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The Stutz Club, Inc.
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Announcements

- > **2003 Grand Stutz September 18-21, 2003 at and about Elkhart Lake Wisconsin**
See pages 29 and 30 for John Haydon's welcome letter and registration form. Don't miss this one!

2003 Membership Dues are now past due!

Table of Contents

Vol. XV No. 64 (April - June 2003)

Club archives established	2	Membership Report	26
Part II: Ward Family 1925 Trip to the West	5	In Memoriam	26
Technical Report	13	Treasurer's Report	27
Tribue to Ray Katzell	14	Clippings of Note	28
Pebble Beach	15	Grand Stutz Registration	29
White Squadron	18	Classifieds	31
Editorial Comments	23		
President's Message	25		

Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

Automotive history accelerated in Indianapolis buildings

Alan Conant, Editor, Indiana Historical Bureau & John Rupp, Automotive Historian

Like the 1990s, the decade of the 1890s was an exciting time of new technology and new inventions. The electric light, telephone, phonograph, and motion picture were to their day what the cell phone, personal computer, DVD player, and email are to ours.

As the twentieth century dawned, however, no innovation gripped the American imagination like the newly developed automobile. Many "shade-tree inventors" turned their backs on rural life to pursue its manufacture, Henry Ford the most famous among them. Harry C. Stutz was another who left his farm to become a legend in

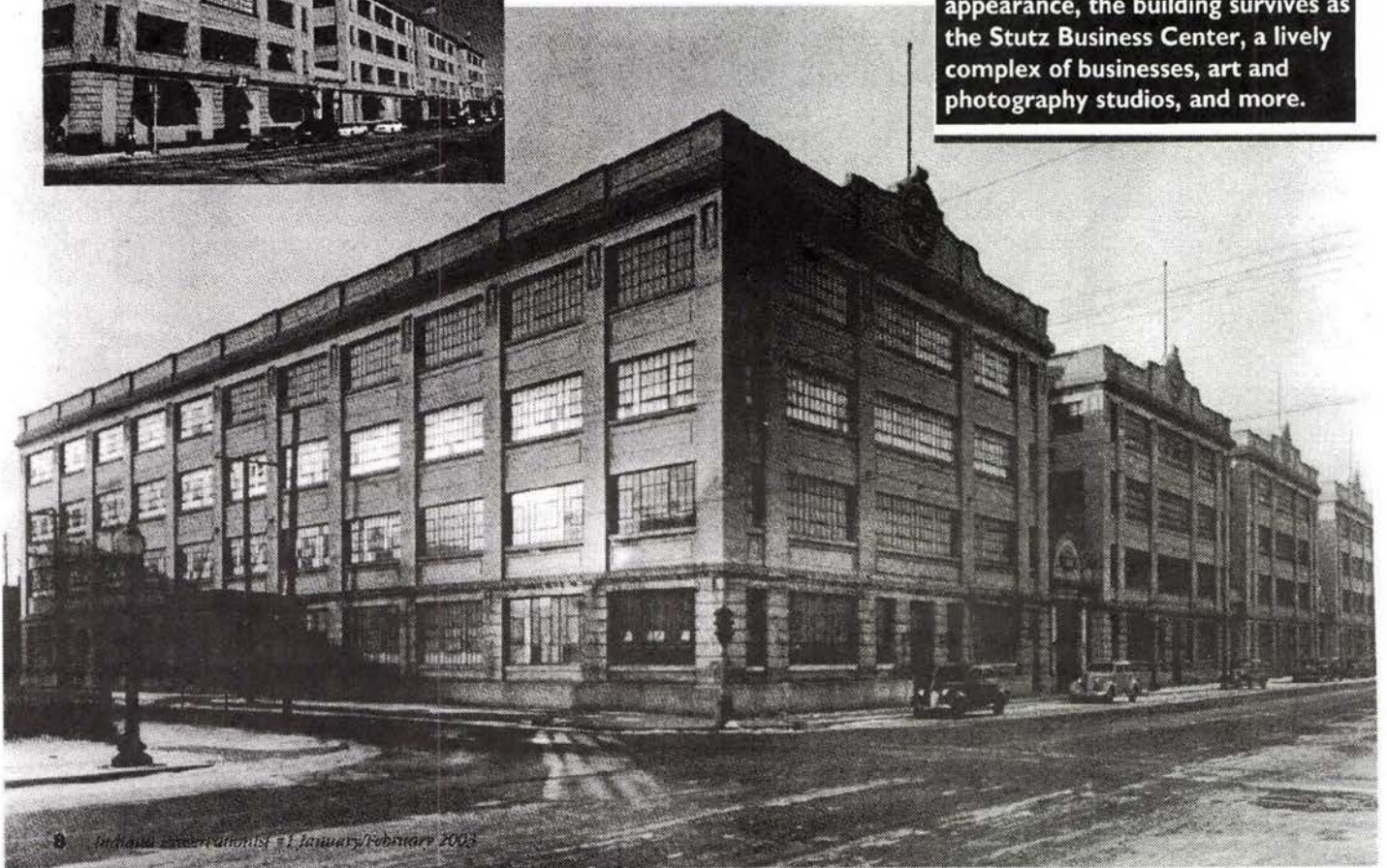
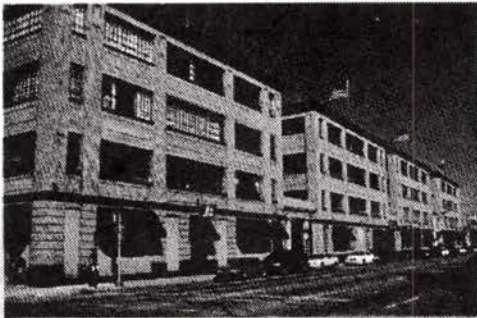
automotive history. The Ohio native built his first car in 1898, a year that saw just 200 automobiles built in the U.S., mostly by individuals in their workshops.

With only a grade school education, the restless, resourceful, and supremely confident Stutz came to Indianapolis as a machinist for the Lindsay Automotive Parts Company but soon branched off into his own enterprises. Stutz hopped from tire company to carburetor company to car manufacturing company, working everywhere from sales to design, learning each aspect of the burgeoning industry. He went to night school to learn mechanical engineering and seems never to have been content in one spot for long. Even while working for one company he

freelanced for others, and several historic Indianapolis buildings remain as testament to his remarkable career.

He made an early and significant stop at the Marion Motor Car Company, 325 West 15th Street. The two-story brick building erected in 1903 boasts tremendous square wooden support beams and posts and original wood sash windows. Vehicle entrances remain on all sides as well as concrete and steel-frame additions built in 1910 and 1915. Currently owned by Phil Schaefer, in Stutz's day it held testing labs and offices on the second floor and a large assembly area on the first floor, where dents and scratches remaining on the wood and concrete floors might indicate where Stutz kept his workbench. Four or five cars could

Automotive legend Harry Stutz developed many important industry advancements at his Stutz Automobile Company of America, 1002 North Capitol in Indianapolis. Remarkably similar to its 1937 appearance, the building survives as the Stutz Business Center, a lively complex of businesses, art and photography studios, and more.



Indiana Connections #1, January/February 2003

Stutz archives at Stutz Business Center



by Bill Greer

The Stutz Club is proceeding to lease approximately 200 square feet of storage space located in the Stutz Business Center at 212 W. 10th Street, Suite D205, Indianapolis, IN 46202. This space, Ste. D205 is an enclosed inside room approximately 10 feet by 20 feet with a single, lockable door and no window. It is perfect space for the storage of Club artifacts and the cost is affordable at \$135 per month.

The need for this space derives from the Club's success since its founding in 1987 in attracting historical information on Harry Clayton Stutz and his companies, cars and trucks. Several members have bequeathed their personal files on Stutz. Considerable material was received from Cordy Purdy, Jim Petrik, Hemp Oliver and most recently Ray Katzell. The archives also include back issues of Stutz News, The Splendid Stutz book files, club records and correspondence, extensive collection of photos of Stutz vehicles, trophies, etc.

The lease agreement is with Turner John Management LLC, agent for member Turner JR Woodard, owner of the Stutz Business Center consisting of the Stutz Factory Buildings located on Capitol Ave. at 10th Street. Mr. Woodard has done a superb job of restoring, maintaining and yes, decorating both the 1911 Ideal Motor Car Co building at 225 West 10th St. and the larger 1914-1920 Stutz Motor Car Co. buildings nearby for a complex of lively businesses.

We are pleased to reprint the following excellent article on Stutz history from Indiana Preservation #1 Jan./Feb. 2003 published by Historic Landmarks Foundation of Indiana.

Turner JR Woodard (No. 367), to the right is a beautiful brass and glass cabinet which he is making available to the Stutz Club for its displays on the 2nd floor near to Turner's office.

be assembled at a time in this building, steering wheels and wood-spoke wheels sitting in piles on the floor, small forges nearby for hand-working parts.

Chief engineer and factory manager, Stutz helped design the Marion Flyer, a fast and sporty two-seat roadster much like the Stutz Bearcat he would become famous for in the Roaring Twenties. But when Marion was bought out and new managers arrived with new demands, the independent Stutz grabbed his lunch pail and left the building. "Nobody is going to waltz in here and tell me how to run my company," he said. His designs, which he kept in his head, went with him.

Soon tired of working for others, Stutz opened his own series of car parts and manufacturing businesses in Indianapolis. An early one was the Ideal Motor Car Company at 225 West 10th Street. The 1911 three-story concrete building with a parapet and metal frame industrial windows is today part of the Stutz Business Center owned by Turner Woodard, a member of Historic Landmarks' advisory council and a former trustee. Home to a number of artists' and photographers' studios, restaurants, and other small businesses, a century ago it was the place where Stutz designed and built the Ideal car that so impressed spectators at the first Indianapolis 500 in 1911, finishing a respectable 10th place. Only 60 days had elapsed between the drawing board and the racetrack, cementing Stutz's reputation as an automotive genius.

Stutz's next enterprise was the Stutz Automobile Company of America, located nearby at 1002 North Capitol Avenue. This block-long factory complex includes five identical four-story buildings of concrete clad in mustard-colored glazed brick and decorated with carved terra cotta. Most of its original metal-frame windows remain. Built between 1914 and 1920, the factory saw the development of overhead cam engines, used in most cars today,



high-performance eight-cylinder engines, lightweight car bodies, and much more. Today, it is also part of the large Stutz Business Center complex.

Ever restless, Stutz moved on to open yet another car manufacturer, the HCS Motor Car Company at 1402 North Capitol Avenue. He built it to look almost identical to his previous factory down the street—four stories, concrete clad in mustard brick, decorative terra cotta accents. In this building, Stutz built the same racy, low-slung cars he was famous for, but enclosed steel-bodied cars were coming into vogue and Stutz soon turned to manufacturing taxicabs. One thousand cabs came out of the building, now serving as a warehouse for an automobile parts wholesaler.

Each of these Indianapolis buildings possesses tremendous open floor spaces and heavy-duty vehicle elevators, and each is listed in the State Register of Historic Places. They speak to a time when Indianapolis enjoyed a place of prominence in the new car industry, which played an important role in manufacturing and business around the state. Centrally located among the Midwest's industrial centers, with access to raw materials like glass and steel as well as to cheap skilled labor in

First racy sports cars, then 1,000 taxicabs rolled out of 1402 North Capitol, where Stutz housed his HCS Motor Car Company. He owned and worked in many Indianapolis buildings. This one—now a warehouse for an auto parts vendor—Stutz built to look almost identical to his former factory down the street.

recent European immigrants, Indianapolis proved additionally desirable to auto innovators because of its Speedway, *the* place to test new automotive technology.

In many ways, Stutz embodied this exciting time and place. Self-made, ambitious, energetic, sometimes difficult, he was usually meticulously dressed yet cared little for formal society's trappings. He died of appendicitis in 1930, after a trip to Florida to pursue yet another automobile venture. In the end, he was not as financially successful as Henry Ford, who took assembly-line production to such great heights. A restless nature kept Stutz on the move, however, designing and producing many interesting cars of high quality that set the standard for other manufacturers—in Indianapolis buildings that remain to tell the tale.

Part II: Ward Family 1925 Trip to the West

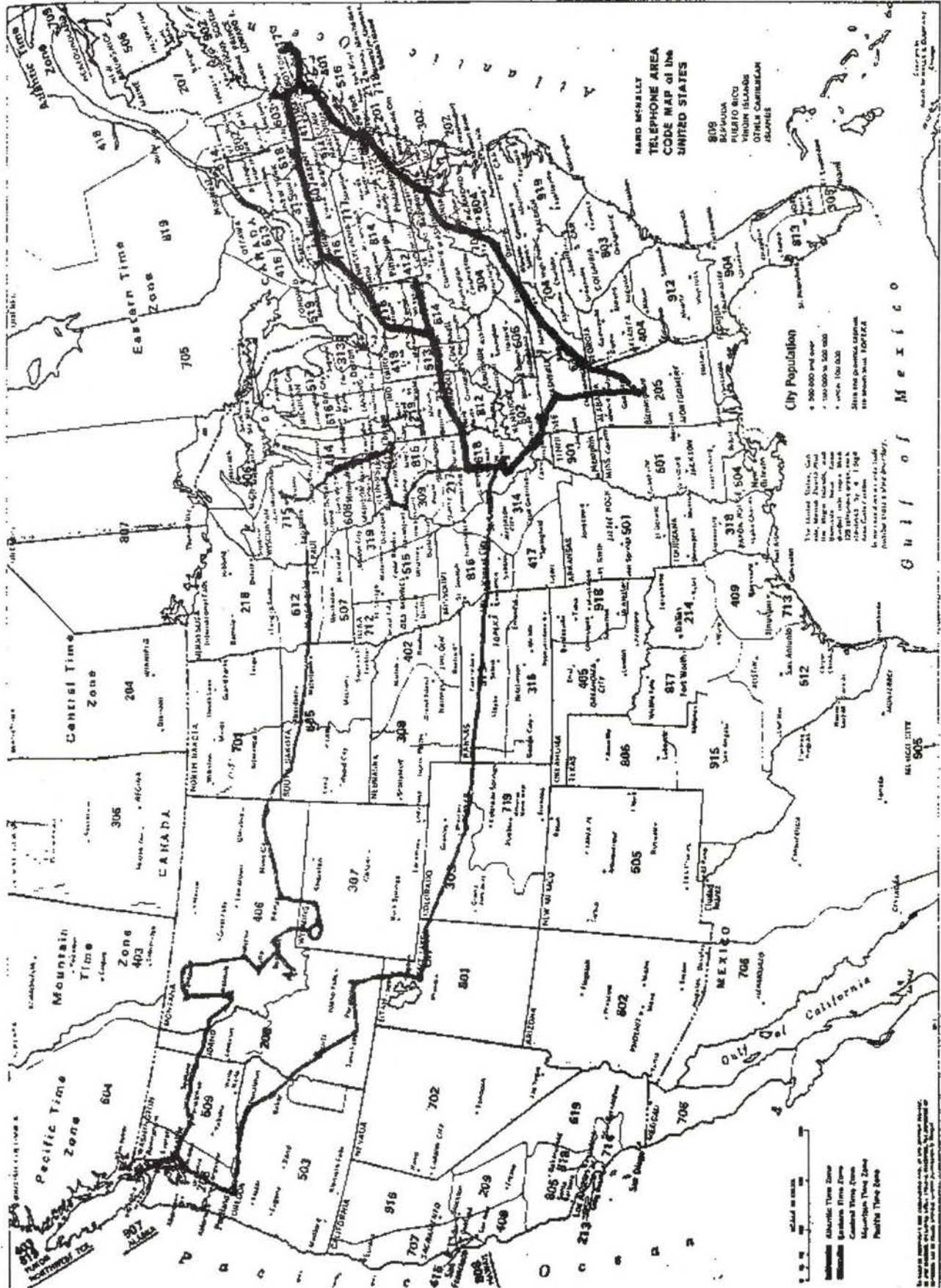
Again, our special thanks to Mr. Eric S. Jones of Energy, IL for making these extracts from the memoirs of Mr. Leroy Ward (1910-1989) available for our publication. We hope you will enjoy Part II covering the Ward's trip west in 1925 driving a new Stutz Six Series 693 Roadster (Ed.)

The next year it was another Stutz; this one had tires on either side in wells built into the front fenders and the running board. It too was red and equipped with a rumble seat.. Seldom was its top up, even in downpours; I thought it was truly "snazzy." By telephone Dad made arrangements for the trade with the factory in Indianapolis. Bill and Aden Poindexter drove to Indianapolis to pick it up. Without telling anyone (particularly Dad) he had the men at the factory install a "cut-out" which is nothing more than a hole cut into the exhaust pipe back of the engine and in front of the muffler. It is controlled by pulling a handle that opened the hole, creating a horrendous roar when you would step on the gas, rather like the noise made by the racers at the Indianapolis speedway; not only that, on our dusty country roads, that cut-out stirred up a dust cloud you wouldn't believe, making anyone following fall back until the dust settled. And, even when the cut-out was closed, the engine operating quietly, the car made a purr you couldn't help but admire.

In that new car we covered 8000 miles, nearly all of which was either on dirt or gravel that first summer. The car had the new balloon tires which handled the bumps far better than the high-pressure type, but caused all manner of hardship and-trouble when we encountered wet, rutted roads — not staying in the ruts, the car would sway from side to side, slowing our progress. On that trip, before we returned to Benton, we bought four new tires, a new oil pan, and an entire set of bearings. I kept an itinerary type of log that was lost when Mother moved from the big house into the smaller one. I really believe that Bud had it for a long time, but I was never sure.

We started with the idea of camping out at night (to conserve our funds), but after awakening one morning in northeastern Nebraska right by a nest of scorpions, we left our ponchos and blankets in the car, staying either in the car or in hotels. We did spend a few nights under the stars in Wisconsin and Minnesota, veering south into Nebraska as we pointed toward Casper, Wyoming, and Yellowstone Park.

We did stop at Eagle River, Wisconsin, to have another look at Camp Winnepe, visited for a couple days with our old friends, then started out on the Yellowstone Trail, a route almost as well known as the National Old Trail. After Casper, between Cody and Yellowstone, we stopped at a small ranch in a narrow valley to inquire as to where we might be able to hire horses for a ride up into the mountains. The young fellow we accosted not only agreed to take us, he fed us and put us up for the night, for a modest fee. A few years later, through correspondence Bud learned he had converted his home into a "dude ranch," was doing very well and Bud was to understand that the "latch was out" for us at any time we might show up. While on the mountainside, Bill found a mountain sheep's skull, curled horns and all, bleached white by the sun. He brought it back to the farmhouse, placed it on the bumper in front of the radiator, expecting to wire it in place the next morning. Later, in the evening, finding he was out of cigarettes, he jumped into the car to head out for a grocery store just down the road. He completely forgot the skull. It wasn't long before the skull fell from its perch, rolled under the car where it smashed a hole in the oil pan (we called it the crankcase) and was crushed into dust. This was the oil pan we had bought in Chicago, shortly after we left home, when Bill drove over one of the early—type traffic lights. It was a light that automatically changed from green to red, encased in a metal frame embedded in the middle of an intersection, extending about a foot above ground. For most cars, it prevented no problem - for the racy Stutz, it was a hazard.



312

Desperately needing a new oil pan in an area where we knew there were none available, we were in a quandary. Again our host solved the problem; he took Bill and the oil pan to the government dam at Cody where an engineer on duty bolted and soldered a copper plate to close the hole. On their return, they brought five or six quarts of oil, enabling us to leave for the Park the next day. While Bill was in Cody, Bud and I thoroughly enjoyed the opportunity to roam about on horses, this time going up the mountains on the near side. We didn't come back with any bones!

In Yellowstone our first stop was at Old Faithful (where Dean Kimmel from DuQuoin had a summer job as a porter - so-called "packrat"). Stopping at each of the four or five stations, each with its rustic hotel, and spending one to two days at each, we saw all the sights before leaving through the north entrance, quickly turning west, headed for Alder, Montana, the post office address of the ranch operated by A.W. "Bowely" Williams, a schoolmate of Dads at Illinois. In Alder they directed us to a dirt road that was little more than a cow-path, explaining that there was only one ranch on the road. I have no idea of how far it was, but even when thinking about it today, it seemed to be miles and miles. We moved through a rolling valley in the foothills of the Rockies, stopping from time to time to open and pass through wooden gates in the barbed wire fencing. We later learned we were passing through pastures, some of which belonged to others than the Williams, but all of whom lived on a different road. We saw no houses, no barns, no people, no trees, nothing but sparse vegetation, inhabited by jackrabbits and prairie dogs. The vegetation was brown and dried out, almost as though the entire area was dying or dead. Then as we crossed over a series of hills, from the top of one, directly ahead, we saw an oasis of green grass surrounding a beautiful two story frame dwelling and a great number of various sized barns. We realized it had to be the Williams Ranch. We spent an entire week there, telling M/M Williams we were stopping just to say 'hello.' It was an experience every boy should have.

Their family included two children, a daughter about my age, and a son slightly younger. These kids virtually lived on horseback, so our experience on ponies helped us fit into their daily routine. Mr.

Williams gave each Bill and Bud 30-30 rifles with enough ammunition to arm a squad of soldiers; he gave me a 22-rifle and a wooden box of shells that must have contained a thousand or more. He had already explained that his herd of about 100,000 sheep had been moved to the government ranges up in the mountains (where rainfall kept the grass green and edible through the hot, sunny summer days); for that reason we could shoot at anything that moved, being careful of not aiming in the direction of the house and barns. The ranch consisted of close to 10,000 acres, extending primarily to the west of the house, but still encompassing all you could see in any direction. I shot at rabbits, prairie dogs, magpies, hawks, doves, sometimes what turned out to be just a plant that moved in the wind. I feel certain that it was this experience with a gun that resulted in my concluding that I just didn't care for them, despite the fact that both Bill and Bud thrived on hunting, enjoying the sport throughout their lives.

Our daily routine was delightful. After breakfast, out on horses with our guns, back to the house by lunch, after which Mr. Williams drove us in his pickup truck up into the mountains, to a different point each day, along the Ruby River to fish. He supplied each of us with a rod, reel, and creel, placing us at strategic points along the fast-moving white water just above a curve in the river where the moving water created a swirling whirlpool. The idea was to cast your dry-fly out into the stream, let it float down to the whirlpool where it would duck into the depth; then start reeling as fast as possible so as not to let the line go. Almost without exception you would have hooked either a Rocky mountain Cutthroat or a Rainbow trout, usually weighing from four to six pounds. It was an exciting pastime in a quiet mountain area where very few people had been; it wasn't as easy as it sounds. Hardly a day passed but one or another of us tumbled into the water, fighting the line. In fact, I came to the conclusion that Bud went in intentionally at times, just to cool off. It didn't take long to fill our creels— we had daily contests to see who could be first. The fish, except for those Mrs. Williams cooked for dinner, were taken to one of the barns; it was an ice-house, filled with ice during the winter, the ice being covered by sawdust,

retarding the melting long enough to serve as a refrigerator for all their beef and fish. I think that fishing experience, catching them as fast as you could get your line in the water, soured my inclination to fish the way we had to in Southern Illinois — I was never able to accept the waiting and waiting to get a strike — I did go with Webb now and then, but only because he wanted to.

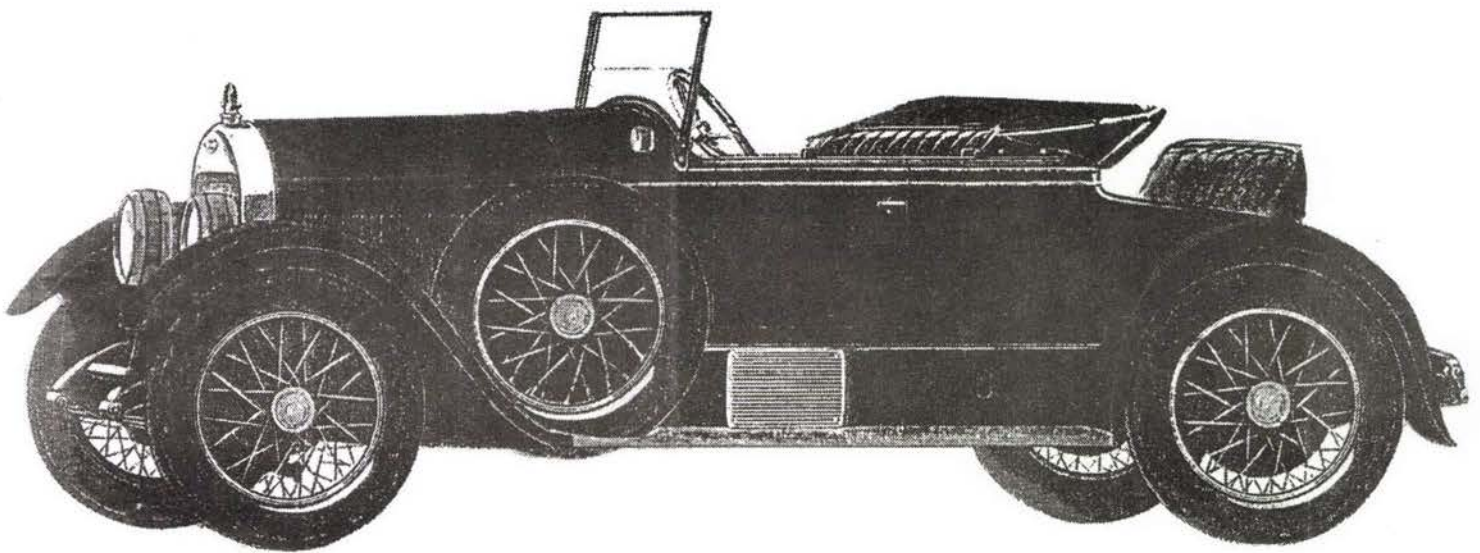
Leaving the Williams' ranch was somewhat painful; it's hard for me to visualize a more enjoyable week (and this is taking Camp Winnepe into consideration, too) and I think all three of us were embarrassed over the length of our stay. It was letters from Mrs. Williams to Mother about our stay (that we read after returning to Benton) that alleviated the embarrassment I felt. And years later, while at school in Urbana, I had an opportunity to express my thanks again when Mr. Williams and his son showed up one football weekend.

On one of the last days before we left the ranch, the Williams took us to Virginia City, one of the notorious spots of the Old West, which at that time was composed of deserted frame buildings, almost shacks, that had been saloons, stores, and small shops; strangely, there seemed to have been no

homes! We were about ten miles from Alder, but almost twenty-five from the ranch. People in the area were talking about preserving some of these badly weathered structures, establishing a museum of sorts; this was accomplished over the years and Virginia City today is one of the "must-see" spots of the West.

We headed north to Butte where we saw the worlds largest copper mine, a vast hole, big enough and wide enough to make the trucks conveying ore to the surface appear like large ants when viewed from the observation platform where we stood. Seeing this mine prompted us to go a bit out of the way, to Anaconda, to see the big smelters, hopefully to tour one. No dice; the company does not allow tourists to enter their grounds. After a good look, we were satisfied - the yellow, evil-smelling smoke emitted by the processing of the ore was loaded with sulphur, killing vegetation on all sides.

Next we went to Great Falls, passing through Helena, headed for the eastern entrance to Glacier National Park. At St. Mary's Bill made arrangements with the railroad for the car to be shipped across to the western side of the Park and we took a bus a bit north to the entrance, about five miles to St. Mary's



1925 Stutz Six Roadster Series 693

Chalet, located on St. Mary Lake. There were no highways in the Park in those days; you moved about on horseback or in boats. After a night at St. Mary's we were off early the next morning on horses, following the trail to Going-to-the-Sun Chalet, centrally located high in the mountains with glaciers all around us. It was an exciting experience, riding across those glaciers on narrow paths cut into the ice. Sometimes they didn't seem like paths and you were constantly aware of the fact that at any minute your horse might slip, particularly as the trend of the trail was upward. I believe the horses were more sure-footed than I would have been on foot.

Dinner that evening was a delicious broiled fish, trout I suspect, but I do remember it as one of the best meals on the entire trip. After a good night's sleep, we were back on horses, in my case a different animal. At the start he was skittish, prompting me to ask the guide if he would be alright. As a matter of fact, he gave me less cause to worry than the one I was riding the day before. This time the trail was generally down hill but not as pronounced as it was upward the day before. We stopped for lunch by a mountain stream where the guides cooked fish they had carried since morning. Here again, everything tasted better than usual — must have been the mountain air. We arrived in Bolton in the evening, later in the day than on the previous.

At the railroad station we picked up the car, went through Kalispel and on into Idaho, stopping at Coeur D'Alene which we reached at dusk. Here we spent a couple of days with Hal Pope and his family — he is a brother of Carl Pope who was married to Mother's sister, Beulah. His home was atop a small mountain, above the city, east of town. He would start his car each morning, back out of his garage onto the street, turn off the engine and coast to a parking lot across from where he worked. From Coeur D'Alene, we continued west to Seattle. We contacted a friend of Dad's, I forget who, but he was instrumental in getting us in to tour a salmon packing plant and a lumber mill; after a couple of days there, we went by boat up Puget Sound to Vancouver Island, staying in the famous Empress Hotel where serving "high tea" is a well known practice.

Every time I sit down to write of this trip, I become discouraged because I don't have that log of the trip that would have been specific as to what we saw and did each day — even the mileage notes would have been interesting.

Upon leaving Seattle, we drove south to Portland, spent a day and a night, then turned east on the Columbia River Highway, leading to The Dalles (where I recall picking up a sticker advertising their apples — for the windshield), we drove on through vast pear and apple orchards in this beautiful valley to Pendleton. Unfortunately we reached there after the Roundup, a matter of timing. Between The Dalles and Pendleton the trees began to thin out and grain farming became more prevalent. Before we knew it, we were in Idaho, making short stops to see the sights in Boise and Twin Falls. Not long after leaving the latter, as we were about to enter the small town of Burley, comparable in size perhaps to Christopher, we encountered real trouble. We heard a knocking that soon became almost a clatter. At a filling station we were directed to the only garage in town where we were told we had burned out our bearings. The only explanation seemed to be that somewhere, recently, we had acquired some very dirty oil! At any rate, the only solution was to install a complete set of new bearings.

The garageman was quick to explain that not only did he have no parts for a Stutz, he'd never seen one until we pulled into his garage. On the other hand, he did know that the car had been built in Indianapolis, for he said if we would pay for the call, he would contact the factory to learn where he could get what was needed. He was advised to contact a dealer in San Francisco; actually Bill made the call to S.F. and was told that that firm would forward the necessary parts. Two days later, bearings for the Stutz Bearcat, a model discontinued in 1924, arrived. The Bearcat was a 4-cylinder motor, and ours had six, with much smaller pistons. They could not be used in our car, so another call to Indianapolis resulted in Bill's calling a dealer in Portland; this time the proper parts arrived and after spending exactly a week in Burley, we were about to set out again; The only excitement of the week occurred when a circus came to town; Bud and I were sitting on the uppermost tier of the bleacher-

This order bill of lading had to be surrendered for us to be able to pick up the car at Bolton, hardly distinguishable under "freight bill." Incidentally, while talking about the cost, Bill learned that anything over a ton was quite expensive – thus he said the weight was 2000 lbs.

WAYBILLED FROM		WAYBILL DATE AND NO.	FULL NAME OF SHIPPER		CAR INITIALS AND NO.
GLACIER PARK MT		7/28/25/121	W. R. WARD.		GN 37205
POINT AND DATE OF SHIPMENT	CONNECTING LINE REFERENCE	PREVIOUS WAYBILL REFERENCES		ORIGINAL CAR INITIALS AND NO.	
NUMBER OF PACKAGES, ARTICLES AND MARKS	WEIGHT	RATE	FREIGHT	ADVANCES	TOTAL
1 STUTZ ROADSTER	2000	TFE	1406		
NO LOOSE ARTICLES LEFT IN CAR					
*TOTAL PREPAID \$ 14.06					
RECEIVED PAYMENT					PAID
PER					TOTAL
AGENT					
CARRIER					

like seats where we could look out over the sides but beneath the top. Close by was a tent full of animals; a big white stallion broke loose from his tie, became entangled in a series of ropes as he struggled to get to a couple of mares, ultimately pulling down poles and collapsing the tent on all the animals; it was such havoc that the remainder of the show was canceled.

Incidentally, Burley was where an examiner, with whom I later worked for several years, had his start in banking before moving to Minneapolis and becoming involved with the Office of the Comptroller. His name was Charley O'Brien and I was his assistant, working in northwestern Illinois and in parts of Wisconsin.

From Burley we drove to Salt Lake City where we spent several days with Justin "Poney" Vorse, a Phi Delt classmate of Bill's at Illinois. This was a

particularly exciting stop for me. I visited the Mormon Temple, the Tabernacle, built without the use of a nail, the magnificent State Capitol building, the copper mine and smelters at nearby Bingham, and the Great Salt Lake. the latter we witnessed the harvest of salt by constructing small 'pens' into which they pumped the water from the lake, where they had only to await evaporation and then shovel the raw salt into trucks. Just at the edge of the Lake, not far from Salt Lake City, was an amusement park, Saltair. Here we went swimming on two occasions, the second just Bud and I. The water was so salty that you could float without trying; it was almost difficult to get your entire body under the surface. When the accompanying picture was made (sold on a postcard as an advertising gimmick), Poney was in front at left, Bill next to him, and I was just right of the center. Bud must have been trying to submerge!

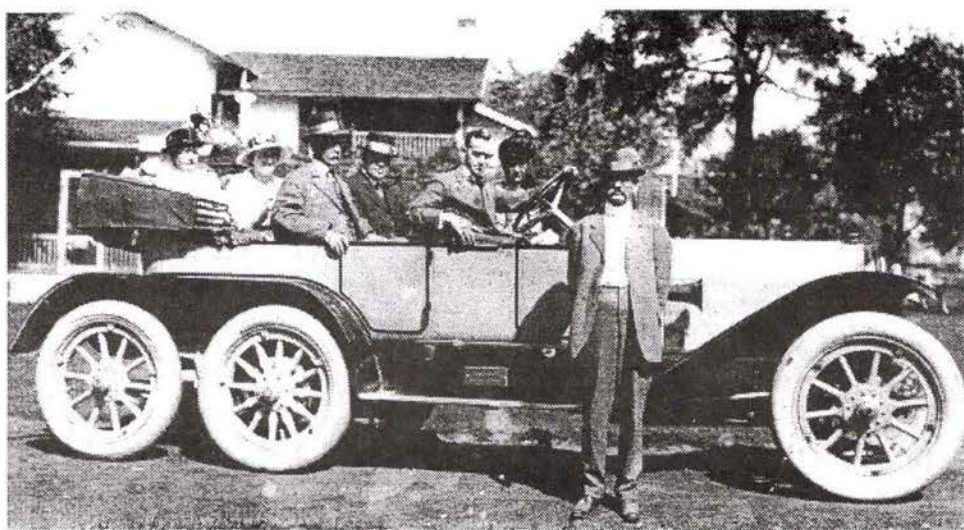
We had to wear rented suits because of the salt — as a matter of fact, even after a shower, you still felt encrusted with salt. It was even more evident than when I took a salt-water shower many years later, aboard the transport that took me to Italy.

After days of great fun, we became aware that our funds were running low, so as we prepared to leave Salt Lake City it was with the idea of scooting back to Benton as fast as possible. We started early in the morning, Bill and Bud alternating the driving; I don't recall where it was that we stopped that night, sleeping in the car. At dawn we took off again, repeating the process of the previous day, except that on the second night we didn't stop to sleep. Our stops were only for food or fuel; the stops late in the evening or very early in the morning were few and far between - nothing was open. We reached Benton very early the morning of the third day, covering about 1475 miles in those two days and two nights, virtually all of which was unpaved except for when we hurried through Denver, Kansas City, and St. Louis. The roads were generally of gravel base with emphasis on powdered dust (this was in August). I recall that as we were rounding a sharp corner, out in

the country somewhere, Bill felt the car beginning to slide sideways, so he went flying through a board fence, made a circle in what must have been a pasture, and returned to the road through the hole he had made. Fortunately, the boards weren't very thick and they splintered quickly.

Although we tried to get into the house without making a disturbance, one of us, probably Bud, stumbled over something, awakening Mother; she quickly roused the others and fixed a huge breakfast. Dad and Mother, Sis and Sue watched as we wolfed those eggs and bacon - it was by far the best meal we had had in a long time. By 7:30 we three headed for bed as Dad went to the bank.

In retrospect, my only disappointment was in the loss of my auto diaries; I never did learn what became of them — they were small leather-bound books — perhaps when Mother moved from McLeansboro St. to the small house in which Grandmother Kirk lived on Church they were misplaced. They would have contributed a great deal more detail, possibly so much more that no one would read all this.



This item appeared in the Spring 2003 issue of TRACES, a publication of the Indiana Historical Society.

The chassis of this Reeves "Sexto-Auto" is a 1912 Stutz Series A Touring. Reeves Pulley Company also experimented with an "Octo-auto" featuring a four-wheel truck at the front but found it ungainly to drive. (ed.)

WITH SPRING HERE, no doubt your thoughts have turned to a drive in the country. Perhaps this Reeves Pulley Company Sexto-Auto model, circa 1913, would suit your transportation needs. A company brochure called it the "only car built on the principle of a Pullman Palace Car," noting that "the rear end of the body is carried by an ingenious sort of simple, four-wheeled truck, which answers the same purpose as the truck on a Pullman coach, absorbing and dissipating all road shocks to a marvelous extent." The car also had an additional front steering axle and had a wheelbase of 158 inches. The price for the 1910 edition of the auto—trimmed in black and nickel with hand-buffed leather upholstery and a silk-mohair top—was \$4,500. The Reeves Pulley Company collection in the Indiana Historical Society's William Henry Smith Memorial Library includes many more images and a great deal of information about this Columbus, Indiana, firm.

Image submitted by Susan L. Sutton, IHS coordinator, visual reference services

The Bulletin Mechanic

Poppet Valve Layouts...by Raymond Katzell

In a subsequent issue I'll describe the sleeve valve which was employed in the engines of several Full Classics™, including Daimler, Minerva, Stearns-Knight, Voisin, and Willys-Knight. Of course, the much more common engine valve was the mushroom-shaped poppet valve, even though it did not have positive ("desmodromic") seating, suffered wear, and accumulated carbon deposits. Those defects necessitated regular "carbon and valve jobs" in early Classics, although by the 1930's improvements in design, metallurgy, and motor oil minimized them.

Different manufacturers designed various arrangements of their poppet-valve trains, but they essentially fell into six main types. The L-head design is diagrammed in Figure A. In this design, the intake and exhaust valves in each cylinder are side-by-side on the same side of the cylinder head and open upward into the combustion chamber. This layout requires the combustion chamber to be extended on the side to which the valves are fitted, resulting in an upside-down L-shape in cross-section—hence the name. Since the intake and exhaust valves are alongside each other in front-to-rear dimension, only one valve is visible in the cross-sectional drawing. The valves in this layout are activated by a single camshaft located in the engine block, via pushrods, also sketched in the diagram. Because this design does not require a deep cylinder head, such engines are also known as "flat-head."

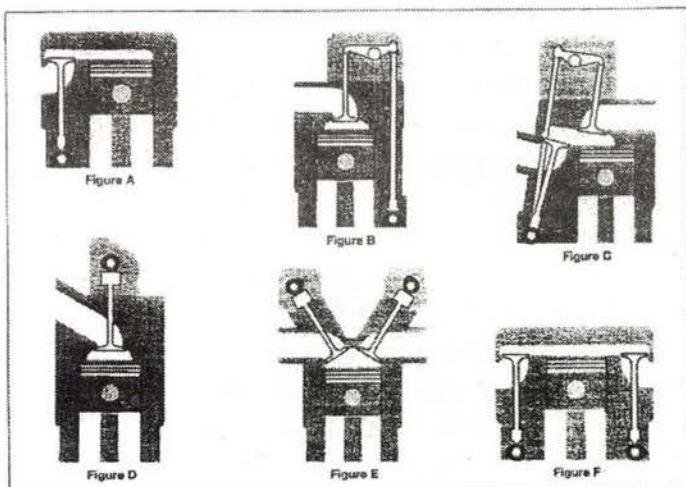
A second common valve arrangement, shown in Figure B, has the valves opening downward into the combustion chamber. The valve stems therefore are above the cylinder and are pushed down by rocker arms that are, in turn, activated by pushrods that connect them to the camshaft in the block. This type of design is called the overhead valve (ohv), or, because of its rather tall head, the I-head.

The F-head design has elements of both the L-head and the ohv layouts. As shown in Figure C, the intake valve is located overhead whereas the exhaust valve is pushed upward as in the L-head. Both valves are operated by pushrods actuated by the single camshaft, which is located in the block.

Another design has the camshaft located atop the cylinder head. The lobe of the camshaft pushes down on the stem of the overhead valve, as shown in Figure D. Both the intake and the exhaust valve in each cylinder are operated this way. In a variant of this overhead camshaft design, the camshaft lobes

press down on rocker arms rather than directly on the valve stems.

The layout shown in Figure E has two overhead camshafts, one of which operates the intake valves and the other the exhaust valves. This design is known, not surprisingly, as dual overhead camshafts. Often, it uses two intake and two exhaust valves per cylinder. This layout permits the use of smaller valves that have obvious advantages over larger ones of equivalent total diameter, as well as other features. For example, the Stutz DV-32 engine that employs dual overhead camshafts, permitting a somewhat hemispherical combustion chamber along with four smaller valves per cylinder, develops 155 bhp, whereas basically the same engine using a single overhead camshaft with two valves per cylinder is rated at only 115 bhp.



Finally, mention should be made of the T-head layout that was employed earlier than any of the above, and that survived into the Classic Era in only a few dinosaurs like the Locomobile. As shown in Figure F, this design had two camshafts down in the block, one operating the intake valve and the other the exhaust valve located in the opposite extensions of the T-shaped combustion chamber.

Poppet-valve engines of different manufacturers often differ in details of pushrods, rocker arms, tappets, etc., but their basic logic is one of the six described here.

Courtesy of Classic Driver of the Delaware Valley Region

The Splendid Stutz

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

Please send me _____ copies of

The Splendid Stutz. Enclosed is a check for \$69.95 plus \$5.95 shipping and handling for each copy:

Name: _____

Address: _____

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More Tributes to Ray

From: SAH Journal No. 203, page 5

Raymond A. Katzell 1919-2003

Gentleman. Friend. Scholar. All of these, and a true automotive historian. I was privileged to know Ray Katzell through our mutual interest in Stutz automobiles. In 1988 we both joined the newly formed Stutz Club, and on occasion would meet at our annual meeting or on the field at Hershey. Each year we would have an informal gathering at Hershey where a few dozen Stutz enthusiasts would meet to talk about the cars of Harry Stutz, their racing legends and their mechanical intricacies. Ray could hold his own in most of these discussions, and he contributed much wisdom and humor in our conversations.

At one of our gatherings in Hershey, member Mike Holt from Scotland presented the group with a serious challenge. Stutz is a marque forever entrenched in literature and legends of the Roaring '20s, yet no comprehensive history had been written about Harry and his products. Mike suggested we, as a club, challenge our members to assemble our combined resources and write that history while many people and family descendants with first hand knowledge were still around to help us "set the record straight." In no time at all, Ray Katzell spoke up and said he would compile and edit all that we could gather and arrange to publish the Stutz history. Specific car models and subject matter were duly assigned to knowledgeable members, and over the next several years Ray and his enthusiastic wife, Kitty, assembled, wrote and re-wrote the history.

Seven years from the time of Mike Holt's challenge, *The Splendid Stutz* was published in 1996. In the summer of 1997, while serving as president of the Stutz Club, I was notified that the book had won the Cugnot Award. We were all delirious with joy and pleased to attend the SAH awards program in Hershey that fall. There had been days and moments

along the way when Ray had to solve many difficult problems, but his determination and skills prevailed. The book is a fitting tribute to Ray and all the Stutz enthusiasts involved. But for Ray's untiring efforts we may not have finished the job.

Ray passed away on February 5, 2003. To Kitty, we express our love and sincere condolences. We are thankful to have known Ray for these all too brief years. I will always cherish my memories of him and will never pick up *The Splendid Stutz* without seeing his face and hearing his voice. Farewell. Sic transit gloria.

—Dale K. Wells

Raymond A. Katzell

On February 5th, Raymond A. Katzell died in New Jersey at the age of eighty-three. Ray's many friends in the hobby knew him as a real enthusiast, a charming companion, and an all-around nice guy. Such was his modesty that few were aware what an important man he was.

A measure of that importance was the reaction to his death in the Psychology Department of New York University, which was described as in "deep mourning over the loss of its longtime leader and most significant representative." Ray's field was Industrial & Organizational Psychology, and his seminal contributions to it spanned the full length of his career.

His work on placement and training of Army personnel in the Adjutant General's office during World War II convinced Ray of the importance of psychological factors governing motivation, attitude and leadership in the workplace and their influence on productivity and job satisfaction. Already in 1959, issues involved in psychology testing and its validity and fairness for various groups were prominent, as they are to this day. That year a session was held at the annual convention of the American Psychological Association at which Mike Wallace grilled Ray for two hours on that subject before an overflow audience of his professional peers. Just surviving Mike Wallace in those days was a major victory. Ray was given a standing ovation.

The list of awards Ray won for his work would require several pages. His prominence in his field was further reflected by his being appointed chair of the U.S. Department of Labor's Advisory Committee on Testing and Selection, a committee influential in the drafting of later OFCC and EEOC testing guidelines.

Among Ray's fifty publications were the 1968 landmark book *Testing and Fair Employment*, of which he was senior author, and *Work, Productivity, and Job Satisfaction*, which he co-authored with Wall Street guru, Daniel Yankelovich.

In our crowd, of course, the book for which Ray is most famous is *The Splendid Stutz: The Cars, Companies, People and Races*, which he edited and produced for the Stutz Club, and which won the prestigious Cugnot Award of the Society of Automotive Historians as the best book of 1996.

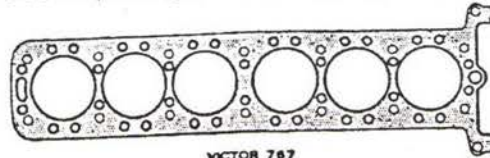
The Katzell garage housed three Stutzes, two Minervas, two Rolls-Royces, a '31 Lincoln called Abe and a '47 Cadillac named Gorgeous during the many years Ray and Kitty, his wife of fifty years, enjoyed the hobby, first on Long Island, then in New Jersey. Both of them have long been active in the Delaware Valley Region of the CCCA, Ray serving as Regional Director and Membership Chair, Kitty as Chair of Membership Records and Eternal Typist. Indeed, whenever a helping hand was needed, you could count on Ray and Kitty to raise theirs.

As Editor for the Club's National publications, I have been delighted to work with Ray on numerous occasions. His authoritative Minerva history in our December 1987 issue of *The Classic Car* remains the most definitive retelling of that marque's heritage in the fifty years of our publication. Readers are now enjoying another Katzell Minerva story in our current issue. That I shall miss Ray as a dear friend is a given. As an editor, I shall surely miss his fine contributions to our publications as well. And I am certainly not alone in that.

FROM CCCA BULLETIN
April 2003, page 4

STUTZ (Passenger) —1922-25. 4 Cyl. 4 $\frac{3}{8}$ x6". Cylinder head.....	406
6 Cyl. 3 $\frac{3}{8}$ x5". Special Six. Model 6-90. 1923-25. See Weidely R.....	458
Speedway 6. Models 6-93-95-45. 1924-25. 3 $\frac{1}{2}$ x5". 3 $\frac{3}{8}$ x4 $\frac{1}{2}$ ".....	14043 1 520

STUTZ (Passenger)—6 Cyl. 3 $\frac{3}{8}$ x4 $\frac{1}{2}$ ". 1929-33. (Blackhawk)



VICTOR 767



VICTOR 7946



VICTOR 9307

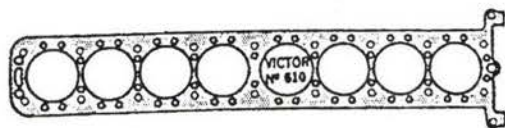


VICTOR 9333

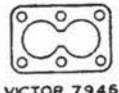
Where Used

	Replacing Part No.	Per Motor	
Cylinder head.....	29249	1	767
Inlet manifold (ends).....	31156	2	9333
Intake manifold heater intake.....	29250	1	9307
Manifold— $\text{\textcircled{1}}\frac{1}{4}$ " c. h.....	29251	6	5328
Exhaust pipe— $\text{\textcircled{2}}\frac{3}{16}$ " c. h.....	29209	1	5515A
Carburetor (dual type)—Asbestos.....	35231	1	7946
Oil pan set in envelope—Cork 2(29085).....			OS30360
Valve cover set in env.—2(29203).....			VS32810

STUTZ (Passenger)—Models AA-BB. 1927-29. 8 Cyl. 3 $\frac{3}{16}$ x4 $\frac{1}{2}$ ". 3 $\frac{1}{4}$ x4 $\frac{1}{2}$ ". Models M-SV16, 1930-35. 3 $\frac{3}{8}$ x4 $\frac{1}{2}$ ".



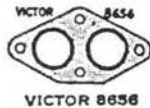
VICTOR 810



VICTOR 7946



VICTOR 8598



VICTOR 8656



VICTOR 8659

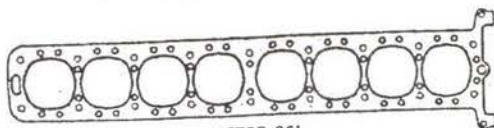


VICTOR 8797

Where Used

	Replacing Part No.	Per Motor	
Cylinder head.....	20350	1	610
Inlet manifold.....	24039	1	8797
Exhaust manifold { ends.....	20357	2	8598
{ intermediate.....	20134	2	8656
{ center.....	20133	1	8659
Spark plug— $\text{\textcircled{2}}\frac{3}{32}$ x $\frac{1}{16}$ ".....	20261	8	4120A
Exhaust pipe to exhaust tube— $\text{\textcircled{2}}$ " c. h..	20234	2	5427A
Intake heater outlet pipe— $\text{\textcircled{1}}$ " c. h.....	28014	1	5063
Intake manifold heater elbow to manifold. $\text{\textcircled{1}}\frac{1}{4}$ " c. h.....	26940	1	5139
Int. man. heater elbow and connection— $\text{\textcircled{1}}$ " c. h.....	20815	5	5068
Oil rectifier exhaust—Asbestos.....	21255	1	7729
Carburetor—Asbestos.....	35231	1	7946
Water outlet manifold—Victorite.....	20239	4	22300
Valve cover set { AA-BB to eng. 85502—			VS32245
{ 2(20327).....			
{ BB after eng. 85502—			VS32975
{ 2(21475).....			
Cylinder head front cover { rear face—Victorite.....	20185	2	22527
{ bottom—Victorite.....	20342	2	23387
Crankcase front cover—Victorite.....	20184	1	22748
Oil pan set in envelope 2(20123)—Cork.....			OS30258

STUTZ (Passenger)—DV32. 8 Cyl. 3 $\frac{3}{8}$ x4 $\frac{1}{2}$ ". 1932-35.



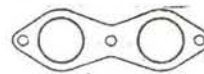
VICTOR 861



VICTOR 15003



VICTOR 15004



VICTOR 12077

Where Used

	Replacing Part No.	Per Motor	Victor No.
Cylinder head.....	36109	1	861
Inlet manifold.....	36104	2	15003
Exhaust manifold.....	36105	2	15004
Inlet heater pipe to { inlet manifold.....	38283		12077
{ exhaust man.— $\text{\textcircled{1}}\frac{1}{16}$ ".....	38284		5190
Exhaust pipe— $\text{\textcircled{2}}\frac{3}{16}$ ".....	38286	2	5516
Oil cooler connection—Victorite.....	39014	2	24817

STUTZ (Package-Car).

Where Used

	Replacing Part No.	Per Motor	
$\text{\textcircled{1}}\frac{1}{16}$ " c. h.....	17543	2	5053A
Carburetor—Victopac.....	40022	3	17318
Water inlet—Victorite.....	48004	1	24391
Water outlet—Cork.....		1	34505
Transmission case cover—Victorite.....	43084	1	26755
Trans. case rear cover—Victorite.....	43102	1	28638
Differential cover—Victorite.....	43082	1	27619

For other motor gaskets on Model 90, 1937. See Hercules IX.A

2002 Pebble Beach Concours

by Stephen Dean (no. 176)

Pebble Beach Concours for the first and probably only time had a special Class X for Chassis only which were exhibited "along the ocean front." There were 11 chassis shown, three from the Nethercut collection (it was said they removed the bodies from restored cars!). The other eight were from cars "in restoration."

I had not planned on starting the restoration of my 1932 DV-32 convertible coupe but when the chassis was invited to Pebble Beach I changed priorities and really powered to get the chassis ready which include a "total rebuild" of the motor, reporcelainizing of manifolds, polishing of aluminum valve covers, intake manifolds, etc. to make for an impressive looking motor.

The body of this convertible coupe with rumble seat and golf door was originally dark blue. In the mid-1950s it got a "fix up" with then popular green and cream "tuck and roll" naughahide upholstery and a green repaint. I have returned the chassis to original midnight blue color and the body will be blue as well. An interesting co-incidence to me is that my 1931

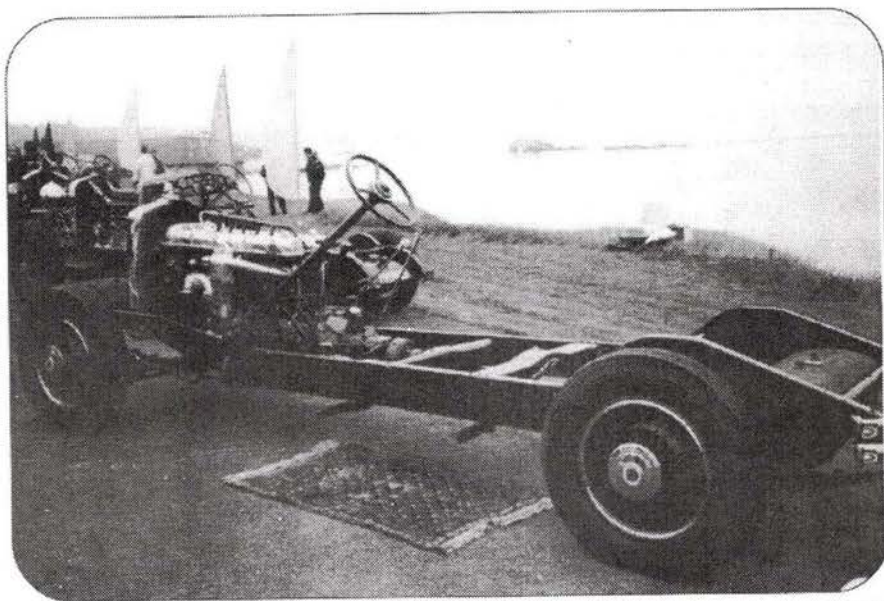
convertible sedan I bought in Detroit in 1969 had the exact same, incorrect, green and cream Naughahide interior. These two cars brought half-a continent and a quarter century apart had the same color and style upholstery (popular in the 1950s).

This Stutz could be a late 1931 based upon its having 18" "snap ring" wheels rather than the later "drop center" wheels. To avoid confusion I am considering it a 1932 as now titled.

The photo below was published in the 2002 Issue 3 of SideMount Mirror by Southern California Region CCA. The caption is incorrect as the DV-32 engine employs only a single carburetor and ignition system.

The plaque which accompanied the DV-32 chassis on display is shown on pages 16 and 17. I put near total emphasis in photo and text of the use and success of the Stutz DV-32 in racing which clearly put the Stutz in the "sport" category in the period and rather unique compared to other brands.

*Member Stephen Dean's
exquisite
1932 Stutz DV 32, which
sports dual overhead
camshafts, dual carburetors,
dual ignition and four valves
per cylinder.*





1932 Stutz DV-32 Stephen Dean, Fresno, California

From its start, Stutz was synonymous with sporting success. The Ideal Motor Car Company, later renamed the Stutz Motor Car Company, was founded in 1911 to sell the production equivalent of "the car that made good in a day"—a sports car that finished eleventh in the inaugural running of the Indianapolis 500. The powerful Stutz DV-32, developed two decades later, was the marque's ultimate offering to the sports and racing community.

The DV-32 is a straight eight, double overhead cam engine, with four valves per cylinder, displacing 5.3 liters and developing 156 horsepower. The DV-32 has the same valve acuation characteristics as early Peugeot, Ballot, and Miller engines. It was the logical extension of a single-overhead-cam, two-valve engine designed by Charles "Pop" Greuter in the early 1920s. In 1925, Stutz President Fredrick Moskovics purchased the rights to the latter design, and Greuter joined Stutz that same year. Greuter had designed his first overhead cam engine years earlier, and he was determined to be involved in his design's progression. He retired from Stutz in 1934, after the DV-32 had proven its worth.

The DV-32 made its public debut at Le Mans in June 1930, and it returned each of the following two years. Accidents prevented it from finishing the race, but it made an impact nonetheless. Its owner/entrant on all three occasions was Edouard Brisson. The engine also did well on its native soil. It practically owned the Pikes Peak Hill Climb from 1930 through 1937. Driven initially by Glen Schultz and then Louis Unser, the DV-32 won six of seven races in that period, and it placed second the one time it lost.

The DV-32's production equivalent was initially released in 1931 for the 1932 model year. Unfortunately, its release coincided with the worsening economic depression, and the sports scene was also changing: large engines were on the decline and attention was increasingly focused on smaller displacement engines and improved suspension. The Stutz would not survive much longer....

The DV-32 was available in 134.5-inch and 145-inch wheelbase lengths.

This particular long wheelbase DV-32 chassis was given a semi-custom LeBaron Convertible Coupe body, complete with rumble seat with golf door, and twin fender-mounted spare tires, and it was painted dark blue. The car has been in California since at least the mid-1950s. Stephen Dean purchased the car in 1994, and he is now in the process of restoring it.

Specifications

Engine: Dual overhead cam, straight-eight engine with four valves per cylinder, displacing 5.3 liters and generating 156 hp, 3 3/8 inch bore x 4 1/2 inch stroke.

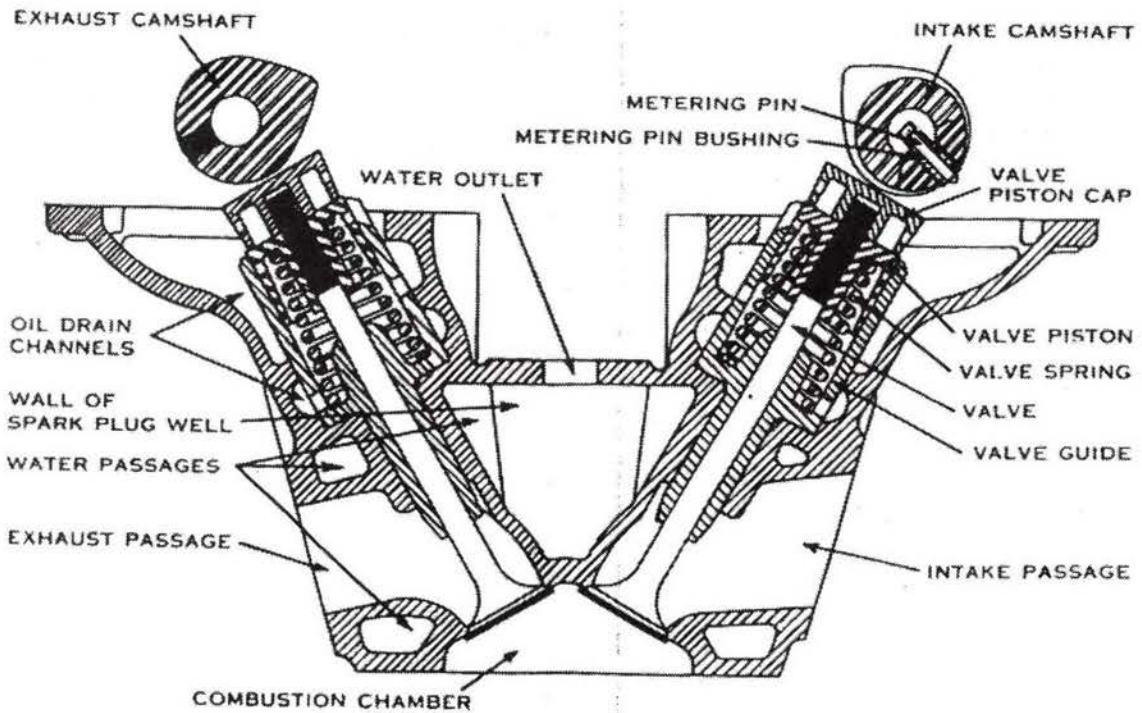
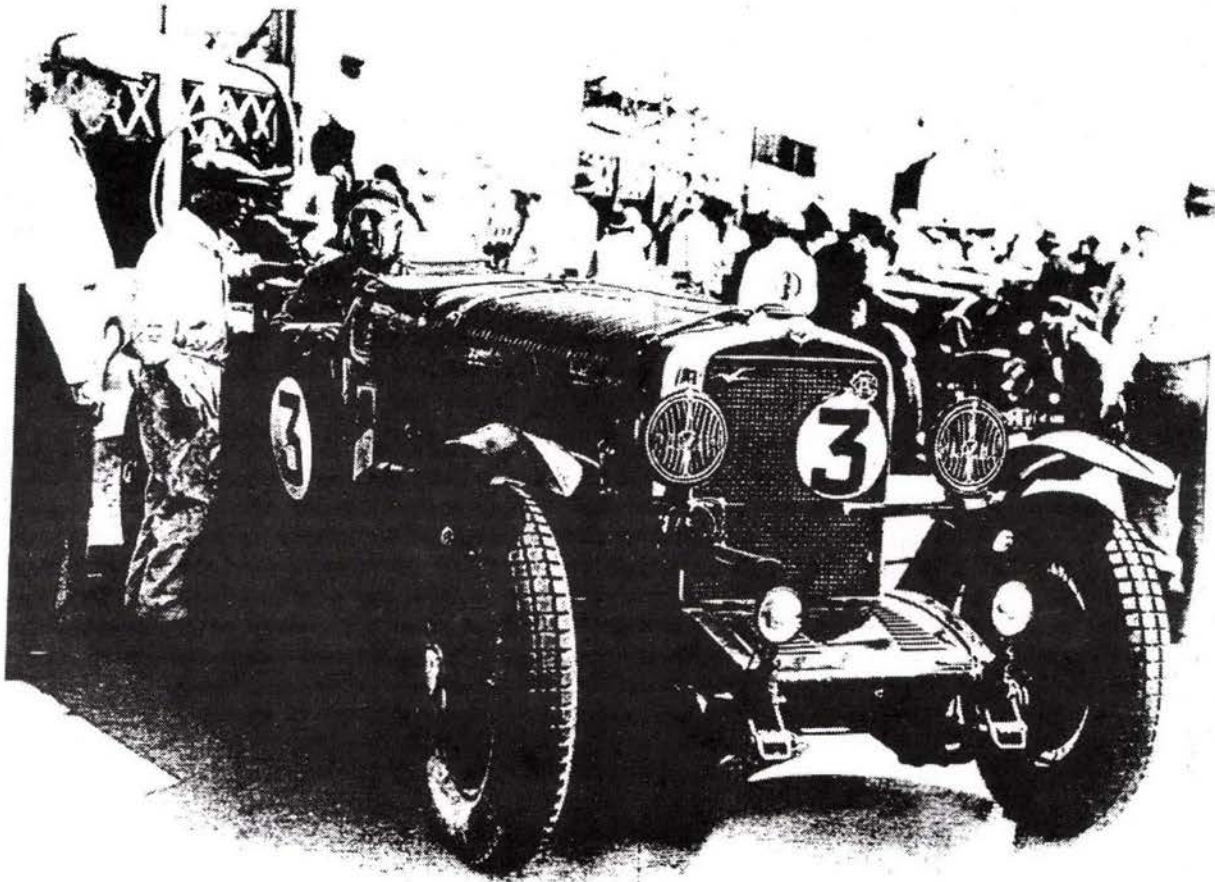
Carburetor: Single Schebler updraft.

Ignition: Single. *Speeds:* 3 and reverse.

Suspension: Anti-shimmy front suspension. Differential is a Timken worm drive resulting in low center of gravity.

Brakes: 16 inch drum.

Chassis length: 145 inches



The Last Stutz "White Squadron" Race

By your editor


Several years ago member Keith A Sparks (No. 480) now residing in Columbia, SA send me a copy of THE HORSELESS AGE's coverage of the first Astor Cup race at Sheepshead Bay Speedway on Saturday, October 9, 1915. This win was the culmination of a fantastic racing season for Stutz and prompted Stutz to be declared "World's Champion."

Coverage of this World event was necessarily limited in Chapter Three of The Splendid Stutz book, pages 57- 77 in view of the vast number of races in which Stutz cars participated in the early days of the company. As discussed on page 69, the inaugural Astor Cup 350 mile race was won handily by Gil Anderson's Stutz at 102.59 mph on the new 2-mile board track in Brooklyn, NY. Tom Rooney's Stutz came in second place averaging 102.11 mph, both World Record times.

This race marked the end of the Stutz factory sponsored racing until the Moskovic's era, and the beginning of the end of Harry Stutz's involvement with the Stutz Motor Car Co. by mid 1916 Allan A. Ryan had obtained controlling interest in the company and Harry would be relegated to a three-year contract to serve as president of Stutz Motor Car Co. of America, the new company formed to expand facilities through the issue of new stock on the New York Stock Exchange (see Splendid Stutz Chapter Four). One has to wonder what might have evolved with Mr. HCS at the helm in the years beyond July 1919, when he left to begin new ventures.

Your editor was fortunate to obtain the original telegram (reprinted below) Harry to daughter Miss Emma Stutz following the famous Astor Cup victory on October 9, 1915. Also, see rear cover for the interesting cartoon published in recognition of Stutz's accomplishments.

CLASS OF SERVICE	SYMBOL	Form 1201	
Day Message		CLASS OF SERVICE	SYMBOL
Day Letter	Blue	Day Message	
Night Message	Nite	Day Letter	Blue
Night Letter	N L	Night Message	Nite
If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.		Night Letter	N L



WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
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Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.	

RECEIVED AT
A40NY JZ 9
CP NEWYORK NY OCT 9TH 15 77PM
MISS EMMA STUTZ
901 3199 NORTH CAPITOL AVE INDIANAPOLIS IND
WON FIRST AND SECOND WILL BE HOME MONDAY NOON
MAMMA AND PAPA
630PM

M 4298

DA644 DA649 DA654 DA659
MB DA944 DA949 DA955
DA1010PM DA1221PM DA1030PM

The Horseless Age



Astor Cup Won at 102 M. P. H.

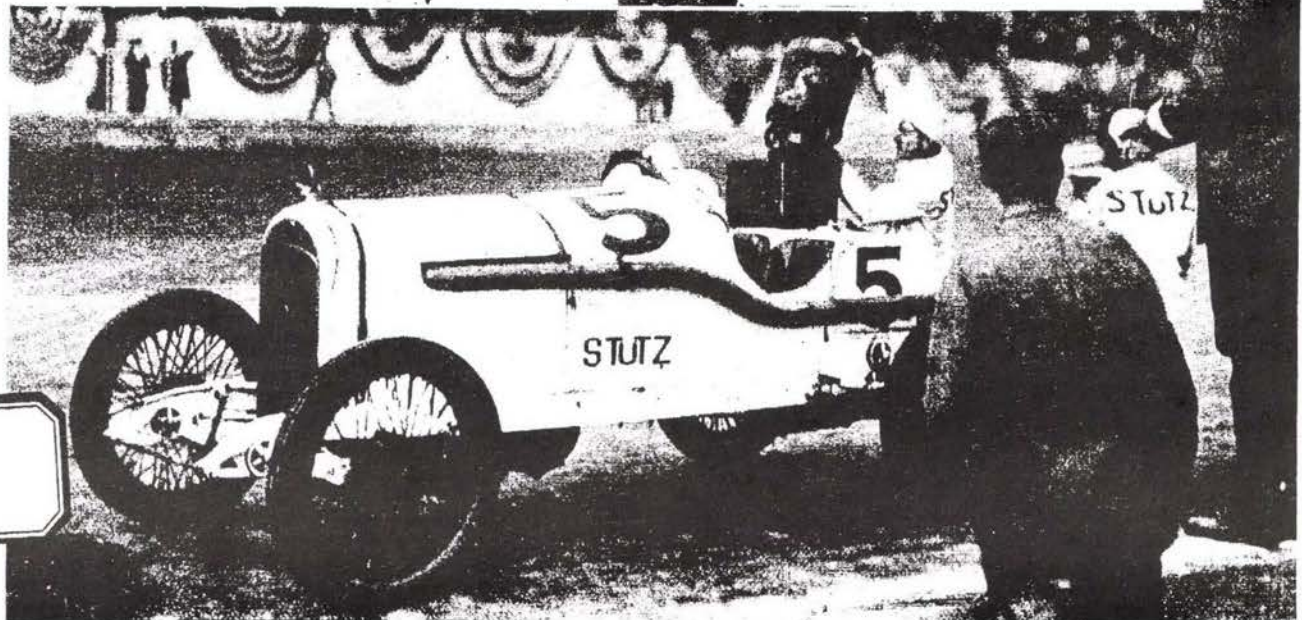
Anderson and Rooney in Stutz Cars Score First and Second Places in World's Record Time—American Cars Win Chief Honors—Stutz Out-generals His Rivals—Large Crowd Attends First Sheepshead Race

MORE than 75,000 persons witnessed the running of the first Astor Cup race, the inaugural event on the Sheepshead Bay Speedway, Saturday, October 9, and they were spectators to the most decisive defeat ever administered to foreign racing cars by the product of the American motor car builders. Gil Anderson and Tom Rooney, his team-mate, both handling Stutz cars, were the heroes of the day. After driving their white-hued mounts at an engine-wrecking pace, which sent the

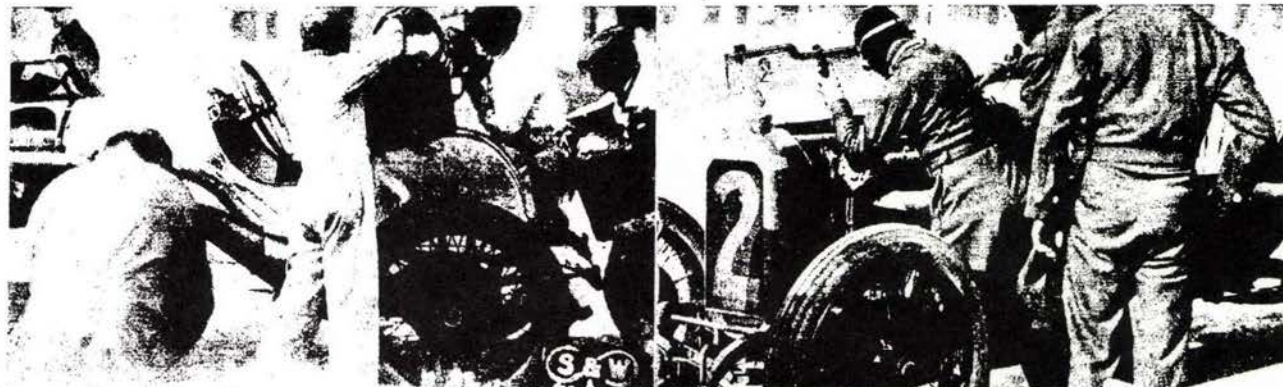
best of the foreign speed creations limping to the pits, they finished the 350 miles in first and second places in the world's record speed average of over 102 miles an hour. Anderson, who played the major role in the performance,

completed this distance in 3 hours 24 minutes 42 seconds, an average 102.59 m.p.h., while Rooney flashed across the wire 57 seconds later with an average of 102.11 m.p.h. to his credit.

The victory of

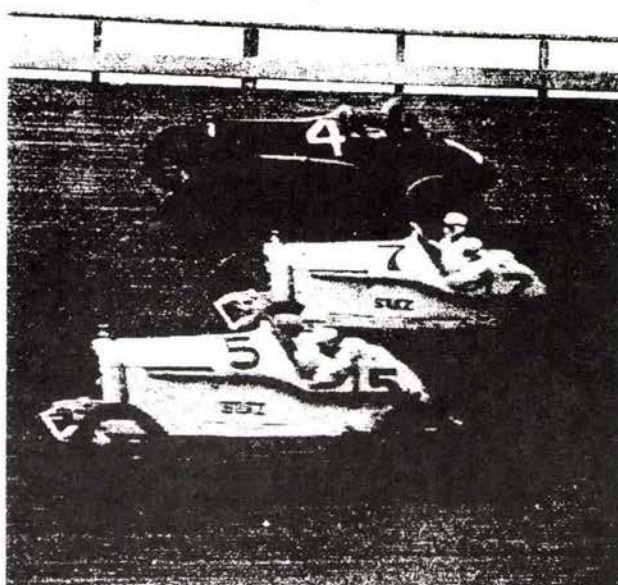


The Victorious Stutz Having Its Gasoline Tank Replenished in Its Only Stop During the Race—In the Oval, Anderson and Rooney Pose with Harry Stutz.



Busy Periods at the Pits—Henderson Stops for Fuel and Aitken During One of His Several Stops Changes Spark Plugs.

the American cars was far more complete than the first two places, for of the eight cars, of the field of twenty starters, running at the finish but one was of foreign make and this had to be content with sixth place. Eddie O'Donnell, in a Deussenberg, profited by the dramatic elimination of Bob Burman's Peugeot, when the latter had third place well within his grasp and only two laps from the finish, and followed the Stutzes across the line into third place. Pete Henderson, driving another Stutz, scored fourth place, with Alley's Ogren fifth and Limberg's Delage sixth. The official times show Alley as finishing ahead of Henderson, but no official change in the above order of finish has been announced. The Stutzes were the only cars to average over 100 miles an hour, the other finishers' averages ranging from 95 to 84 m.p.h.



The Thrill of the Last 100 Miles, the Battle Between the Two White Stutzes and Burman's Peugeot.

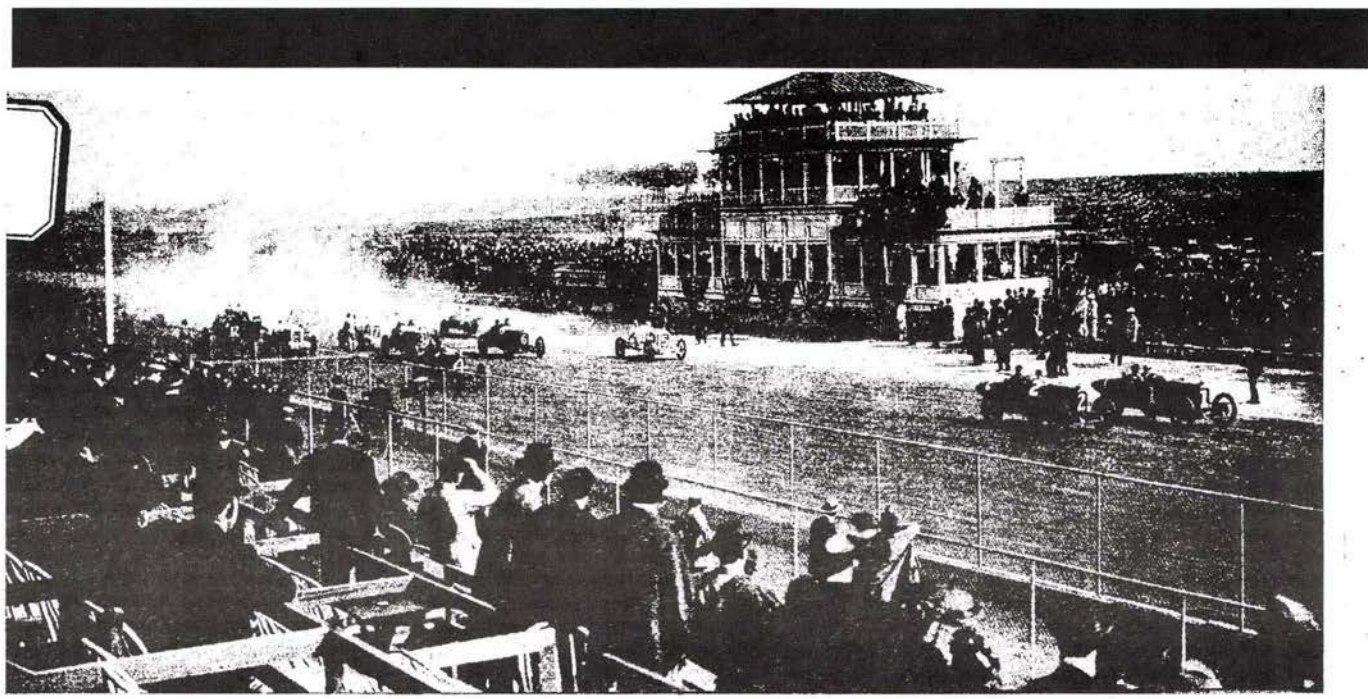
From the very start the race developed into a fight between six of the seven foreign entries and the Stutz team

of three cars, with the terrific bursts of speed by the former showing to advantage during the early stages and consistency and generalship bringing reward to the Stutzes when the final reckoning was made. To the race generalship and the endurance of their cars under the most severe strains is mainly attributed the victory of the Stutz drivers. Other cars, particularly the Peugeots, driven by Resta, Aitken and Burman were equally as fast, if not faster than the Stutzes, but, as has been demonstrated in many other motor contests, the race is not always to the fastest.

It is quality of the parts that go into the construction of the car and their ability to stand up under the most abnormal strains that are the most potent factors in motor racing. In this respect the Stutz excelled. Their winning was brought about through the process of elimination. Always at the rear wheels of the leader, when one of them itself was

Complete Summary of the Astor Cup Race at

No.	Car	Driver	Mechanic	20	40	60	80	100	
5	Stutz	Gil Anderson	Scott	11:25	22:51	34:29	46:10	57:48	
7	Stutz	Tom Rooney	Rocco	11:25	22:52	34:30	46:11	57:47	
9	Deussenberg	Ed. O'Donnell	J. Henderson	12:28	24:54	37:11	49:27	1:01:25	
22	Ogren	Tom Alley	Smith	13:00	25:50	38:44	51:42	1:04:15	
16	Deussenberg	P. Henderson	Johnson	12:36	25:18	38:02	50:36	1:03:01	
19	Delage	Carl Limberg	Hartmann	13:09	25:51	40:55	53:59	1:06:46	
1	Peugeot	Dario Resta	McCarthy	11:24	22:30	35:14	46:24	57:26	
2	Peugeot	J. Aitken	Becker	11:25	24:25	35:33	48:37	59:37	
3	Delage	Barney Oldfield	Daasbach	Out 12 miles; broken connecting rod					
4	Peugeot	Bob Burman	Gable	12:29	24:01	35:40	47:20	58:57	
6	Peugeot	Howard Wilcox	Rout	11:28	23:15	34:18	Out 74 miles; eng		
8	Stutz	Earl Cooper	Dutton	11:27	22:51	Out 46 miles; broken valve			
10	Maxwell	Ed. Rickenbacher	Getz	12:11	24:12	36:12	48:14	1:00:09	
11	Mulford Special	Ira Vail	Wright	12:50	25:31	38:01	50:32	1:02:47	
12	Pugh Special	Jack Lecain	Pugh	12:51	25:49	38:43	51:44	1:04:14	
14	Sebring	Ora Halbe	Guion	12:59	42:52	1:11:55	1:35:52	1:49:58	
15	Deussenberg	Willie Haupt	Alexander	13:00	25:50	38:44	51:43	1:04:26	
17	Maxwell	Pullen	Stafford	12:12	24:12	Out 56 miles; broken conne			
18	Peugeot	Mulford	Stevens	Out 14 miles; broken connecting rod					
20	Stutz	Ralph DePalma	Fontaine	12:11	24:11	36:12	47:57	1:01:22	



They're Off! Resta and Aitken Setting the Pace for the Field on the Preliminary Lap—The Victorious Stutz Is No. 5.

not occupying that coveted position, the Stutzes virtually wore the pace setters into the ground. First it was Resta

the home stretch. A connecting rod had broken and Resta pushed his useless machine to the pits.



Resta's Out! His Crippled Peugeot, Once a Leader, Being Pushed to the Pits.

that assumed the pace setting with Anderson and Rooney always pressing him. To maintain the lead against this competition Resta had to travel his fastest, one of his early laps being at the rate of 109.75 miles an hour. The pace eventually told on Resta's mount and on the 52nd lap his car stopped on the entrance to

With Resta out the offering of battle from the foreign contingent devolved upon Aitken, who was always up with the leaders. For many miles Aitken battled with Anderson and Rooney, who was in third place, 1 second back of Ander-



Harry Stutz on the Job—The General at the Pits in the Stutz Campaign

pshead Bay Speedway, October 9, 1915.

MILES													Miles	Position
120	140	160	180	200	220	240	260	280	300	320	340	350	Hour	
1:09:32	1:21:18	1:33:02	1:44:42	1:57:21	2:08:58	2:20:37	2:32:14	2:43:53	2:55:32	3:07:14	3:18:54	3:24:42	102.59	1st
1:10:59	1:22:38	1:34:11	1:45:50	1:57:29	2:08:58	2:20:36	2:32:14	2:44:50	2:56:26	3:08:03	3:19:40	3:25:39	102.11	2nd
1:13:51	1:26:11	1:38:29	1:50:37	2:03:03	2:15:29	2:29:18	2:42:24	2:55:17	3:07:58	3:20:37	3:33:32	3:39:55	95.49	3rd
1:16:57	1:29:42	1:42:33	1:55:23	2:08:13	2:21:07	2:34:03	2:46:59	2:59:35	3:12:53	3:27:35	3:40:35	3:47:03	92.49	4th
1:15:42	1:28:27	1:41:17	1:53:45	2:06:19	2:20:28	2:33:14	2:46:18	3:03:14	3:15:32	3:28:24	3:41:15	3:47:26	92.33	5th
1:19:29	1:32:16	1:45:06	1:57:54	2:10:40	2:23:33	2:43:56	3:07:19	3:19:53	.....	.....	.....	4:09:23	84.20	6th
Out 102 miles; broken connecting rod.														
1:10:40	1:22:03	1:33:30	1:44:48	1:56:21	2:07:43	2:20:27	Out 242 miles; cracked water jacket							
1:10:44	1:22:29	1:34:13	1:45:51	1:57:30	2:08:57	2:20:36	2:32:14	2:45:56	2:57:37	3:09:13	3:20:49	Out 346 miles; broken transmission		
Out 110 miles; burned-out bearing														
1:15:19	1:29:50	1:42:13	2:01:28	2:18:32	2:49:24	3:12:51	4:46:16	Flagged 274 miles. Time 4:10:41						
1:17:06	1:31:05	Out 156 miles; broken clutch			3:01:12	3:14:12	3:27:27	3:45:02	3:58:27	Flagged 298 miles. Time 4:11:53				
2:09:25	2:22:25	2:35:21	2:48:16	3:01:12	3:14:12	3:27:27	3:45:02	3:58:27	Flagged 298 miles. Time 4:11:53					
1:17:38	1:30:46	1:43:08	1:56:44	2:11:58	2:32:45	2:53:12	Out 254 miles; disqualified							
Out 210 miles; frozen piston														
1:13:08	1:24:51	1:36:34	1:48:14	2:03:33										

Electrical Equipment Specifications.

(Continued from page 363.)

Key:—D. U.=Double Unit; S. U.=Single Unit; G. R.=
Grounded Return; I. R.=Insulated Return.

Make of Car	Make of System	Type	Make of Battery	No. of Cells	Capacity of Amp. Hrs.	Voltage on Starter	Head-light C.P.	Type of Wiring	Dimmer System
(1916 Continued.)									
Chadwick	Westinghouse	D.U.	Willard	3	100	6	6 20	D. Bulb	G.R.
Chalmers	Entz	S.U.	U.S.L.	9	50	21	18 21	Series	I.R.
Chalmers 32	Gray & Davis	D.U.	Willard	3	80	7	6 15	D. Bulb	G.R.
Chandler	Gray & Davis	D.U.	Willard	3	80	7	6 18	D. Bulb	G.R.
Chevrolet	Auto-Lite	S.U.	Willard	3	80	6	6 18	D. Bulb	G.R.
Crow	Disco	S.U.	Detroit	6	35	12	12 15	D. Bulb	G.R.
Dorris	Westinghouse	D.U.	Willard	3	100	7	6 15	Resist.	G.R.
Empire	Auto-Lite	D.U.	Willard	3	80	7	6 15	D. Bulb	G.R.
Fiat	Rushmore	D.U.	U.S.L.	3	120	6	6 15	D. Bulb	G.R.
Franklin	Dyneto	S.U.	Willard	6	60	14	12 21	D. Bulb	I.R.
Glide	Westinghouse	D.U.	Presto	3	80	6	6 16	D. Bulb	G.R.
Grant	Allis-Chalmers	S.U.	Wright	3	80	6	6 15	Series	G.R.
Haynes	Leece-Nev.	S.U.	Willard	3	100	6	6 ..	Series	G.R.
Hudson	Delco	S.U.	Exide	3	80	7.2	7.2 15	Resist.	G.R.
Hupp	Bijur	D.U.	Willard	3	60	7-8	6 15	Resist.	G.R.
Interstate	Remy	D.U.	Willard	3	80	6	6 16	Resist.	G.R.
Jackson	Auto-Lite	D.U.	Willard	3	100	6	6 15	Series	G.R.
Jeffery	Bijur	D.U.	U.S.L.	3	80	7.5	6 18	D. Bulb	G.R.
Kearns	Disco	S.U.	Pumpelly	6	40	12	12 10	.....	.....
Kissel	Westingh & Kissel	D.U.	Willard	3	108	7	6 18	Series	G.R.
Lenox	Westinghouse	D.U.	Exide	3	100	6	6 15	.....	G.R.
Lexington	Westinghouse	D.U.	Willard	3	100	6	6 16	D. Bulb	G.R.
Locomobile	Westinghouse	D.U.	Willard	3	120	6-7	5.8 21	.....	G.R.
Lozier	Gray & Davis	D.U.	Willard	3	80	6	6 18,21	Series	.....
L.P.C.	Remy	S.U.	Willard	6	100	12-14	12 15	D. Bulb	G.R.
McFarlan	Westinghouse	D.U.	Gould	3	120	7	6 21	D. Bulb	G.R.
Marion	Westinghouse	S.U.	Willard	3	120	6	6 55	.....	G.R.
Marmon	Bosch	D.U.	Willard	6	60	12	12 25	.....	G.R.
Maxwell	Simms-Huff	S.U.	Presto	6	35	7	6 12	Resist.	G.R.
Mercer	U.S.L.	S.U.	U.S.L.	6	100	12	12 18	D. Bulb	G.R.
Metz	Gray & Davis	D.U.	Willard	3	60	6	6 15	.....	I.R.
Mitchell-6	Aplco	S.U.	Willard	6	120	7	12 15	Series	I.R.
Mitchell-8	Westinghouse	D.U.	Willard	3	120	7	6 15	Series	G.R.
National	Westinghouse	D.U.	Willard	3	95	6	6 15	D. Bulb	I.R.
Oakland-32	Remy	D.U.	Willard	3	...	7	7 12	Series	G.R.
Oakland-38,50	Delco	S.U.	Exide	3	...	7	7 12	Series	G.R.
Olds	Delco	S.U.	Exide	3	80	6-7	6 18	Resist.	G.R.
Overland	Auto-Lite	D.U.	Willard	3	80, 120	6	6 16	Series	G.R.
Packard	Bijur	D.U.	Willard	3	120	7	7 24	.....	I.R.
Paige	Gray & Davis	D.U.	Willard	3	90	7	6 15	D. Bulb	G.R.
Paterson	Delco	D.U.	Willard	3	80	6	6 16	D. Bulb	G.R.
Pathfinder	Westinghouse	D.U.	Willard	3	60	6	6 15	D. Bulb	G.R.
Peerless	Gray & Davis	D.U.	Willard	3	80	6-7	6 15	.....	G.R.
Pierce-Arrow	Westinghouse	D.U.	Exide	3	135	6-7	6 21	Resist.	G.R.
Pilot	Westinghouse	D.U.	Willard	3	100	6	6 15	Resist.	G.R.
Pilot	Delco	S.U.	Willard	3	100	6	6 15	Resist.	G.R.a
Regal	Dyneto	S.U.	Gould, U.S.L.	6	35, 50	12	12 21	Series	G.R.
Rco	Remy	D.U.	Willard	3	100	7	6 17	Series	I.R.
Republic	Delco	S.U.	Exide	3	...	6	6 16	D. Bulb	I.R.
Simplex-Crane	Rushmore	D.U.	Gould	3	120	7	7 40	D. Bulb	G.R.
Spaulding	Entz	S.U.	Willard	9	50	18	18 15	D. Bulb	I.R.
Stearns	Westinghouse	D.U.	Willard	6	80	12	12 18	D. Bulb	G.R.
Studebaker	Wagner	D.U.	Willard	3	100	7	6 15	Resist	G.R.
Stutz	Remy	S.U.	Willard	3	120	7	7 21	D. Bulb	I.R.
Velie	Gray & Davis	D.U.	Willard	3	80	6	6 15	.....	G.R.
Westcott	Delco	S.U.	Willard	3	100	7	6 15	D. Bulb	G.R.
White	White	S.U.	Exide	9	35, 60	21	21 21	D. Bulb	I.R.
Winton	Bijur	D.U.	Willard	3	120	6	6 15	.....	G.R.

**102 Miles per Hour Wins
Astor Cup Race**

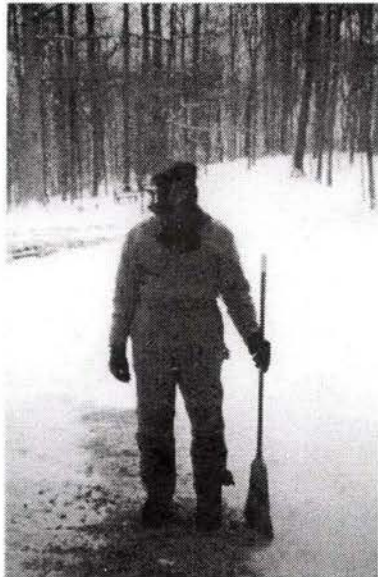
(Continued from page 353.)

son. At the end of the next lap Aitken was out with a broken valve. Burman then took up the fight with the Stutzes and made the latter stage of the race interesting, but when two laps from the finish and with third place well in hand he, too, was forced to withdraw, his Peugeot having a broken transmission.

The other cars still in the race were miles behind Anderson and Rooney.

All of the cars to finish were equipped with Bosch magnetos, Hartford shock absorbers, and Boyce Moto-Meters. With the exception of Alley's Ogren, which used Nassaus, the winners were shod with Silvertown cord tires. The winning Stutzes used Stromberg carburetors and Bosch plugs. Alley's car was equipped with a Rayfield carburetor and Rajah plugs and the others had Zenith carburetors and Bosch plugs, except the Delage, which used K. L. G. plugs.

Editorial Comments



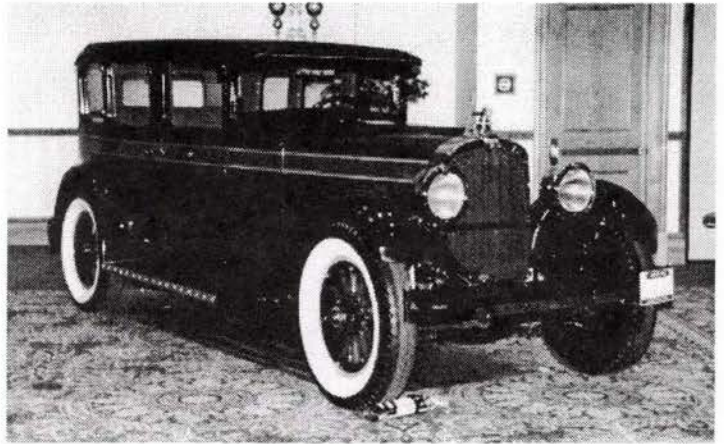
A lush Spring has finally sprung in Indy but memories remain of the very snowy winter (photo shows ye olde editor clearing a path to front door.) We were eventually rescued by a “bob cat.” Now, your editor is suffering from a lower back sprain

brought on by excessive pleasure in the garden. The Stutzes are “mothballed.”

In the previous issue on page 8 we showed you a little of member Bob Brown’s 1926 Stutz AA Sedan which scored 98.25 points for First Place in Primary Production 1925-29 at the 2003 CCCA Annual Meeting in Saint Augustine, Florida.

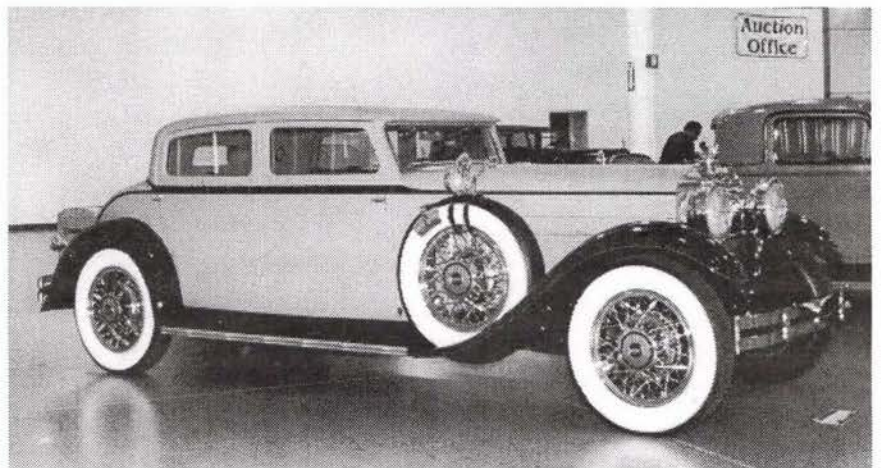
Thanks to member Bobbie ‘dine Rodda we can show you a good view of the Brown’s Stutz. Speaking of Florida, two of our members garnered trophies at the 8th annual Amelia Island Concours. John Groendyke (No. 498) took “Best in Class” American Classic Open (1931 and 34) and Life member Knox Kershaw took “Best in Class ACO (1925-30) with his 1930 Packard 734 Phaeton. Cris and Bill Snyder (No. 273) showed their 1927 Stutz Black Hawk BT Speedster.

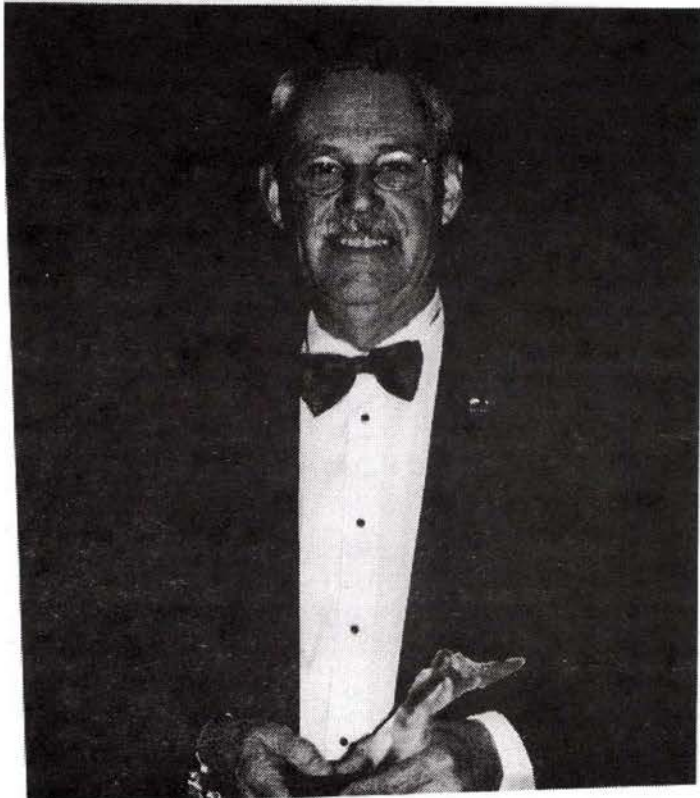
In the October – December 2002 issue of Stutz News page 15 we had a clip showing member Mr. Andy Simo’s 1930 Stutz Weymann Monte Carlo which took first in Class D at Pebble Beach 2002 Concours. Here is a great shot of it



taken by Bobbie ‘dine Rodda at the CCCA Indiana Region 2003 Grand Classic at Auburn, IN where it scored 100 pts for First Place in Primary Custom 1930-32. Congratulations Andy!

It is a pleasure to reprint on the next page this article from The Classic Car, Spring 2003 issue p. 17 about the special honor Life and Charter Member George Holman (No. 144L) received recently at the 2003 CCCA Annual Meeting.





DISTINGUISHED SERVICE AWARD

No higher honor can a member be given than to receive the Club's Distinguished Service Award. This year's recipient, George Holman, became a member of the CCCA in 1955 when he joined at the tender age of fifteen. He has been working on the Club's behalf ever since. At the local level, George has served as New England Region Director as well as Coordinator of the 1990 September Morn CARavan. With friends from his Region, he founded and helps to endow the Classic Spirit Award in honor of Mary-Jeane Holman. At the National level, George has been everywhere. A member of the Board of Directors for twelve years, he served on virtually every committee, reorganizing Awards and getting us out of the Dark Ages with our computer program. George was also National Head Judge and marvelously shepherded our Club as President. As Editor, working with him was a delight. His engineer's mind meant he could focus on the logistics of a problem, step one to solving it. And simply talking to him raised my spirits because his sense of fun is so infectious.

George's taste in cars is eclectic, though one could say he is performance driven. Since acquiring his first Classic at the age of seventeen—a 1930 Cadillac V-16 Sport Phaeton purchased from savings and a loan from his mother—he has added a Stutz, Rolls-Royce and Speed Six Bentley to the Holman garage. An ardent CARavaner, he and wife Pat Conant-Holman have routinely been spotted driving with spirit, speed and top down on blue roads and byways everywhere.

by Beverly Rae Kimes, Executive Editor

Record of Membership

Club Year	Year End(1)	Number Assigned	New Members	Deceased/ Dropped	No. Active Members
I	1988	*218	218	0	218
II	1989	*266	48	0	266
III	1990	295	29	18	277
IV	1991	322	27	18	286
V	1992	356	34	26	294
VI	1993	378	22	18	298
VII	1994	400	22	24	296
VIII	1995	424	24	31	289
IX	1996	447	23	23	289
X	1997	505	58	26	321
XI	1998	529	24	24	321
XII	1999	547	18	19	320
XIII	2000	566	19	34	305
XIV	2001	598	32	22	315
XV	2002	520	22	24	313

- The first 244 members are charter members
- I Membership year ends September 30th

President's Message

It only seems like yesterday that I wrote my last report advising that the Blackhawk was on its way to George Holman, in such a short space of time it has had two outings under George's direction and so far it has been very successful. Long may this state of affairs continue!

There is indeed an exciting programme planned for the remainder of this year. It is quite obvious that we are in for a super Grand Stutz at Elkhart Lake in September, thanks to all the hard work put in by Secretary, John Haydon. I do hope that as many of you as possible will be able to travel to Elkhart Lake, not only to participate in the various events planned by John, but also hopefully to see the Blackhawk Stutz and to see it race.

My Stutz News for January to March, no. 63, was late arriving but what a superb publication and all my congratulations to Bill Greer for the way in which the news is presented, the Club is indeed very privileged to receive a quality publication which seems to get better as Bill gets older. Long may the Club have the benefit of your experience as the news editor.

John Gorgat never ceases to surprise us, his pictures and details of the Stutz down under were most encouraging, indeed wouldn't it be interesting if Claudio could arrange to bring his car to Elkhart Lake.

To all our members keep up the good work, the club goes from strength and strength simply because of everybody's involvement.

Finally I received a very appreciative letter from member Keith Marvin, Keith has like David Braun done so much for the Club in the past, I hope in the future to be able to invite Keith to drive the SV16 that he remembers so well, and I do hope that in the coming months both Keith and David will contribute from their archives information on the Stutz cars we all enjoy.

A very warm welcome to all new members.

Norman C. Barrs
President

Membership Report

NOTICES ARE GOING OUT TO THOSE WHO HAVE NOT PAID THEIR 2003 DUES.

CHECK OUR WEBSITE

www.stutzclub.org

News about Norm Barrs 1929 Stutz Blackhawk is posted for all to see.

WANT TO SHOW YOUR CAR, TRY THE WEBSITE. FROM BARNYARD FRESH DISCOVERIES TO PEBBLE BEACH CONCOURS PRESENTATIONS.

All Cars and stories welcome.

Please join me in welcoming the following new members to our club, Ralph White #641 and Rick Scalzo #642

Mike Barry, VP Membership

NEW MEMBERS: PLEASE ADD TO YOUR ROSTER.

641 RALPH WHITE
2540 SPING-CYPRESS
SPRING TEXAS 77388
HOME: 281-353-8265
EMAIL: ralphwhite@aol.com

642 RICK SCALZO
32281 DEL OBISPO ST
SAN JUAN CAPISTRANO CA 92675
HOME: 949-496-3845
DAY: SAME
FAX: 949-493-8800
EMAIL: marsca7@cox.net
1918 Stutz Roadster
1920 Stutz Bearcat
1929 Stutz Blackhawk

Honorary Member Gene Branson

The following letter dated April 2, 2003 was received from daughter Connie Branson:

Respectfully we are writing to inform you of the death of our father, Gene Branson. He passed away peacefully in his sleep on March 22, 2003, at his home in San Diego, California.

Out of respect for his wishes, no formal services were held. A quiet family gathering took

place in Eugene, Oregon where he is buried at Mt. Calvary Cemetery.

The Branson family thanks you and expresses our deeply felt gratitude for the support and friendship you extended to our father. We know how much pleasure he derived from his relationship and correspondence with you.

Sincerely,
The Branson Family

Treasurer's Report

Profit Loss Statement

January 1 through April 30, 2003

CASH BALANCE JANUARY 1, 2003				17,387.37
Income				
Membership dues	2002	35.00		
	2003	5,640.00		
	2004	70	5745.00	
Interest Income			48.45	
Splendid Stutz sold			75.90	
Stutz News			16.21	5,885.56
Expenses				
Stutz News (print & mail)			3,527.23	
Administrative expense			132.06	
Membership Expense			479.01	
Website Expense			75.00	
Samsung ML-1650 laserjet			347.36	(4,560.66)
TOTAL CASH IN BANK				18,712.27
LIFE MEMBERSHIP RESERVE				14,000.00
TOTAL CASH & RESERVES				32,712.27

RESPECTFULLY SUBMITTED,

Toni Barry

Treasurer

The Stutz Club Officers 2003/2004

President Norman Barrs
 Membership Vice President Mike Barry
 Publications Vice President Bill Greer
 Tech Services Vice President John Grunder
 Programs Vice President Dale Wells
 Secretary John Haydon
 Treasurer Toni Barry
 Archivist Open

Honorary Members of the Club

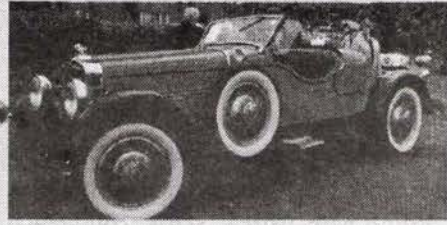
0549H Marnay Meredith Coleman
 0079H Keith Marvin

Clippings of Note

March 27, 2003

OLD CARS

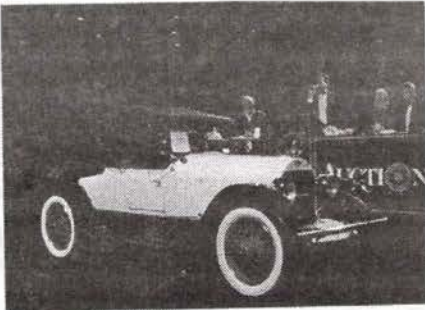
AUCTIONS, AMELIA ISLAND, 3/8/2003



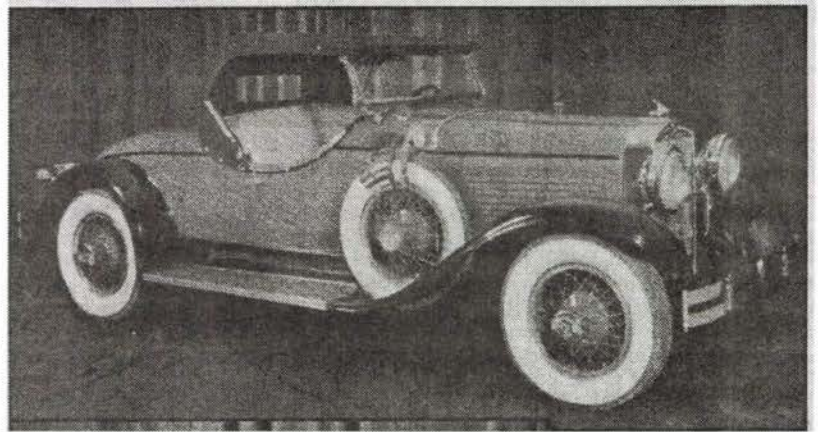
1930 Stutz Model M Vertical Eight Speedster; S/N M828SY90H; Orange, Black fenders/Black; Estimate \$100,000 - \$140,000; Older restoration, 2- condition; Hammered Sold at \$149,000 plus commission of 10.00%; Final Price \$163,900 -- Silver wire wheels, dual sidemounts. Decent older restoration with good cosmetics. Some trim was rechromed over rust pits, otherwise hard to

at fault beyond some evident use. This certainly caught the bidders' attention and resulted in a Stutz price the likes of which hasn't been seen since the liquidation of Nutzy Stutz collection in 1996. -- Lot # 086, RM Auction Amelia Island, 3/8/2003

June 2003 - *Car Collector* p. 76
The sale below was reported in the January 2003 issue of *Car Collector* p. 100 - *Who owns it now?*



A rare **1923 Stutz Bearcat Roadster**, one of only five believed to still be in existence, it was in one collection for over 40 years. An older restoration but still in very presentable condition, looking something like the 1920s Marmon speedsters. A sporty model right on the cusp between the antique and classic eras, it did not bring big money. The top offer was \$58,300.



Ed's Note "John E. Morgan was a long-time member of the Stutz Club."

Two of the vehicles included in RM Auctions' JEM Classic Car Museum Collection no reserve sale to be held April 12 are (above) a 1929 Stutz Blackhawk L-B Speedster and (left)



1930 Stutz Black Hawk Dual Cowl Phaeton; S/N L65DW91E; Light Yellow Black fenders/Light Tan, Light Tan cloth top Older restoration, 3- condition; Hammered Sold at \$32,000 plus commission of 8.00%

Final Price \$34,560 -- Dual sidemounts. Older restoration to like new condition really showing age and use. Failing chrome, paint defects. Overall it is solid and complete but barely presentable and will need attention, or a re-restoration, before being used. No Reserve. Priced right to go away, but bought reasonably for the quality Stutz that it is. -- Lot # 748, Barrett-Jackson, Scottsdale, 1/19/2003

Clipped from the April 2003 issue of Car Collector price appears low for this beautiful Blackhawks. (Ed.)



Bearcat

This Friday evening, **Stutz Bearcat**, 49, bass player for the Armstrong Bearcat Band, hopes that an attractive woman will arrive at his Lakewood home with a large, double-cheese pizza and a tape of the 1979 Vito Antuofermo/Marvin Hagler boxing match. And the music? *Rush Rush*, sung by Deborah Harry, from the *Scarface* movie soundtrack. "*Scarface* is a very romantic movie," he says seriously.

Mike Barry found this surprise in The Plain Dealer Feb. 9, 2003 Sunday magazine

Stutz News/April - June 2003

SEPTEMBER 18-21, 2003

GRAND STUTZ REGISTRATION

Dear Stutz Club Member:

As you know, you, your Stutz and your guests are cordially invited to participate in the 2003 Grand Stutz to be held Thursday, September 18 through Sunday, September 21, 2003, at world renowned Road America, Elkhart Lake, Wisconsin. (See the October-December 2002 issue of Stutz News, No. 62, or our website, www.stutzclub.org, for the detailed preliminary Itinerary.)

This year's Grand Stutz is being held in conjunction with the Vintage Sports Car Drivers Association race event known as the "Elkhart Lake Vintage Festival." Both Norm Barr's 1929 Stutz Black Hawk and George Holman's 1928 Stutz Black Hawk will be racing at this event, along with other domestic and foreign vintage race cars. In addition to enjoying the races and the famous Road America race course, a number of enjoyable tours and visits to interesting and historic places have been arranged, along with optional activities. We also have been invited to parade our Stutz automobiles around the mile road course as part of the opening ceremonies on Sunday morning preceding the Race Group 1 race (the Pre-War/Early Vintage race), featuring the two Stutz Black Hawks.

If you haven't already done so, please make your motel reservations directly with the headquarters motel, Microtel Inn and Suites in Fond du Lac, WI, 1-920-929-4000, and mention The Stutz Club to obtain the special rate. You'll want to arrive on Wednesday, September 17, in order to be ready Thursday morning for the 10:00 a.m. departure on our backroads tour to the Wisconsin Auto Museum (formerly the Kissel Museum) and a special treat involving a visit to Jack Hoffman's Classic car "garage" for lunch.

We have been fortunate in reserving twenty tickets for the VSCDA banquet and program at historic Siebkens resort Saturday evening, for drivers, crews and guests (this 20 ticket limit is in addition to those who will be obtaining tickets as participants in the race event itself). Last year the price was \$30 per person; we are hopeful this year's price will be the same. If you are interested in joining in that event, please include it in your reservation and check. The tickets will be allotted on a first-come-first-served basis.

We will be forwarding directly to those who send in their reservations timely (before September 5th) further details, maps, directions, and other information. If you have any questions, feel free to contact me by phone at (414) 223-5013 (office) or by e-mail at jhaydon

Please promptly complete and send in your registration form with your check. You may want to make a photocopy of the form to use.

See you in beautiful Wisconsin September 18-21 to cheer on the racing Stutz Black Hawks!

2003 GRAND STUTZ REGISTRATION FORM

TO: John B. Haydon
31 E. Acacia Road
Fox Point, WI 53217

Dear John:

Here is our registration for our participation in the 2003 Grand Stutz, September 18-21, at the Elkhart Lake Vintage Festival, and an indication of our plans for participating in the primary group activities:

1. Registration Fee (includes cost of the Stutz Club's tent at Road America) —
@ \$32.50 per person *for a maximum of \$65 per registrant*;
number of participants _____ = \$32.50 or \$65.00
2. Thursday Tour to Wisconsin Auto Museum; museum entry fee paid
individually; with lunch en route (furnished); number of participants _____ No charge
3. Friday morning tour to EAA Airventure Museum (Experimental Aircraft Assn.
Museum); entry fee paid individually; number of participants _____ No charge
4. Friday night annual meeting dinner at Rolling Meadows Family Restaurant;
ordering from the menu with individual checks; number of participants _____ No charge
5. Saturday morning Kettle Moraine and historic Elkhart Lake tour, with lunch at
"Dillinger's"; ordering from the menu; number of participants _____ No charge
6. Saturday evening Vintage Sports Car Drivers Association buffet dinner and
program at Siebken's Resort (available to the first 20 registrants); anticipated
cost @ \$30 per person; number of participants _____ x \$30 = \$ _____
7. Sunday morning Stutz car parade on the Road America race course; bringing a
Stutz and participating in the tour - (Yes) or (No) _____ No Charge

Total Registration Fee (check enclosed for item 1, and item 6 (if applicable),
payable to "The Stutz Club" \$ _____

I understand that my/our motel reservation(s) are to be made directly with the headquarters motel and that our block of rooms is guaranteed until August 16 (thereafter, we are subject to availability and likely higher cost). Also, I understand that tickets to the races (one day or a combination ticket for all three days) are to be purchased at the track.

Names of members and guests included in this reservation:

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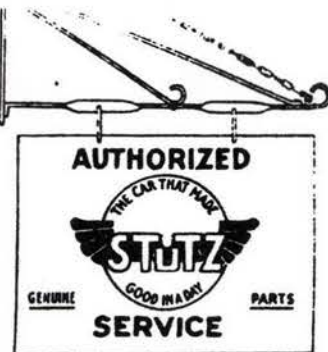
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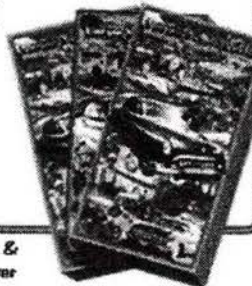
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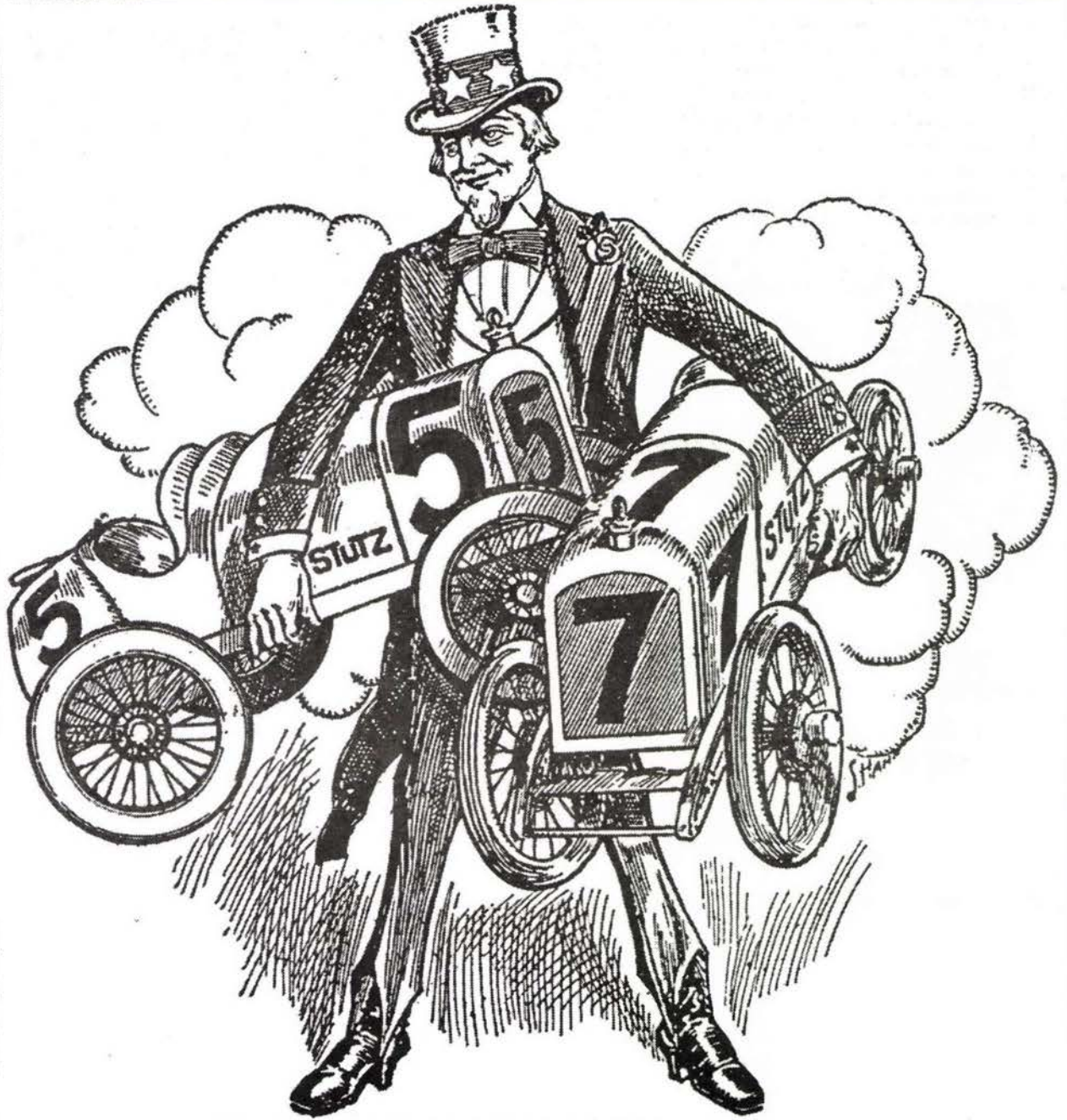
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See article The Last Stutz White Squadron Race Inside

NEW YORK EVENING JOURNAL * * * TUESDAY, OCTOBER 19, 1915

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AUTOMOBILE NEWS



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