing Stutz, pages 102-103, "thus came into being the 'Challenger' engine that was to make its place in history."

On February 14, 1990 Mr. Ivan Saxton, Victoria, Australia wrote the following comments: "The engine which Mark Howell called 'Challenger' may refer to the late AA and early BB series. The valve timing is quite different from the earlier to the later 8 cyl. cars, and, the camshafts are visibly different."

Some later Stutz ads call attention to the 'New Challenger' engine. Do any of you want to speak to it? Hope so! Ed.

Paul Freehill dug deep into his enormous file on Stutz and came up with a copy of what appears to be a tax report to the Secretary of State of Indiana filed around 1922. This report sheds some new inputs regarding the production of Stutz cars in the years 1912-1920. The numbers for 1921 and 1922 are hard to interpret as both the Motor Nos. and Serial Nos. are listed beginning with 10001 for the Series "4K".

We are pleased to share with you the numbers applicable to the 1912-1920 Stutz which appeared in this tax statement filed some 70 years ago:

<u>Series</u>	<u>Year</u>	<u>Cyl.</u>	<u>Motor Nos.</u>	<u>Serial Nos.</u>	<u>No. Produced*</u>
A	1912	4	A104-1037	100-607	507
4B	1913	4	A1085-1554	701-1261	560
6B		6	F12-366?	701-1261	
4E	1914	4	AI-1-1126	1401-2552	852
6E		6	E1-171?	1401-2252	
F	1915	4	AI 447-1274	2301-2857	556
HCS		4	1-124 HCS	51-176	125
C	1916	4	AI1206-2648	2901-4400	1,499
R	1917	4	AI2146-4669	4401-5407	1,006
S	1918	4	S1-2358?	1-2396	2,396
G	1919	4	1705-4291?	2501-4503	2,002
H	1920	4	5001-9004	5001-9002	?
K	1921	4	10001- con't	10001- con't	?
KLDH	1922	4	on up?	to 13129 & up	?

* By deduction from range of Serial Numbers

Here's your opportunity to complete and correct the above data for Ray Katzell to use in the upcoming book, the club's project on Stutz. Ed.

EDITORIAL COMMENTS



Living in Indianapolis, the home of Stutz, does have some advantages, particularly around "500" time. In Indy, the whole month of May is devoted to speed and racing, to all the past glories, to high hopes for being the one to win the big one, now a million dollar purse. Wow! Mr. Harry C. Stutz would have been most pleased to have won that 1911 "500" and the prize of around \$10,000.00. But, he had the car that "Made Good In A Day" and, thanks to him, we have all the great vehicles bearing his name to enjoy forever.

Yes, as stated above, being rather centrally located provides us with the opportunity to host Stutz Club members who venture out to our town known to some as an early Detroit. Well, we folks here know that Indiana was making automobiles such as the Black and Haynes before Michigan knew how to spell automobile, well, almost. Indy is the home of Stutz, Duesenberg, Marmon and a host of some 60 other great Marques.

Indy really is on the way to somewhere! Jean and Lucrecia Gorjat found us on their way to ski over in Colorado. For us, ye olde editor and young spouse, Carolyn, our photographer plus, that's what this club is about. We treasure those visits by members who stop to share their interest in Stutz and the hobby.

On Friday before the "500", Joe and Cindy Freeman of Boston stopped by and spent about three hours with us. Joe's great article, "In The Wake of the White Squadron", a 17 page work, is published in Automobile Quarterly, Vol. 28, No. 2, pages 148-165. If you like Stutz, you must have this wonderful coverage of the early Stutz racers that were proclaimed "World Champions" in 1915. The editor has 30 copies of this very special work on Stutz left which are autographed by Joe Freeman as a favor to the membership. Just send \$27.50 to the Stutz Club c/o the editor and you will receive a special treat. Overseas members please send \$35.00 to cover the extra postage.

On the Saturday before the "500", new member Stefaan Van den Eeckhout (#283) and his three friends came to share their interests with us. Stefaan has a 1928 BB Speedster and is our first member from Belgium. We hope he will recruit other members from that part of Europe in the years ahead.

The 3rd Grand Stutz was just simply terrific!! You will find a good coverage of this year's event in other pages herein.

Remember this is your club. We want it to be what you want it to be so please participate and contribute!

THE OLD ORCHARD BEACH RACES IN 1912

Two Early Stutz Victories

by Joseph S. Freeman

From the very beginning of his career as an automaker, Harry Stutz believed in racing as a good test of his machinery and an excellent tool for its promotion. He took his first car to the inaugural running of the Indianapolis "500" in 1911 and saw it finish 11th without any major mechanical problems, beating other makes with larger engines and much more speed. From that point on the factory had a policy of placing the fastest Bearcats in the hands of drivers who could be counted upon to score well in the numerous speed events of the day.

Two of the Stutz marque's early and important victories came at a meet held over the Fourth of July weekend in 1912 at Old Orchard Beach, Maine. To attract tourists and attention this seaside resort town had decided to stage its second in a series of racing extravaganzas on the community's beautiful long stretch of sand. The schedule called for three full days of speed events July 4, 5 and 6, each including a series of trials, sprint races and a 100-miler for a variety of stock and non-stock vehicles. As a bonus, track racing champion Louis Disbrow was invited to bring his huge 90-HP "Jay-Eye-See Special" -- a modified Simplex Zip -- to set some all-out beach records. With excellent advance publicity and American Automobile Association sanction the entry for the festival was excellent.

Vanderbilt Cup winner Harry Grant came with his Berkshire racer along with other stars such as Charlie Basle (Bianchi), Harry Cobe (Jackson), and Bill Endicott (Schacht). All of these men had raced professionally for several years and were regular participants at Indianapolis. They were to be challenged by several less well-known but fully competent pilots, including Neil Whalen and John Rutherford (Nationals), Joe Matson and Bob Stuart (Fiats), and John DePalma (Ralph's brother) in a Mercer. To face this level of competition Harry Stutz dispatched two of his best: Californian driver Dave Lewis and the Number 2 team car, which had been driven to sixth in the 1912 "500" by Len Zengel (finishing just behind Endicott's Schacht). Also part of the team was a young Boston driver by the name of Jack LeCain. An up and comer, LeCain had won the 50-mile race at nearby Rockingham Park in Salem, NH a few weeks before, beating some of the same nationally ranked drivers entered at Old Orchard. The Number 2 car had been shipped directly from Indianapolis and carried a 389.9 CID Wisconsin T-Head engine, which placed it in the A.A.A.'s Class C (301 to 450 CID), considerably smaller than several of its competitors. Nonetheless, it had proven a fast and durable machine and in the right hands was a potential winner.

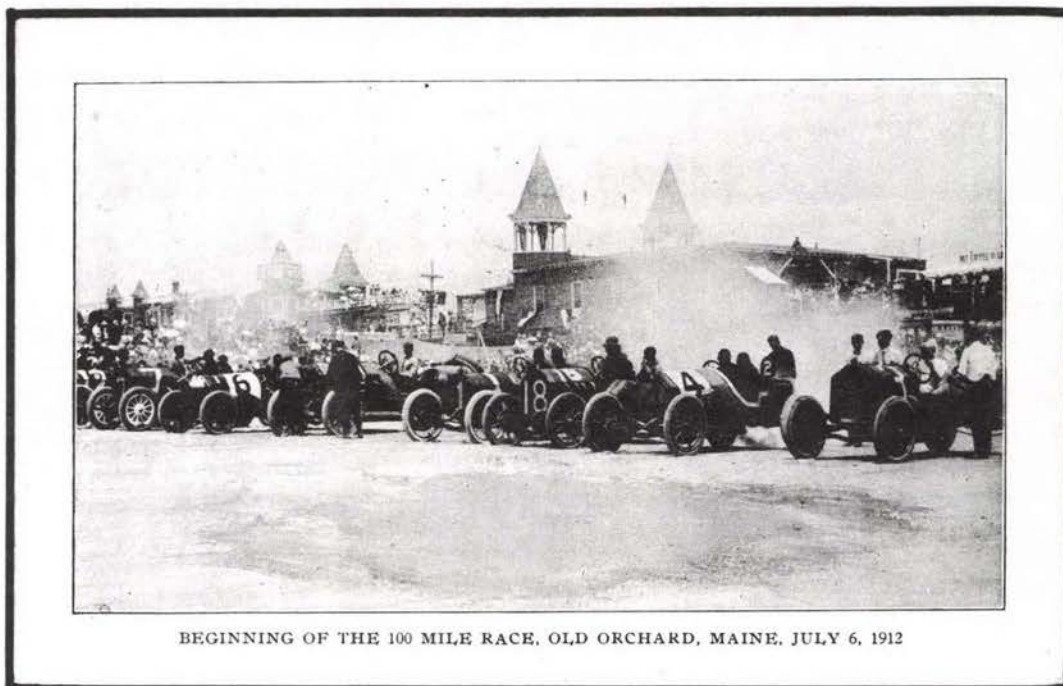
On the first day, Louis Disbrow easily won the straight-line time trials at 102.37 mph, fully 25 miles an hours faster than Rutherford's National. For the actual races themselves a five mile course was laid out on the beach featuring a 2-1/2 mile straightaway with pilons at either end. A number of five- and ten-mile sprint events started things off, with Dave Lewis in the Stutz taking second to Rutherford's National in the Class C race and third in the Class E event (under 600 CID). But for the featured 100-miler it appears that rookie Jack LeCain was entrusted with the Number 2. Jack and his competitors lined up nine abreast for the start and when the flag dropped they all took off in a cloud of oil smoke down the beach. Joe Matson in the giant Grand Prix Fiat moved into the lead at the first turn with LeCain second and Neil Whalen in his National third. In the fifteenth mile Endicott's Schacht

nosed past Whalen and started to press the Stutz but Jack kept the advantage. Then, two laps later, Matson's car died and LeCain led the field. For the rest of the contest Jack drove with speed and consistency and when the race had to be flagged at 75 miles due to the rising tide he was still in front. A happy winner, LeCain had managed a creditable 57.83 mph for the distance, beating Grant's Berkshire by three and a half minutes.

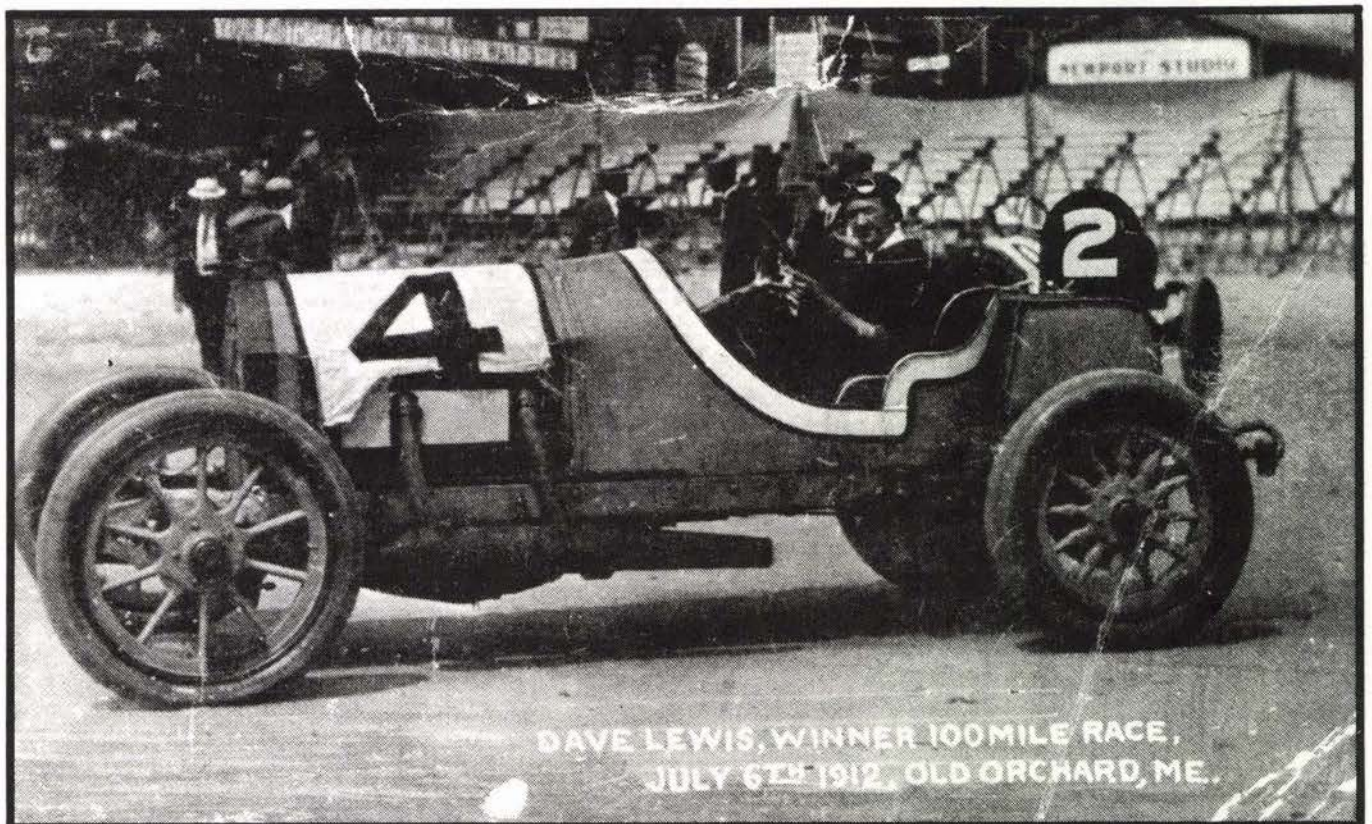


July 5th saw some equally fine racing, with Lewis placing second to Disbrow in a free-for-all five-miler and second again to Rutherford's National in the Class C sprint. For some unexplained reason, however, the car was withdrawn from that day's 100-mile run, leaving Endicott to win by just 9 seconds over Rutherford with a fine 62.06 mph average.

The final day offered several record attempts by Disbrow and although Louis did not appear to beat the previous year's marks for five and ten miles, there was some question about the actual length of the earlier course and he was given recognition for unofficial records. The big Simplex was also able to walk away with a ten-mile preliminary free-for-all, which was one of several sprints run off prior to the 100-mile final. Apparently the Stutz folks decided to save the car, as they did not participate in any of the shorter runs.



When the time came for the feature, however, Dave Lewis and his Number 4 (temporarily changed from the numeral 2 it carried at Indy) were ready for all comers. Seven cars lined up in front of the elevated pier across the course, revved up and roared off down the beach toward the first pylon. Eager to repeat his performance the day before, Bill Endicott grabbed the lead for the first five miles but soon had to stop to replace a burst tire. Neil Whalen and Lewis were neck and neck for the next several laps until the Stutz pulled away to take a firm lead. Nonetheless, "Wild Bill" was back on the course and driving his Schacht like a demon to make up time lost in the pits. By fifty miles he had moved past Whalen into second and was running about a mile and twenty seconds behind Lewis. For a while it looked as if Endicott might even be able to catch the speedy Stutz, but Dave was a pro and despite having to slow to a crawl to get around the rutted, sandy turns he held onto the lead and flashed across the line a clear winner. His race time was 1 hour 32 minutes 43.6 seconds, breaking Endicott's previous day's record by nearly four minutes, at an average of 64.71 mph.



Back at Indianapolis Harry Stutz was surely pleased and immediately cranked his publicists into overdrive to broadcast the success of his car. Thus it was surprise when the day after the Old Orchard meet his Boston dealer placed a large ad in the automobile section of the Boston Sunday Post listing the wins (with one very noticeable error in the calculation of speed) and noting that the victorious car would be on display at the showroom. Later on, in a sales brochure entitled "The Sturdy Stutz" a goodly number of triumphs were listed for the years 1911 through 1913, with the Old Orchard Beach results proudly included among them. Harry was never one to keep quiet about his prod-

uct's achievements! Of course, we now know the company had many more races to win under his careful guidance, but it was those early victories that truly built the marque's sporting reputation. Literally thousands of Bearcats, Bulldogs and Blackhawks were sold on that basis and made the company's name a household word in the first part of this century. Not bad for "the car that made good in a day!"



The Car That Made Good In a Day
Made Good Again At Old Orchard

The Stutz cleaned up the one hundred-mile field.

Set the Old Orchard Beach course record for one hundred miles, 92m. 43 3-5s.

Won yesterday's one hundred-mile event averaging 67.72 miles per hour on a slow track with 40 turns.

Led its field in the one hundred-mile race on July 4, when the race was called at the end of 75 miles, defeating Fiat, National, Bianchi, Schacht, Berkshire and Jackson.

In addition to above the Stutz won three second places and one third place in the sprint events.

This is the same Stutz car that finished sixth in the 500-mile race at Indianapolis on May 30, averaging in that event more than 73 miles an hour.

SPEED — STRENGTH
COMFORT — CONSISTENCY

¶ This Record-Breaking \$2000 Car Will Be Exhibited Tomorrow and Tuesday at the Opening of Our New Salesrooms at :: :: :: ::

895 BOYLSTON STREET
STUTZ MOTOR CO.

STUTZ BOOK FUND

This is our first report on the funding for the definitive book on Stutz which was announced in Vol. III, No. 11 on page 10 of the Jan.-Mar. 1990 issue of Stutz News.

Contributions received to date are as follows:

Joseph B. Folladori (#29FL), \$250.00

William J. Greer (#93FL), \$250.00

A.J. (Tony) Koveleski (#124L) \$100.00 plus 25 "Stutz 4-Color Blazer Patch" to be sold at \$10.00 each (see Classifieds).

Max Triplett (#139) contributed 14 Stutz embroidered billed caps to be sold at \$15.00 each (see Classifieds).

Each member may contribute to the Stutz Book Project either in dollars or in Stutz literature.

Your contributions in dollars will be happily received by Mr. Joseph B. Folladori, Treasurer. Make your check out to the Stutz Club and forward it to Joe at 7777 N. Meridian Street, Indianapolis, IN 46260.

Please look through your files and let the club know what you have in there. We need an index, a listing, a description of what you have accumulated on Stutz over the years. We know that each member has a Stutz treasure hidden away/stashed so to speak that will constitute a great input to the Stutz Book. Let's get those items listed up now and mailed to our very special author of the definitive book on Stutz who will guide us on to Stutz pleasures.

Drs. Mildred (Kitty) and Raymond (Ray) Katzell will record your Stutz inputs for posterity and will do their utmost to generate a Stutz Book, a work of art, for each of us to savor. Do help!

Send your listing of Stutz material to:

Raymond A. Katzell
672 Medford Leas
Medford, NJ 08055
Home: 609/654-3672



FINANCIAL REPORT

by Joseph B. Folladori, Treasurer

This report covers four (4) months of club operations from February 16, 1990 through June 15, 1990 as you will note below.

It is a pleasure to welcome another Life Member, Mr. Edwin S. Young (#280L). He is our 26th Life Member and the 4th overseas (OUS) member to devote himself to Stutz for life.

BALANCE as of February 16, 1990 \$3,639.50

INCOME

Membership Dues (2/16/90 - 6/15/90)	\$3,357.25	
Donations (see listing below):	129.00	
Interest Earned: CD \$253.45; M/M \$83.30 =	336.75	
Stutz Book Fund	<u>600.00</u>	
		\$4,423.00

EXPENSE

Stutz News, Vol. II, No. 10	\$1,112.01	
Stutz News, Vol. III, No. 11	1,261.47	
Administration	<u>168.96</u>	
		\$2,542.44

BALANCE at June 15, 1990 \$5,520.06

Funds are held in the Treasury as follows:

1 year CD @ 7.75% Maturing 1/16/91	\$10,000.00
Money Market Acct. #044845149 (as above)	5,520.06

Your treasurer is also please to record the following donations, received during the past four (4) months. These donations are in addition to those being reported elsewhere in this issue related to the "Stutz Book Fund."

Harry A. Burke, Sr. (#216)	10.00
Roger S. Chase (#151)	10.00
Paul Cosmi (#152)	20.00
A. J. (Tony) Koveleski (#124L)	50.00
A. Kracow (#9)	5.00
Stig Nyberg (#179)	5.00
C. McCord Purdy (#8)	25.00
M. B. Tidmore (#42)	4.00

Your donations are truly appreciated and they are giving the club a fine support in its efforts to promote Stutz for our enjoyment.

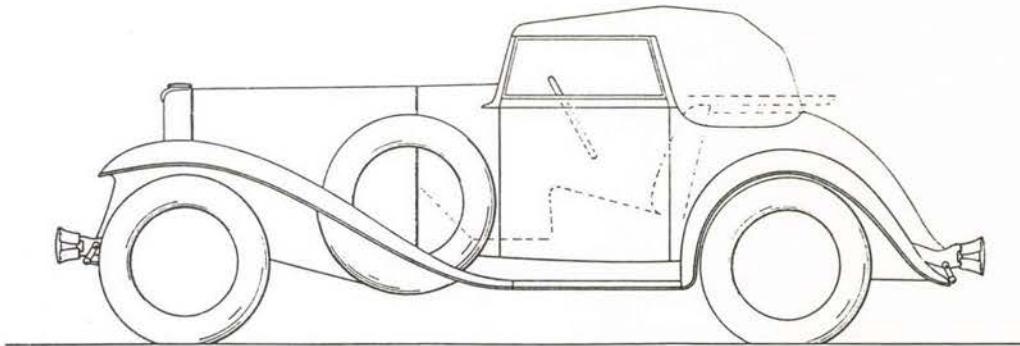
by Jim Petrik

The Super Bearcat (hereafter known as SBC) looms larger in Stutz lore than its small size would indicate. In the Classic Cars of this country, no one else made anything like it; shortest possible wheelbase, a light-weight body, and the largest available engine.

In his "Introduction" to Mark Howell's book, "The Racing Stutz", one-time World Champion Driver (1961, I think) Phil Hill had this to say: "Although I have owned and cherished many cars from the 1931 era, I can truthfully say that a fast ride in a 1931 Stutz DV-32 Super Bearcat many years ago was as impressive as any I've ever experienced."

Phil is now a partner in the west coast restoration shop of Hill & Vaughn. Restoring classics, not racing, is now his game.

As a car-happy lad of eleven tender years, the writer was first introduced to the "little guy" when his father brought home a copy of "The Safety Stutz", Vol. 3, No. 1 (the DV-32 introduction issue). This lad was convinced that DV-32 was the only way to travel. By the time Page 7 was reached, the line drawing of the SBC really jiggled his nerves. The interior trim was special soft tan leather and the exterior covering was in Zapon with a choice of colors: Black Blue or Special Bearcat Green. Nothing like this had ever been seen before. It was too cute, so instant love occurred. The writer had gotten over the bicycle affair, and females loomed vaguely in the far-distant future. (Only one other small two-passenger convertible ever hit Ye Scribe like that, the 1955 Thunderbird, but that is another story.) The magic words "For more than 100 M.P.H." were a real turn-on.



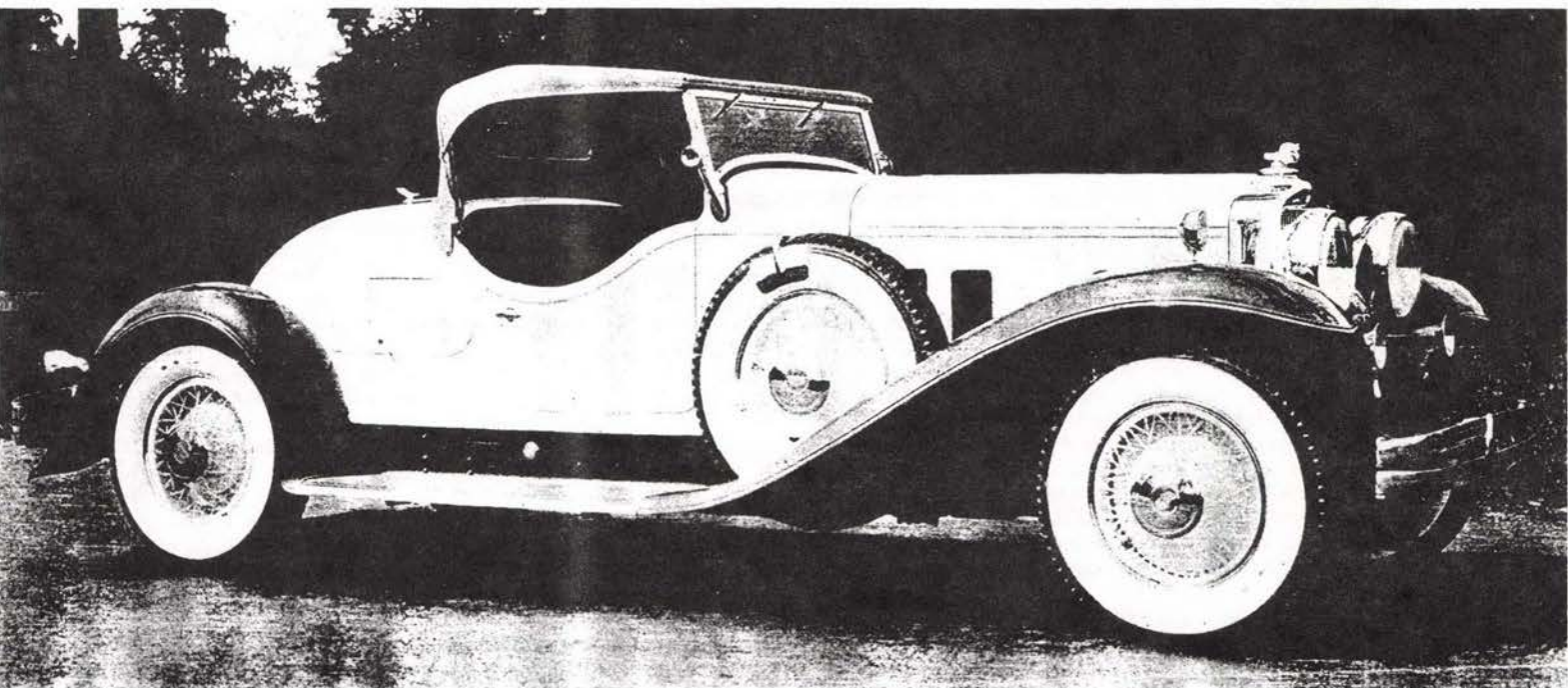
The next publication the writer received was "The Safety Stutz" Vol. 3, No. 4. This had two photos of the rascal (top up and top down) on Page 7 again. What more could one want, other than to see one? This great even took place on August 4th, 1959. Talk about a seven-year itch, this was four times as long, or 28 years.

Here is what I feel is the first DV-32 Bearcat of 1931. It's not the SBC but the forerunner of the last Bearcat series.

One hates to bring it up, but a couple more mysteries evolve. What is the dashboard like and what about a trunk rack on the rear? The first publication referred to mentions the dashboard of "Australian Oak." The first photos (I always assumed these photos were of the first SBC made) had no trunk rack. The writer has nice 8x10 glossies of these 1931 catalog cars. He also has a nice 8x10 glossy of a 1932 SBC that has a trunk rack on the rear. This is a very light-colored car with very dark fenders (black & white??). I have always assumed this car was the car shown in the late 1931 ('32 models) at THE AUTOMOBILE SALON. Can anyone verify this?

Some pictures is SPEED AGE, October 1953 issue, show a light car with dark features, and a trunk rack. Not by then in 100-point condition by a long way, but could this have been the same car?

PERFORMANCE PERSONIFIED

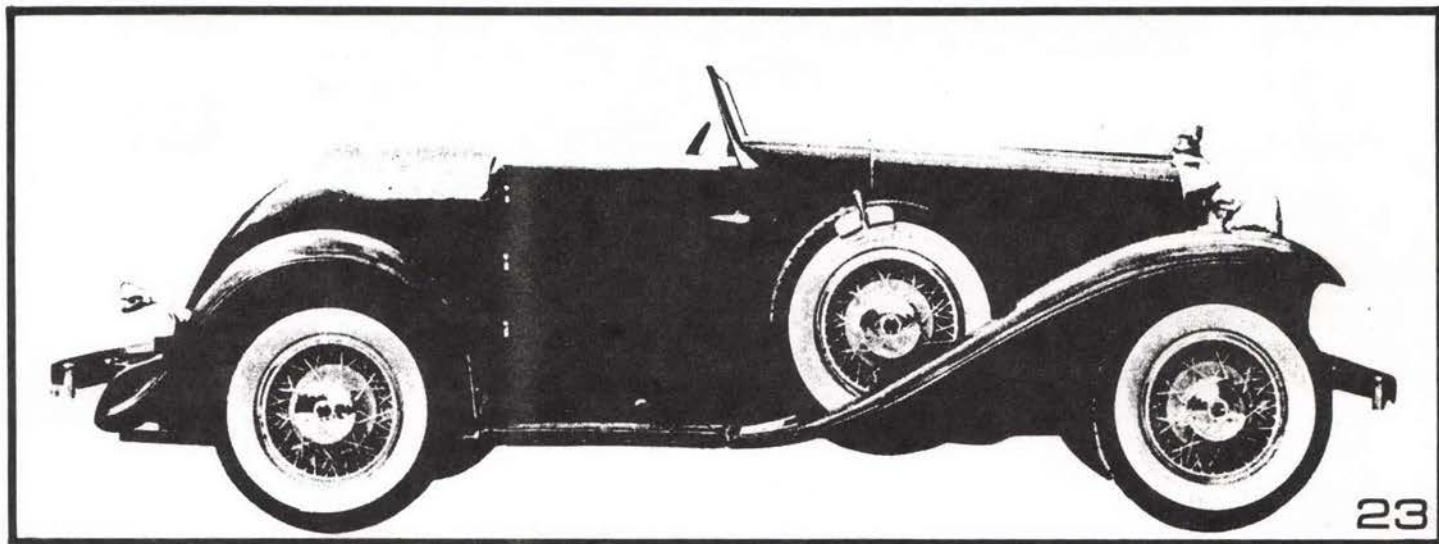


The Stutz DV 32 Bearcat Speedster. Guaranteed to Do 100 Miles Per Hour

THE CAR WHICH IS SAFEST HAS THE RIGHT TO BE FASTEST

The writer has a copy of a magazine (date and name unknown) that has an article about the orange with black top and fenders SBC that used to be in the Briggs Cunningham Museum in California. This aluminum-bodied car had a trunk rack. The dashboard seems to be metal with the instruments in a center panel that has an engine-turned finish.

Then we progress (?) to ROAD & TRACK magazine, July 1956, issue. In it was the write-up of the green SBC (aluminum) that was in Silver Springs, Florida. This was the first SBC the writer saw, in 1959. This car has no trunk rack. The dashboard has a black center panel for the instruments, but the main dash is of very ornate burlled walnut. Really gorgeous. The car did not have whitewall tires then, but in later years it finally got them (by 1983).





Last of the Stutz Dynasty

THE SUPER BEARCAT

PHOTOS COURTESY CARRIAGE CAVALCADE MUSEUM

AS A LOGICAL sequel to last month's Salon car, the 1918 Stutz Bearcat, we present here the 1933 Super Bearcat. This was the last gasp of a dying company, and it appears that something less than 300 Stutz cars of all types were built in that fateful year.

Two years earlier, in 1931, Stutz had introduced their DV-32 model (dual valves, 32 in all), a dohc cylinder head mounted on the standard straight-eight block which originally carried a single overhead camshaft. The new design was obviously inspired by the J-Duesenberg, but it is hardly fair to say "copied" since Stutz had their own engineers and draftsmen who were quite capable of developing an idea which was not new or unique with Duesenberg.

Also, in 1931, Stutz revived the old name with a Bearcat Torpedo Speedster (with rounded, semi-boat tail) and the Super Bearcat, a close-coupled 2-3 seater convertible on a 116 inch wheelbase. Both cars were DV-32 powered and guaranteed to be capable of 100 mph.

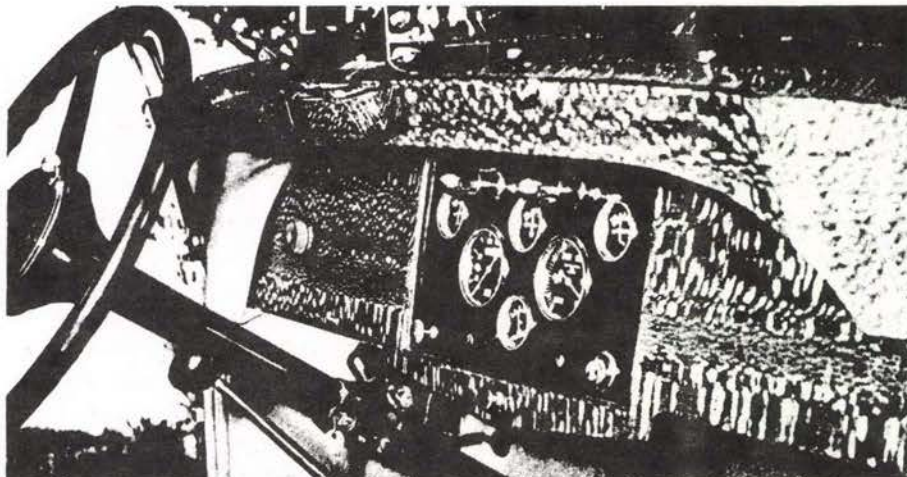
The Super Bearcat body was said to be a Weyman design, of patented construction in which the very light wood body frame was deliberately designed to flex with the chassis. Squeaks and rattles

were eliminated by special type brackets, hinges, and door locks, plus padded leatherette-fabric body panels mounted over chicken wire. A later development was substitution of aluminum paneling as shown here, but even in 1933 some of the Weyman type bodies were available either with fabric or aluminum. It appears that these bodies were built in Indianapolis, although Phillips, in Warren, Ohio, built most of the standard Stutz bodies.

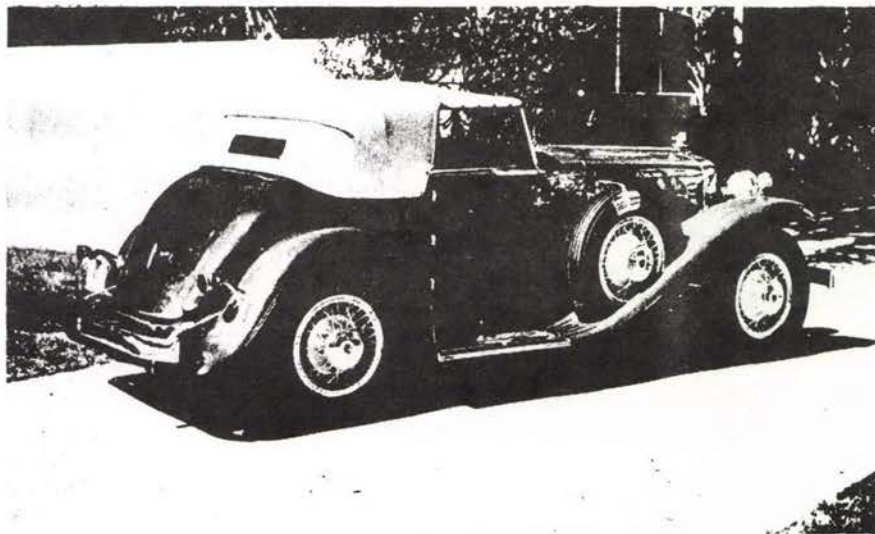
Mechanically the DV-32 continued the "Safety Stutz" features introduced in 1926. The 1933 SV-16 version developed 115 bhp at 3400 rpm, but the "dual-valve" model was rated 155.8 at 3900. This latter figure seems plausible in view of the fact that a car of that era having a frontal area of about 32 sq. ft. would require 150 bhp to reach an honest 100 mph. There is no doubt that the sohc, 9-main-bearing engine design was based on an earlier proprietary unit built by Excelsior in Chicago just as we could safely say today that all modern V-8 engines are remarkably similar to the 1949 Cadillac engine.

A nine-year law suit raged over the many chassis features introduced in the 1926 Stutz. This story was related in "The Antique Automobile" for December, 1952, by the late James Scripps

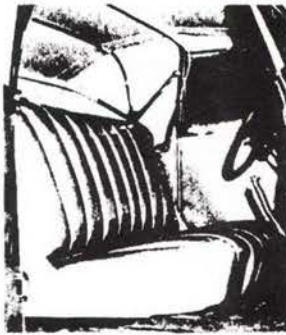
Simple instrumentation is entirely different from the standard Stutz models and is embellished by very ornate burl walnut trim.



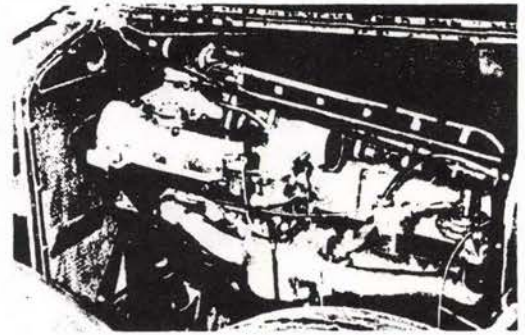
This view gives a fair idea of the complete and authentic restoration made by the Carriage Cavalcade Museum.



Bench type seat is quite low and holds three with a squeeze, but no sneeze.



The DV-32 Stutz engine has 8-cylinders and 32 overhead valves (4 valves per cylinder).



Booth. The courts finally upheld Mr. Booth's patents, but by that time (1935) the Stutz till was empty. Items concerned were primarily the low frame achieved by use of an underslung worm drive. The Stutz frame was a massive affair, double-dropped to give a floor height only 20" above the ground and weighing about 350 lbs. The worm drive axle was made by Timken under license agreement with the David Brown firm in England. Ratios of 3.80, 4.00, 4.25, and 4.50 were available and the 3.80-to-one gears required 4050 rpm of the engine at 100 mph.

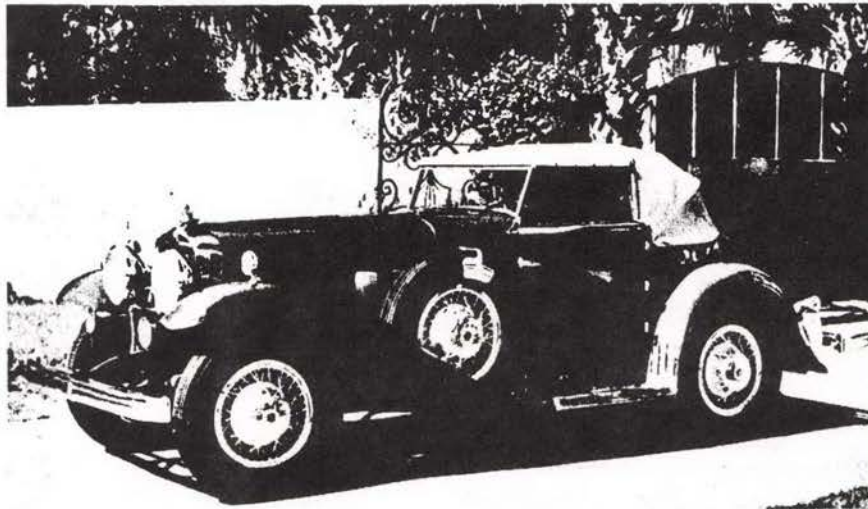
The tremendous brake drums were 16" in diameter, 1" larger than those on the big Duesenberg. Stutz also used the Bragg-Kleisrath (now Bendix) vacuum brake booster with dash control for sensitivity. In 1929 a Detroit Gear 4-speed forward transmission was adopted, but in 1932 the firm reverted to a 3-speed unit built by Muncie Products (now G.M.) and also used in the Marmon V-16 (16 cylinders). This was a very elaborate and rugged transmission with synchromesh and ratios of 3.08 in 1st, 1.565 in 2nd. In the Super Bearcat this gave overall ratios of 3.80, 5.95 and 11.70, equivalent to maximums of 100, 63.8, and 32.4 mph at 4050 rpm.

Like the Hispano-Suiza V-12 featured in this section last November, this car has been completely restored and now reposes in the Carriage Cavalcade Museum at Silver Springs, Florida.

SPECIFICATIONS

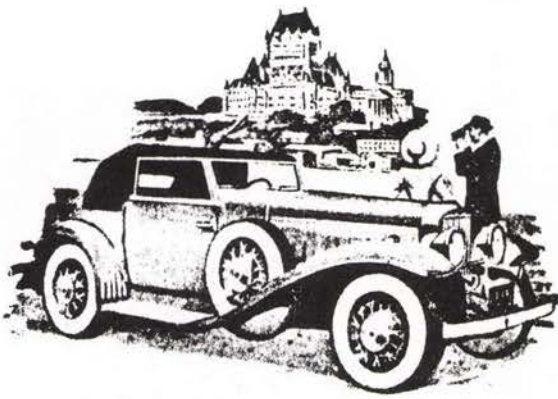
Wheelbase	116 in.
Tread, front	56.4 in.
rear	58.5 in.
Tire size	7.00-18
Weight (est.)	4400 lbs.
Engine	8 cyl. dohc
Bore & stroke	3.375 x 4.50
Displacement	322 cu. in.
Compression ratio	5.0
Bhp	156 at 3900
Gear Ratios (overall)	
3rd	3.80
2nd	5.95
1st	11.7
Guaranteed top speed.....	100

Classic theme of a very long hood and a small passenger space is well illustrated by the Stutz Super Bearcat.



ROAD & TRACK, July, 1956

In case both my readers are curious, I shall mention the photographic differences between the 1931 model and the 1932 model. The 1931 has a 2-bar bumper, the 1932 has a single bar. The courtesy light about the running board is closer to the board on 1932 models. The 1932 models have chrome fender and running board stripes. All have windshield wipers swing from the bottom. The 1931 model has the blades parallel, and parked with the top of the blades to the right side. The 1932 SBC has opposed blades, with the blades parked outward at the top. Anybody's guess how they are 58 years later. The above is the way the factory did it then. This is mentioned in case someone wants to do it the correct way.



The Ethyl Gas Ad

1933 STUTZ Super Bearcat was priced at 6,000 depression dollars. A 156-horsepower engine had four valves for each of its 8 cylinders. Top speed was 110 miles an hour.

Does anyone remember the early fifties, the Ethyl Gasoline people had a series of magazine ads? Usually a new car and an old car were shown large size, near a gas pump. Perhaps two other cars were shown in a small size. One of the smaller cars in one of the ads was a light blue 1933 SBC with a black top.

The rumor for years was that about 25 SBCs were made. Which finally brings us to the purpose of this article. The editor and the writer want to take a survey to see where the remaining SBCs are. If you have one or know of one, DO NOT BE SHY!!! Do gamble a stamp and send Bill the following information: Year, Serial No., Zapon or aluminum, body builder plate information, trunk rack or not, type of dashboard. Any known history, such as previous owners, or any FACTORY deviation from what should be considered standard.

So come on, you-all, let's jam Bill Greer's mailbox with loads of good information. Thank you!

LIMITED QUANTITY AVAILABLE!

"CERTIFICATE OF MEMBERSHIP"



"STUTZ 4-COLOR
BLAZER PATCH"



Swiss Embroidered White, Red,
Blue and Bright Gold Threads.
2-3/4" Dia., 3-1/2" Wide.

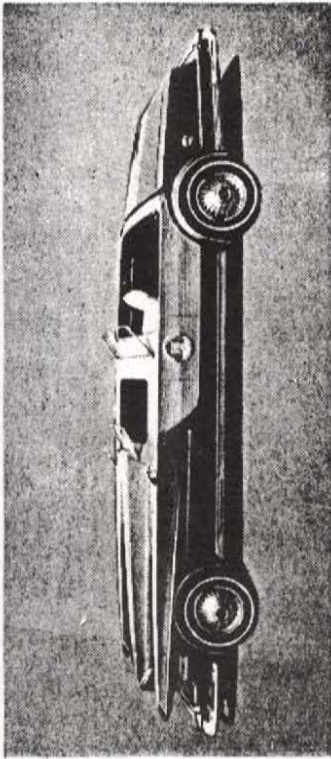
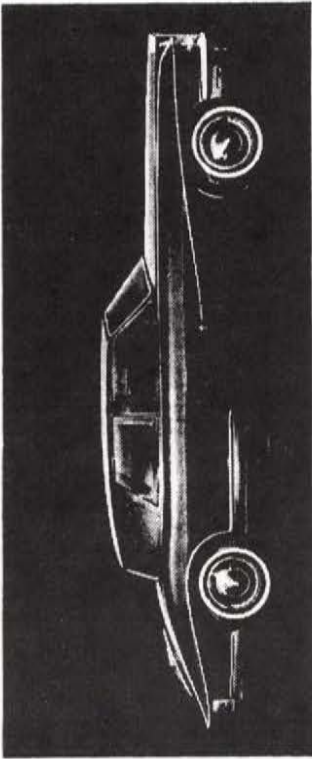
EA. \$10.00

HOW TO ORDER:

Add \$1.00 for Postage/Handling
Send Cash, Check or M.O. to:
A.J. Koveleski
736 Moosic St.
Scranton, PA 18505

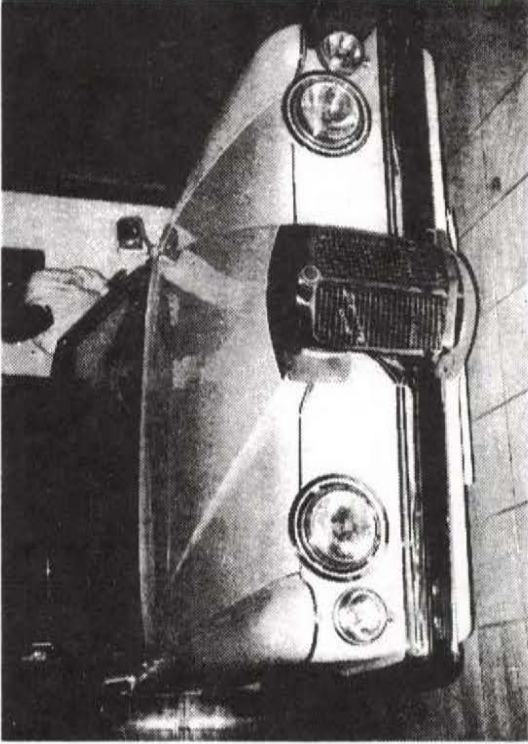
Personalized Gift of a Lifetime, for your family and friends who've driven or ridden in your Stutz.

Certificate reproduced on parchment paper (8 1/2" x 11") suitable for framing.
Black & White \$5.00 each - Hand Colored in 7 colors \$15.00 each.



On Stutz Drawing Board

Stutz Motor Car of America, a New York company attempting to revive the classic Stutz name, has these three luxury cars planned in addition to the 2-door Blackhawk sedan, now available, and a soon-to-follow Blackhawk Convertible. At the top is a 4-door Duplex Sedan, in the center a VIP Ceremonial Stutz and the Stutz 500. Designed by Virgil Exner, the 500 2-seater open roadster is for highway use, not Indianapolis. The powerplant can be located in the front or rear, depending on size and type. Prices on the cars will not be fixed until they are actually constructed, but they are definitely expensive.



Stutz Bearcat II.

Stutz Bearcat II debut

By Nancy Eszszsky

Dec. 15 saw the formal Los Angeles debut of the Stutz Bearcat II convertible.

Stutz Motor Car Co. of America now holds the rights to the legendary Stutz name. The original Bearcat was introduced in 1913 by its founder, Harry C. Stutz, and the marque became synonymous with dramatic styling, performance, and pride of ownership.

This new Bearcat still holds with this tradition. The body style remains virtually unchanged from the '70s automobile, designed by former Chrysler stylist Virgil Exner, and marketed by this company.

Once again in the '80s the Stutz Motor Car Co. has changed hands, and has become a joint U.S., Japanese and Italian venture. This new Bearcat is manufactured in the Stutz facili-

ties in Turin, Italy, at approximately four vehicles per month. Nearly 1,500 man-hours go into production of each vehicle. The interior features hand-rubbed Malonese burl walnut, Italian leather upholstery, fitted luggage and sheepskin carpeting. Twenty-four karat gold adorns the instruments and moldings.

The Bearcat bodies are manufactured with graphite/carbon material, which they call "diamond fiber." This material is now being used in Formula One race cars and the U.S. Air Force Stealth bomber. This composition is stronger than steel and lighter than aluminum, is rust-proof and ding- and dent-resistant. Stutz Motor Car Co. offers a lifetime warranty on body construction. All seams are leaded, which gives the exterior a flawless appearance.

To assure world-wide serviceability, the Bearcat II utilizes the Corvette chassis and drivetrain, featuring Corvette's 5.7 litre multi-port injected V-8.

The Stutz Bearcat II will be distributed in California by Birmingham Leasing Corp. of Los Angeles, with dealerships planned for Los Angeles, San Francisco and the Newport Beach area. Existing dealerships are located in New York, London, England and Dusseldorf, West Germany. The price tag for this modern classic is \$138,000.

Ed's Note:

When the Club was organized, it was agreed we would not list contemporary Stutz cars in our roster or Directory. However, we do welcome in membership all who have an interest in Stutz.

Note the May 9, 1970 date on the first article to left and what has now evolved from the drawing board. I wonder what Mr. H.C.S. would think about the Bearcat II.

1910 Marion Roadster

Unsung despite being basis for famed Stutz Bearcat

By Roger Barlow

Once again it's time for "What's in a name ...?" Or at least the "why" of a name. As this car was built by the Marion Motor Car Company of Toledo, Ohio—not Marion, Ohio—it wasn't geography that inspired its name.

The man who became John Wayne hadn't yet discarded his baptismal first name. And I doubt that this car was named for the musical librarian of Gary, Indiana. Gary Indiana. Gary Indi-a-n-a. It would then have been the Marian.

But if we don't know why it bore the name of Marion, we do know *who* designed it ... none other than Harry C. Stutz!

Harry Clayton Stutz, born in 1876, was already at work in Dayton, Ohio, designing an engine for automotive use in 1899. Three years later he sold his company—lock, stock and engine blocks—to an Indianapolis manufacturer of auto parts. After a short stint with a tire company, Stutz became involved with the Schebler Carburetor Co., more as a promoter and salesman than as an engineer.

In 1906 he was with the American Motor Car Co. (though it is doubtful he designed their famous underslung chassis), but by 1907 he joined the builders of the Marion Flyer, apparently as engineer and factory manager.

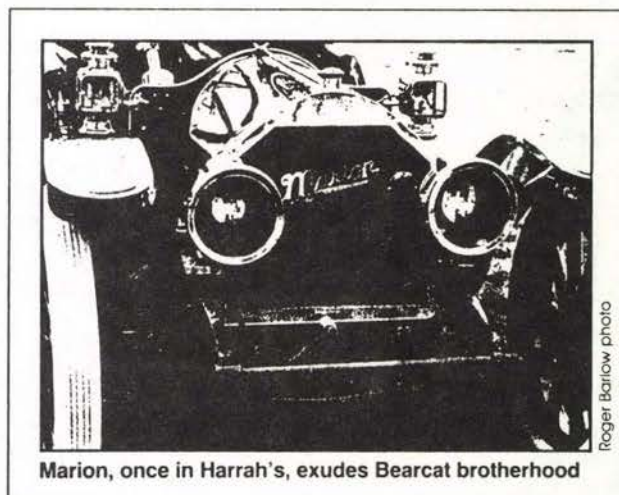
He may well have made a number of changes even in the existing line of cars already in production prior to the advent of the higher-performance (4 to 65 mph in top gear) roadster, one of which is the subject of this Escape Road. We know this Marion model bears the imprint of Harry Stutz ... for with the body removed, we can plainly see his name on the casing of the unique transaxle he had developed in 1909.

Harry Stutz seems to have been engaged in a frantic game of musical car companies, for by 1911 he was with the Empire Motor Car Co., which also fitted his transaxle. This unit then became part of the design of the race car he quickly cobbled up for the impending 1911 Indianapolis 500 race, in which it finished a very creditable 11th.

But before the year was out, Harry Stutz had put together his own Ideal Motor Car Co., and was building replicas of the Indycar for street use, plus the first passenger cars to bear his name, the Stutz "A" series. The Bearcat roadster was soon announced,

perhaps as early as 1912.

Compressing the design, testing and tooling for production of a soon-to-be-famous new model into little more than a year's time seems like a major feat for a new auto manufacturer. However, it wasn't, for there actually *was* no hurried and comprehensive development activity ... the Bearcat was largely the 1910 Marion roadster with a new badge!



Marion, once in Harrah's, exudes Bearcat brotherhood

Roger Barlow photo

There were differences, of course, for the Marion we are examining has a four-cylinder Continental L-head engine, cast in blocks of two. (4.5 x 4.5 inch bore/stroke), while the Bearcat had a Wisconsin T-head engine, its block also cast in pairs, with a bore and stroke of 4.75 x 5.5 inches, giving increased displacement, and 60—rather than 40—horsepower.

But there were more similarities than otherwise. The radiator shapes were virtually identical. A multi-disc clutch was utilized on both cars, as were Stutz-designed worm-gear steering and brakes. And both used the Schebler carburetor.

And then there was the unique Stutz-designed transaxle. It was considered—at least by some—to be an important engineering development, which it most certainly was not, and before long it ceased being used even on the cars of Harry Stutz.

However, one wonders why he ever considered it in the first place, as making a three-speed transmission an integral part of a conventional differential added something like 100 pounds to the already excessive unsprung weight of this torque-tube unit, with its effective but heavy dual rear brakes and necessarily wider, heavier drums.

It should have been obvious to any engineer that no matter how neat such a transmission-differential *looked*, the result would be a harsher ride, increased tendency for the rear end to patter outward in a bumpy corner, and more difficulty in keeping the tires in contact with the road when the surface was anything other than smooth as a billiard table. Even the fragile tires of the day would lead a harder life from the pounding of this increased unsprung weight. (The transaxle would not become an advantage until, in the modern application, the gearbox-differential unit was mounted on the chassis to become *sprung* weight; with U-jointed halfshafts taking the drive to the wheels.)

All of which only adds to our interest in the intriguing Marion under consideration. This roadster, once in the Harrah collection, is thought to be the only surviving example of the model of which no one seems to know how many were built. But, judging from its chassis number of 202, it was probably the second one made, as it was common practice for a manufacturer to start the numbering of a model at 100, 200 or even 1000.

This Marion's engine, No. 8518, may well bear Continental's own number as it is doubtful that seven or eight thousand of these engines were ever purchased by the Marion Car Co., even for its entire line of cars.

Its weight of 2250 pounds is reasonable for its coachwork and wheelbase of 102 inches, 10 inches less than the standard models.

This roadster is now owned by Don May of Cleveland, for whom Wally Child of Gresham, Ore., carried out a meticulous 2400-hour restoration of all the mechanical components as well as the bodywork, even though the car had come to him in surprisingly good condition.

The body wood is still 90-percent original and the wooden wheel spokes 100-percent original. In 1988, this Marion won "Best of Show" or "First in Class" honors in five California concurs d'elegance.

No one has ever suggested that Harry Stutz actually invented the eye-catching, bug-deflecting, steering column-mounted, monacle windshield that so distinctively graces both the Marion and his subsequent Bearcats. It could well have been an accessory, bought-in from an outside supplier, as were other components such as instruments and headlights. But we still think of it today as exclusively Bearcat, which it may not have been.

So we have discovered that although the famed Bearcat did spring, as we had always thought, full-grown from the fruitful mind of Harry Stutz ...

... it was actually first the unsung Marion, a car whose praises we now belatedly sing. ■

by your editor

The editor wishes to thank Larry Nicklin for sending along a copy of the interesting article "1910 Marion Roadster" from the December 18, 1989 issue of Autoweek which has been reprinted here. It's always a pleasure to find anything new in print about Stutz, and, furthermore, it's quite unusual to encounter anything of much substance on Marion.

I was a little bewildered to read that the Marion car was built in Toledo, Ohio because I had been led to believe that the Marion Motor Car Company and its car were named after Marion County, the seat of Indianapolis, Indiana. To assure myself that some memory cells had still survived I pulled out my trusty reference, "Standard Catalog of American Cars, 1805-1942." Here are some excerpts from that fine book:

- 1901 Marion Automobile Company, Marion, OH -- This company announced that four cars were under construction but it seems manufacture was never really embarked on.
- 1904-1915 Marion Motor Car Company, Indianapolis, IN -- The Marion initially used an air-cooled four-cylinder engine by Reeves. Later both four and six-cylinder water-cooled models were added. Marion was known for its Flyer and especially for its Bobcat of 1913, a Model 37-A Roadster, with a 30/40 hp 4-cyl. engine and a 112" wb.
- 1910 Marion Automobile & Manufacturing Co., Marion, IN -- the company promoted a single motorized buggy to be known as the Marion Flyer but no production ensued.
- 1915-1918 Mutual Motors Corp., Jackson, MI -- Mr. J.I. Handley, Marion's president, purchased the assets of Marion Motor Car Co., in 1914 for \$120,000.00 and moved operations to the Imperial Automobile Co. facility which he had acquired in Jackson, MI. Marion-Handley roadster and touring 6-cyl. models were sold from 1916-18.

Strangely, the above reference does not list a Roadster in Marions line for 1910. In 1909, a Model 8 Roadster, 4-cyl. of 24 hp with 102" wb is listed whereas, in 1911, a Model 40 Roadster, 4-cyl. of 40 hp with 115" wb is shown. The early 1912-13 Bearcats with 4-cyl. engine are listed at 50 hp and the 6-cyl. at 60 hp. The horsepower comparisons mentioned in the subject article may be misleading.

As the author, Mr. Roger Barlow, points out, Mr. H.C.S. did move around a lot. He repaired farm machinery, worked for Davis Sewing Machine Co. and National Cash Register Co. of Dayton, ran his own machine shop and repair business, built his first car "Old Hickory" and gasoline engines, then sold out to and worked for Lindsay Automobile Parts Company which merged with his Stutz company into the Lindsay-Russell Axle Company of Indianapolis. He ran a local garage, worked in the experimental department of the G. & J. Tire Company, was a sales engineer for Schebler Carburetor Company and became Chief Engineer and Factory Manager of the American Motor Car Company before joining Marion as their Factory Manager. While at Marion (1906-1910), Mr. H.C.S. organized the Stutz Auto Parts Company, finalized the design on his Transaxle and began to manufacture them. After his extensive 1910 tour of European car factories, Mr. Stutz was appointed Designer and Factory Manager of the Empire Motor Car Company.

Can it be said that all this experience helped Mr. Stutz to build the "Car That Made Good In A Day" and do it before his 35th birthday?

Pur Sang

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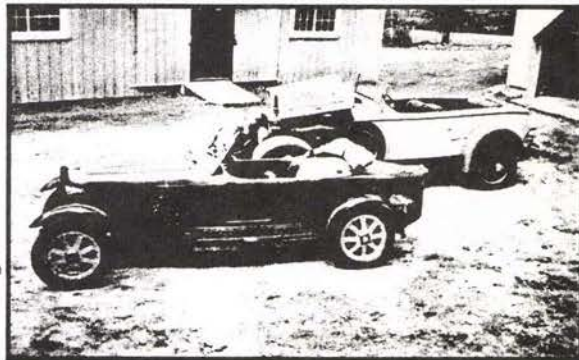
Dear Andy,

Dan Scully and I took a run up to see Bill Ruger the other day, as we wanted to compare his two Stutzes with the T-43. Bill is convinced the American cars are copies of the 43, probably because Moscovitz (sp?), who was engineer at Stutz, and Ettore were friends, even to the point of swapping patents, according to Bill.

It does seem plausible; the bodies are four-seaters, no wider than the frame, and they have pointed tails with little luggage compartments. Anyway, here are pictures to document the occasion. I have written Bill to get brief specs on his cars (the bigger one is a DV-32, that's all I can remember), and I'll send these along as soon as I get them.

Dan and I had a great run up Route 10 from Keene—winding, smooth, and very little traffic. Hit 85 a couple of times. He drove all the way home and is sold on the car.

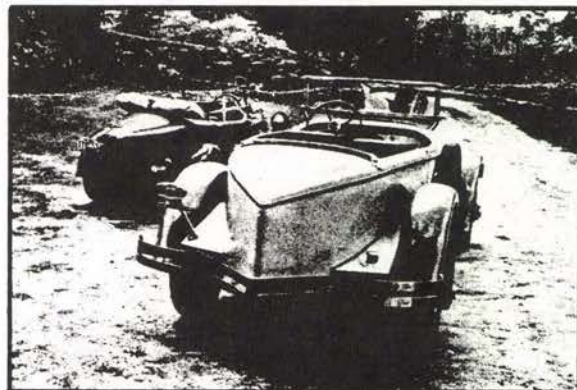
Cheers,
Art Eldredge



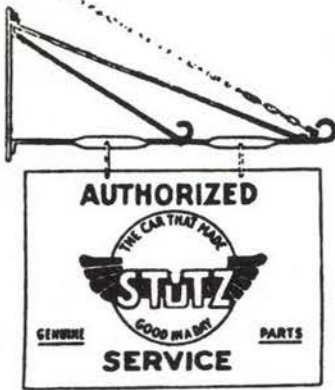
Eldredge

Art Eldredge's T-43 and
Bill Ruger's Stutz

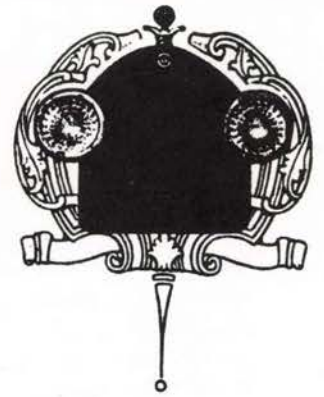
Pointed tails with luggage
compartments



Eldredge



Classified



LET'S PUT STUTZ ON THE ROAD

- John Fosette (#77) 2549 6th Avenue, Sacramento, CA 95818 (Bus.: 916/445-3502 Home: 916/456-9607) needs a 1928-29 Stutz brake pedal arm. His 1927 Stutz AA Touring Brougham still has the original, weird and wonderful, brakes that work on water (no, not walk). Let's help John get his AA on the road again. It's had seven (7) years of retirement and wants to go somewhere!
- Joseph B. Virostek (#244A), 3422 Hudson Drive, Hudson, OH 44236 (Home: 216/656-2622) still hopes to find rear fenders for his 1926 Stutz AA 5-pass. Sedan. No one responded to Joe's ad in the last issue and he will have to fabricate them if he doesn't hear from you soon.
- Les Whitman (#278), P.O. Drawer KK, Westwood, CA 96137 (Home: 916/256-3437) needs: Owner's Manual for a 1925 Stutz Sedan. Also, any other printed items for this Stutz, literature, sales brochures, etc.
- Reprints of "Instructions For The Tune-Up of Stutz Cars, all Models 1925 - 1930" are still available from your editor for \$2.00 to cover costs. About a dozen of you have ordered this neat 7-page instruction which covers all aspects of putting your Stutz in full tune for the road.
- Stephen R. Springer (#261), 3914 Autumn Drive, Huron, OH 44839 (Bus.: 419/625-8543, Home: 414/625-2448) has been most kind in making a detailed set of five (5) drawings of the Stutz 1913-1924 Series K transaxle. These drawings cover:
 - The Cluster Gear Assembly
 - Reverse Idler Gear E-6963
 - Sliding Low & Reverse Gear E-5852
 - Sliding High & Intermediate Gear E-585
 - Main Drive Gear with Stem E-5850Just send a SASE (45¢) to the editor and he will mail you a set promptly.
- Layden F. Butler (#40) 107 St. Jean Ct., Danville, CA 94526, (Home: 415/820-4742) has For Sale/Trade the following items:
 - 1916-1920? Tail Lamp, \$100.00
 - 1918-1920? Hood Sills, \$100.00/pair
 - 1920-1924 Houk hub caps, pair and Houk 23" wire wheels, pair for trade to 1915 parts.I need Break drums, hand crank, fan, U-joint and more. Please call Mr. Layden.
- Ric Nowak (#04) 2272 S.W. Zero, Redmond, OR 97756 (Home: 503/548-1529) has for sale: "Stutz Fire Truck Radiator" complete with mounting rods and emblem. \$350.00.
- Guy Davis (#94) 502 N. Maple Ave., Greensburg, PA 15601 (Home: 412/837-1878, Bus.: 412/523-3900) Wants: for 1928 Stutz Model BB two front welled fenders and two rear fenders to complete a Cabriolet Coupe. Also, he needs a water pump for this Stutz!

- ° Stutz Badges/Patches, 3¼" wide in blue, white, red and gold, made in France about 40+ years ago with description: Indianapolis, IN, USA. Send \$10.00 to Stutz Club plus SASE to Editor. These badges were contributed by Tony Koveleski, a total of 25, to be sold for the Stutz Book Fund at \$10.00 each. A total of 11 were sold at the 3rd Grand Stutz so we only have 14 left.
- ° Caps, billed with Stutz Logo in beautiful royal blue, only 8 left of this special issue contributed by Max Triplett to the Stutz Book Fund. Send \$15.00 to the editor. Make check out to the Stutz Club. Max contributed 14 of these caps and 6 were sold at the 3rd Grand Stutz. Hurry!!
- ° Automobile Quarterly, Vol. 28, No. 2. The Club has 30 copies of this issue available to members at \$27.50. This issue features a superb article of 17 pages by Member Joseph S. Freeman entitled "In the Wake of The White Squadron" featuring the remarkable racers of 1915. These books are autographed by Joe as a special favor to members. Send check to the Stutz Club at editor's address. Overseas members send US \$35.00 please. Thanks! These AQ's make a nice contribution to The Stutz Book Fund.
- ° Mark L. Dees (#258) P.O. Box 670, Santa Paula, CA 93060 Railcar Park: 805/529-2973, Home: 805/525-4466, Fax: 805/933-3600

Wanted: Six (6) good 18" or 19" Buffalo lock-ring wire wheels (as used on Blackhawk, LaSalle or ?). Or 18" or 19" lock-ring Rudge-Whitworth wheels and hubs adaptable to Stutz -- will buy them or trade six (6) super 20" Stutz Buffaloes with four (4) good tires.

Also Wanted: Weymann door latches and hinges; two Stutz "M" hood latches; DV-32 front no-flapper exhaust manifold (or the pair - no cracks or welds, please); Stromberg EE-3 downdraft carb., air cleaner for DV-32; set of Stutz steel connecting rods. HELP!

- ° Harry D. Johnston, D.O. (#230) R.R. 1, Box 230, McConnellsburg, PA 17233 (Bus.: 717/485-4611, Home: 717/485-4613) needs to complete his 1928 BB Roadster project:

Radiator Emblem
Bases and mount bar for headlights
Cowl lights w/brackets
Sides for the hood
Dash and the instruments
the steering wheel

1928 Model BB parts to sell or trade. Please call!

- ° Raymond A. Katzell (#62L), 672 Medford Leas, Medford, NJ 08055 (Home: 609/654-3672) is interested in purchasing a 1928 or later model Stutz in good condition for touring. Please help our Co-Secretary and author for the Stutz Book to have the pleasure of owning a great example of the famous 8-cyl. Stutz. Ed.