

Vol. XVI No. 68 (April - June 2004)  
 The Stutz Club, Inc.  
 William J. Greer, Editor  
 7400 Lantern Road  
 Indianapolis, IN 46256

FIRST CLASS  
 US Postage  
 PAID  
 Indianapolis, IN  
 Permit #311



[www.stutzclub.org](http://www.stutzclub.org)

TO:

## Announcements

### Grand Stutz 2004 - Thursday September 9 through Sunday September 12, 2004

As with any great tour, there are always a few bumps in the road. The Grand Stutz 2004 is no exception. To put it in automotive terms, we have gotten a flat, but have replaced it with the spare and are on the road again. Let me explain more directly. The Donald Trump Organization and Acura have decided not to support the Palos Verdes Concours of which we were to be honored guests. The Concours steering committee has rescheduled their show, but on a different day and at a different venue. At this late date it was impossible for us to reschedule all of our plans. Instead we will have the Grand Stutz 2004 Concours on Sunday morning, September 12 as previously scheduled but we will be showing only Stutzes. The car show and picnic will be held in a grassy meadow at the South Coast Botanic Garden in Palos Verdes about 15 minutes drive from our hotel, This will be a much more intimate setting and every bit as beautiful as the golf course. I hope that this change will not inconvenience anyone. There are no other changes to the schedule. The weather will still be wonderful and the ocean will still be blue and sparkling here in sunny Southern California, so please make your plans to attend.. .and bring a Stutz!

## Table of Contents

Vol. XV No. 68 (April - June 2004)

A tribute to Bert Francis Dingley (1885 - 1966).....	2	Membership Report .....	23
Remembrance of AK Miller .....	12	Letters to the Editor .....	24
President's Message .....	13	Classifieds .....	31
Grand Stutz 2004 .....	17		
Editorial Comments .....	19		
Clippings of Note .....	22		

Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



# A tribute to Bert Francis Dingley (1885 - 1966)

by Bill Greer

## Introduction

Early in 1993, now over eleven years ago, I was perusing a file bequeathed to the club by Ruth Purdy, wife of member C. McCord "Cordy" Purdy (No. 8) of Indianapolis. It was Cordy who founded the Stutz Nutz club back in the 1960s and many current Stutz Club members were in that roster as well as the Stutz Owners Register of Australia.

In Cordy's file I found an envelope containing a 1968 letter from Charles Betts (No. 154 deceased), noted author and historian. On it I noticed the following note written by Cordy, "Bill Quigley, North Side Plymouth - Bert Dingley's son-in-law." I knew something about Mr. Dingley through earlier research on Stutz and wanted to learn more. Fortunately, I located William P. Quigley who was still listed in the Indianapolis telephone directory and was pleased to learn that Mr. Dingley's three daughters were living, one in Colorado, Mrs. Samuela Emrich, and two in the Indianapolis area, Mrs. Frances Quigley, and Mrs. Margaret Sperry. On February 24, 1993 I called Mrs. Sperry and learned she would be receptive to a visit around March 10th but that turned out to be a bad time. On April 20 I called and left a message and later on May 11 I had a good conversation with Jim Sperry and received some good input.

It was then that the Stutz book project became a priority especially when Ray Katzell prevailed upon me to write several chapters and I set aside my notes pertaining to Bert Dingley. Unfortunately, these earlier findings were misfiled, lost in the archives, until only recently when I began to review club materials for relocation to storage at the Stutz Business Center.

Discovery of the misplaced file on Bert Dingley reopened my quest and provided me the opportunity to try again for an interview with Mr. Dingley's daughters. On March 4, 2004, I spent a delightful 2 1/2 hours in conversation with Mrs. Frances Quigley and Mr. and Mrs. James Sperry. Their wonderful cooperation in sharing information, literature, photographs,

etc. has made this tribute to their father possible. While there are many references to Bert F. Dingley in *THE SPLENDID STUTZ* book as noted below, I feel a dedicated "sidebar" to him was justified and apologize for failing to make that happen.

Bert F. Dingley was born in Oakdale, Calif. on August 21, 1885. His father AS (Al) Dingley was sheriff of Stanislaus County from 1907 - 1915. Survivors at Bert's death on April 7, 1966, at 80 included two sisters living in Modesto, Mrs. BW Devlinand Mrs. Arthur Wills, three daughters mentioned above and 25 grandchildren. (a) Bert married Julia C. Fitzsimons in 1921 and she predeceased him in 1956.

At the time of Bert Francis Dingley's christening (see photo) most likely no one present predicted the successful career that was to be his legacy.

In his early years, Bert found his thirst for speed and the excitement of competition fulfilled by bicycle





*1904 Photo by F. Ed Spooner, 1536 B'way, New York, NY*

**Pope Toledo cars, Race Team: (L to R) Tony Nichols, Bert Dingley, Pop Keaton, Herbert Lytle and Jack Tattarsall. Note: That's the magneto protruding through the radiator.**



racing in California. His career in automobile racing began in 1904 with the Pope-Toledo Company.

The Pope Circle of drivers included Dingley, Earl Kiser, Charles Soules, AC Webb, Herbert Lytle, AS Lee, Dr. HC Wendel, GP Fuller, FC Fletcher and others. The record attained by "The Pope" in 1904 was truly impressive. (b)

### The Pope record in 1904:

April 9 - July 2, 1904 - 7 hill climbs, 7 firsts

June 11 - October 8, 1904 - 40 races at 14 tracks garnered 33 firsts and 2 seconds

July 2 - August 26, 1904 - 23 races at 10 tracks, 23 consecutive firsts



This early photo of Bert from circa 1904 appears on a Noko postcard of the period. This photo shows Bert in similar attire at what appears to be the Pope Toledo shown in the following Garmully & Jeffery Tire Co. ad. (f)

Harry C. Stutz was doing a stint at the G&J Tire Co. in 1903-04 at about the time this ad was run. But, there is no evidence that Bert and Harry ever met. (f)

John Bentley's book, (b) pages 51-53 describes the type VI Pope Toledo, known as the "Quiet Mile-a-Minute car" in detail. The 4 cyl. engine with bore and stroke of 4 1/2 x 5 1/2 produced 24 BHP at 900 RPM. A short drive shaft conveyed the power to a



B. F. DINGLEY *in the* POPE-TOLEDO

FITTED WITH  
G & J THREAD FABRIC TIRES

Travels five miles in 5:09 3-5, a new world's record for stock touring cars

459 Wabash Avenue  
Chicago

G & J TIRE CO.  
549-617 E. Georgia St., Indianapolis

447 Jefferson Avenue  
Detroit

combined differential and three speed sliding gear transmission and on to the rear wheels by dual chains. The Pope's 94-inch wheelbase channel-steel frame was mounted on semi-elliptic springs and equipment with 34 by 4 inch artillery wheels and G&J Tires, famous at the time. With a wooden tonneau-type body and full road equipment, weight was only 2310 pounds, and would cruise as high as 50 mph in high gear. It sold for \$3,500.

"Bert drove a Pope-Toledo in the Gordon Bennett race in Europe in 1905. The same year he brought this same car back to America and won the elimination trails for the Vanderbilt race on Long Island. In 1906 he drove a Thomas-Detroit car in minor road races. In 1908 he won the Portland (Oregon) road race with a Chalmers, and was second in the Fairmount Park race being a strong contender with George Robertson. In 1909 Dingley had a narrow escape from death in practice with his Chalmers car for the Vanderbilt races. He met with an accident that overturned his car and put him in the



*This photo by F Ed Spooner of NYC dates from 1905 and pertains to Vanderbilt Cup Team. At L are Pope Distributors from NY City, Pop Keaton touching circle, Bert Dingley (top), Tony Nichols (bot.). At R Herbert Lytle (top, Jack Tattarasall (bot), and Mr. Meyers, Dist. Mgr. of Diamond Tire in foreground. (other unknown.)*



*This unidentified photo from (ref. f) intrigues. Car No. 7 appears to be the Locomobile that Joe Tracy drove to a third place finish in the 1905 Vanderbilt Cup Race. Can readers identify the big No. 48?*



hospital two days before the race. He drove a Chalmers in the opening race at the Atlanta Speedway.” (c)

In 1909 he became National Driving Champion, competing in eight races. He won two and finished well up in the field in four others. Mr. Dingley competed in the 500 Mile Race at Indianapolis in 1912, finishing 14th in a Simplex Car. (a)

We are pleased to quote here three personal notes by Dingley (from family archives ref. f):

Year 1910 “Harris Hanshire, who won Santa Monica road race two years ago is tuning up the “Apperson Jackrabbit”

1910 Santa Monica Race “American Motor Records and Foreign Rivals fall before Teddy Tetzlayes Speedy Lozier.”

1911 Los Angeles Motordome 1/14 & 15/1911

“De Palma is modest. He hates to talk about himself. He never boasts but is here with bells every time anyone mentions race. That Simplex is a wonder. I’m glad of a chance to meet your fastest men out here.” later “De Palma in big Simplex wins Motordome Races” 1/20

Dingley retired from racing after being injured seriously in a race in Tacoma, Wash. on July 4, 1914 racing a Stutz. Jim Parsons, in his memoirs previously published in Stutz News, recalled that Bert spent eight months recovering in a Tacoma Hospitals. Bert then served as a government inspector through World War I with the US Bureau of Aircraft, Liberty Motor Division at Nordyke and Marmon Company Indianapolis.

He then served as Chief Inspector for Nordyke and Marmon after the War in charge of chassis building, body inspection, painting and testing at one time, Dingley had operated a large garage business in Modesto, California and for a short time was employed at the Franklin Company in Syracuse, NY. In

1924, he returned to the Marmon Company as service manager and from there, Moskovics brought him to Stutz. (d, p. 154)

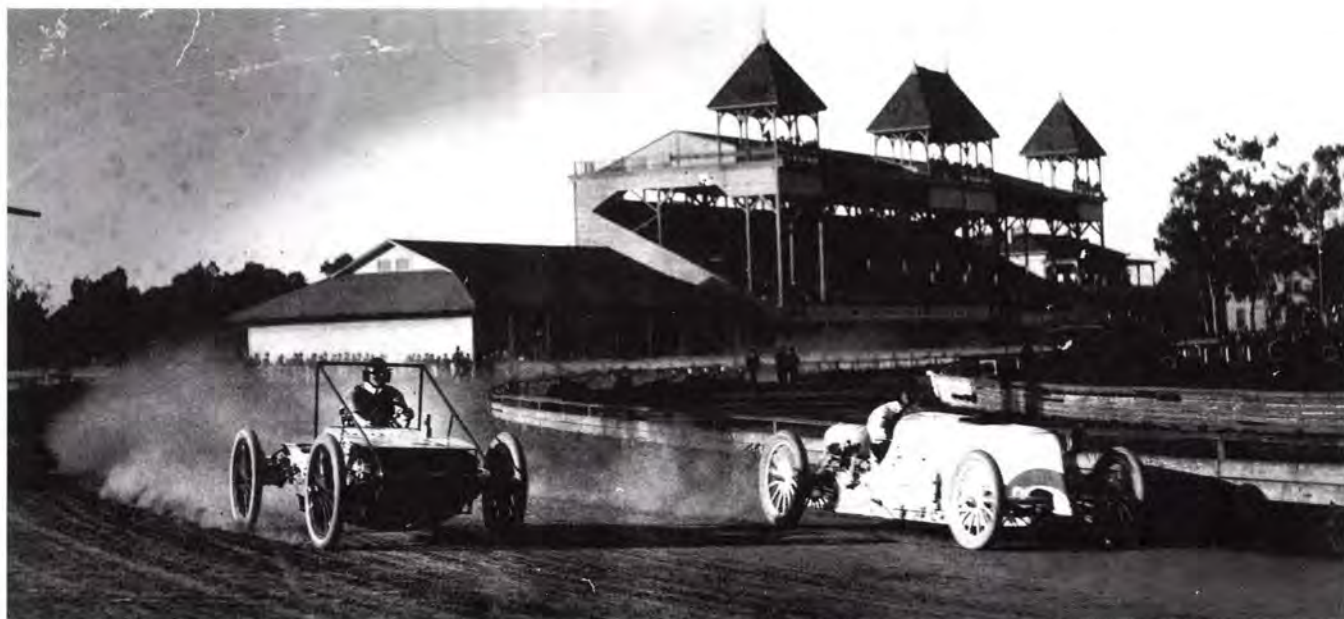
Mr. Dingley served the Stutz Motor Car Company as service manager from 1925 to 1928 when he was promoted to vice president in charge of manufacturing. He served in that capacity until joining Marmon-Herrington in 1932 as vice president and became president. He retired from Marmon Herrington in 1960. (a) While at Stutz Bert produced a booklet titled “Selling the new Stutz by demonstration,” (d, p. 132). This booklet gave profound instruction on how to sell the new Safety Stutz cars including a route map to use during demonstration.

Mr. Dingley was honored in 1952 by being one of the first ten (10) members selected from the period up through 1910 for the new Hall of Fame at Greenfield Village, Mich. The others were Louis Chevrolet, Harvey Firestone, Sr.; Carl Fisher, Henry Ford, Ray Harroun, TE (Pop) Meyers, Barney Oldfield, William K. Vanderbilt Jr. and Fred Wagner. (e) That’s pretty impressive company. (e)

This most exciting photograph (top of page 7) is somewhat unidentified from ref. f. Bert Dingley is in the car on the right racing at an unknown county fairgrounds. Member’s can help Bert’s family identify where and when this photo was taken and what marque of car Mr. Dingley is driving. The writer feels that it was taken prior to 1914 and perhaps in California based on the appearance of the trees. Is the car a Chalmers, a Thomas Detroit or what? Who is driving what on the left? Do contact the writer with your inputs.

When the writer asked for a family photo to include with the tribute, I was given this photo (page 7) from 1937 showing Bert’s three daughters on horseback at Rancho Framasa, the Dingley’s summer home in colorful Brown County, Ind. This property, donated at Bert’s death is still as Catholic Young Organization Camp.

While viewing this photo dating 67 years ago, the family recalled some of their father’s characteristics some being: strong willed, daring, very determined



and extremely loyal to friends. They also recalled that their mother was very capable of measuring up and was deeply involved in any contracts or major financial affairs. Great memories.

#### References:

- a) Obituaries, Indianapolis Star, April 8, 1966.
- b) Great American Automobiles by John Bentley, 1957 LLC and No. 57-8467.
- c) 500-Mile International Sweepstakes Race, May 30, 1912 brochure, Indianapolis, IN
- d) The Splendid Stutz, 1996 (see sidebar, "other team players" by Kitty Katzell, p. 154) Other references to Bert Dingley can be found on pages 130, 132, 133, 142, 146, 163, and 305.
- e) article "10 Make Hall of Fame," The Indianapolis News, February 1952.
- f) From the archives of Mrs. Frances Quigley and Mrs. Margaret Sperry (daughters of Bert Dingley).

I refer you to the back cover where you will find a most interesting photo of Mr. Bert Dingley at the Brickyard. Therein you will note his injured left leg which resulted from the accident he suffered in a Stutz at the Tacoma, Wash. race track on July 14,



**RANCHO FRAMASA**  
**RANCHO FRA---MA---SA**  
 On Right Frances (Dingley) Quigley  
 On Left Margaret (Dingley) Sperry  
 Center Samuella Ann (Dingley) Emrich

Photograph by Frank M. Hohenberger 1937

1914. The special Stutz in the photo was identified by C. Alfred Campbell as a Stutz Super Torpedo for LeMans.

# 'Mr. Stutz' as I knew him

*Mike Holt actually stayed with the late A.K. Miller,  
legendary hoarder of decrepit sporting cars —  
and of gold bullion*

**A**uction sales can be odd events. At their most basic, one could look upon them as a straightforward commercial forum for matching sellers and buyers by price. At their best, they can be a great form of excitement and anticipation — a real 'medicine show'.

Alec Miller was a strange, quietly religious and reclusive cove with a lifelong penchant for Stutz cars. He enjoyed excellent health and died three years ago, falling off the ladder of his Stutz fire engine while fitting 'storm windows' to his Vermont home, aged 87.

When his wife Jean died earlier this year, a quite different kind of firestorm of publicity and interest was unleashed. For quite apart from his astounding collection of Stutz cars, related spares and automobilia, which he had assembled over seventy years, the State of Vermont found nearly \$1m in gold and silver bullion on the property in various safes and under the floor, and as much

Below: *This delapidated but still handsome Stutz Black Hawk Speedster sold at the Christies auction for \$78,000.*



Left: 'AK' and Imogene, with the 1913 Stutz HCS special about to leave for Scotland in 1989. The restoration of this car is now nearing completion.

again in promissory notes. Furthermore it transpired that he had never, *ever* filed a tax return!

The authorities slapped a huge demand on Alec's estate which culminated in the Christies sale of all of his 49 cars, 37 of which were manufactured by Harry C. Stutz, in the remote village of East Orange, Vermont. The sale realised a total of nearly £1.6m (\$2.5m), and these were all unrestored and in many cases 'barn weathered' cars.

I had the privilege of knowing 'AK' for ten years or so. Those who troubled to persevere with his obscure ways of communicating (for example, he pretended not to have a 'phone) found him a welcoming and very interesting man. He had been one of the world's first mail pilots, among other things. However, it was a little easier to get to know

Below: *1916 4-cylinder Stutz roadster, apparently with the wrong body. This car was sold for \$70,700.*





Right: *The Christies auction at A.K.Müller's house. Crowds pick over the magnetos assembled outside.*

him if you were British, because then he could be sure that you were not an Internal Revenue investigator enquiring as to why he had not paid tax for at least 50 years.

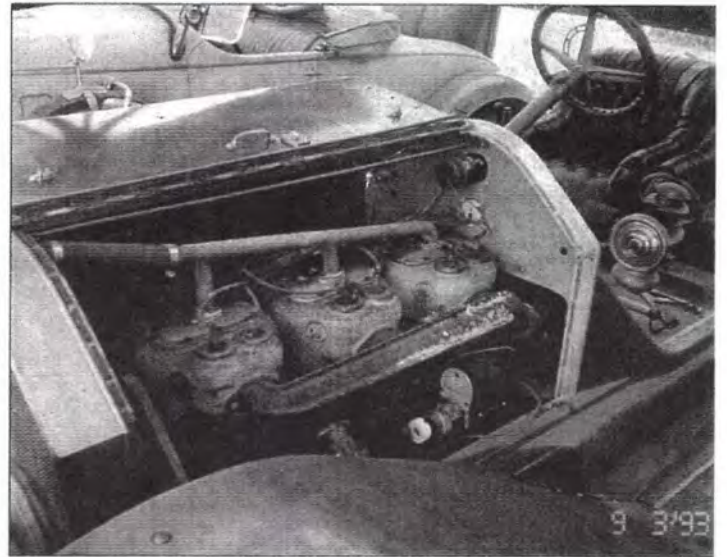
I stayed in his primitive farmhouse for a week in 1989, with no fridge nor bath and only a goosedown quilt and a woodstove for warmth. I listened to his stories, saw his photograph albums, went to church with him, and came home with two Edwardian Stutz projects, both of which are nearing completion in Scotland. It was a strange experience and well worthwhile to really get to know such a quirky individual.

In these bizarre circumstances, Christies were able to raise huge publicity worldwide and drew bidders from Norway, Belgium, Germany and Britain. They had anticipated about 600 people at the sale. Nearly 1,000 registered to bid, and about 5,000 turned up to spectate.

Below: *1933/4 Stutz series DV 32 at the Christies auction.*



Right: *This 1913 Stutz 6B Bearcat was sold for \$118,000. Unique but possibly a 're-creation'.*



Bottom right: *Lot 40, a 1919 kit of parts for Stutz tourer. Sold for £11,500 at Christies auction.*





## A.K. Miller Stutz sale

*continued*

Above left: Imogene Miller in her kitchen. All the cooking was done on this stove.

Predictably, most prices went above reserve, and the sale of spares on the following day, which was attended only by the real enthusiasts, fetched prices sometimes more than ten times their estimate.

This sale was redolent of the

atmosphere described at the sale of the Sword Collection in Scotland in the 1960s. There was a distinct carnival atmosphere and the feeling that history was being made.

Somewhere in containers on the Atlantic, as I write this, there are a Stutz Fire Engine, a Blackhawk pick-up truck, due to be resurrected as a replica 1929 Le mans racer, and A.K. Miller's best loved and longest owned car, his 1917 7-passenger

Above: The 1917 7-passenger tourer en-route for the UK in 1989.

tourer which he had owned since it was a 10-year-old second-hand car.

You may well be able to see all of these at the Stutz Club tent at the Coy's Historic Racing week-end next July, as they have, at last, passed into the hands of the next generation of true enthusiasts for restoration and preservation.

The Editor was recently reminded of the above fine article from THE AUTOMOBILE, January 1997 when he received a copy of it from friend Ferdinance Hediger of Switzerland. Ed. was reminded too of how fast time passes as charter member Alexander K. Miller (No. 76) passed away over ten (10) years ago on October 22, 1993. The author, charter and life member, Michael "Mike" Holt (No. 84L) now lives in France.

Many of the Stutz club members enjoy ex AK Miller cars. For instance, the Stutz HCS Series I (actually a 1915 model) being extracted from a barn loft by Alex and Imogene Miller (see page 8) has been faithfully restored and thoroughly enjoyed on the road by member Eleanor Howie (No. 298) of Scotland as reported in previous issues of Stutz News. The 1927 Black Hawk BT Speedster (left below) sits preserved in the collection of charter member Frederick Simeone, MD (No. 72). Member C. Arthur Smith, Jr. (No. 456) enjoys the 1916 Stutz (right below, page 8).

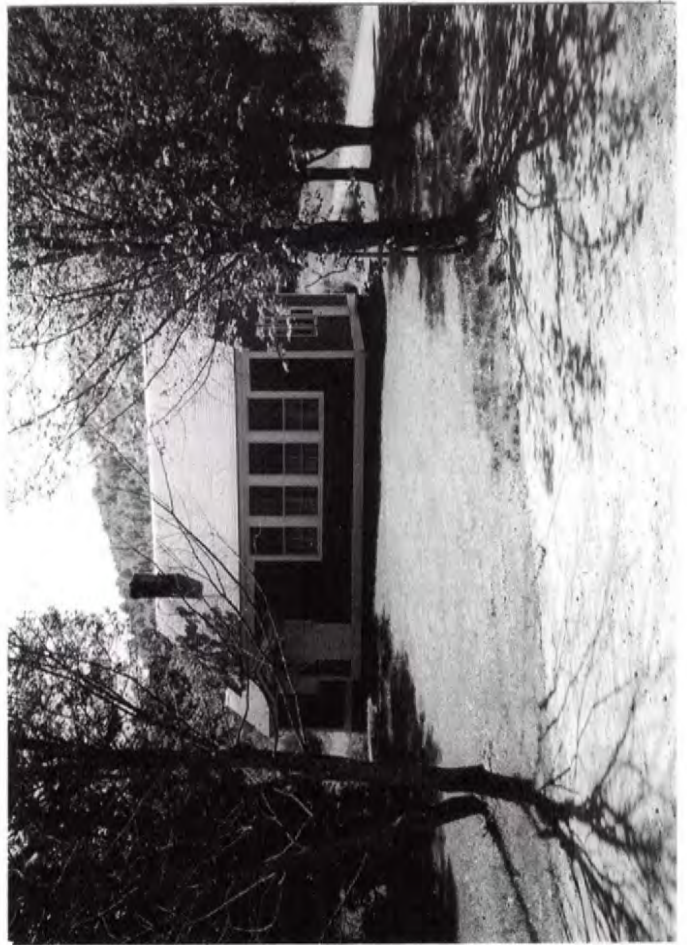
Your editor will never forget the wild scene in front of the Miller house used as Christies auction

headquarters (see photo top of page 9). Ed. hung a Stutz banner on the side of the house, requisitioned an old stool for a table and proceeded to sign up over 30 new members. The audition tent was set up directly across the street from the house.

The rare 1913 6B Bearcat has been restored by member Stan Lucas (No. 432) and it took third in class at Pebble Beach 2002. The 1933 DV-32 roadster (p. 9 lower left) received an award-winning restoration by ex-member Calvin High and continues to receive national awards under the ownership of member Charles B. Key MD (No. 547). And, in the photo above that's member Daniel Ward (No. 451) of Nidd, UK standing in front of the truck bed carrying AK's 1917 Stutz touring. Daniel and brother Tobie hosted the 2001 Grand Stutz English Tour at their estate. What delight it was to see their magnificent car collection.

An interesting statistic: a total of 270 new members have joined the club (1994 - 2003) since AK Miller passed on!

*These photos received from George Holman (No. 144L), taken in the summer of 2001 by Gerald Lettieri of Rocky Hill, CT show considerable change at the AK Miller estate. The home at right is abandoned and in deteriorating condition. The old school house appears to have been converted into living quarters and the lower house sports a used car sales operation.*





## Remembrance of AK Miller

*Telephone conversation with  
Mr. Lion Woodward also  
with Robert and son Doug*

I became well acquainted with Alex and Imogene Miller and visited their interesting place in East Orange, Vermont frequently. Being an employee of Page Model A I was on the road a lot looking for and buying Model A Fords for the parts and restoration business.

When I first met Alex who was deeply religious he said he did not like my Mormon religion and we clashed a little in that regard. But, over time Alex warmed up to me and even stated that we had a good relationship going. He knew I could be helpful in finding parts and in helping with projects around the barns.

The barns were full of cars and parts and I was especially impressed by the Autogiro (Pitcairn Fleetwing biplane, Ed.) parts. Alex had a number of Volkswagens which he needed parts for to keep running. I was able to find some parts for him which I valued at \$170. Alex came up with \$20 and said he would pay me the rest for sure. I said, "surely you must have the full amount -- its not that much and you have all these cars and things." But Alex put me off with a promise. Each time I visited Alex would ask me to help him with some work and would promise to pay me the \$150 from upcoming dividends on stock.

I really was fond of Imogene. She was a very pleasant person. I felt she liked me too. She lived a pretty hard life but never complained. After Alex's accident fall and death we became even closer and often we would walk and talk. I asked her what would eventually happen to all the collection. She didn't express any desires or plans and didn't seem to care. It was really sad for me when I learned she had frozen to death down at the New Jersey home.

Sure wish I could have done something to save her from such a terrible ending.

I tried to collect the \$150 from the estate lawyers but to no avail. No doubt others had the same experience. I don't know the current status of the Miller estate.

Doug stated that he often accompanied his Uncle Lion on trips to buy Model A's. He recalls tours of the barns with Mr. Miller uncovering the cars and commenting upon them. There was so much to see! He wonders what happened to the large Stutz Bearcat sign in white porcelain, about 4 feet by 6 feet. It did not show up at the auctions nor did other items he saw. Doug recalled the kitchen with the old wood cook stove and the big wood box. He was impressed by the antique cooking timer located above the stove which was still used by Mrs. Miller. He learned later that gold bullion was discovered hidden in the old wood box. Doug also learned that some valuable coins were found taped away up inside the desk sold at auction. He mentioned that the authorities surveyed the whole place with metal detectors. One of the items Doug wanted was a Model "T" Ford engine located in the barn downhill from the house on the same side of the street. Mr. Miller wanted 7:00 x 18" tires for it and Volkswagen parts that Doug was unable to obtain for the deal. The Miller place was fascinating, for sure!



## President's Message

### The Stutz Straight 8 Cylinder Overhead Camshaft Engine commencing 1926

The very first series of engines designated Model AA commencing 1926, the 4.7 litre (287 cu in) single overhead camshaft (SOHC) engine numbers start at 80001 up.

The second series of engines commenced in 1927, these were 4.9 litre (299 cu in), these engines probably commenced at engine no. 85503 up but beware some of the earlier heads could have been fitted on these larger bored blocks but it is reasonable to assume that from engine 85503 the majority would have the improved cylinder head with regard to cooling and larger valves.

The final series of engines commenced with the Model M in 1929, this was now enlarged to 5.2 litres (322 cu in) the series started with engine 30001 and continued to the end of production.

The stroke of the crankshaft never changed, the bore of the early AA was  $3 \frac{3}{16}$ 's of one inch, that for the BB  $3 \frac{1}{4}$ " and that for the series M onwards  $3 \frac{3}{8}$ ".

The word Challenger seems to define 4.9 litre engine series 85503 up, you can find this word in a lot of Stutz literature and historic reference either as the Challenger engine or the Challenger series, but definitely not all Challenger engines were the same.

The earliest engines had a compression ratio of 4.8:1 and probably with the use of alloy pistons a compression ratio of 6:1 could be achieved,

Some time ago I asked my learned colleagues in the Stutz Club if Stutz simply bored a larger diameter cylinder in the same block but the answer to that apparently is definitely not new cores fitted to the casting boxes since the wall thickness of the cylinder from the earliest to the latest engine appears to be about the same.

I am further advised that the accuracy of the placing of these cores is excellent so it is possible to substantially overbore an existing block if this is required.

All Stutz 8 cylinder engines use the lynolyte aluminium connecting rods with solid white metal

bearings until late 1933 just the last few cars had shell bearings fitted to the alloy rods. All nine main bearings were always solid white metal.

### Camshaft and Valves

Only the early AA engines had the small valves, with the exception of the DV32 the M and the BB used the same valves, valve springs etc. There were considerable differences with the camshafts. All of the Stutz engines in their standard form perform reasonably well, many people complain of absence of oil pressure when the engine gets hot and this is invariably due to problems with crankshaft main and big end bearings. The line boring and grinding of the nine main bearings and journals of the 8 cylinder crankshaft has a tolerance of plus or minus  $\frac{1}{2}$  of one thousandth of 1", I hasten to add a standard that cannot be achieved by your average crankshaft grinder and engine builder.

The Stutz factory had the most incredible machinery both for producing the white metal bearings and for machining and balancing, this was very clearly demonstrated by the fact that Stutz engines were bench tested on the floor, they did not need bolting down.

One of the problems that everyone experiences is that when you machine a crankshaft you reduce the size of the journals and in remetaling the main bearings and conrods you increase the thickness of the white metal. This has always been the Achilles heel of any vintage engine when you try to improve performance particularly by raising compression ratio the white metal will suffer impact damage and quite often breaks up. I would hasten to add of course that this is not a problem, when you rebuilt an engine to 5 or 5.5:1 compression ratio it only becomes a problem when you try to exceed these figures. How then following the information listed above does one proceed to raise the performance output from a Stutz engine.

I suppose the most important criteria is to maintain reliability for which the Stutz 8 motor is renowned and how far are you prepared to go to make the engine really perform.



Lets take the basic cylinder block, either the 4.9 or 5.2, my performance engines are all based on the 4.9 litre simply because I could not find a super-charger big enough to service a 5.2 litre engine without changing the 1:1 drive ratio adopted by Stutz in 1929.

It is of course important to determine that there is no damage to the cylinder block, two of my engines for whatever reason have a complete main bearing section torn out, these have been repaired quite successfully. Crack testing is therefore important but also internal cleanliness It takes us two days to properly clean out the inside waterways of the block and cylinder head, it never ceases to amaze me that there is half a bucket of rubbish removed. How is it that so many of the wire nails they used to hold the cores together still survive in a pile of silt at the base of the cylinder walls.

Having removed everything that is loose, it is then soaked in acid, thoroughly washed out, again checked for any defects. The cylinder head when thoroughly cleaned again needs crack testing. We have successfully used stainless steel valves and the original valve seats. They are too close together to put in inserts and providing a fuel additive is used, no deterioration seems to occur.

Now the time has come to decide really what sort of performance you want, you can develop the engine to produce the power at fairly low rpm or do you just want to use the car as a roadgoing vehicle or do you want to use it for competition.

I suppose the first thing to consider is what pistons you are going to use, forged pistons are a necessity, the compression ratio will determine the dome height, this in turn determines the position of the rings on the piston.

There are plenty of standard forged pistons available, on the other hand there are specialist manufacturers who will make them exactly to your drawings. I personally prefer a standard piston off the shelf, it is cheaper, it is consistent and it is easily replaced.

Under no circumstances in an engine achieving high rpm or race compression ratio can you continue

to use the alloy rods. I understand that there are some standard production American steel rods which can be used, there are also specialist manufacturers making a bullet proof steel rod. The advantage here is that if you custom build the rod you can determine the method of replacing the bushes to the wrist pin and also the size and type of shell bearing fitted onto the crankshaft journal, again as far as possible using a standard mass production shell bearing which is much cheaper and easily replaceable. At this stage some reduction of the big end crankshaft journal can be considered to accommodate a standard shell bearing. Similarly for reasons previously stated, it may be worthwhile considering fitting shell bearings to the nine main bearings with raised compression ratio the main bearing life expectancy will drop quite considerably on a performance engine and it is very expensive, time consuming and highly specialised to remetal all nine main bearings because of wear. One very important point to consider is modifying the rear of the crankshaft to fit a permanent oil seal as performance is never enhanced by a clutch coated in oil.

It is worthwhile mentioning here that if supercharging is to be considered, then the compression ratio remains extremely low, no more than 5.5:1 and although it is necessary to use forged pistons, you can then still get away with solid white metal bearings to the block but you would need shell bearings on the big end journals.

If you do not follow the supercharged route and go for carburettors then of course, one of the main choices you have to increase performance is to raise the compression ratio. In my case I raised it to 9:1 and obviously both the mains and big ends are now shell bearings.

The camshaft is the next item of consideration, you cannot get bigger valves but you can make the valve open wider and change the duration but this is where it gets very technical. The services of a technical engineer are vital at this stage since in all probability with high compression the valves have got to be recessed into the dome of the piston. Of the four BB cylinder heads that I have all have different camshaft overlap, I don't know what vehicles they were taken from but it is my considered opinion that



Stutz in all probability changed the camshaft grind between the sports 1927 and 1928 Blackhawk and the standard production saloon cars. One camshaft in particular was fitted to a cylinder head which is marked 29678CWC, this came from the engine that had the centre main bearing torn out. This engine was on a factory support frame and I purchased the whole lot in the U.K. many years ago and had no idea where it came from, This particular engine has the most radical camshaft we have ever seen on a Stutz.

So we now have the basic engine of block, crankshaft, pistons, rods, head and camshaft with valves, the Stutz cylinder head is not performance orientated, you still need the two spark plugs to make it work properly and I suppose we should next consider induction and exhaust.

The original carburettors whether they be Zenith, Schebler or Stromberg are not performance orientated and they are considered to be by me one of the prime reasons why the Stutz engine does not perform as well as it should.

It is significant to note that in contemporary photographs the performance engines in America fitted to Stutz cars for specific events were fitted with four Winfield downdraft carburettors. I have seen pictures again of the period of twin SU's fitted to a Stutz engine.

There is according to the engine designers an important co-relation between the inlet valve and the choke of the carburettor, it very much is a question of trial and error. The performance of the Cameron Special fitted with four horizontal SU carburettors was quite remarkable despite the fact it was a low compression standard AA engine. One horizontal SU carburettor of suitable size for each pair of cylinders would appear to be the right way forward since these particular carburettors are so variable throughout the rev range which is why they have been so successful fitted to superchargers.

Exiting the exhaust gases through a suitable simple easy bend manifold system is by far the most efficient way of achieving that purpose.

Adequate fuel pressure to the carburettors is of paramount importance to producing a performance

engine. The old gravity system is just totally unsuitable and the means of delivering petrol to the carburettors at some lib per sq. inch pressure is vital both for the long life of the engine and performance.

Before leaving the major components of the engine, the flywheel should also be considered, the bigger and heavier the car the more substantial the flywheel needs to be. If you are producing a two seater sports special then probably a flywheel of half the standard weight is required balanced of course with the engine and here a word of caution, the Stutz flywheel is cast steel and if a substantial weight reduction is going to be considered, probably from a safety point of view it would be prudent to consider making a new steel flywheel.

One important feature of the engine is cooling, the Stutz carries some 7 gallons of water which has both advantages and disadvantages. An engine as we know performs better at a set high temperature probably in the Stutz at 185 degrees farenheit. To achieve this under all conditions is not easy and can often only be done by trial and error. An overheating engine will simply spell disaster and an engine which won't get warm will not perform. Stutz from the beginning fitted a water manifold distribution system where the pump flow into the engine occurs at the rear of the motor, serious consideration needs to be given to ensure that this returned water from the radiator is equally distributed at the back and front of the engine and to do this it is necessary to fit a bypass and feed the water into the front four cylinders as well. Again a note of caution if high rpm is anticipated the water pump will rotate at some 5/6 ths engine speed, the normal impeller will cavitate, you will get very rapid built up with the heat of the water around the cylinders themselves at this higher rpm. Serious thought is required in flowing the water th the system. Pressurising is not allowed in competition but a sealed system is with an overflow tank with a siphon tube to allow the water to be drawn up into the radiator as the engine cools down, The Stutz standard radiator is definitely not suitable for a performance engine. Again I speak here from experience, a cooling experts assistance and advice is essential to ensure that the engine works to produce the best results.



Stutz always was generous with oil, there being some three gallons but the immediate problem is that whilst driving the oil swirls around the sump which necessitates baffles and hinged doors to ensure that the oil pump pick up is always submersed. A performance engine with no oil pressure has but a few seconds before failure. Is the existing oil pump big enough, probably yes, but I haven't taken any chances and I have increased the pump gear length by some 50%. Particular attention to constant lubrication of the oil pump and timing gears is essential.

Another absolute must is a full flow oil filter with a renewable cartridge. The oil in my engines gets changed very regularly.

I suppose one of the great weaknesses of the Stutz 8 cylinder SOHC engine is the ignition system, It is quite frightening to see one of these on an oscilloscope and on a dynanometer with the engine under full power, tracks from unwanted sparks in the distributor are quite frightening to behold.

There is hope, however, we have built each of our distributors to aircraft standard, this means that the rotor rotates without wobbling, it means that the cam that opens and closes the points is accurate to within one second, and the insulation does really work with the condensers fitted outside the distributor. I have incidentally yet to find a period coil that doesn't break down at quite low rpm.

Another matter to be considered is the Delco Remy dynamo, these consistently burn out at high rpm so it has been necessary for us to modify a Bosch CAV unit which has a much higher output than that achieved by the 2 brush Delco and it has much better bearings for longer life. Adaption of the casing is also necessary to ensure some airflow through the body of the dynamo.

So what sort of performance could you anticipate, well the power output should be measured at the rear wheels on a rolling road. The supercharged 4.9 litre engine running at 8lbs per sq boost pressure produces 240 bhp at 3200 rpm. I would anticipate that the 4.9L SOHC four carburettor engine will produce some 200 bhp at the rear wheels, our engineer and designer did not blink an eyelid when I told him that that was the goal they had to achieve.

And do you get reliability, well you can of course over-rev any engine and have premature destruction, it is the standing start performance and acceleration that is so magical when you drive one of these sports cars and quite frankly 110 mph along the straight is quite reasonable for a car which is 75 years old, As to the cost what was it the car salesman said to the customer "sir if you need to enquire the price then you probably can't afford the car".

But if you really are interested, a complete supercharged engine will cost you some \$45,000 and a 4 carburettor engine a little less.

### Stutz Versus Stutz: At Nurburgring June 26-27



The new Motor Racing Legends Pre-War Sports Car Series will make history at the Nurburgring in June, when, for the first time since the 1930s, two Stutzes race against each other on a European circuit.

"To the best of our knowledge, there are only two eight-cylinder Pre-War Stutzes racing anywhere in the world," said Norman Barrs, owner of the 1929 supercharged Le Mans replica Blackhawk which will be competing in the Motor Racing Legends Series. "The last record we can find of two Stutzes racing together in Europe was

at the Le Mans 24 Hours of 1930." The second Stutz entered for the new series is a 1928 Black Hawk belonging to George Holman of the USA. Last year the Barrs and Holman Stutzes competed at several American circuits, drawing huge support from the home crowds.

The Motor Racing Legends Pre-War Series' inaugural race will be at the Nurburgring on 26/27 June. This will be followed by rounds at Assen on 14/15 August, and Spa on 18/19 September. The two Stutzes, one from Britain and one from the USA, plan to compete in all three rounds.

"We were disappointed not to be able to agree terms under which we could run at Donington on

1-3 May as originally planned," says series organizer Duncan Wiltshire, "particularly as there was such immense interest among competitors. However, excitement is building in anticipation of the three confirmed events, all to run at top European venues during major race festivals."

The Series is for "proper" historic Sports Cars, running in road trim with wings and lights. Each round consists of two, 2-driver, 45-minute races on consecutive days. Potential entrants are encouraged to register as soon as possible, as grid sizes are limited. Contact Duncan Wiltshire at Motor Racing Legends Tel: 44 0 1933 624002. (UK) ■

*Ed's Comments: We thought it appropriate to reprint the above article from the June 2004 issue of Victory Lane, page 17 as it emphasizes one of the rewards for the efforts put forth to develop a high performance Stutz Special.*





# Grand Stutz 2004

Thursday September 9, 2004 through  
Sunday September 12, 2004

## Crowne Plaza Hotel

We will be staying at the Crowne Plaza Redondo Beach & Marina Hotel in Redondo Beach California. This hotel is across the street from the marina and many of the rooms have views of the ocean and harbor. Ask for an ocean view if you want one. They have given us a special rate of \$149 per night. Included with your room is complimentary self-parking in their parking structure or \$10 for valet parking. In order to get the reduced Stutz Club rates. You must make your reservations before August 18, 2004. Please don't wait that long to make your reservation, though, because this is a popular area and the hotel could fill up. If you would like the Executive floor, it is an additional \$20 per night which includes a light breakfast and other amenities.

### INDIVIDUAL RESERVATIONS

You must identify yourself as being part of the Stutz Club to ensure the special rate. Reservations may be guaranteed after 6 p.m. by credit card or advance deposit for the first night's stay. All guest cancellation notices must be received before 6 p.m. the day of arrival and receive a cancellation number in order to receive a full refund of deposit. Any guest cancellation after 6 p.m. the day of arrival will result in forfeiture of all deposits. Please call the Reservation Department at 310-318-8888 or 800-368-9760 from outside the Los Angeles area.

Garage Space will be roped off in the bottom garage corner for about 20 cars. If required by the members using this area, the Stutz Car Club can hire a Security Officer to watch the cars. Please let me know when sending in your fees. If no one believes a Security Officer is needed because they will not be leaving their car overnight, the car will be secure in their trailer, etc.. then a Security Officer will not be contracted. The Stutz Club members will follow the garage policies as stated on their entry tickets and they understand the hotel is not responsible for their cars.

We have arranged with the city of Redondo Beach to allow the parking of trailers and motor homes in the lot that is across the street from the hotel next to the marina. The charge is \$6.00 per vehicle or trailer per day.

## Schedule of Events

Thursday, September 9

Morning: Grand Stutz 2004 Check-In

San Sylmar and the Nethercutt Museum

Check-in for the guided tour will be at 1:00 PM. The 2-hour tour conducted by Byron Matson will begin promptly at 1:30 PM. San Sylmar is the home of many of the world's finest antique, classic and special interest automobiles. One of the unique aspects of the collection is the mechanical musical instrument collection ranging from tiny musical pocket watches to nickelodeons and orchestrations. Plan to arrive earlier or stay later to visit the Nethercutt Museum across the street from San Sylmar. There are over 100 restored (mostly Classic) automobiles at the Nethercutt Museum.

## Evening

You are on your own. There are many fine restaurants within walking distance of the hotel. There may be places of interest on the way back from the Nethercutt Collection that you may want to visit.

## Friday, September 10

Friday morning we will take a leisurely tour around the Palos Verdes Peninsula. This area is lightly trafficked. The road sits atop high cliffs along much of the way affording beautiful views of the Pacific Ocean. The tour will take us up to lunchtime. After lunch we will caravan to Long Beach in either Stutz or modern for a tour of member Stan Lucas' automobile collection. He has many fine antique and classic automobiles including Stutz, Doble, Bentley, Bugatti, and Lincoln.

## \*Evening Revised

You are on our own to meet with other members and enjoy dinner or other sights in the area. After dinner, we will meet at the hotel to have a meeting of Stutz Club members to conduct club business.

## Saturday, September 11

We plan to arrive at The Petersen Automotive Museum at 10:00 am. The Stutz Club member discounted admission will be \$5 per person. Parking is \$6 per car for modern cars. free for Stutz autos.

The Stutz club has parking and entry reservations for



the Getty Museum for 1:30. The Getty is one of the finest art museums in the world. The tour is self guided. There are 2 cafes and a picnic area on the museum grounds

At 7:00 PM, we will meet for dinner at a wonderful Brazilian restaurant. The room has a 180 degree view of the Pacific Ocean and King Harbor Marina. Hopefully, there will be a beautiful sunset. The meal will be served at round tables family style with many side dishes and salads and a variety of meats including beef tenderloin, tri-trip, pepper steak, ribs, turkey wrapped in bacon, lamb, and chicken, all prepared in a unique Brazilian barbecue style, that will be carved at your table. Also included are soft drinks, coffee, and dessert. It all you can eat, so bring a healthy appetite. The cost for dinner will be \$55 per person. At dinner well-known Duesenberg historian Randy Ema will present a historical prospective on the Stutz Duesenberg connection.

**Sunday, September 11 (Revised)**

The Stutz Club will be presenting the Grand Stutz 2004 car show, picnic and tire-kicking event at the South Coast Botanic Garden. As many cars as we can muster will be displayed on a grassy meadow in the gardens. There will be no entry fees for Stutz vehicles together with the occupants of each car. Those attending without a Stutz will be charged the regular admission fee of \$6 for adults and \$4 for children. There is a picnic area for those that wish to bring a picnic lunch. No glass containers are allowed, only paper, plastic, or metal containers. We have the use of the meadow from 9:00 am until 5:00 pm

This officially concludes the Grand Stutz: However, if anyone is interested, fellow Stutz Club member Jay Leno is scheduled to perform at the Comedy and Magic Club in Hermosa Beach on Sunday evening at 7:00 PM. The venue is about 1.2 miles up the beach from the hotel. The weather is usually warm at this time of year and it would be a pleasant walk if people are interested, reservations must be made in advance The cost is \$30 per person with a two-drink minimum.

**Miscellaneous Notes**

Some people have requested that buses be available for some of the excursions. Initial inquiries show this to be rather expensive if we can get 24 people to sign up for a bus to visit San Sylmar. the cost will be approximately \$25 per person. If it were possible to carpool with local members or with those having rental cars, it would save quite a bit of money.

**Fees**

Registration Fee \$30 per person

Includes participation in:

- Private tour of San Sylmar
- Reduced rate at Petersen Automotive Museum
- Palos Verdes Driving Tour
- The Grand Stutz 2004 car show for a Stutz automobile and it's occupants
- Free Parking in hotel structure for Stutz Automobiles
- \* Banquet \$55 per person

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Registration Fee: (# of Participants) \_\_\_\_\_ x \$30.00 = \$ \_\_\_\_\_

Banquet Fee: (# of Participants) \_\_\_\_\_ x \$55.00 = \$ \_\_\_\_\_

Total Amount \$ \_\_\_\_\_

Grand Stutz Car Show (Yes) (No) Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Driving Tour (Yes) (No) Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

San Sylmar Tour (# of Participants) \_\_\_\_\_ Petersen Automotive Museum (# of Participants) \_\_\_\_\_

Send Check to: Steve Pugh \*\*\*\*\* Make Checks Payable to "Stutz Club" \*\*\*\*\*  
 656 31st St. For Questions call Steve Pugh 310-545-8665  
 Manhattan Beach, CA 90266



## Editorial Comments

It is painful to allude to errors and omissions discovered in the last issue No. 67. But, for the record, they must be noted. Proper names are always difficult and in John A. Gunnell's fine article in OLD CARS on page 7 we noticed two misspells, Andy Sims (Simo is correct) and Bill Grier (Greer is correct.) Furthermore, Any Simo became Andy Simon on page 11 and the rear cover photo caption. Also on page 11, Royale migrated to Royal and Charlie Chayne became Chagne. Then on page 14 we find Duesenburg (its "berg"). There is a serious omission on page 14. The following references for the article on Millspaugh and Irish were omitted:

1. From Indiana State Library:
  - a. Indianapolis Men of Affairs - 1923, CR Irish, Pages 312-13 & HB Millspaugh, pages 446-47
  - b. History of Indiana - Vol. 4 (History of Marion County), Irish pages 733-4 and Millspaugh pages 753-4
2. From Indiana Historical Society  
"The Millsbaugh and Irish Co. was last listed in the Indianapolis Directory in 1928.

Member Stan Lucas (No. 432) questions why Robert Randolph (No. 314) did not mention the Series B 6-cyl. Stutz of 1913 in his article, "The Stutz Bearcat," pages 8-9. Please refer to The Splendid Stutz, page 40 for details. The 6-cyl Stutz road on a 124" WB and the engine had a bore and stroke of 4 1/4" x 5" giving a displacement of 426 cubic inch with a rating of 43 HP price of the 6 cyl. ranged from \$2250 up depending on body style.

And yes, your editor is always pleased to have your comments, good or bad!

### Stutz Club Archives

Yes, Club archives are moving, albeit slowly, from the editor's loft on Lantern Road to Suite D-205 at the Stutz Business Center leased on July 29, 2003. This is an agonizing experience and one that will be in

progress for considerable time due to the nature of the task. Perhaps one-half of the volume has been transported to date but the hardest decisions on how to segregate and identify the overflowing files for easy retrieval are yet to be made. The archives which come from multiple sources over the past two decades now contain a very large percentage of everything ever published about Stutz in books, magazines, company brochures, newspapers, etc. that have been preserved for posterity. There are drawings, sketches, information books/manuals, technical specifications. The archives contain a significant photographic collection pertaining to the Stutz family, employees, cars, firetrucks, building, dealerships, etc. I guess what I see the need for is an experienced archivist with loads of time to pursue the project. Any volunteers?

Moving on, the archives also contain interesting history of club developments. I'll review a serious, early project headed up by C McCord (Cordy) Purdy (No. 8 deceased 1990) of Indianapolis. Cordy became known as "Mr. Stutz" around the Indy area and well beyond. He not only found pleasure in the old car hobby but was a proficient amateur magician and entertainer. Like many of us he collected stuff, especially emblems, literature and parts related to Indiana-built cars. Then, he came to own a 1933 Stutz DV 32 conv. sedan by LeBaron. He treasured that Stutz now with caregiver Donald Lockwood (No. 182). Cordy and Donald Max Reeves (No. 626) who had acquired a 1929 "M" LW8 Le Baron Limo (he still has it) began to collaborate on reproducing Stutz literature and on January 5, 1965 began to advertise the Stutz "M" information book at a price of \$10. Orders began to flow in and soon the Series L Blackhawk and SV 16/DV 32 manuals and other items were made available. These service activities on literature and parts led Cordy and Max to contemplate a club. In early 1968 (no date located) an announcement went out on Stutz Nutz letterhead to 139 Stutz owners whose names had been collected over a period of time.

*continued on page 20...*



STUTZ NUTZ — A CLUB FOR FELLOWSHIP AMONG  
OWNERS AND ADMIRERS OF STUTZ BUILT VEHICLES

C. McCORD PURDY  
3856 Arthington Blvd.  
INDIANAPOLIS, INDIANA 46226

Dear Stutz Enthusiast:

During the last four years I have talked with many Stutz owners from various parts of the country and all have agreed that we should organize a Stutz club. Unfortunately, the response has just been, "Count me in." So, by golly, I'm going to have a go at it!

I hope no one will take offense at the name I have come up with. After all, old automobile enthusiasts are known as, and call themselves, old car nuts, so why not "Stutz Nutz?" It rhymes and fits both the emblem and the people involved. OK? The emblem is a composite of two Stutz emblems that were used for several years. I have had lapel pins made. They are beautiful, if I do say so myself, and one will be sent to each member.

It may be a couple of months before we can get our publication off the ground and how regularly it will appear will depend on the response to this letter and cooperation of everyone.

The membership application forms which accompany this letter have a blank for information about your Stutz car, if you own one. This information will be published in the club publication in order to promote communication among members with similar cars. When you return your application forms, of which there are four, and I hope you will soon, please send an ad for cars, parts, literature, etc. that you may have or need. Also, please send a picture of your car, whether it is restored or not. If you have any restoration tips, stories about how you got your car, troubles you have had when working on it or ?, please send them in.

I'm sending this letter to about 139 Stutz owners whose names I have collected over a period of time. If you know anyone whose name I might not have, please send it along.

STUTZ — H. C. S. — BLACKHAWK — STUTZ FIRE ENGINES



Letters to The Editor (Cont'd.)

" Thanks for sending me a copy of the first Stutz Nutz newsletter. Have enclosed a check for membership. I must admit that I was not attracted to the name chosen for the club. But on reflection I decided I was being a little stuffy. The main thing is that it is high time that a car as uniquely outstanding as Stutz had it's own club as a means of communication for the growing numbers of owners and admirers o the make.

The prestige of the Stutz vertical 8 in America has risen sharply in the past few years. ( It was always high in Europe.) And I predict that the day will come when it's place in our heritage will parallel that held by Bentley in England, Mercedes Benz in Germany, Buggati in France, and Alpha Romeo in Italy. A Stutz club can do much to reveal the car in it's true and proper perspective."

*Mark Howell*

On December 13, 1968 Cordy wrote to Donald Lockwood that the Stutz Nutz club had 63 members. Meanwhile, Max Reeves, the VP and Editor published three newsletters which were very well done. A review of Cordy's Stutz correspondence file in the archives reveals a growing interest in Stutz around the world. But, in spite of the great efforts, the club did not survive. On July 17, 1969 president Purdy informed Ken Beach (No. 101) by letter that 67 members were registered but no further activity would be forthcoming due to time constraints by the founders.

Of interest to the editor, perhaps others, was the response of Mark Howell, author of *Racing Stutz*, Ballantine Books, Inc., March 1972 which is reprinted above from the second issue of Stutz Nutz newsletter.

Other current Stutz club members not mentioned above were listed in the Stutz Nutz registry. They are:

- Delyle Beyer (No. 30)
- Arnie "Chic" Postier (No. 64)
- John Grunder (No. 107L)
- Ernest J. Toth Sr. (No. 23)
- Jack Hitt (No. 586)
- Norman L. Waltz (No. 91L)
- Randy Kauffman (No. 364)

Many others became members of the Stutz Club but have either deceased or lost interest.

*Photo of Mark Howell's 1928 Stutz Special*





# Clippings of Note

## Participants get ready for 2004 Great Race

**TEXAS** — Around the country, more than 100 pre-1959 vehicles are being prepped for the 22nd Annual Great Race. In less than 70 days, these classic treasures will gather in Jacksonville, Florida, on June 19 to begin the 4,000-mile-long journey that will wind its way through the south before heading through the plains of our great country. Half way through the 14-day time-speed-distance rally, the racers will take a break in Colorado Springs, Colorado, just in time to witness another American classic, the Pikes Peak Hill Climb.



"Our route this year is perhaps our most scenic and challenging one to date," commented five-time event winner and Great Race organizer Wayne Stanfield. "Our first week brings us to some great cities and people throughout the southeast and plains that have put together some inspiring events for their hometowns. Our second week will put our racers to the test when we zig-zag through the Rocky Mountain states and finally reach the historic city of Monterey, California, for our grand finish on July 3."

More than 100 pre-1959 vehicles will be participating in the 22nd Annual Great Race, which will run from Jacksonville, Florida, to Monterey, California, in June and July.

"The Great Race is about finishing," stated Great Race Chairman Dick Burdick, "and this year our purse has risen to more than \$250,000, which adds a whole new dimension to the race. Finishing is every competitor's goal, but chasing the pot of gold at the end of 4,000 miles brings our competitive spirit to a whole new level."

The Rally Partners, Inc., a diverse group of Great Race competitors with a passion for automotive history and the great American spirit, continue the strong family values that has been a trademark of the long-running event since 1983. One such partner is NASCAR team owner Jack Roush who shuttles back and forth between America's speedways on weekends and The Great Race on weekdays during the 14-day time span. On any given day you may find Jack sitting in the passenger seat of a classic American automobile sending his navigation directions to his VIP driver of the day with his unmistakable "Jack's Hat" donning his head.

For more information on The Great Race and how to participate, please visit [www.greatrace.com](http://www.greatrace.com).



*The Harry A. Miller Club Presents*  
**Millers**  
**At Milwaukee -**  
**Vintage Indy**  
**Car Event**  
**July 10-11, 2004**

*The Milwaukee Mile -*  
**Wis. State Fair Park**  
*See Vintage Indy Champ*  
**Cars and Roadsters!**

**Track Times: 10-4 p.m. Sat. /**  
**10-3 p.m. Sun.**

**Spectator Admission:**  
**\$25 for Weekend Pit Pass**  
**\$5 for children under 16 years**  
*(not allowed in pit area after 10 a.m.)*

**Car Entry Fee: \$150**  
**Call (262) 253-2661 for details.**

*The Harry A. Miller Club, Inc.*  
**David V. Uihlein, Founder**  
**P.O. Box 1008, Germantown, WI 53022**

Beach, 3/21/2004.



**1931 STUTZ DV32 BOATTAIL SPEEDSTER;** S/N 1285; Orange; Tobacco Brown fenders/Brown; Old-

er restoration, 3- condition; Hammered Sold at \$77,778 plus commission of 8.00%; Final Price \$84,000 -- Silver painted wire wheels, dual sidemounts, fog lights, wide white-walls. Ex-Bill Lassiter. Body constructed about 25 years ago by Larry Ansley. Cutdown doors. Tired and neglected. Good top, wheels painted over rust pits. Sound but it's seen better days. Sold for \$118,000 at Christie's sale of some of Bill Lassiter's cars in 1999 and none the better for the intervening years. The bid here is fair for the car's later body and its neglected condition.-- Lot # 400, Barrett-Jackson, West Palm Beach, 3/21/2004.



# Membership Report

## FINAL REMINDER GOING OUT TO PAST DUE MEMBERS

Please join me in welcoming the following new members:

- |     |   |     |   |
|-----|---|-----|---|
| 656 | Raymond Scherr<br>997 Brookmeadow Ct<br>Westlake Village CA 91362<br>USA<br>Home:<br>Bus.: 805-496-1721<br>Fax: 805-371-9207<br>Email:<br>1933 Super Bearcat DV32<br>Weymann body: VIN DV33119  | 667 | Fred Edwards<br>33 Edebohls Road<br>Narre Warren<br>E Victoria<br>3804 Australia<br>1923 Speedway 4:<br>ENG 134604DM  |
| 663 | Richard Fass<br>c/o Stone Barn Inc<br>202 Rt 46, PO Box 117<br>Vienna NJ 07880<br>USA<br>Home: 908-637-4444<br>Bus.: 973-729-0035<br>Fax: 908-637-4290<br>Email: info@stonebarnclassiccars.com  | 668 | Allen Sanburg<br>24851 Luton St<br>Laguna Hills CA 92653<br>USA<br>Home: 949-380-0993<br>Bus:<br>Fax:<br>Email: asanburg@pacbell.net  |
| 664 | Paul Freehill<br>1529 Benham Drive<br>Ft Wayne IN 46815<br>USA<br>Home: 260-749-0297<br>Bus:<br>Fax:<br>Email: StutzSpec@aol.com<br>1926 AA 4 Dr Sedan<br>Eng: 80392; VIN 80387<br>1931 Towncar, Brunn Body<br>Eng: 30768<br>1911 A (#10 Racecar) | 669 | Angelo Lozanp<br>1446 N Caywood Circle<br>Lehigh Acres FL 33936<br>USA<br>Home: 347-612-5475<br>Bus: 239-303-2411<br>Fax:<br>Email: dangelofgod@hotmail.com<br>1981 Blackhawk 2 Dr Sedan<br>VIN:2G2AN37Y81742632    |
| 665 | Jim Griggs<br>158 Roy Lane<br>Panama City FL 32409<br>USA<br>Home:<br>Bus: 850-571-8311<br>Fax: 850-265-1971<br>Email JGRIGGS44@aol.com<br>1915 4F: VINA-6368   | 670 | John Rehberg<br>16205 Ramblewood Dr<br>Springfield NE 68059<br>USA<br>Home: 402-253-8114<br>Bus: 402-253-8114<br>Fax:<br>Email: JLRehberg@aol.com   |
| 666 |   | 671 | William T Pfohl<br>PO Box 1038<br>Cave Junction OR 97523<br>USA<br>Home: 541-592-3760<br>Bus: 541-660-5013<br>Fax:<br>Email:Pfohl@cavenet.com<br>1925 Speedster Speedway 6<br>Rumbelseat Roadster<br>Weymann Bodied |

**Mike Berry, VP Membership**



# Letters to the Editor

John Boyle, Abilene, TX

March 25, 2004

Enclosed is a small article I prepared for The Stutz News.

A recent visit to my "hometown" of Spokane, Washington afforded me the chance to visit the site of the former Stutz dealership, the Farnham Brothers Motor Car Company. You'll recall I provided copies of a large magazine ad on the dealership that was published in a 2000 edition of The Stutz News.

I hope you find the photos and story of interest. I'm pleased to report the building is still in fine shape as it enters its second century.

I hope you all are well. Anne sends her warmest regards.

*Former Showroom of the Farnham Brothers Motor Car Company's Stutz Dealership in Spokane, Washington. The old showroom on Sprague Street is now a non-automotive business. Two large display windows can be seen flanking a two-piece wooden door above which a capstone proclaims, "Erected 1905."*



*The buildings southside on 1st Avenue was the service area and now houses Watt's Wheel Service today.*

## Former Stutz dealership ready to turn 100 years old

In many parts of the world a 99 year old building is likely to be referred to as "That new shop down the street." But in America, for a building to face the century mark, especially in a busy downtown area, is something worth noting.

In Spokane, Washington a garage housing Watts Wheel Service & Driveline has little to distinguish it from any other auto service garage, but at one time it housed the Farnham Brothers Motor Car Company, the city's Stutz dealer.

An advertisement reproduced in the Stutz News No. 54 (Oct-Dec 2000) indicates the Farnham Brothers and their staff were actively promoting the Stutz line in late 1917. The advertisement in the "Independent, Progressive, Constructive" weekly The Observer, proudly displays both at 1917 Bearcat and Roadster model.

The old showroom is on Sprague Street and is now a non-automotive business. Two large display windows are still there, flanking a two-piece wooden door wide enough for a period car to enter. A cutout in the curb and a well worn cobblestone section of







sidewalk give the impression that a new Bearcat could come rolling out for a test drive at any moment.

The building's south side, on I Avenue, was the service area and it's this section which houses the wheel and driveline company today.

Above the large wooden roll-up door, a capstone proclaims "Erected 1905". Again, picture windows remain and looking into the shop, you can see a rear balcony that at one time held the dealerships stock of spare parts.

Company and building owner Chuck Little says he's always been interested in the buildings history and was surprised to hear of a Stutz connection.

"I know the building was built in 1905 as a new car dealership, but I haven't been able to trace what cars they sold. I just assumed it was Oldsmobile or something like that." Little said. He believes the building remained a dealership until about 1925, a time when its possible that the Farnham Brothers ceased trading, because it corresponds with a downturn in Stutz sales in the post World War One slump. Stutz sales fell by sixty percent between 1919 and 1922. (The Splendid Stutz, page 107).

"The building next door sold Hupmobiles, Dodges were on the other side. Buicks and Chevrolets were sold across the street." He said.

Aside from one surviving dealership to the west of the Stutz garage, which is also used by Little's firm, the other buildings have long since been given up to non- automotive uses or disappeared altogether. A new multi-million dollar television station on the next block show the neighborhood is still an attractive area for business development. At the West End of the block, the stately Carnegie Library reminds visitors tat this was once the center of downtown.

The former home of the Farnham Brothers and the Stutzes is safe for now. Since taking over the business, Little has become an historian and guardian for his building. Old photos line the wall of the garage displaying its various guises as a repair shop.

But for lovers of sporty cars made in Indianapo-

lis and for the few who know the distant past of a fine brick building, these streets will forever echo with the roar of a Bearcat.

From: B. Randolph, Longmont, CO

January 11, 2004

---

Thanks for the nice letter. Enjoyed reading!! Hope the readers of the "Stutz" newsletter enjoy the article when it appears. Interested to hear you have five cars. I am always interested in what interesting cars others enjoy. Also interesting that all your cars run!!! I always enjoy listening to people tell of their cars. Long ago I learned to ask that embarrassing question..."Do they run?" One man in particular I know bragged to all that he had one of every white car made from 1900 through 1912. When I saw his "collection," there was a little pile of parts called 1901, another small pile of parts for each year..it would take him 2 centuries to find all the needed parts, plus time to put them together. I have 3 restored cars and plus a project. The project is a 1907 Stevens Duryea model "U". My research tells me that it was the 1st 6-Cylinder car made in America...I have 1 of only 6 remaining. I love historic cars!!!

I have fooled with cars for about 50 years. Got interested while on a mtn. outing with a girl friend when I was about 25 years old. We sat on the side of a hill while a bunch of antique cars drove By. I said, "That looks like fun!" My 1st antique was a 1915 Model T roadster that cost me \$700.00. I began restoring it, found that the front half was 1914 and the rear half was 1915...spliced together. I put it back together and sold it. Added a few \$ that I could spare and bought another. This fixer-upper system is what occupied me as a hobby for the next 45 years. My high school car was a 1931 model A. In 1945 it was just a "used car". Belonged to a man my dad knew that had it in storage to get an extra gas ration card. Paid \$235.00 from my savings account.

I was born in 1929. My parents were Nebraska farmers. The Depression and hard times were financially bad, and they lost the farm, as many others



did. We moved to Longmont in 1937, and they started over with a small dairy. In the early 1940s my father became a real estate professional, and remained as such until his retirement at age 80.

I also have a 1911 Stoddard Dayton. This is a model IIa, one of only 2 known of this year and model. It was about 90% restored by a man in Idaho. He died and his widow sold me the car. I finished it and it is now restored...an unusual and fine antique.

#3 car is the 1913 Stutz.

#4 is a 1930 Cord l-29 convertible sedan. I purchased this several years ago, it was all apart. I hired this one restored, as I know my limitations and abilities. It is truly a beautiful classic! I also decided that at my age if I didn't hire some things done I wouldn't live long enough to enjoy it after restoration. My profession was in real estate. I had a small office in Longmont for 43 years. Our office handled real estate brokerage, insurance brokerage, real estate appraisals, and mortgage lending/banking. I sold my business in 1980 at age 50, and retired. After a year of travel with my wife, I became bored and went back as a full time real estate appraiser for another 14 years.

My wife of 42 years divorced me in 1997. After being single I remarried in 2001. My new wife is a retired school teacher...a native of Denver.

I have other interests as well as old cars. I became a professional musician at age 12, playing with a 12 piece dance band. I earned money this way to get into college. Played in

1913 STUTZ  
MODEL: B "BEARCAT"



BODY STYLE: "BEARCAT"  
WHEEL BASE: 120"  
TIRE SIZE: 34 X 4 WHEEL SIZE: 26"  
BORE: 4.75" STROKE: 5.50"  
CUBIC INCH DISPLACEMENT: 400"  
TRANSMISSION: 3 SPEED & REVERSE STANDARD PATTERN  
COST NEW: \$2000.00

FIRST STUTZ "BEARCAT" BUILT, RACED AT "INDY 500", MAY 30, 1911. DRIVER "GIL" ANDERSON DROVE "500" IN 442 MINUTES, AVERAGING 88.40 MPH. 13 PIT STOPS, BUT NO MECHANICAL ADJUSTMENTS NEEDED. PLACED 11TH. WAS BEATEN BY LARGER DISPLACEMENT CARS. FIAT, MERCEDES, ETC. TIRES OF COLD RUBBER FORMED ON COTTON CANVAS, DISINTEGRATED RAPIDLY AT HIGH SPEED, CAUSING MANY TIRE CHANGES! CHANGING TIRE/RIM REQUIRED REMOVAL OF 6 LUGS/NUTS. NO SPEED CHANGE WHEELS YET! PROBABLY DROVE OVER 100+ MPH TO AVERAGE 88 MPH.

THIS STUTZ PURCHASED FROM A MAN IN PA WHO DISASSEMBLED CAR. BEGAN COLLECTING NEEDED REPLACEMENT PARTS. LACKED CAPITAL, LOST INTEREST. HE SOLD DISASSEMBLED "FILE" TO BOB RANDOLPH. RESTORATION TOOK 10 YEARS.

ONLY 12-15 STUTZ "BEARCATS" SURVIVE TODAY!

OWNER: BOB RANDOLPH  
910 5TH AVE. LONGMONT, CO 80501 303 776 4205


## Randolph's Identification Signs

Each personalized identification sign

measures 17" x 22" - a perfect size for transporting and viewing. Your color snapshot will be enlarged to 6" x 10" before mounting. In addition, Randolph's Identification Signs are mounted on sturdy foam to assure durability. Your sign can include up to 30 lines of information, including any or all of the following:

- Make, model specifications
- Production facts
- Manufacturer's history
- Specific vehicle history and restoration facts
- Information about the owner

1913 STUTZ  
"BEARCAT"



Body Style: "BEARCAT"  
Wheelbase: 120" Tire Size: 34 x 4 Wheel Size: 26"  
Bore: 4.75" Stroke: 5.50"  
Cubic Inch Displacement: 400"  
Transmission: 3 speed/reverse Standard Pattern  
Cost New: \$2,000.00

First Stutz "Bearcat" built, raced at "Indy 500", May 30, 1911. Driver "Gil" Anderson drove "500" in 442 minutes, averaging 88.40 mph. 13 pit stops, but no mechanical adjustments needed. Placed 11th. Was beaten by larger displacement cars. Fiat, Mercedes, etc. Tires of cold rubber formed on cotton canvas, disintegrated rapidly at high speed, causing many tire changes! Changing tire/rim required removal of 6 lugs/nuts. No speed change wheels yet! Probably drove over 100+ mph to average 88 mph.

This Stutz purchased from a man in PA who disassembled car. Began collecting needed replacement parts. Lacked capital, lost interest. He sold disassembled "file" to Bob Randolph. Restoration took 10 years.

Only 12-15 Stutz "Bearcats" survive today!

Owner: Bob Randolph  
910 5th Avenue Longmont, Colorado 80501 (303) 776-4205

To receive your personalized identification sign ASAP, complete the following information (including the pack of page).

Please send me:

\_\_\_\_\_ 17" x 22" sign(s) @ \$35.00 each = \_\_\_\_\_

Subtotal: \_\_\_\_\_

Shipping & Handling (USA): \$4.00

Total Due: \_\_\_\_\_

Enclose order form, color snapshot and check or money order payable to Robert Randolph and mail to:

Robert Randolph  
910 5th Avenue  
Longmont, Colorado 80501

\*Do not affix snapshot to information sheet  
\*For questions, further information, or international shipping rates, please call:

Phone: (303) 776-4205

FAX: (303) 684-8853

*Great Gift Idea!*

Order one for your Garage, too!



many dance orchestras in the Denver area, our high school string orchestra. Took up tuba and played in marching band. Began college to become a geologist. Money ran out and I changed schools And studied to become a teacher. After graduation I enlisted in U.S. army to become an officer but too many applicants so they put me in the artillery. I didn't think I would like Korea and cannons, so auditioned and was transferred to a U.S. Army band.

After release I returned home in Sept. 1953. All the teaching jobs were gone for that year. Got into real estate profession accidentally and enjoyed it for 41 years. I sold out in 1994. Other interests include a mountain cabin, live theater, concerts, and travel. I have had a truly wonderful life. Due to a series of eye operations (18) I am no longer able to drive, so I have a hired driver. Between he, my wife and friends I get along just fine.

**Harold C. Peters, Eugene, OR**

**April 13, 2004**

---

Thank you for your kind letter of introduction to the Stutz Club, and also for the blazer patch. I look forward to many years of mutually beneficial experiences.

I've always been interested in the cars of the classic era, but was restricted to only reading voraciously about them since when one grows up on a farm on the Canadian prairies that's all that is possible. Many years later, and after a move to the USA, I discovered the racing cars and boats of the era and American automobile racing history from the teens to the early thirties became my area of specialized interest and knowledge. I have had the good fortune of meeting many historic racing car owners and restorers and I fell in love with the design and art that is the Miller marque. This led to my founding the Miller/Offenhauser Historical Society ([www.milleroff.com](http://www.milleroff.com)) and hence the email address you asked about: [milleroffy@aol.com](mailto:milleroffy@aol.com).

I had been looking for a long time for a road racing car project — Millers, with few exceptions,

are track-only cars. This is a frustrating experience for anyone because America abandoned road racing after WWI and virtually no manufacturers built sporting road cars thereafter. I finally acquired a '29 Blackhawk chassis and '28 BB engine, just the right components for racecar, and with good pedigree I thought. The parts came from an old gentleman who had intended to chop and cut the combination into a "junk-formula" Indy car, and this was my intent as well. I contacted a few Stutz club members via the Stutz website and forum to learn more about what I'd got and they were all very helpful.

The chassis, serial number 16044, is a L8, evidenced by its motor mounts and narrower 4-speed bellhousing. It originally had a 4-door Weymann body on it, which was removed for use in the restoration of a model M Stutz. The engine is serial number 90692, and also came with its 3-speed transmission.

It is interesting how one's intentions can change while sitting and staring at a pile of parts destined to arise one day into a completed car. For me, the more I researched Stutz, and the more I spoke with club members, the more I became convinced that I should pursue a project that was true to the sporting image and intent of Stutz in the late twenties. After a few weeks of introspection, I chose to turn the project into a period-correct creation of a sporting/racing Stutz. With already much assistance from Norman Barrs, I hope to construct a LeMans-type chassis with an appropriate sporting body. Where this will all yet lead is wonderfully exciting.

To further encourage me, I just received my first copy of the Stutz News and must say that it looks very professionally done and the quality of the writing is first-rate. I was especially pleased to read Norman Barr's article on Stutz specials and George Holman's account of the racing Stutzes.

I'm very happy that the Grand Stutz is planned for the West Coast this year and look forward to attending it and meeting you and the many other Stutz club members.



From: Keith Marvin (0079H), Worcester, MA

3 April 2004

The latest Stutz NEWS ARRIVED YESTERDAY. Good issue [ aren't they all?!"

I found the story on Millspaugh & Irish of particular interest and the photos of them are the first I've ever seen of these two gentlemen.

I thought you might enjoy a little story I wrote in which they are mentioned, "Our Custom Body Division". Mr Kelsey was a very close friend of mine and he had a lot to tell, having been a pioneer in the automotive field. I wrote this article some years ago for THE AUTOMOBILIA NEWS.

I enjoyed the picture of the 1930 MB Monte Carlo with the W which looks very much like the one owned by Mr Irving Kaplan who used to live in my neighborhood in Troy, New York. Mr Kaplan got his leatherette-bodied car 1933 and had it for nine years.

## OUR CUSTOM BODY DIVISION

by Keith Marvin

This writer was blessed by a close and long standing friendship with the late C. W. Kelsey, the last person of whom I am aware was producing cars for sale before 1900. His three-wheeler of 1898-99 has been in the Smithsonian Institution since 1923. He served in various capacities with Autocar, Locomobile, Compound and for some time as sales manager for Maxwell. He was an early experimenter with taxicab meters, the first to use motion pictures to promote his product. Was the winner of the Deming Trophy in a Glidden Tour, driving a Maxwell, and was responsible for setting up the first coast-to-coast trip with a woman driving an automobile, the late Alice Huyler Ramsey, in 1909. Later on he produced, and is probably best known for, the Kelsey Motorette tri-car. He also worked on other prototypes as well including the Spartan and the Pilgrim of Providence.

In 1920, he again set up shop for automobile manufacturing. This time to produce a car bearing his name, Kelsey. The cars deathbed in 1921, were friction-drive machines, as he believed that the Metz, the last make to employ this principle, would leave him a legacy of friction-drive enthusiasts. He was wrong, and immediately added a standard-drive sideline which became his main line as he phased his friction driven models out of production. As such, he con-

tinued to manufacture passenger cars and taxicabs at his Newark NJ plant until 1924.

His main ploy in promoting the Kelsey car was that quality was based on the findings and approval of the Society of Automotive Engineers. If a specific part of a car passed muster in the SAE, it was recommendable, he felt--himself a member of that august society.

Consequently, the Kelsey cars of the period were what most makes (but by no means were, productionwise), were known as "assembled" cars. The engine would come from recognized specialist in engine production, such as Continental. So would the frame, radiator, wheels, transmission and all other basic parts. The one thing which Carl Kelsey overlooked was in the actual body for the car, and laboriously, the Kelsey company ground them out, one at a time, at the Newark factory.

"These were our really expensive items," he told me in a 1955 interview, "but cars have coachwork, and we did the best we could, emphasizing quality and a design befitting of the times."

It was about 1922 or 1923 that Mr. Kelsey made an amazing discovery--that firms existed which specialized in the construction of automotive coachwork. One of these was the firm of Millspaugh & Irish, An Indianapolis firm, which had been practicing

I wrote about Mr Kaplan and his Stutz in "The Splendid Stutz" and although his car looks exactly the same as Andy Simo despite a four year difference, it illustrated how well Stutz managed to hold its lines from year to year as did both the Model T Ford and the Rolls-Royce! The Monte Carlo was a stunning type and sold new, as I recall, for about \$5,900. Anyone who had that to spend for a new car during the nadir of the Great Depression was very well off indeed!

There weren't very many Stutz cars roaming about in the traffic pattern of 1933 but where I lived there were always a few, mostly the 1926 series type of sedans but for variety one of the R.P.I. students nearby drove about in a coupe of c. 1919 or 1920 which looked to us like a telephone booth on wheels! I remember how its spare wheel laid almost flat across the rear deck.

Keep up the great work, Bill. It IS great work, too. Something I really appreciate and would never

its trade since 1915, specializing in bodies for the Duesenberg Company as well as for a number of taxicabs.

"I went to Indianapolis," he explained, "and was amazed to learn to learn that a basic body, such as we were building on the plant, could be purchased from this firm at a little more than half the price it was costing us."

Thus, body building came to an abrupt halt at Newark and shipments of bodies for Kelsey cars began arriving by rail from Indianapolis.

"...and we did well with Millspaugh & Irish until we ceased production," he added.

He also pointed out that in some of his promotional literature in which specifications were listed, under "coachwork," he frequently referred to Millspaugh & Irish--but without mentioning the name, as "The Kelsey Custom Body Division."

"I never felt guilty about that statement," he mused. "After all, the nameplate of the manufacturer was on the door sill and we were getting a much better body than we could build ourselves at a formidable reduction in price."

I have often wondered how many other manufacturers followed the same practice. Someday, I'm going to look into this in detail, but I'll bet there were many. The late Cadwallader Washburn Kelsey (1880-1970) was a pioneer in many fields in the automotive milieu, but he knew a good thing when he saw it and, in the case of automotive body construction, proved it. ■



take for granted. It takes a lot of understanding as well as devotion to et out a publication of such quality!

Ed's Note: Thanks Keith, your salve is good for my pain! We recently found the obituary for Clarence R. Irish in The Indianapolis Star, June 1, 1960. He died at age 73 after retiring from the Hoosier Coffee Co. which he joined in 1930 and purchased in 1939.

**From: Jack Leicht, Indianapolis, IN**

**March 4, 2004**

What a great pleasure it was to be inside your beautiful home, meet Carolyn and talk to you about the H.C.S. Motor Car Company. We are excited about the prospect of returning the property at 1402 North Capitol to a higher and better use. It must be fate but shortly after we reached agreement with the current owners to sell us the property, I returned to the office to find my copy of "The Splendid Stutz" in my mail.

Enclosed you will find the documents you shared with me. As we move forward, any other information you can provide would be useful. We would very much like to know the colors used in the H.C.S. Company shield displayed on page 335 of "The Splendid Stutz" as it was prominent on the building. In addition, any advice about memorabilia which could be displayed in the lobby would be well received.

Do let me know when you are headed downtown and I'll buy lunch.



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

**February 15, 2004**

Well, not much Stutz news from here lately; been reading the STUTZ NEWS as it arrives

Did run into one item that might be of interest — of Harry's earlier efforts: the Marion: this pic of a 1913 Marion 36-A 30-40 hp "Bobcat Roadster". Marion 'releases' for 1913 (for the 37P touring and 36A roadster) announce availability of the Bobcat and a "new Roadster" to which the Bobcat name was apparently added gratuitously. At that point HCS was obviously gone on to greater things (and his own car in 1912), and so was Willys' connection, and Marion did not show up in most directory listings etc. in the spring of 1912 as a result of the changes.



But was "Bearcat" a copy—cat knock—off from "Bobcat"? I think Bobcat came first — it certainly was used in 1912 and probably 1911, but I don't remember the Bearcat name being applied when the "B" Stutzes were announced during 1912 ... although the term "Bear Cat" turned up throughout 1912 and later model "B" raceabouts were called Bear Cats. But the apparent earlier naming of the Marion "Bobcat" would seem to imply that Stutz adapted the name idea to his new car.

Anyway it seemed like a pretty good picture of a car with Stutz and Indianapolis connection.



**Jack White, Providence, RI**

**April 10, 2004**

My 1929 Stutz M Conv. Coupe (bought it in 1969) is finally being restored. Work being done by Richard Grigorovicz in Vermont. It was he who restored and trailered Ed Downey's car to our 2000 Meet in PA where I met him. My 1926 Stutz AA Victoria Coupe should be on the road this year. Hope to see you in Sept. in Calif.

to you. I haven't sold my Stutz yet and maybe you could announce it in the next issues. (See Classifieds)

I am so sad to sell that car together with my Diatto which can be seen on prewar.com if possible you could add that it is for sale. Price euro 75.000. I will be back in a couple of months with some news and in the meantime many thanks for your help.

**George Holman, Wilbraham, MA**

**June 2, 2004**

The 28 Blackhawk is due to arrive in England by the middle of June. It will be then transported to LeMans for the big race!

Please run the attached ad for rear end gears. (See Classifieds.) I am trying to get some for myself. Phil already has orders for at least six sets.

**Francis De Prins, Gordes, France**

**27 April 2004**

I always read with pleasure the Stutz News which is easier to do against the amount of work that is brings

---

**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:** \_\_\_\_\_

**City** \_\_\_\_\_

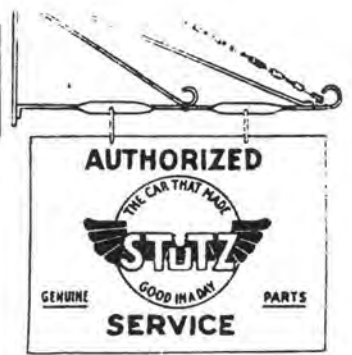
**State** \_\_\_\_\_ **Zip** \_\_\_\_\_

**Phone:** \_\_\_\_\_



## Classifieds

*The Club and the editors aim to publish accurate information and recommendations, but neither assumes responsibility in the event of claim of loss or damage resulting from publication of editorial or advertising matter. Statements of contributors are their own and do not necessarily reflect Club policy.*



### FOR SALE

A batch of high speed rear end gears for the 8 cylinder Stutz is being made by Phil Bray. The ratio will be 3.8/1. A special hob had been ordered for this project to ensure high precision gears. The hob will take 16 weeks and gears should be available 6 to 8 weeks after receipt of hob. The price is \$2000 per set.

Contact Phil @ 734-676-5520 or email him at [braypt@yahoo.com](mailto:braypt@yahoo.com)

### LITERATURE FOR SALE

Original Stutz Literature! Good selection of Stutz sales brochures, factory manuals, etc. for all models. Send stamped envelope with year(s) for free list. Please specify Stutz as I have lists for all cars/trucks/motorcycles, worldwide.

Walter Miller (No. 405)  
6710 Brooklawn Parkway, Syracuse, NY 13211  
Tel: 315-432-8282 Fax: 315-432-8256  
[www.autolit.com](http://www.autolit.com)

### FOR SALE

1928 Stutz SV 16 Dual Cowl Speedster - Restored (owned for 20 years.) Restored over 12 years. Spares available. Blue and Silver with red leather interior. Asking \$150,000 NZD

John Courtney (No. 352)  
11c Huia Road  
Titiranga, Auckland 7  
New Zealand  
PH: 9-8178313

### FOR SALE

1915 Stutz Bearcat - Totally restored from chassis to engine. New radiator honey comb with original radiator cap/thermometer. Color white. Runs very well - see article in previous Stutz News. Wings available but not restored. Various spare parts. Wheelbase 120 inches. Price \$175,000.

Francis De Prins (343L)  
La Bastide Leonard  
Les Rapieres, F. 84220  
Gordes, France

Tel: 00334 9072 0553

**CLASSIC TIRES**  
Lester, Firestone, Denman, Lucas.  
Custom Classic, Goodyear, Dunlop & more.  
*We can save you money!*  
**FREE CATALOG**

**Lucas**  
AUTOMOTIVE

2850 Temple Ave. Long Beach, CA 90806 Fax 562-595-0381  
2141 West Main Springfield, OH 45504 Fax 937-325-1900

**800-952-4333 800-735-0166**



*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 Phillippe de Rothschild, French sportsman, financier and movie magnate; C. Alfred Campbell, Sales Development Manager, Stutz Motor Car Company of America, Inc.*