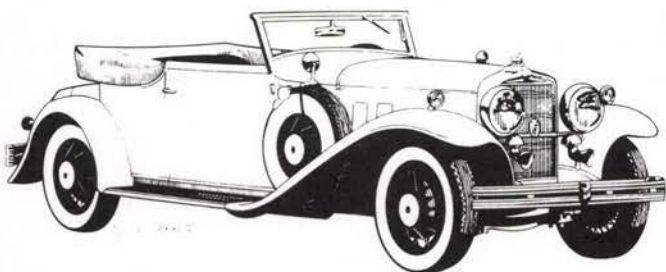


The STUTZ CLUB, 7400 Lantern Road
Indianapolis, IN 46256
Bill Greer, Editor

TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

LET'S GO STUTZING!

Dear Member:

You will find the Agenda for the upcoming 4th Grand Stutz on page 2 of this issue. Yes, Stutz fun has been planned for you in colorful New England October 4-7, 1991. If you have not yet set aside this time to be with Stutz friends, please do so now. Don't miss this grand fall event hosted by Founding Life Member William B. Ruger, Chairman and President of Sturm, Ruger and Company, Inc. We understand that Mr. Ruger's home overlooks a portion of the bordering 26,000 acre game preserve which is well stocked with deer, elk, moose and other fauna native to that area. See you there!

We hope all members have responded to Ray Katzell's request dated April 19, 1991 pertaining to information needed to proceed with the work on the Stutz book. Your inputs are needed to help assure the success of this special club project.

REMINDER



**AGENDA FOR
4TH GRAND STUTZ
October 4-7, 1991**

Host: William B. Ruger
Croydon, NH

Organizer: Lyle E. Patterson
Newport, NH

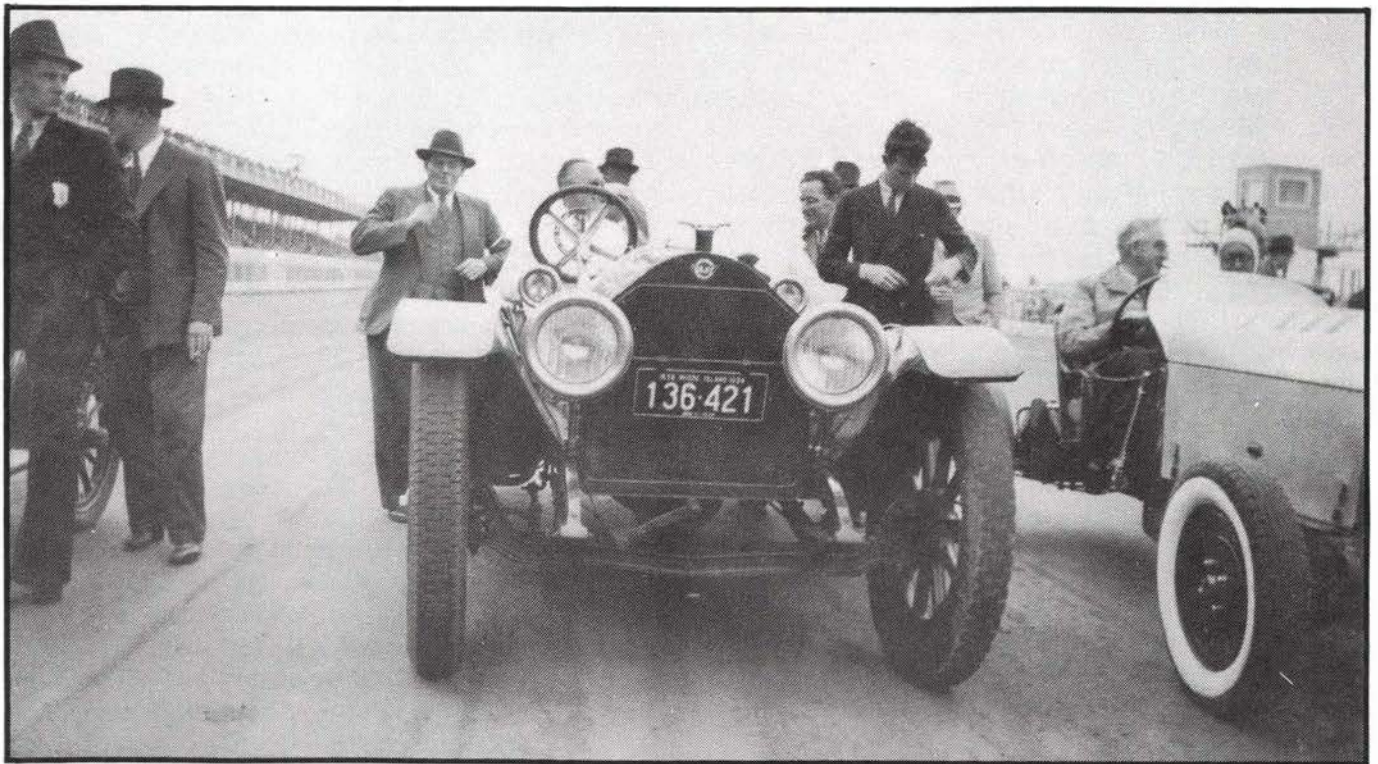
- Oct. 4
Friday
Breakfast on your own
Leave Hotel @ 9:30 a.m.
10:30 a.m. Arrive at Sturm, Ruger & Co. factory, Newport,
New Hampshire for tour
12:30 p.m. Light lunch at Bryanna's Restaurant
2:00 p.m. Leave for Mr. Ruger's home
2:30 p.m.-5:00 p.m. Cocktails
5:00 p.m.-7:30 p.m. Lobster and Clambake
- Oct. 5
Saturday
Breakfast on your own
Leave Hotel @ 9:30 a.m.-Visit Quechee and Woodstock, Vermont
Shopping and Sightseeing
2:00 p.m. Lunch at Woodstock Country Club
4:00 p.m. Return to Sheraton Hotel
6:00 p.m. Cocktails at Sheraton Hotel
7:30 p.m.-12:00 Midnight - Dinner with Jazz Band
- Oct. 6
Sunday
Breakfast on your own
Leave Hotel @ 10:00 a.m.-Rally and Treasure hunt. Arrive at
American Precision Museum, Windsor, Vermont at approximately
12:00 Noon
1:45 p.m. Leave American Precision Museum
2:00 p.m. Arrive at Saint Gaudens National Site for box lunch
Leave Saint Gaudens between 4:00 p.m.-5:00 p.m.
Return to Sheraton Hotel
7:00 p.m.-10:00 p.m. Dinner and Club Meeting at Owl's Nest
Restaurant, West Lebanon, New Hampshire
- Oct. 7
Monday
10:30 a.m. Brunch at Sheraton Hotel
Departure after Brunch



Editor's Note: This is the peak of the Fall Season in New Hampshire and our rooms reserved at the headquarters hotel, Sheraton North County Inn, must be confirmed no later than August. Therefore, the invitation packet for the 4th Grand Stutz will be mailed to be in your hands by early July. Lyle says the Sheraton is located about a mile from the airport which handles commuter flights from Boston, MA and Albany, NY. The Sheraton's telephone number is 603/298-5906 and the room rate is \$90.

MY FIFTH STUTZ

In this issue Honorary Member Smith Hempstone Oliver recalls for our pleasure his acquisition of a 1914 Stutz Bearcat in 1936 from its original owner. He relates his enjoyment of the Bearcat up through the summer of 1938 in this first installment.



Ralph Mulford, famous early Lozier racing driver at the wheel of Hemp Oliver's 1914 Bearcat just before an "antique" race held at Roosevelt Raceway on Long Island, October 11, 1936. With Mulford at the wheel and Oliver as passenger the Stutz won the four mile race, defeating even Ralph DePalma at the wheel of a Mercer Raceabout. As Hemp puts it, "I was in heaven!"

That's Smith Hempstone Oliver standing alongside the Stutz getting a roll of film out of his pocket just before the race started.

MY FIFTH STUTZ

(First Installment)

by Smith Hempstone Oliver

One day during the winter of 1929-1930, while riding with friends between Newport, RI and Worcester, MA, I was catapulted into the future without at first knowing it when I saw for the first time in my life a real Stutz Bearcat! We were outside Providence, and the apparition was coming toward us. Just a glimpse did I have, and then the beautiful dream was gone, on towards Newport. "What was that?!" I cried to my companions. "Did you fellows see that car?" "Oh, that's Hare Powel's old Stutz Bearcat" I was told. It turned out that Thomas Ives Hare Powel, who lived not only at 165 Indian Avenue in Middletown, the next community to Newport, also lived at 35 Brown Street, in Providence, and frequently drove between his two homes, occasionally using the Stutz, and sometimes his 1930-or-so Streamline Henderson 4-cyl. motorcycle. This day I was being rewarded with my first sighting ever of the 1914 Bearcat that would one day become mine. At the time I owned no car nor motorcycle, although I was already a great lover of interesting vehicles. So much for the introduction to this present anecdote of mine.

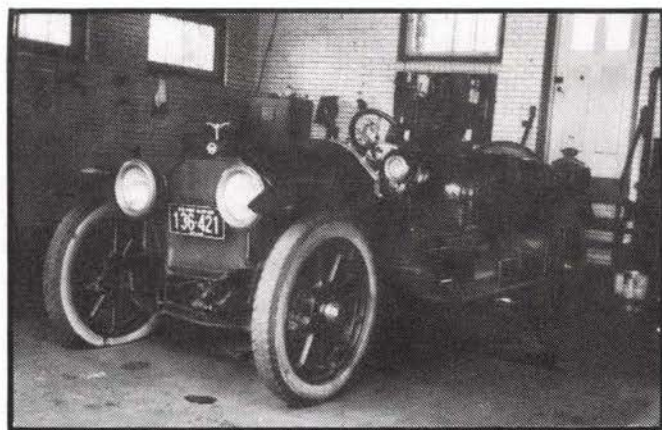
Time passed, and suddenly in the early summer of 1931 I found myself the owner of my first car, the 1916 Stutz series 4-C touring car that I have already described in the April-June, 1989 issue of *Stutz News*. This car, as was then noted, was really almost identical to the Bearcat of that period, having the same wheelbase and the same mechanical features, and differing only in the body design, and, I think, in the rake of the steering column. I am not sure of this last statement. Of course, the gasoline tanks were in different locations. Not long after I bought the 1916

car I spotted the 1914 Bearcat parked on Bellevue Avenue in front of the Viking Hotel, only several blocks from my home. Its Rhode Island license plate number was just a simple "51", and I was later told that it had always been so since the car was new. I naturally took the opportunity to examine the care carefully and was soon rewarded with the appearance of the owner, the fabulous and much-thought-about Thomas Ives Hare Powel. He turned out to be a very friendly gentleman and much inclined to discuss our two cars. For this I was grateful.

It developed that he had bought the car new in April 1914, and had driven it on his honeymoon about 10 years later. The car had been repainted with the newly developed Duco paint -- I think that was what he told me -- at the time of the honeymoon trip. I never did think to ask what the original color scheme was. The car still wore the "new" paint job as we stood there admiring it. One thing he was especially interested in was where I was able to obtain replacement tires. Of course, he was talking about brand new tires, and was reflecting the fact that already it was beginning to be difficult to obtain new high-pressure tires of the sizes such "old" cars took. His car wore 34 by 4-1/2 tires, whereas mine was wearing smaller, incorrect 33 by 4 shoes. Both sizes, along with the larger size, 35 by 5, fitted the Baker 25-inch split rim. (The small G.M.C. delivery truck of about one ton capacity of the early 1920s also used the identical Baker rim.) I told my questioner that I obtained used 33 by 4 tires from the local auto junkyard run by Sam Gold, thus letting him know that we didn't

operate in the same league! So ended my first face-to-face encounter with Thomas Ives Hare Powel.

Occasionally during that summer of 1931 I drove out to the home on Indian Avenue to look at the Stutz. I also visited there from time to time during the following summers, as I often visited the city of my birth. I recall that during such visits I would often see three small children, a boy and two girls. All this time, since the early summer of 1932, I was now living in New York City -- in the Brooklyn Navy Yard, to be exact -- so my trips to Newport were made by my driving up the Boston Post Road in whatever car I had available. For instance, in 1933 I used the 1920 series H Bearcat and then, later on, the BB Stutz phaeton. All the time I kept in my mind the 1914 Bearcat!

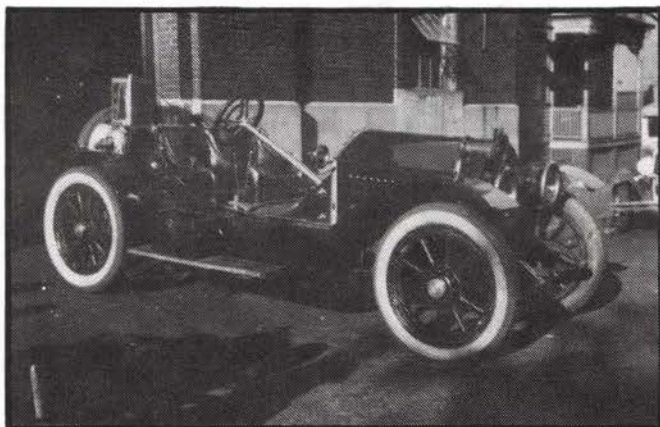


The 1914 Stutz in the garage at 35 Brown Street, Providence, RI, Sept. 19, 1936. Note white-wall tires, of which one is flat.

Finally, I entered into correspondence with the Bearcat's owner in the summer of 1936. Believe it or not, I shortly became its second owner, paying the enormous sum of \$100 through the mail. That was almost a month's salary for me. On Saturday, September 19, I and a friend, Jim Glazebrook, headed for Providence in my 1929 Packard 633 roadster, outfitted with tools,

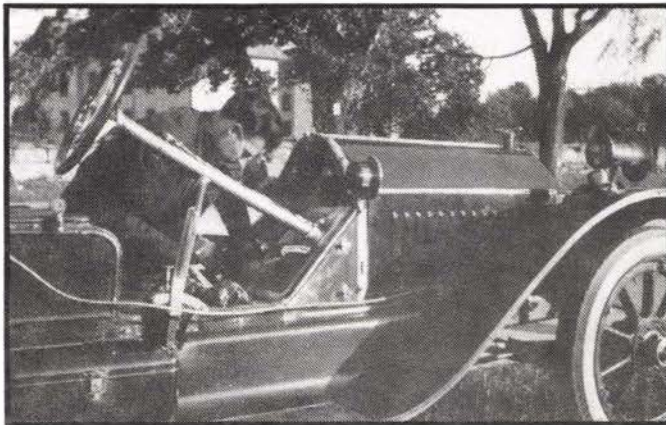
etc. There we found my Bearcat holding forth in the tiled-wall garage where it had lived unused for the previous 5 years. It was already registered in my name, using my uncle Smith Hempstone's address in Newport, as the seller had done all the paperwork for me in advance. The dear man, generous to a fault, had even installed at his own expense a new Willard 21-plate storage battery. Supposedly, after pumping up the tires I should have been ready for an easy journey home, with Jim driving the Packard behind me. Alas!, such was not to be the case. It seems that the few gallons of gasoline that had lived for 5 years in the 34-gallon tank behind the seats had undergone quite a change -- I think I was later told that it had polymerized -- and so the tank was full of rust, and the carburetor and the long gas line leading to it from the bottom of the tank were all fouled up. There was only one thing to do: tow the car to a garage. This, Jim and I did. There a 5-gallon oil can was converted into a temporary gas tank, a brand new gas line was run forward to the carburetor, and that instrument was taken completely apart, cleaned, and reassembled. We were then ready to head for Gotham. Fortu-

Stutz after connection of cleaned carburetor to temporary 5-gallon fuel tank. Inflated tires all held up for trip to New York City on Sept. 19, 1936.



nately, the reinflated tires held up for the whole trip, despite their age. These were the same tires the owner had contemplated replacing 5 years earlier! Look at them in the photograph made in the garage. In New York they were soon replaced with good, used, oversize 35 by 5 tires, a marked improvement.

Along the way, the famous (or infamous) Stutz cone clutch started to slip, and so I had to make occasional stops to remedy the problem.



Hemp Oliver making first of several adjustments to slipping clutch during trip to New York City, Sept. 19, 1936. Note temporary new gas line and installation of horn.

Also the 5-gallon gasoline container had to be frequently replenished. Nevertheless, the return trip was finally negotiated, and the Stutz was put to sleep in its new home, Charlie Stich's garage at 334 East 64th Street in Manhattan, as that worthy had kindly told me that I could keep my new baby at his establishment. This, then, became the address where I spent many working hours cleaning up the Stutz and making it presentable as well as roadworthy. There was really a considerable amount of work to be done, as all old-car *aficionados* of today can testify to. For those readers who like statistics -- and I certainly do -- my new car was fitted with an engine whose produc-

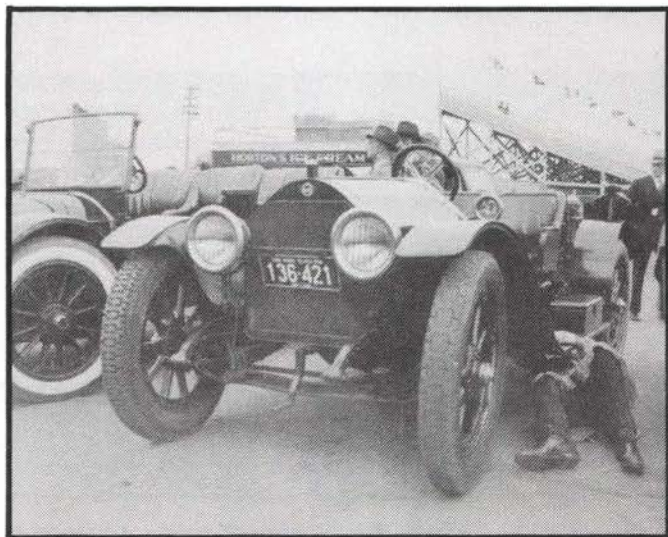
tion number was AI-779. The cart's serial number was 2250. The series was 4-E.

State of Rhode Island					1936
CERTIFICATE OF REGISTRATION OF AN AUTOMOBILE					
IT (Other than For Hire)		Reg. No.	136421		
This Certifies that the following described automobile has been registered in this office by the owner named below.					
Make	Type	Model	Year Made	Eng. No.	
STUTZ	BEARCAT	ROADSTER	1914	AL779	
Serial No.	Seating Cap'ty	Gr. Wt. Lbs.	Annual Fee	Date	
2250	2	3500	10.00	9-8-36	
Name	Residence				
	SMITH H. OLIVER				
	RESTMERE				
	MIANTONOMI AVE.				
	NEWPORT, R.I.				
P. & M.	J. J. Paganini				SAME
This certificate expires December 31, 1936 and is subject to the provisions of Chapter 98 of the General Laws of 1923, and all amendments thereof and additions thereto and applies only to the vehicle as described herein.					
Form A8					

First registration certificate for Hemp Oliver's 1914 Stutz Bearcat at the time he acquired the car. The office typists preparing this and other Stutz certificates could not accept the fact that the second letter in the engine number should have been an "I" and often substituted a "1" or an "L" instead. An "L" is shown in this example.

Not many days passed before the magneto acted up. As many people have learned, a magneto that sits unused for many years can have its armature deteriorate. I don't recall where I was when I learned that I was having trouble, and I don't know how I got the car "home", but I did learn that I needed a new magneto. Try that one on for size today. Well, in New York City throughout the 1930s there were literally thousands and thousands of huge delivery and cartage trucks -- many were chain driven -- all fitted with magneto ignition, and there were shops specializing in repairing such. Down near Canal Street I was fortunate to wander into such an establishment, only to learn that they had just restored to put on the shelf with other retail items a 4-cylinder German Bosch magneto of the proper rotation -- was it counterclockwise?; I think so, -- and 2-spark, which I surely needed. Furthermore, although highly non-

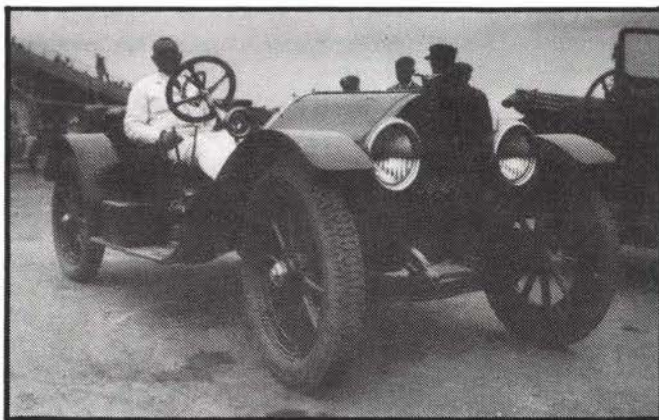
authentic for a Stutz, this particular mag was a dual version, with the extra set of breaker points for battery ignition to be used in conjunction with a Bosch Type A coil! Eureka! So what did the repairman want? The huge sum of \$10! I searched through my pockets and came up with \$9.60. The man accepted it. Please, you experts of today, tell me how much would the rebuilding of such a magneto cost now, in 1991. In fact, can such ignition places and expert repairmen with new windings even be found today? I made my discovery 55 years ago! Anyhow, I was back in business, and the car was soon running properly after I installed the mag.



Hemp Oliver again adjusting the Stutz clutch, Oct. 11, 1936. This became a routine occurrence, although at one time Hemp also installed a new leather clutch facing. That was a job to do, you can be sure!

On October 11, 1936, at Roosevelt Raceway on Long Island there was held a 1-lap race of 4 miles for antique cars, "antique" race drivers being the pilots of the cars. I had been asked by George Robertson, manager of the track, as well as having been the winner of the 1908 Vanderbilt Cup Race, to allow my Stutz to be used. I was happy to agree. To make a long

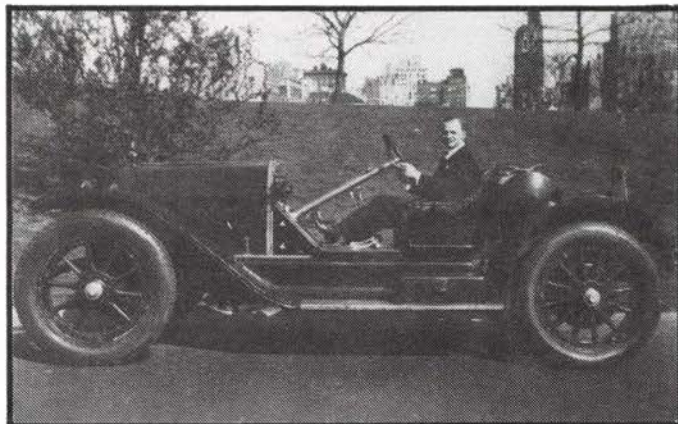
story short, with me as a passenger in my own car, Ralph Mulford, famous early Lozier racing driver, drove the Stutz so superbly that we won the little race, defeating even Ralph De Palma at the wheel of a Mercer Raceabout. I was in heaven!



Smiling Ralph Mulford at wheel of 1914 Stutz Bearcat moments after winning 1-lap race for old cars at Roosevelt Raceway, Oct. 11, 1936. Note 75 Simplex parked at right.

Many months passed, and on May 1, 1937, while driving the car accompanied by a friend, Willie Williams, I ran out of gas in the wilds of Central Park in Manhattan. During the stop I made an excellent photo of Willie sitting in the car. I think that it is one of the best photos I ever made of it.

Willie Williams at wheel of 1914 Stutz Bearcat in Central Park, May 1, 1987.



The following month, on June 19, I drove to Sea Bright in New Jersey to call on Ralph Mulford at the garage that he operated. He allowed as how he had often thought of our little race of 8 months earlier and wondered what had happened to me. The accompanying photo here is the result of that visit of mine to see again the great driver.



Ralph Mulford examining the Stutz engine in front of his garage at Sea Bright, NJ, June 19, 1937.

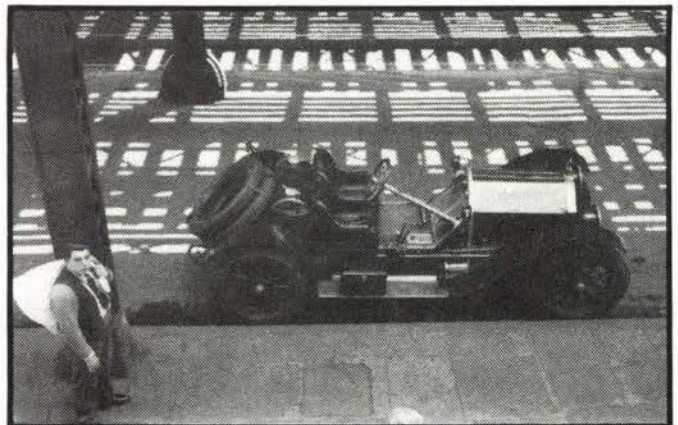
Even though there was no old-car race at Roosevelt Raceway the following July, I was fortunate to get passes for all of the activities held that month for the modern racing cars. Often I drove out to the track in the Stutz to see the time trials and practice. On one such occasion a stranger handed me

In early July 1937 Hemp Oliver demonstrated the running of the Stutz engine on only one cylinder. The late Nils Mickelson sits in passenger seat in this photo.



a photo that he had made a few days earlier. It shows me demonstrating the running of the Stutz engine on only one cylinder, probably at about 200 r.p.m., if that.

On May 7, 1938, I ventured downtown in Manhattan (where I was now living) to make a call on my friend, Al Heinecke, who was ultimately to buy the 1910 Buick from Paul Cadwell in 1942, as related in the April-June 1988 issue of *Bulb Horn*. Al was a watchmaker who had a small store on the ground floor of an old building on 3rd Avenue in downtown Manhattan. I took advantage of the fact that the premises above his store were vacant and hid myself and camera thereto in order to make the overhead photograph shown here.



The Stutz as seen from above on May 7, 1938. Refer to the text for information about this illustration. The laundryman remains forever unidentified.

It's quite revealing, showing not only the method I employed to attach two spare tire-and-rim assemblies (lots of leather straps were used), but also showing my installation of a Klaxon horn on the running board. The original horn used for years by Hare Powel had been removed by him from the right front fender when he sold the car to me, but I temporarily installed my own similar horn on that fender the day I acquired the car in Providence, as can be seen in two of the photos used here. Later, the horn went onto the right running

board. He had written to me that he was going to keep the horn -- likewise, a small clock -- so I was prepared and took my horn (removed by me from my 1924 Marmon 34 roadster) in the Packard when Jim Glazebrook and I drove up to Providence. I wonder if that horn and clock are currently owned by descendants of T.I. Hare Powel.

This overhead photo shows that the Bosch Type A coil and a speedometer from a Crane Simplex and an Oliver-devised tachometer had not yet been installed. What stories photographs can tell! Here can be seen my own rim-wound clock -- a Phinney Walker -- that I installed early on. The original clock had been screwed to the aluminum floor board. Also can be seen the aluminum heel plate that I installed. It took some hunting on my part before I found it in a junkyard.

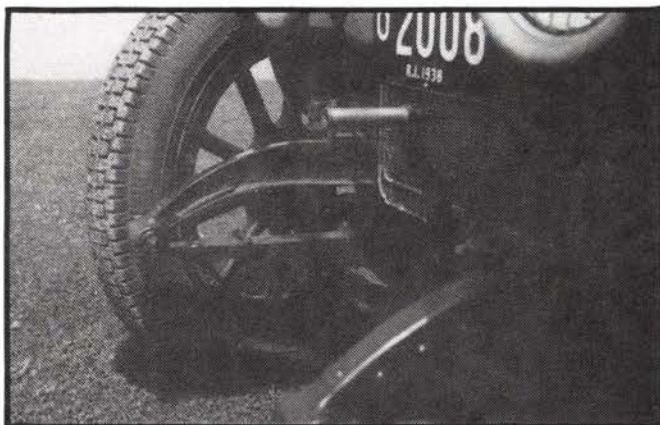
In a summer of 1938 I went to New England again for a 2-week vacation, again using the Bearcat despite the fact that I owned at that time a lovely 1931 Packard 840 roadster. On July 31 I drove to West Warwick, RI to call on Paul Cadwell, he living there at that time. It turned out that the little town was having an annual gathering of its citizenry, and that it was celebrating Old Home Day. One

The front view of 1914 Stutz on July 31, 1938. The radiator shell was made of brass, whereas that of the 1916 Stutz Hemp owned was made of authentic steel of some sort.



of the prizes was for the car coming the longest distance to help celebrate, and so I applied for it, having come from New York City. Needless to say, I won, and the accompanying photo shows my prize, a cup, perched on the bar between the headlights. I show it only because various details of the front of the Stutz show beautifully.

Still on vacation in Rhode Island, I drove on August 8 to the Maximilian Agassiz estate, Castle Hill, located on the famous Ocean Drive by the Castle Hill Lighthouse. This was the property where I had stored over the winter of 1931-32 my 1916 Stutz, as was described in the April-June 1989 issue of *Stutz News*. I took advantage of the sunshine on the front of the Stutz and made the last of the series of photos shown here with this little story. I always thought it to be a very good photo, showing, as it does, considerable detail about the front of the chassis design of the



Front suspension and chassis design of 1914 Stutz as seen on August 8, 1938. Notice alignment lips at front ends of lower spring leaves. Good thinking!

car. When I resume this story in a subsequent issue of *Stutz News*, I shall point out an interesting detail that has possibly been overlooked by most of our readers.

In the meantime, see if you can figure it out.

(To Be Continued)

ONCE UPON A STUTZ -- WE TUNED 'EM UP FOR THE SEASONS DRIVING

By Dale K. Wells
Membership Chairman

Yes, spring does come to Michigan, but somewhat grudgingly at times, as the old north winds and cloudy skies still drop the temperatures down into the 30's at night. We are expecting sunny summer days starting soon now, and by the time you are reading this, the days may indeed be getting very, very warm here and everywhere.

I appreciate all the calls we have had about parts from the 1927 Stutz described last month, and we have made a list and dated all your wants. As we get things apart, the oldest date in the file will get the first choice at the various parts desired. For instance, I believe the carburetor could have been sold four times already. I do apologize to all, however, that we haven't gotten things apart sooner, but my son who got me into this and will do most of the disassembly was

seriously injured in an auto accident in March, and is just now beginning to feel strong enough to think about getting things taken apart on the Stutz.

Membership dues have been coming in well after the last issue, and about half of you are now paid for 1991. If you haven't paid yet, please send in your 1991 dues now while you are thinking about it, as we will have to send out final reminders and drop you from the mailing lists before the next issue goes to press. We should have some details on the Grand Stutz from New Hampshire members then, and I know you won't want to miss this event. We have a real warm, friendly bunch of people in this Stutz Club, and the Grand Stutz events of the past have all been really fun events. Plan to pay your dues now, and be with us in New Hampshire in Sept.

New members keep joining us all the time, and since the last issue, we welcome the following:

- | | | |
|------|---|---|
| #306 | Roberts V.S. Reed
c/o Caterpillar
76, Route de Frontenex
BP 456 1211 Geneva 6
Switzerland | 1916 Stutz 4C Bearcat |
| #307 | Jolyon Hofsted
P.O. Box 66
Shady, NY 12409 | Phone: 914/679-9601
1922 H.C.S. Series 3, 4 cyl. |
| #308 | Edward G. Silver
3019 Denver St.
Muskogee, OK 74401 | Home: 918/682-5345
Bus.: 918/683-4951
1925 Stutz K Fire Truck |
| #309 | John H. Hardy
1522 E. San Juan Ave.
Phoenix, AZ 85014 | Phone: 602/274-7753
1932 (?) Pak-Age-Car |
| #310 | Juan Souza
Fuente Lilas 20
53900 Tecamachalco,
EDO Mexico, Mexico | Phone: 251-5169/5392
1928 Stutz BB Speedster |

Also have a few file changes and corrections for your membership directories, and these may help you contact someone in case your phone calls or letters don't go through!

Buckley, Robert M. Phone is 716/639-4043.

Hanauzka, Jerry F. Phone is 503/245-6392.

Hynes, Carroll W. New address: 11957 Princess Grace Court, Fort Myers, FL 33991

Jordan, John W. Delete the 1928 Stutz BB Boattail.

Katzell, Raymond A. Add a 1928 Stutz BB Boattail. (Gee, I wonder where he found that!?)

Kelsey, Craig Phone is 509/677-8114.

Kershaw, Knox Add 1931 Stutz DV-32 Conv. Victoria, Rollston. New address: 4501 Taylor Road, Montgomery, AL 36116

Ludwig, Gustav W. New address: 69 Coleman Road, Middletown, CT 06457-5019

Postier, Arnie C. Jr. New address: 2345 Ellis Road, N.W., Kennesaw, GA 30114

Rogers, Terry New address: Lower Woodspeen Farm Cottage, Woodspeen, Stockcross, Newbury Berkshire RG16 8BP, ENGLAND

Ruffle, Ronald H. Add 1925 Stutz, Speedway Six, 7-pass., Touring. New address: 650 Court St., Keene, NH 03431

Shula, Robert J. Phone: Home 317/283-5392;
Bus. 317/633-8787

Triplett, Max Home: 312/344-0597
New address is P.O. Box 6, Staples, TX 78670

Worley, Harold New address: 6145 N. Highway 25W., Williamsburg, KY 40769-9190

Young, Alan V. New address: 12675 Devon Lane, Carmel, IN 46032

Young, Eoin S. New address: P.O. Box 3, East Horsley, Leatherhead, Surrey, KT24 SRL, ENGLAND

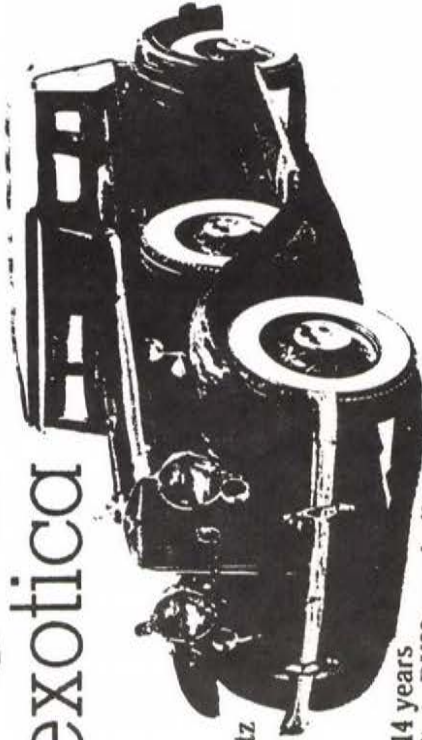
Finally, our computer apologizes for listing Honorary Member Smith Hempstone Oliver incorrectly on page 19 of the Directory. Also, he lives in Tarpon Springs (2 words).

Happy Stutzing to all, and to all a goodnight! See you in New Hampshire.

Motoring Memories

By GEORGE MOORE

STUTZ: pure exotica



Harry C. Stutz had taken his leave of the Stutz Motor Car Company some 14 years before the 1933 Stutz DV32 was built.

But the founder of this illustrious Indianapolis-based automobile firm would have been justifiably pleased with the motor cars which rolled forth from the factory bearing his name on North Capitol Avenue.

Stutz' Type 42 DV32 convertible sedan was pure engineering exotica. The DV32 designation stood for dual rows of valves which numbered 32 for a straight-8 engine. Displacement for the double overhead cam powerplant was 322-cubic inches, and the potent eight cylinders produced a robust 156-horsepower

For years, the myth existed that Fred S. Duesenberg had given

C. McCord (Cordy) Purdy had a deep interest in Indiana built cars and Stutz was his star. Over the years he acquired a considerable amount of Stutz related material which he most kindly left to the Stutz Club for the benefit of the membership. Your editor is in the process of itemizing the contents of the generous donation. It's a pleasure to share a few items with you in this issue.

A Cordy Purdy Memorial Fund is being established by the club. The sale of any item from the Purdy Stutz Collection will be credited to this fund. The Memorial Fund will be used to support the club project to publish a Stutz book as Cordy fully encouraged this undertaking and had hoped to see it realized.

We do hope members will indulge themselves in the many items to be offered from the Purdy collection.

Stutz the blueprints from his four-valve Duesenberg Model J straight-8. But actually the head was the design work of Charles R. Grueter.

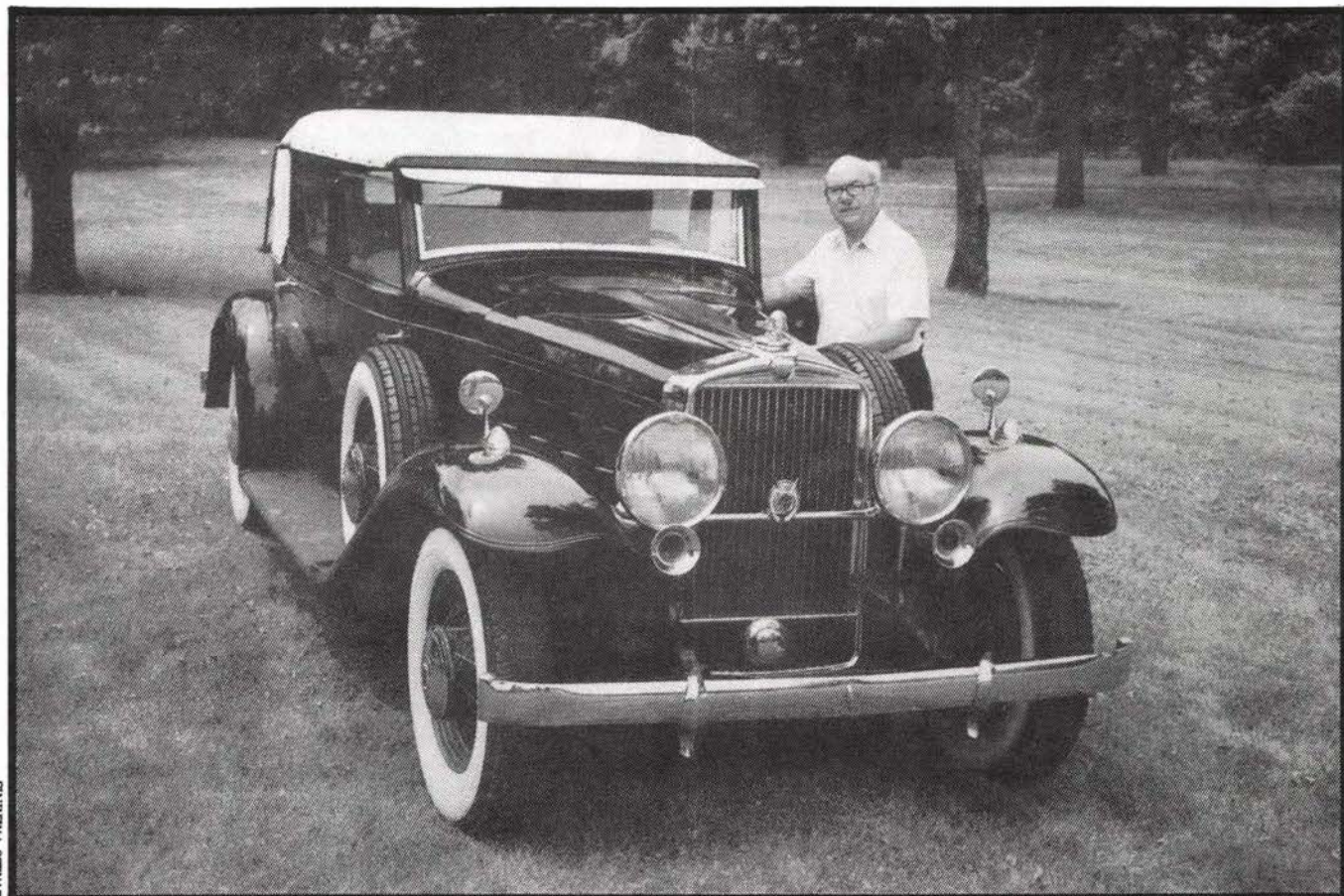
In addition to the advanced motor, there was hydrothermic carburetion which automatically controlled the heating of the intake manifold by hot water; hydrothermic lubrication control — an invention of Stutz engineers — that cooled the oil in the summer and warmed it in the winter, and an uncommon Timken worm drive for the rear axle.

Stutz was proud of the worm drive, which permitted its "Stutz Safety Chassis" to be dropped for a lower center of gravity. The drive, plus a massive frame with kickups on both ends, gave the convertible a low-slung silhouette despite the use of balloon 7.00 X 18 white wall tires.

For the lady, or gentleman, driver, there was a plethora of automatic operating componentry, including an automatic clutch with controlled free wheeling. The styling niceties in the LeBaron-designed body included garnished mouldings of select cabinet woods, select leathers for upholstery, and outside a rear mounted wooden trunk with panelling covered by weather-proofed leather.

The Stutz DV32, however, was an automobile whose time had stopped with the 1929 collapse of Wall Street. By 1933 the company was making only a handful of Type 42 convertibles. The above model, one of two known to survive, was sold to a Philadelphia brewer for approximately \$4,500, and now is the property of C. McCord Purdy, Indianapolis.

About 12 Stutz cars were manufactured in 1934, using leftover 1933 parts. So '33 really was the end of a great heritage. Darkness gradually fell over Ra, the sun god ornament which graces the radiator shell of this DV32, and with the gathering economic night it wrote finis to an automobile and its way of life. ☆



EVALDS VALAINIS

1933 Stutz four-door sedan

C. McCord Purdy

Strutting His Stutz

Owning a classic car doesn't have to cost an arm and a leg, at least not according to C. McCord Purdy. "I wouldn't be in it if it did," he says.

Unlike some collectors, who own fleets of cars, Purdy is content with his single classic, a 1933 Stutz four-door sedan he purchased 18 years ago. The car is the focal point for a lifelong interest in cars. That fascination began in childhood when, Purdy says, "Anything that had dirt, grease and wheels interested me."

Purdy's first car was a 1921 Chevrolet that cost him \$7. Not so his current ride. "I practically mortgaged my seat in Hades for it," he says.

The investment apparently has been worth it, because the Stutz's value has appreciated mightily over the years. Purdy has done comparatively little restorative work on it, and the car still contains most of its original parts. He says the fact that the car is not in mint condition offers him freedom that owners of show cars may lack.

"I'm not as concerned as some people who spend a fortune restoring a car and then are afraid to drive it," he says.

But that's not to say Purdy's car does not draw its share of gawks and gasps when he takes it out for a drive. Purdy says other drivers have flagged him down on the road and asked him to pull over so they could look at the car.

He takes measures to avoid attention of a less-friendly kind. Whenever he parks his car, Purdy removes the gas cap and takes it with him. The cap is a valuable collector's item and a temptation to thieves.

Besides being a car owner, Purdy also keeps a large assortment of mementos from autos built in Indiana. His collection of curios from the state's automotive past includes nameplates, stickpins and letter openers emblazoned with the names of autos once made in Indiana.

Purdy is not the only member of his family to appreciate fine cars. His wife, Ruth, serves on the board of directors of two car clubs. She also has her own classic car, a 1908 Kiblinger currently lying in pieces in the basement of their home, awaiting restoration.

But when the car is finally put together, it's not likely that she will take it on the road, though. She doesn't have a driver's license.

COMMENTS TO STUTZ NEWS ARTICLES

JUNE-SEPTEMBER, 1990 #13

Page 10: Reference to the engine being "a special Lockhart design;" the engine was designed in part by Zenas Weisel, and was in large part made from already existing Miller parts. Lockhart did do a lot of the actual assembly work. I note no where in the article does Miller's name appear! See member Mark Dees' **The Miller Dynasty** for the best discussion of Lockart and the LSR car.

Page 11: Bottom paragraph. I suggest as a Club, we do similar to Auburn-Cord-Duesenberg; that is have various people offer their talents for various areas: historians, technical advice, club sales, etc. See attached copy from one of their newsletters to see how they break it down. I will offer to fill one of these positions.

Page 12: This is a very unusual engine and I have written Mr. Saxton for more particulars; I believe I can develop more background information on these engines with his help.

Page 22: Mr. Marvin placed a question mark behind "Arizona & Eastern" as if he was unsure what it was. The correct name is "Arizona Eastern Railroad Company." It was formed January, 1910, from various smaller lines in the State of Arizona, ultimately totaling 382 miles of line. It was leased by the Southern Pacific in 1924, and then absorbed into the Espee's Tucson Division in very late 1924.

It was not uncommon in those days for railroad officials to use their office as a mailing address rather than their home. I do not believe the Stutz was a company car per se; it was probably Mr. Baker's personal vehicle and for him to be able to afford such a car, he was probably high up on the payroll. Perhaps he was the superintendent or maybe the auditor.

Page 28: Note reference to adapting a modern rear end to the Stutz housings. I have written to find out the particulars. I sense a solution for people who want to drive their Stutz cars and are not concerned about 100% authentic parts

Page 29: This was a good discussion about the "worm and wheel" design of gear sets. They have a fairly wide range of uses, including model railroad gearboxes. Their one drawback is that the overall assembly is larger (or taller) than the same arrangement using straight-cut bevel, skew bevel or a similar hypoid design. The Stutz rear axle box for that reason is very close to the ground. Only a very few other American cars used the design (Peerless was one I believe), although a fair amount of motor trucks used it prior to 1930. There was resistance to using the design on passenger cars due to the somewhat unsupported belief that a worm drive had high rates of inertia.

OCTOBER-DECEMBER, 1990 #14

Page 9: The only Duesenberg built with a Rollston convertible victoria body identical to the Stutz body shell was J-538, s/n 2566, which is still in existence. The Rollston bodies mounted in quantity on the Model J chassis were different dimensionally and in their details. With J-538 specifically, the Stutz-derived body shell does not fit very well to the balance of the Duesenberg sheetmetal and the result is a very awkward-appearing car. It would be interesting to know why the original customer wanted this body mounted instead of the other 'normal' type. If he was after something a little different, he sure got it!

Page 16-19: I would be willing to say there were indeed two cars, the Lancefield and the Weymann. Note the the differences in the two contemporary photos in the areas of the headlights, hoods, windshields, front fenders, method of mounting the spares (side vs. rear), wheels (knock-offs vs. bolt-ons), cowl lights vs. fender parking lamps....and I'm just getting warmed up. If I had clearer photos I know I could find more differences. Mr. Barrs' car has every mark of the Weymann car. I can not explain the Lancefield body tags, however. I cannot fathom anyone trying to make one from the other prior to the war; I firmly believe there were two cars and somehow the Weymann wound up with the other body tags (genuine Weymanns have a body tag mounted right hand side of the cowl at the bottom, using the stylized "CTW" initials of Mr. Weymann).

Page 24: Mr. VandenEeckhout and Mr. Saxton can find scale drawings of the 1927-28 Black Hawk car on pages 136-137, drawn to 1/2" scale, in the book *The Complete Car Modeller* by Gerald A. Wingrove. This book was published in 1978 by Waterlow (Dunstable) Ltd., in the U.K. and in 1979 by Crown Publishers in New York City. Also, an excellent scale rendering of plan and overhead views of the same cars can be found in Mark Howell's *The Stutz Vertical Eight*, published in 1967 by Profile Publications Ltd., Surrey, U.K. Both of these sources are highly recommended.

January-March, 1991 #15

page 3, on: Mr. Windsor's car is a Type DV-60, and I know only of it and one other, in Southern California. An excellent contemporary photograph of this beautiful Stutz can be found in Richard Burns Carson's *The Olympian Cars*, page 217 in the Stutz chapter (the balance of the book is highly recommended, as well!).

page 9: This car is a bit of a puzzle. It has a very late 1931 engine number and the serial number as given "DV251275" makes no sense until one realizes someone has run the body plate data together. As DV-25-1275, it is a 4-passenger speedster (no tonneau cowl) and a mid-to-late 1931 VIN. It has the proper 1931 bumpers, etc. I do not understand how it came to be registered as a 1932 car. The Buffalo wheels and the four-speed transmission could have been installed at any point, and I would lay money on the first owner doing this simply from preference. The reason there is no body plate is because the Type 25 and 26 Speedsters were "factory" and therefore had no custom plates. I understand this car still exists in Florida, but I do not know the current owner.

page 27: The AA engine underwent some design evolution, leading to the BB. I am researching this very point of identification for a future *News* article. For now, note that Stutz did show engine changes by last engine number in the Parts Price Books, permitting some charting of point of change as they happened. Mr. Kelsey is correct in noting some existing cars have changed-out motors and parts, which only serves to confuse matters sixty years later!

--Dave Braun



Please allow the editor to say again how much he appreciates Dave's inputs and comments regarding the various articles published in previous issues of *STUTZ NEWS* and for his contribution of other interesting items as well.

If each member will take a few moments to share something occasionally about Stutz, the hobby, their experiences, *STUTZ NEWS* and the Club will be able to cruise right on down the road to happiness. Ed.

Local Collector's Toys Are Sold at Sotheby's

Anthony Koveleski, a local resident who has been collecting antique toys for about 60 years, decided recently to sell the collection.

Sotheby's, an auction firm founded in London in 1744, heard of the collection being available and offered to sell it at its auction house in New York.

Sotheby's does not trifle with junk. Its auctions are famous because it deals in quality materials. It had never sold an antique toy collection of the size that Koveleski had put together. So it had it appraised by experts who agreed that the collection was unique. The firm was so happy, it gave Koveleski concessions that are not in most contracts — such as the right to reclaim, without fees being charged, items that don't sell at the expected price.

Sotheby's sent a crew to the Koveleski home here and packed 230 cartons, some containing only a few items and others containing 20 or so. In all, the collection comprised sev-

eral thousand toys.

In New York, the items were grouped for a sale. Some were selected to be sold individually. Others were put in groups of like toys. In all, there were 362 units created for an all-day auction.

With that done, Sotheby's printed an extensive catalogue of the collection. In addition, it advertised the auction in various countries where antique toy collectors are known to live.

The gallery then held a reception to let prospective buyers and news media people see what was to be sold. Koveleski and his wife Doris, who helped him put the collection together, were honored guests at the gathering. Others on hand included the couple's sons and their wives, Oscar and Elaine Koveleski of Clark's Summit and Ronald and Barbara Koveleski of Boxford, Mass.

The collection remained open for public inspection in the days leading

up to the actual auction. On that day, the Koveleski family, including grandchildren, were out of sight to the auctioneer and prospective buyers. They were in an upstairs room from which they could look through one-way windows and hear the sounds of voices over a speaker system.

Sotheby's had estimated the toys to be worth between \$700,000 and \$900,000. However, the worsening national recession was already hurting other of its auctions and it feared it would impact on the Koveleski collection.

It takes weeks for sales to be finalized with the clearance of checks and the delivery of the toys, so Koveleski still does not have a final report from Sotheby's. Also, 20 or so items were withdrawn because bids did not match what had been fixed as acceptable minimums. However, the Koveleski family kept track of the sale and estimated that it topped \$500,000.

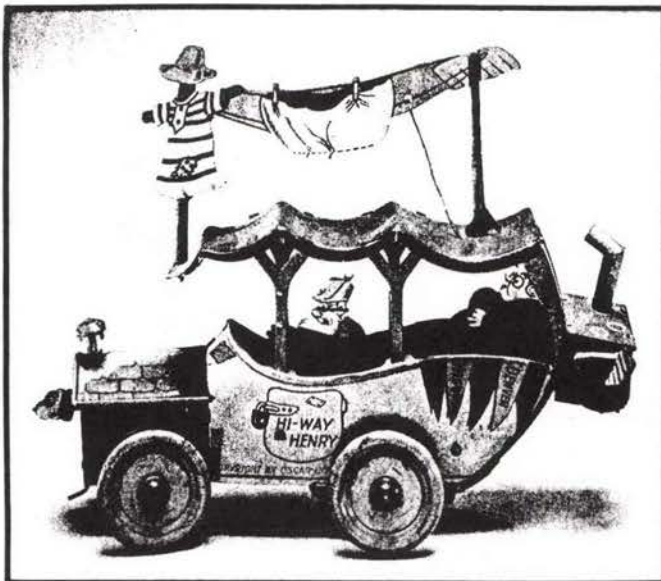
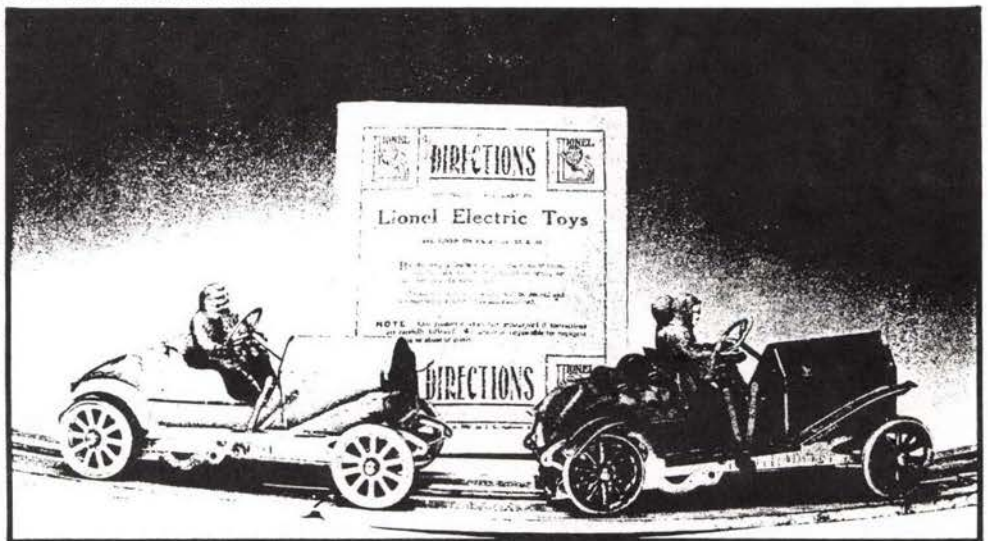


At reception prior to toy auction in New York, Anthony Koveleski, shows off cast iron fire cart and horses to Dana Hawkes, an expert employed by Sotheby's. At left is Doris Koveleski, who helped her husband assemble the collection during years of flea market shopping.

We are pleased to reprint portions of an article which appeared in the January 20, 1991 issue of *The Sunday Times*, Scranton, PA and a couple of items from Sotheby's 96-page catalogue pertaining to the December 18, 1990 auction in New York City of Life Member A. J. (Tony) Koveleski's unique and extensive toy collection.

The Preface of Sotheby's fine catalogue mentions that Tony did not take a serious interest in toys until 1929 when he opened a grocery store and hobby center in Scranton. Beginning with a very small inventory of inexpensive cast iron pieces he soon expanded into mechanical banks & clockwork tin toys, building a successful toy distributorship that serviced a five-county area of northeastern Pennsylvania. In the 1940s, Mr. Koveleski founded the Hudson Miniatures Oldtimers

Company to produce die-cut wooden models of automobiles and other toys. He recalls, "We were the first people in the whole world to make HO miniature vehicles for HO trains and little cars and fire engines, and they are among collections kept in the Smithsonian, the Henry Ford Museum and other museums throughout the world." Mr. Koveleski is a founding member of the prestigious Antique Toy Collectors of America. He served as the organization's president from 1965 thru 1967.



□ 362 Fischer Lithographed Tin "Hi-Way Henry" Car, German, late 1920s, the clockwork toy with an old bearded man at the wheel and his fat wife in the backseat, the roof with laundry drying on a clothesline. Length 10 in.

Hi-Way Henry was created by the cartoonist Oscar Hitt who designed the toy from his strip and arranged to have it produced by a contract manufacturer.

\$3,500-4,500

□ 90 Lionel Electric Racing Automobile Set, American, 1912, the racing set includes two painted metal racing cars with driver and passenger, race track and a Lionel instructions pamphlet, (one set of figures replaced).

\$1,000-1,500

The Lionel Electric set, Lot 90, (which appears to show Stutz cars in auction) sold for \$2,640.00. The "Hi-Way Henry" car, Lot 362, brought \$6,325.00. An Ives Cast-Iron Horse-Drawn Sleigh, Lot 207, brought the highest bid at the auction and sold for \$25,300.00.

(We doubt that Tony's father realized that such a grand toy collection would evolve from the small, pea-shooting tin cannon he gave his son for Christmas in 1918 and said "Don't break it Tony, it cost a dime!").



FINANCIAL REPORT

by Joseph B. Folladori, Treasurer

This report covers the period of December 17, 1990 through April 17, 1991, essentially the first third of 1991.

We note that 1991 membership renewals are slow in coming in as has been the pattern in previous years. By this point in the year, we should have on deposit more than 80% of the dues or around \$5,000.00 whereas just \$2,000.00 has come in. Also, it is apparent that a dues increase needs to be considered for 1992 as publication and postage expenses for the quarterly *STUTZ NEWS* and bi-annual Directory now exceed our income from membership dues plus interest accrued.

BALANCE as of December 17, 1990		\$6,163.49
INCOME		
Membership Dues (12/17/90 - 4/17/91)	2,075.54	
Interest Earned (CD 226.73, M/M 115.13)	341.86	
Sales	82.75	
Donations (see below)	<u>125.00</u>	
		\$2,625.15
EXPENSE		
1990 Directory	987.13	
Membership Postage	75.64	
<i>STUTZ NEWS</i> , Vol. IV, No. 15	1,464.74	
Debit Memo	<u>25.00</u>	
		\$2,552.51
BALANCE as of April 17, 1991		<u>\$6,236.13</u>
FUNDS are held in the Treasury as follows:		
1 year CD #44845106	\$10,000.00	
Money Market Acct. #44845149	\$ 6,236.13	

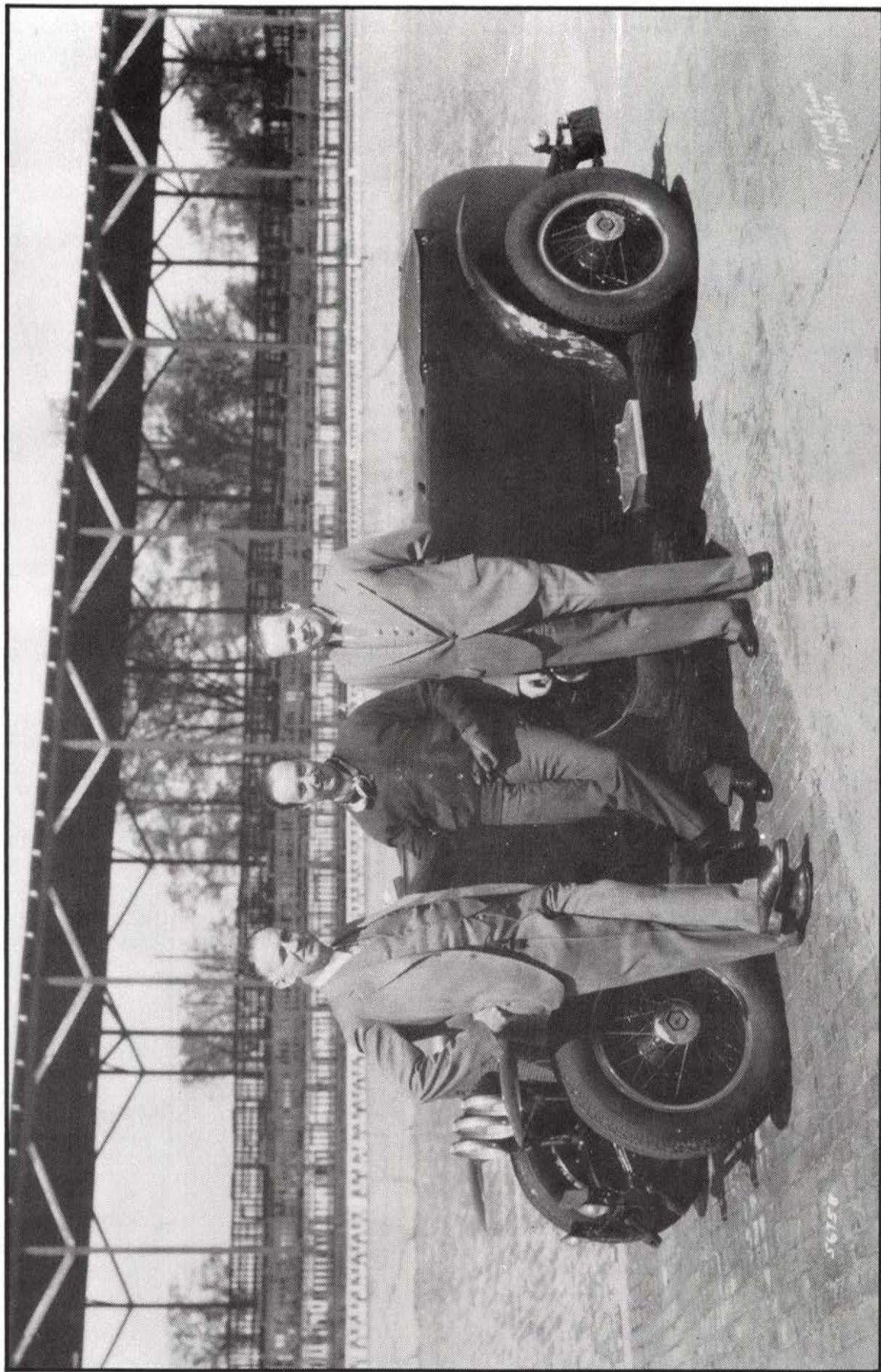
DONATIONS

	<u>Stutz Book Fund</u>		<u>Other</u>
A.J. (Tony) Koveleski	\$100.00		Samuel F. Flohr \$20.00
			M. B. Tidmore \$ 5.00

STUTZ SUPER TORPEDO FOR 1929 LeMANS 24-HOUR RACE

Photo from files of C. Alfred Campbell (Cordy Purdy collection).

Left to right: Bert Dingley, Vice President, Stutz Motor Car Company of America, Inc.; Baron Philippe de Rothschild, French sportsman, financier and movie magnate; C. Alfred Campbell, Sales Development Manager, Stutz Motor Car Company of America, Inc.



STUTZ AT LE MANS: A SUMMARY OF THE RACE RESULTS

By David W. Braun

Only Stutz and Duesenberg, alone among American automobile manufacturers had any real interest in some of the more exotic forms of racing, beyond say the board tracks and the Indy 500. These two firms were the only ones to take any kind of look at the Land Speed Record (LSR) and Grand Prix racing in Europe. Duesenberg tried for the LSR in 1920 with Tommy Milton (156.046 mph) and Le Mans in 1921 with Jimmy Murphy the winner. Stutz was involved with Frank Lockhart's try at the LSR (April, 1928; 198.29 mph but Lockhart was killed in the process).

Stutz' try at Le Mans lasted five years; five years of frustration, five years of mechanical problems and breakdowns, five years of watching the likes of Bentley and other makes make the winner's circle.

Let's look at the race summary first before returning to the commentary:

	Car #	Driver(s)	Place	Average Speed	Notes
1928:	#1	Bloch/Brisson	2	68.78 mph	1
1929:	#5	Bouriat/Philippe	5	64.80 mph	2
	#4	Brisson/Chiron	DNF: fuel tank failure (seams parted)		
	#6	Eyston/Watney	DNF: retired for unstated reasons		
1930:	#	Brisson/Rigal	DNF: caught fire, destroyed on race course		
	#	de Rothschild/Bourlier	DNF: broken rear axle shaft		3
1931:	#	Brisson	DNF: no oil pressure, lap 18		4
1932:	#3	Brisson	DNF: crashed into Alfa Romeo, lap 19 when in 9th place overall		5

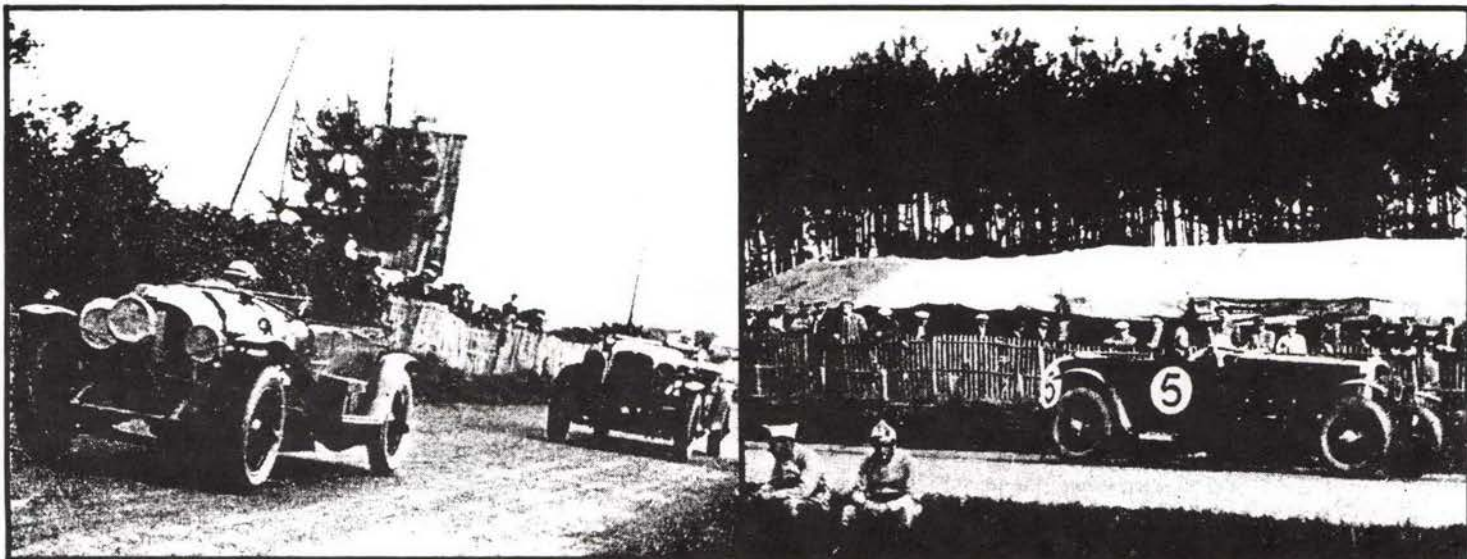
Notes:

1. Car was held in third gear manually last five hours of the race.
2. All cars were equipped with Roots-type supercharging, but none known to have used it during the race.
- 3, 4, 5: all DV-32 motors.

Encouraged by the 1928 results, there was a 'sort-of' factory support for the 1929 race, as documented by Gordon Buehrig who also designed the cars. The cars were sponsored by the British importer Warwick Wright, and were therefore considered entries from the U.K., hence their British Racing Green color. The cars used the 127-1/2" wheelbase Blackhawk frames, Model M engines and Roots-type superchargers. Buehrig termed them "a beautiful sports car," which they certainly were. The race results were mostly inconclusive insofar as the design of the cars themselves.

All of the various cars were right hand drive with the exception of the 1928 car, and many of the bodies were Weymann-American or Weymann patent type fabric bodies to reduce the weight. Most of the cars had 20" Rudge-type knock-off wheels.

The one truly common thread that runs through all five years of trying is the name, "Brisson." Edouard Brisson was an Argentinian living in France and was the only driver to be involved with all five races; which must say something about his loyalty (or that of his sponsors!).



Brisson's Stutz at Le Mans, 1928.

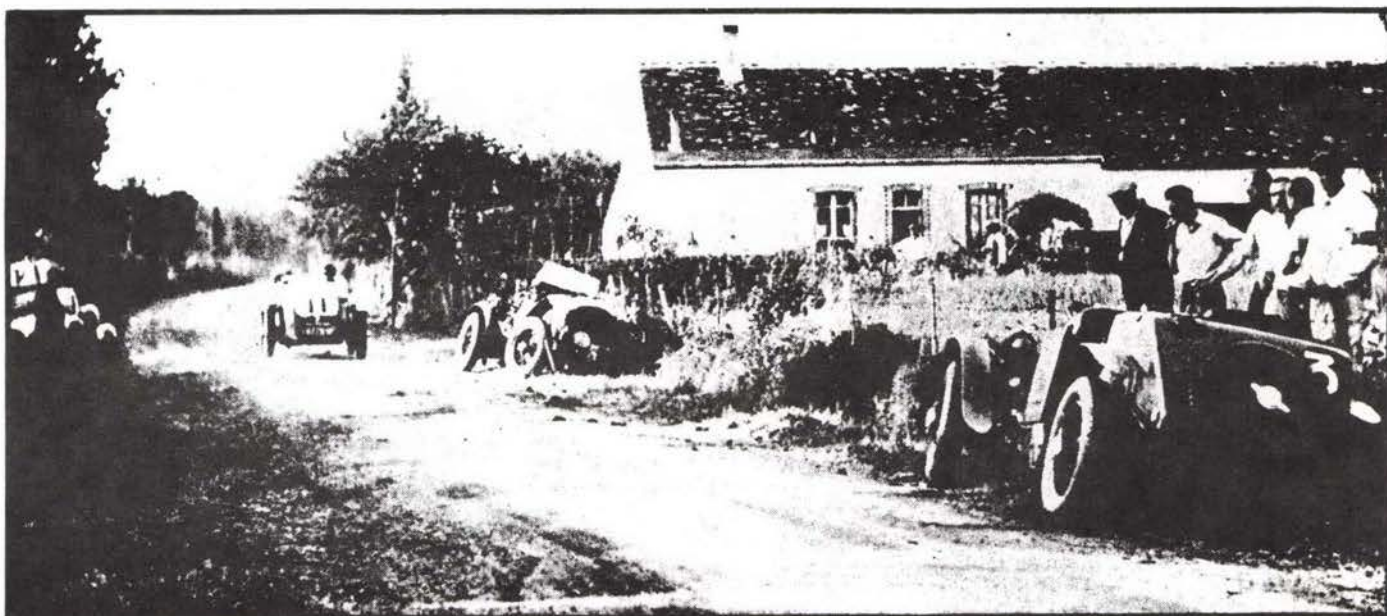
Brisson's Stutz again, this time in 1929.

As can be seen, after 1929, Stutz never again placed. Did Not Finish (DNF) is not the result desired for the record books, but to some degree the DNFs next to the Stutz cars do not of course tell the entire story. Most certainly, DNF does not directly comment on the quality, design or potential of the race cars. The Stutz DNFs are more just 'racing luck' or a twist of fate. Broken axles, loss of oil pressure and running into the stray Alfa or two are just part of racing. Out-racing the 4-1/2 litre Bentleys, and with a busted transmission at that, well, that's the real racing Stutz!

(this summary is from a much longer article I am working on,

Les Vingt-Quatre Heures: America's Road Racing Champion Goes to Le Mans

which has photos, drawings of the 1928 Bentley and Stutz chassis, a map of the race course and a detailed account of each race. We hope to present this article in a future issue of the **Stutz News**)



Le Mans, 1932. Three wrecks after the crash at White House. Brisson's Stutz (No. 3), the Alfa at left and the Bentley which caused all the trouble.

THE AUTOCAR

LEAPIN' LIZARDS!!!

by James F. Petrik

That is what Little Orphan Annie said when she saw the upholstery in the new Stutz that Daddy Warbucks brought home.

In *Old Cars Weekly*, in the July 17, 1980 issue, there was an article regarding ten (10) great old car magazine ads. The one for the 1929 Mercedes said the car was "Upholstered in Genuine Alpina Lizard Skin." The author had looked through countless natural history books and could not find an "Alpina Lizard."

This was not surprising as "Alpina" was the name of the company tanning these skins in Europe. "The Compagnie Alpina, S.A. of Paris." The U.S. exclusive distributors of Genuine Alpina Reptile Leathers was F. Hecht & Company, Inc., 10 Spruce Street, New York, New York.

In reality these watersnake skins (UGH!!) made the prettiest and most colorful leather upholstery a person could ever want ... if one was not squeamish (the writer IS).

Other than for its distinctive natural beauty, why would anyone want this snaky interior?

"It is as soft and pliable as any fabric, it will not rub away in spots, nor wear down. It will not chip, crack, nor peel. It is much stronger than fabrics or ordinary leathers, and will outlast the car itself," according to an ad in the October 15, 1928 issue of *Town & Country* magazine. The magazine ad mentioned that one's present car could quite easily be done over in Alpina Watersnake Leather, or your new car could be delivered with it, if you suggest it.

The car shown in the ad was a 1928 Stutz Weymann Chantilly sedan. Note the picture is reversed. The ad stated that the Stutz Motor Car Co., to seek something away from the conventional, present a number of their 1929 models upholstered in genuine Alpina Watersnake Leather.

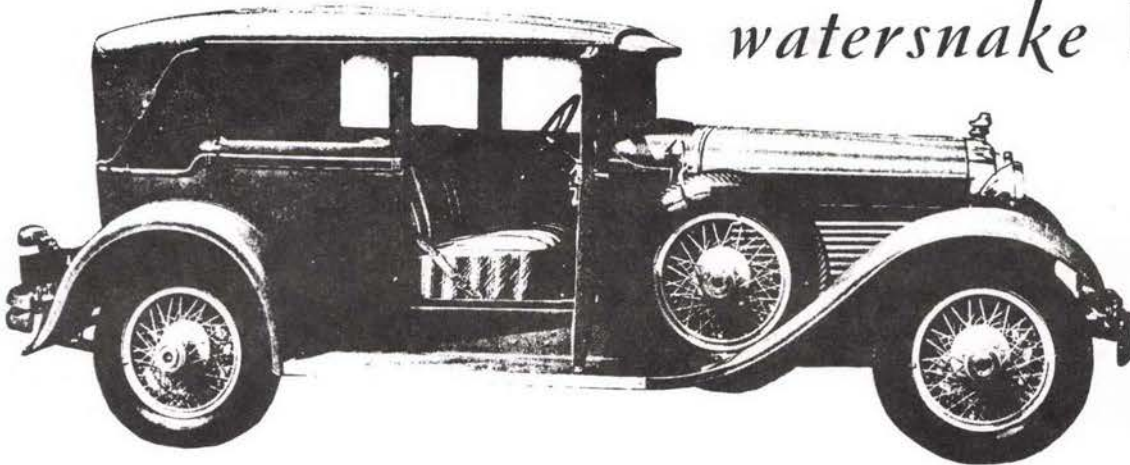
The writer never saw any of these and learned about this only eleven years ago. Does any club member know of any car so equipped?

P.S. Update: Only F. Hecht Co. in New York is now at 333 Pearl St. Upon phoning, we find they are a C.P.A. Firm.



We should have asked Member Otis McGee, Jr. if his 1928 Chantilly (see photo) above originally had "Alpina" upholstery or perhaps member Rene Chenier who was the previous owner of this rare Weymann bodied Stutz. Ed.

This splendid STUTZ
is upholstered in genuine Alpina
watersnake leather



Weymann - Stutz Chantilly Sedan upholstered in genuine Alpina Watersnake Leather. This leather is now available in all Stutz models

SEEKING something away from the conventional, the Stutz Motor Car Co. present a number of their 1929 models upholstered in genuine *Alpina Watersnake Leather*.

It is a smartly *modern* idea—rather new over here—but quite acceptable to the owners of the finest motor cars in Europe today.

In America it will appeal, naturally, to those folks who desire true *distinction* in the things they possess.

Watersnake leather has a natural beauty of pattern that delights the eye. In use, it softens to a mellowness that is quite charming. It is as soft and pliable as any fabric, yet, far more decorative. Unlike mohairs or velvets, it will not rub away in spots, nor wear down. It will not chip, crack, nor peel—in fact, is much stronger than fabrics or ordinary leathers—and will outlast the car itself.

Every inch of this modern leather is tanned in Europe by *The Compagnie Alpina, S. A. of Paris*.

Your present car can quite easily be done over in Alpina Watersnake Leather—or your new car will be delivered with Watersnake Upholstery if you suggest it.

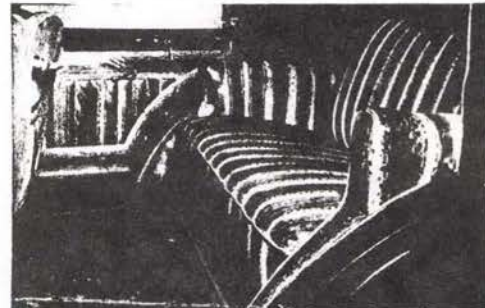
We shall be quite happy to send you samples of the leather—and further information.

F. HECHT & COMPANY, Inc.

Exclusive Distributors of Genuine Alpina Reptile Leathers

10 SPRUCE STREET · NEW YORK, N. Y

THE NEW INTERIOR



Treatment of the rear seat and doors



Driving seat detail

ALPINA
(Watersnake Leather)



"STUTZEMBERG" OR TIM CAMERON SPECIAL

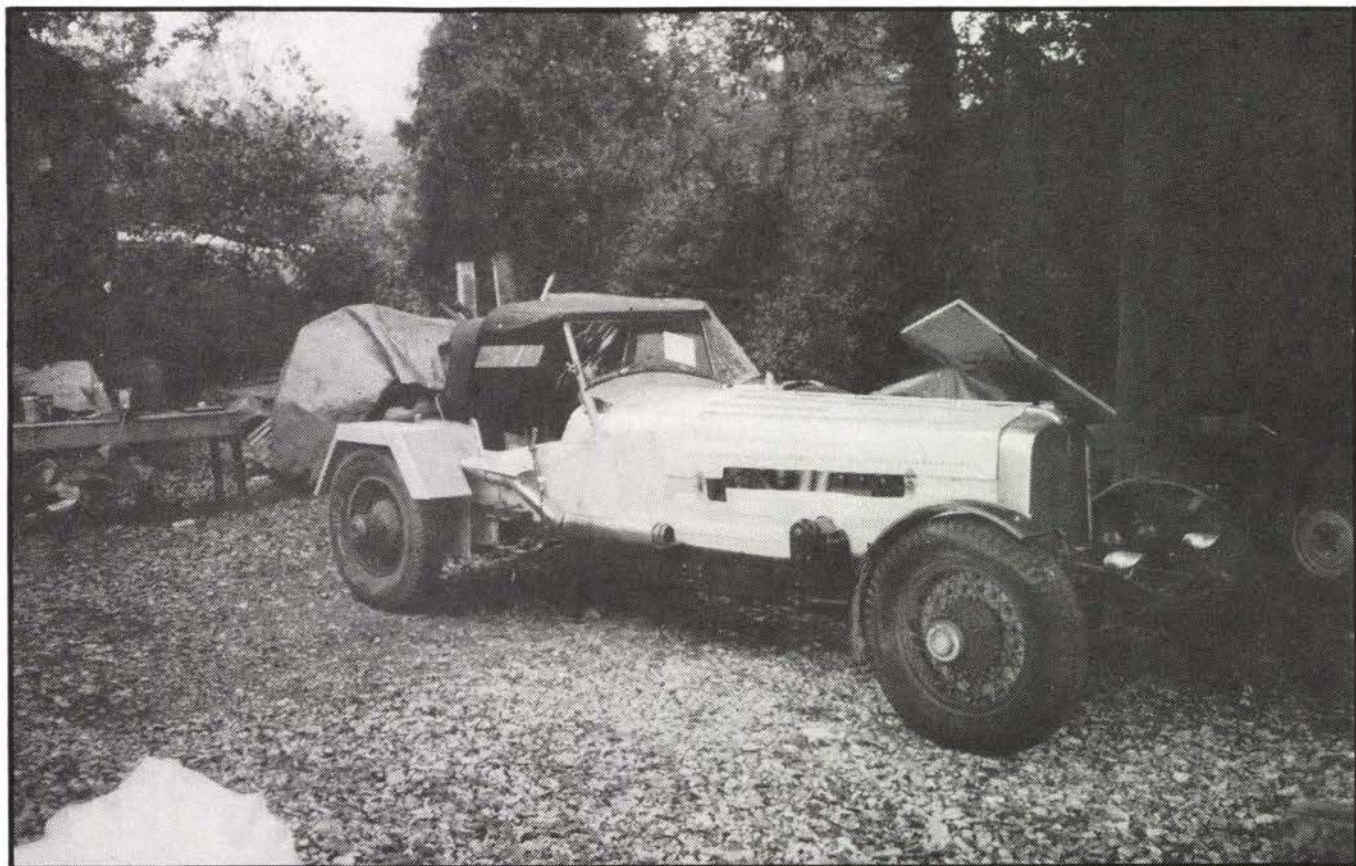
by Jean M. Gorjat

John B. Guyatt (#297) of Stanmore, northwest of London, is a long time great collector of classic cars. He likes to race at the VSCC (Vintage Sport Car Club) Sunday races around England. John's collection includes a 3.5 liter SS100 given by his mother for his 20th birthday. At the time he preferred this old and cheap car rather than the modern one his mother wanted to buy for him. Others in the collection are an Alfa 1750 Supercharged TT (Tourist Trophy), a Talbot 110 racer per VSCC rules, a 1930 Auburn boattail speedster and an Invicta 4.5l. race car.

His current project for racing in the VSCC is the Tim Cameron Special which he is now rebuilding. This car was once called "STUTZEMBERG" as it had a Black Hawk chassis fitted with a Duesenberg engine

when "engineered" as a vintage race car by Tim Cameron. The car has since lost its Duesenberg engine, which has been replaced with a 1936 Vertical 8 and is now in the process of a complete rebuild to make a VSCC racer.

First the Stutz engine will be fitted with new pistons to increase compression to 8 to 1 and a new intake manifold will be installed with four (4) horizontal SU carburetors giving the engine a power rating close to 200 H.P. The engine will be moved backward by 18 inches to improve weight distribution and a 4-speed gear box will be fitted when John finds one; meanwhile, a 3-speed gear box will do. The rear end ratio will be changed to increase the speed to well over 100 M.P.H. The rear suspension will remain a double quarter ellip-



tic spring system as on the original Special. The body will be modified to sport a pointed reartail.

The entire restoration is being done very professionally and John should have success racing -- against the Bentleys again!

The two pictures show the "Tim Cameron Special" before the start of restoration. In addition to the 4-speed gear box needed, John is looking for a good distributor and a panel with instruments. Can anyone help?

John Guyatt's "STUTZEMBERG" now sports a 1926 Vertical 8 in place of the original Duesenberg and could rightfully be renamed the "STUTZEMSTUTZ".

The rear quarters of the "Tim Cameron Special" will be reshaped to a pointed tail. Following complete restoration this Stutz racer will again challenge Bentleys in VSCC races.



THE HAND THROTTLE

by Colin J. Buckmaster

This a component which is of little relevance today with fuels of high volatility, which vapourise at very low temperatures. Many restorers do not even bother to include it in their programme. But in vintage times it was a very different story; with petrol little better than paraffin, the engine had to be truly hot before it could perform efficiently so a lengthy warming up period was called for particularly in cold weather.

This was used to advantage by the chauffeur, who would set the hand throttle to a brisk idling speed while the daily grooming of the car was carried out with an almost religious fervour.

The carpets would be swept, the ash trays cleaned, the glasses in the cocktail cabinet washed, the body washed or perhaps polished, before orders for the day were received on the little 'phone on the wall.

The London mews garages housing cars belonging to people such as these were a mecca for a child enthusiast. There would be Lanchester, Rolls-Royce, Daimler, Packard, and Lincoln, Minerva, Hispano and a very few Isotta. In London, Stutz were very definitely for the owner driver, and they were not uncommon in the West End. The owners just enjoyed driving them -- was this the case in the States?

LETTERS TO THE EDITOR

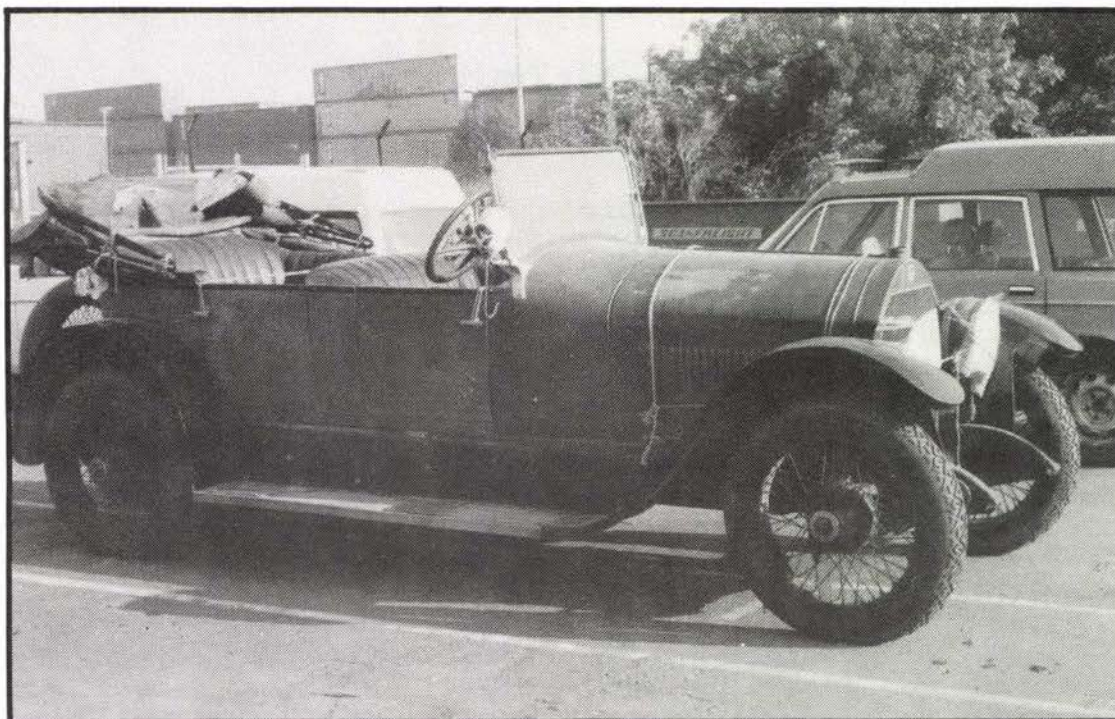
From: Stephen Pugh (#7), Manhattan Beach, CA dated February 6, 1991.

I have recently returned from spending the holidays with my daughter in Sweden. You may remember that she translated the caption to a photo that was in Swedish in a past issue of *Stutz News*. Anyway, I noticed that one of our members, Stig Nyberb (#179), lived near to where I was staying in Sweden, so I called him while I was there. He was a wonderfully warm and friendly man and he came by a few days later on a Saturday morning and picked me up.

He took me first to some very large garages used by the Swedish Car Club members to store their cars. Most of the cars were too new to be of interest to me, but there was an early twenties Stanley and also Stig's 1921 Stutz. His car is very original, though worn, and it was great to see. Next he took me to

the shop of Lars Mattsson. Lars recently bought a 1928 BB Victoria Coupe from A. K. Miller (#76) and was doing some restoration work on it when we stopped in. Although he spoke very little English, we seemed to get on well (with Stig doing translation) as he asked about what I knew of BB's (not much, I'm afraid). He needs a few parts for the car, but the Stutz is in very good original condition having been stored at the Miller farm since about 1940.

Lastly, Stig took me to his home where I saw two very high point cars, a 1934 Rolls-Royce Sedan de Ville and a 1932 Packard 902 Limousine. These cars were absolutely beautiful! Stig also showed some of his glass plate negatives of cars and locomotives. He has thousands, probably the largest collection of its kind anywhere. That was surely an exciting way to spend a day 6,000 miles from home.



Stig sent me the above photo of his 1921 Stutz dated Feb. 13, 1989 which was taken at the dock area upon the arrival of the Stutz in Sweden. Ed.

From: William G. Lassiter, Jr. (#70), West Palm Beach, FL dated April 3, 1991.

In the Jan.-Mar. 1991 issue of *Stutz News*, page 13 and 4th paragraph from bottom, a request was made for the body plate and engine number of the Rollston Dragon Phaeton which I own. They are as follows:

Car No. DV-PC-1426
Eng. No. DV-33144

From: James F. Petrik (#73), Madeira, OH dated March 21, 1991:

I have a few comments to make on a couple of subjects that appeared in the Jan.-Mar. 1991 issue of *Stutz News*, Vol. IV, No. 15.

Refer to page 14. I see that the Rollston Tuxedo Cabriolet was first sold in 1936. This gorgeous town car was built in late 1931 for The Automobile Salon, but is a 1932 model. If the Tuxedo Cabriolet were a 1931, it would have a 2-bar bumper setup and not a single bar bumper as shown in the photo on page 5. I think here was another show car that did not sell real quick either.

See page 13, near the bottom. If you do not count speedsters, some Weymann, Derham, etc., all the standard Stutz bodies, including convertibles, did have verticle windshields for 1929, even the LeBarons. This is still true for 1932 except the convertible sedan, one LeBaron show car, Rollston convertible victoria and the Auto Salon display cars.

From: Jeff Gillis, 2700 Timber Lane, Green Bay, WI 54313-5899 (night 414/499-8797) dated 29 January 1991. We have reprinted the following letter from this nonmember as it may be of interest to some club members who owns a DV-32. Ed.

I spotted your ad in the latest

Cars & Parts about the Stutz club. I do not have a Stutz, but may have something of interest to Stutz owners. Last summer, I reproduced some DV-32 hubcap medallions for a man in California. When they were made, I made two sets. He took one, and I have one left here. The set consists of 6 emblems. They are beautiful cloisonne reproductions and ready to install. If necessary, I can photograph and send a picture to any interested buyer. The price is \$500 firm for the set of six, postpaid, insured in the U.S. Thanks for your help, and if there is any cost to place an ad in your magazine, please advise. This is the only item I currently have available for the Stutz.

From: Charles L. Betts (#154), Yardley, PA dated April 14, 1991.

Knowing my interest in Stutz and in the history of automobile racing, a friend, with whom I've corresponded for years, sent me the enclosed photocopy of a "Stutz Special" for identification. I never have seen this picture previously, and to me the car looks more like a Duesenberg than a Stutz. I don't recognize the face behind the wheel, the word "STUTZ" is not shown with a small "U" under the two "T" letters. Further, those small-diameter brake drums on both the front and rear wheels look very strange to me.

If you can't identify it, I wonder if you'd be interested in printing it in a forthcoming issue of *Stutz News*? I'd be very appreciative of this favor.

From: C.D. (Ced) Pearce (#18), Bedfordview, South Africa, dated April 4, 1991.

I was tickled pink by the extract on page 8 of the Jan.-Mar. 1991 *Stutz News* concerning Harry Shell's "Saga of a Stutz." You see, the Stutz that Mr. Shell enthused over is in fact my 1929 M (right hand

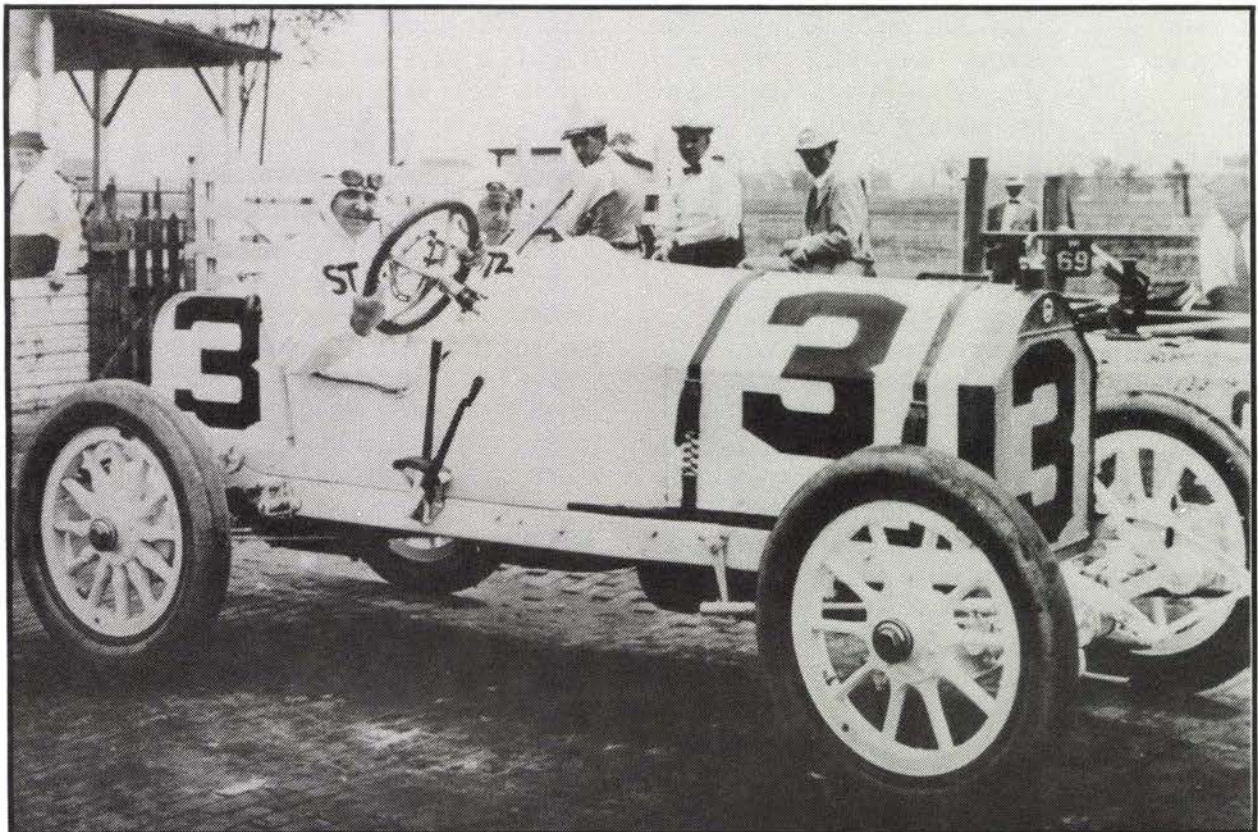
drive). After storing the car for many years in a damp English chicken coop, Mr. Shell sold me the rusted remains in 1977. It took 10 years of restoration and remanufacture to bring the car back to A-1 condition, with much help from good folk in the U.S.A. for parts supplies. The "Saga" continues, here in South Africa!

Ed's note: Tis a small world! It appears that Ced's great Convertible Victoria was not much to crow about when he purchased its remains.

From: Joseph S. Freeman (#242), Boston, MA dated March 25, 1991.

You asked me to identify the photo of Barney Oldfield: it was taken at the "500" in 1914, when Barney took fifth in one of the three factory cars against a hoard of European invaders -- the only American to finish in the top eight that year.

He then went with the team to Sioux City in July (DNF) and Elgin in August (two third place finishes). Finally, he took the same car out to Los Angeles and won the L.A.-to-Phoenix cross desert race with it, although the poor machine could barely run by the time he pulled over the line. Exactly what happened to the Stutz-Oldfield relationship after that is not clear, although it is hard to imagine the mercurial Oldfield getting along well under the watchful eye of Harry Stutz, our meticulous general. Oldfield showed up at a race in Corona, CA driving for the Maxwell team in November of 1914, shortly after the L.A.-Phoenix win, so one has to guess that Stutz and he parted ways about that time. Nonetheless, it has to be said that for a short period of time at least the "Great Barney" was a significant part of Stutz racing.



The above photo of Barney Oldfield at the "Brickyard" in 1914 was found among the items left to the Club by Cordy Purdy. In the centerfold article pages 16 & 17 of the Jan.-Mar. 1991 issue, you will note Barney driving perhaps this same Stutz in the "Cactus Derby" as car No. 5. Bill Ahrendt's, oil on canvas, 32" x 48", shows the Stutz with spotlight, double stack rear spares and wires rather than wood spoke wheels.

Ed.

EDITORIAL COMMENTS



Your *STUTZ NEWS* has been awarded "The Golden Quill" by *Old Car News & Marketplace* for 1990. This coveted award recognizes overall achievement in publishing a quality club magazine or newsletter. The editor is indeed honored to receive this special award on behalf of the Club and promises to do his best to uphold and improve the quality of *STUTZ NEWS* in the years ahead.

Member Rodger Birchfield has a deep interest in Fire Engines, particularly Stutz, and in other things Stutz as well. Rodger loaned the editor a number of original pieces of literature. The 1922 Stutz Coupe which decorated the back cover of the last issue came from Rodger as well as the rare "Stutz Sixes" ad reprinted on page 30. Note that the Stutz Company offered Lockheed-type 4-wheel hydraulic brakes on their 1924 models.

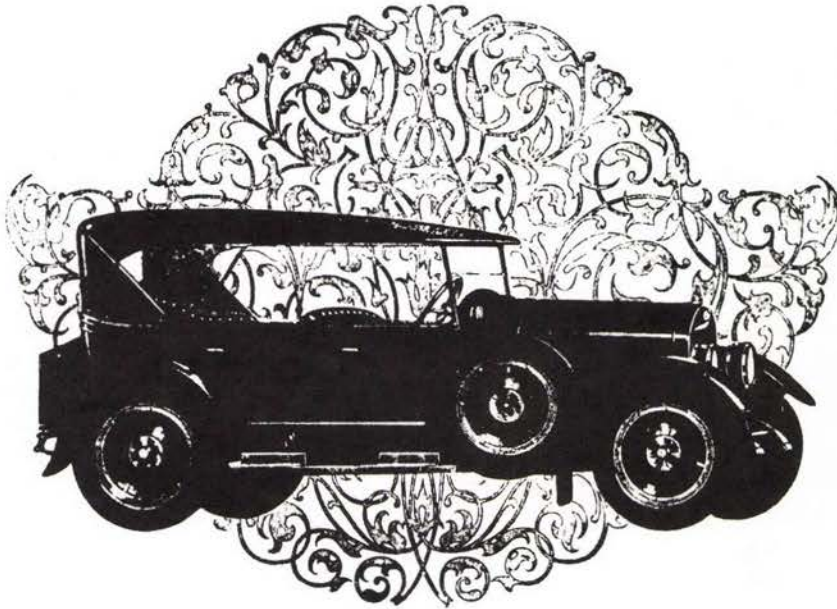
In this issue you will find the First Installment of "My Fifth Stutz" by our Honorary Member Smith Hempstone Oliver who with this article will have shared with us essentially all of his Stutz ownership experiences. Another very frequent contributor is James F. Petrik who is back in print again with "Leapin Lizards." Jim keeps saying his Stutz pen is running dry but we have one more of his jewels in the mill. It's a pleasure to have David B. Braun contributing to each issue. We now have several articles on hand from Dave to use in future issues. Also, we wish to acknowledge the international inputs from Jean Gorjat and Colin Buckmaster as well as the interesting "Letters to the Editor" which contribute so much to each issue. Those of you who have served as a membership or treasurer know fully the hours Dale K. Wells and Joseph B. Folladori put in to enlighten us with their summary reports. Thanks for making the editor's job more pleasure than work!

The editor is currently working on an article about the life of Charles Elsworth Stutz (1873-1959) who was the first cousin of Harry Clayton Stutz. Charlie's obituary was published in Miami, FL where he died and it states that he came to Indianapolis in 1906. We wish to make this article as complete as possible and would appreciate any help members can give in the way of photos, articles or references to Mr. C. E. Stutz.

We are pleased to provide some coverage on pages 16 and 17 of Sotheby's auction of Life Member Anthony Koveleski's outstanding toy collection held on December 18, 1990. The editor also enjoys toys and was disappointed that he could not make it to New York City for this special event.

Each member should have recently received a Stutz Book mailer dated April 19, 1991 from Raymond A. Katzell who has volunteered to oversee the creation of a proper, high quality book on Stutz. Ray needs each of your inputs in order to organize the reference data and to proceed with editing. Don't fail to let Ray know about the Stutz material in your files.

Coming up in the next issue as a feature article is "A Mid Winter's Madness" by Alvin J. Harris, M.D. We had considered beginning this delightful story as Part I in this issue but just didn't have the heart to break it up into two parts. So, you will get all seven (7) pages of it in one full exposure next time. Do please continue to keep ye olde editor flush with Stutz news!



The Sign of the Genuine

Built Well — Sold Right

THE time has come for plain speaking concerning the buying and selling of motor cars. The man or woman who seeks primarily unreasonable trading allowances, the buyer dazzled by glittering superficialities, should not reckon with the Stutz.

Stutz motor cars are sold on the basis of sane and safe merchandising, just as they are built to conform to standards of engineering which cannot be questioned.

There are in Stutz prices no hidden trading margins. You get a just price for your old car and full value in your new car when you patronize a Stutz dealer.

Any Stutz dealer will gladly show you to a penny what his

profits are on the Stutz you buy and an investigation will convince you that they are wholly consistent with the splendid quality of the merchandise he places in your hands.

Perhaps you, along with other thousands, have not realized that today you can own a Stutz—a genuine Stutz—for as little as \$1995, f. o. b. Factory. "Never were cars so fine priced so low."

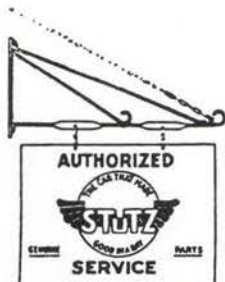
Fourteen body types. Three exclusive chassis. Scores of notable mechanical advancements. Lockheed-type 4-wheel Hydraulic brakes and Air Cushion tires optional at a slight extra charge.

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Builders of the Original and Genuine Stutz Motor Cars
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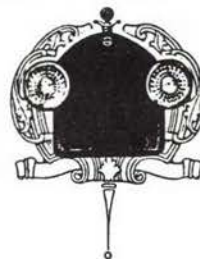


From
\$1995
to
\$3785
f. o. b. Factory

STUTZ SIXES



CLASSIFIED



LET'S PUT STUTZ ON THE ROAD!

- Robert Smith (#288), P.O. Box 445, Wauchope 2446, New South Wales, Australia (065-859305) needs for his 1922 Stutz Bulldog:

- set of 23 inch Houk wire wheels with lock rings
- Radiator
- Pair of headlights

- J.D. Soper (#37), R.F.D. #1, Box 77, Wiota, IA 50274, (712/783-4479) has for sale:

- Six (6) 1931 Stutz 20 inch wire wheels.

- Randy Reed (#119), 3420 Harmony Lane, Spring Valley, CA 91977 needs for 1919 Stutz Bulldog:

- Cast aluminum air intake that mounts under the exhaust manifold.
- Generator cutout.
- Cast iron fitting for the ends of the spare tire tubular crossmember.
- Spark and throttle quadrant assembly for the steering wheel.
- Choke and air control assembly for the steering wheel.
- Top radiator stay (radiator to water manifold).

Has for Trade:

- For 1917/20 Stutz Bearcat/Roadster:
 - a) Tail light bracket
 - b) Gas tank cap wrench
- For 1917/20 Roadster: Vertical twin spare tire mount.
- Partial assembly left hand drive steering gear.
- For 1918/20 Stutz:
 - a) Clutch hub assembly
 - b) Water pump
 - c) Intake manifold and Stromberg carburetor

- The Stutz Club, 7400 Lantern Road, Indianapolis, IN (telephone: 317/849-3443) has for sale items donated by the late Cordy Purdy:



- a) Label Pin/Tie Tack @ \$5 ea.

- b) Set of three (3) issues of *STUTZ NUTZ NEWS*, Vol. I, Nos. 1, 2 & 3 of 1968 for \$7.50 (includes postage).

- Information (instruction) Books. Fine, exact reproductions at \$17.50 each (\$20.00 OUS) postage included.

- * 1921 Stutz Catalog
- * Blackhawk Series L
- * Stutz Series M
- * Stutz Series DV-32/SV-16

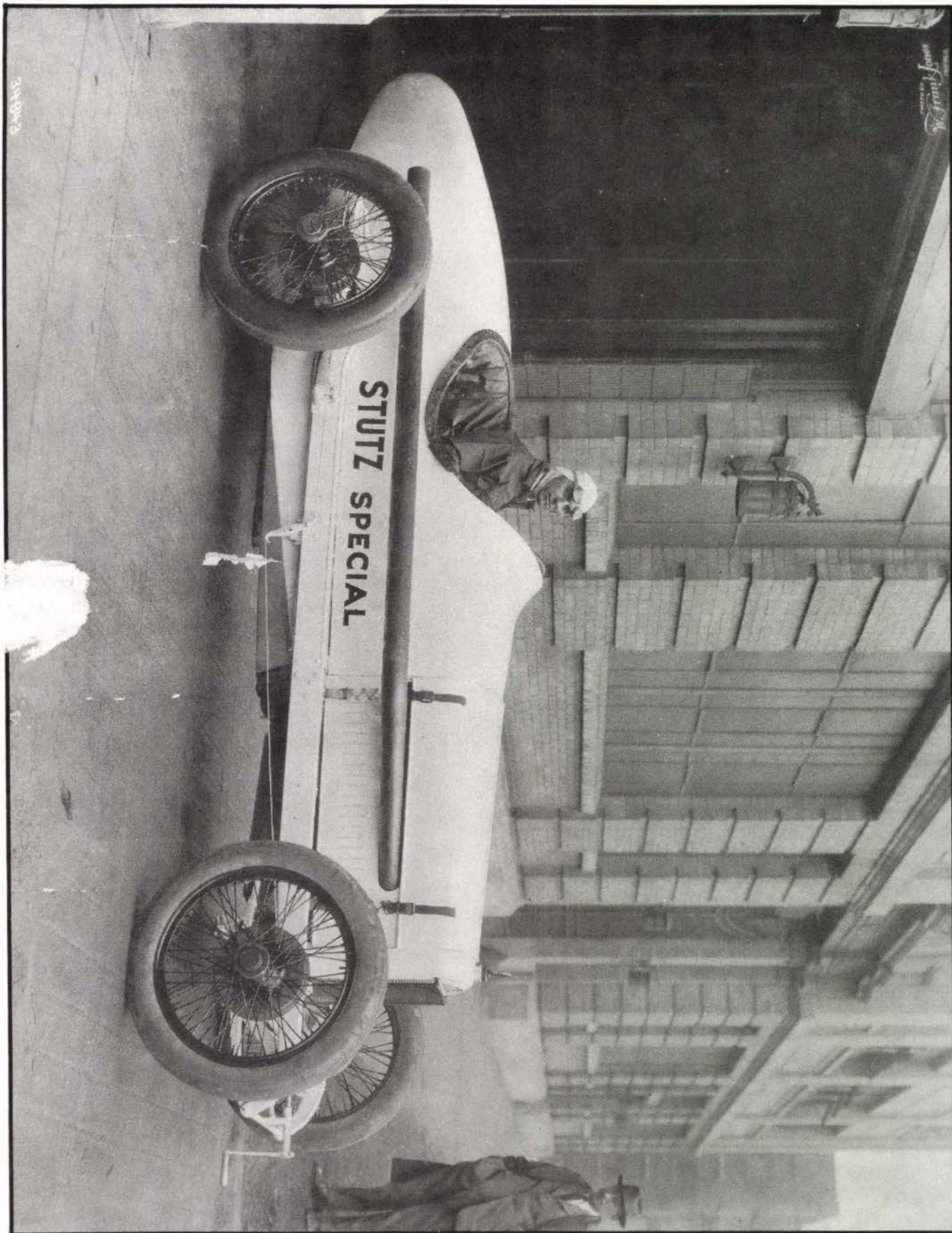
- DV-32 Valve Timing & Ignition Specs for 1931-32 & 1933-34 at \$2.50 each.

- Copies of original drawings are available at cost plus \$10.00 handling fee for ea. of the drawings:

- * 1927 Pistons for 5-1/2 to 1 and 6 to 1 comp. ratios, Part Nos. 24317 & 24342 both dated 6/6/27.
- * 1928 Transmission
- * Series M Body Builders Chassis

- The 1931 & 1932 Syncro-mesh Transmission assembly, Part No. 553530 (2 sheets) by Muncie Products Division of GM plus parts list (5 sheets) for cost plus \$25.00 handling fee.

We are pleased to reprint here the photo of the "Stutz Special" as requested by Charles L. Betts in his "Letter to the Editor" dated April 14, 1991.



The editor can only add that the above photo was taken by W. Frank Jones, Indianapolis, in front of the Stutz Plant on Capitol Avenue. Members please scratch your heads and tell us who, when, what and why!