

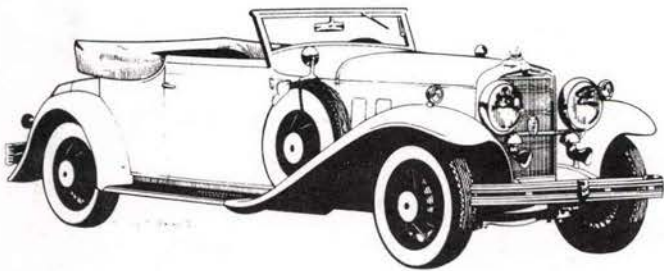
# Stutz NEWS

Jan.-Mar. 1991

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

TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

Dear Member:

We again wish to remind some members that 1991 dues were payable as of January 1, 1991. To facilitate compliance, membership details are provided in the form on page 2. Please use this form to report any changes, additions or deletions of vehicles, new data, etc. If you have any questions about your membership status, please contact Dale Wells, Membership Chairman.

This issue of Stutz News has come together as each of us face up to the realities of a Gulf War in progress. The lack of comment about this engulfing situation in this and future issues does not imply any lack of interest or concern. It is the opinion of your editor that Stutz News is not an appropriate vehicle to provide coverage of war related items. Unless directed otherwise, your editor will concentrate herein only on Stutz related items and, hopefully, bring the membership some degree of enjoyment in these times of deep concern.

Please reserve October 4-7 for the 4th Grand Stutz to be held in Newport, NH the weekend prior to the AACA National Meet in Hershey, PA (See "Editorial Comments" for further information).

**REMINDER**



# THE CLUB

Mail to: Dale K. Wells, Membership Chairman, 7906 S. 10th St., Kalamazoo, MI 49009.

Please type or print clearly.

Date: \_\_\_\_\_

My name is \_\_\_\_\_

My address is: \_\_\_\_\_  (Check if new or changed)

My telephone number is: \_\_\_\_\_  (Check if new or changed)

Home: (\_\_\_\_) \_\_\_\_\_ Bus.: (\_\_\_\_) \_\_\_\_\_

Note: The Club year runs from Jan. 1 to Dec. 31.

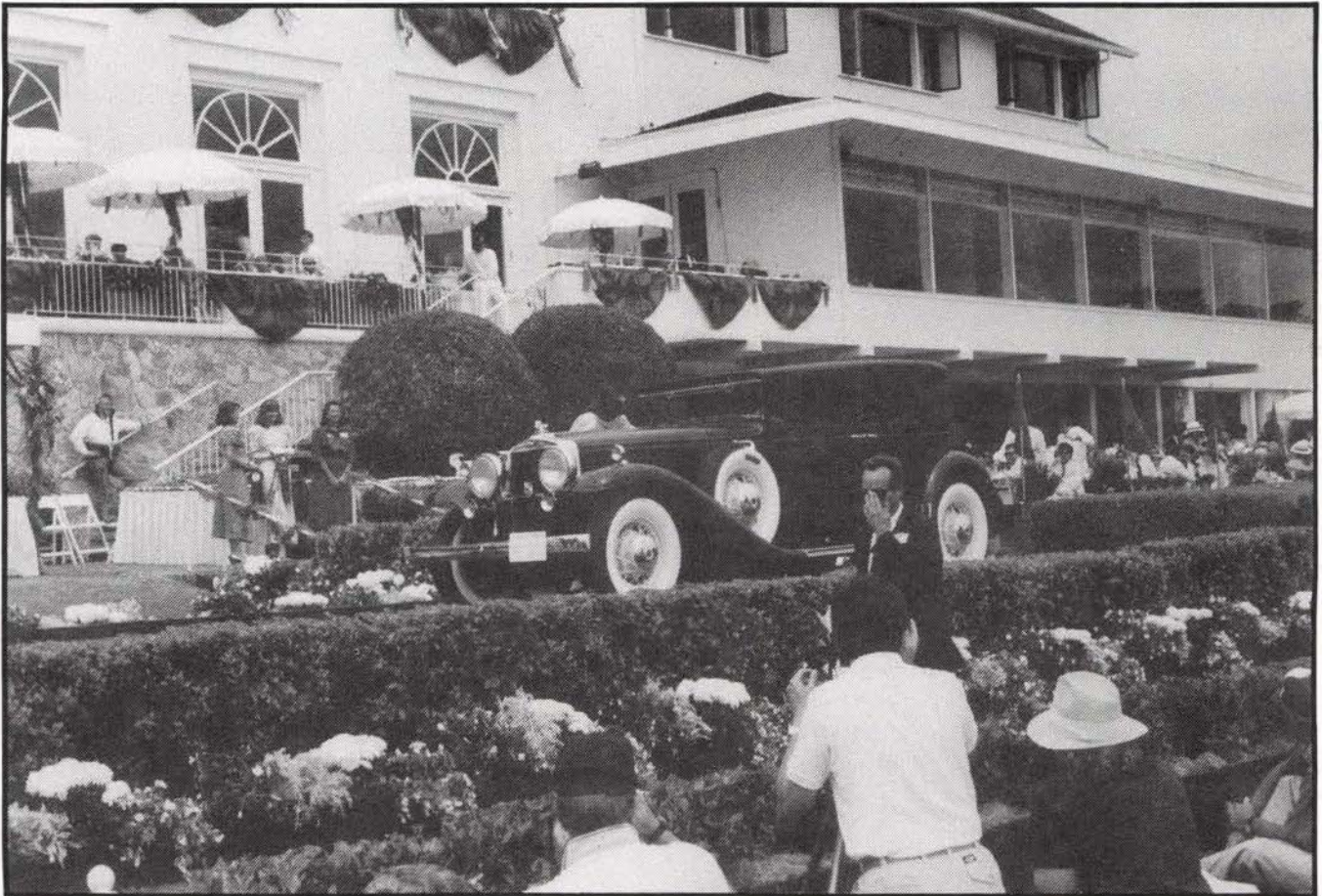
<u>This is to:</u> (Please check one)		Inside USA \$	Outside USA \$
<input type="checkbox"/> Join the Stutz Club	Active:	<input type="checkbox"/> 20.00	<input type="checkbox"/> 25.00
<input type="checkbox"/> Renew my membership	Associate:	<input type="checkbox"/> 5.00	<input type="checkbox"/> 5.00
<input type="checkbox"/> Make a donation	Life:	<input type="checkbox"/> 300.00	<input type="checkbox"/> 375.00
<input type="checkbox"/> Change directory listing	Founding:	<input type="checkbox"/> 1000.00	<input type="checkbox"/> 1000.00
<input type="checkbox"/> Enclosed is my check for U.S. \$ _____ (make payable to Stutz Club)			

I currently, am fortunate to own one or more of the rare examples of the marque as follows:  This is a change.

	1	2	3
Year	_____	_____	_____
Make	_____	_____	_____
Model	_____	_____	_____
Body Style	_____	_____	_____
Eng. No.	_____	_____	_____
Vin. No.	_____	_____	_____



## STUTZ AT PEBBLE BEACH - 1990



1932 Stutz DV-32, LeBaron Sedan, LWB, Salon

As Ruth and Harry Windsor put it, being selected for this world famous concours is an award in itself. This photo shows the Windsor Stutz on the awards ramp in front of the lodge as it was being honored with a trophy for third place in Class.

Member Marshall Mathews participated in the Pebble Beach Concours d'Elegance, 1990 with his great 1914 Stutz 4E Bearcat. The third Stutz present, a 1931 DV-32 Rollston Tuxedo Cabriolet owned by John Mozart, was awarded a trophy for second in class. (Story on page 4.)



## STUTZ AT PEBBLE BEACH - 1990

by G. Harry Windsor

The Pebble Beach Concours d'Elegance had its beginning some forty years ago in 1950. This was a time of wider appreciation of the magic of outstanding automobiles.

Pebble Beach held an annual sports car race event, namely racing along the roads within the Del Monte Property - beginning in 1950. The day following the races usually on a Sunday, the racers were exhibited on the lawn of the Del Monte Lodge. The racers were mostly just as they were when they left the races, including "dings" of varying degree. There was no judging, just a close-up admiration of the cars themselves.

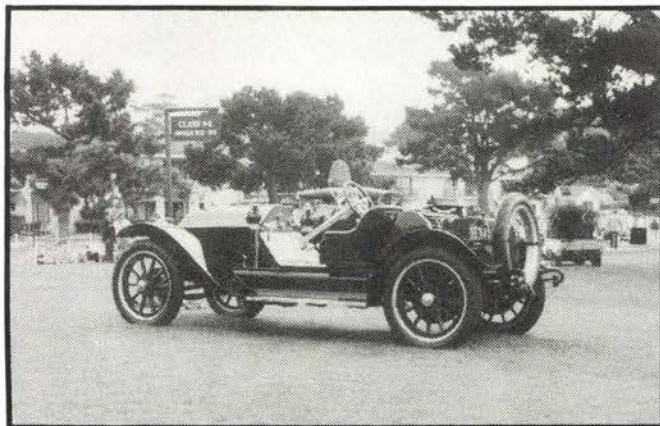
Within the next few years, especially since racing was to be discontinued, Gwenn Graham of the Pebble Beach Company made the former event into an exhibition for all cars of distinction: The Concours d'Elegance. This event is now a world famous concours, as well as a vintage racing meet at the nearby Laguna Seca road race course.

The credit for turning the earlier event into a world class concours can be given to two notable gentlemen. They are Jules Heumann and Lorin Tryon. Both are widely known for their skills and accomplishments in structuring this well-known world famous event.

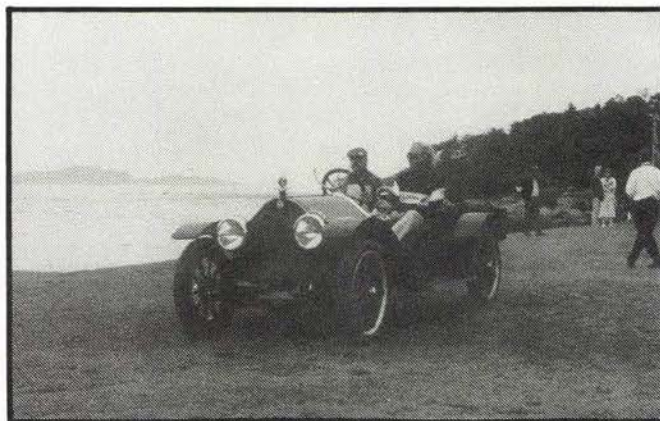
Being selected for this concours is an award in itself. To begin with, your car is considered for an entrant by invitation only, and accepted after a review by the entrance committee.

It is no surprise then that three of the entrants chosen for the 1990, 40th, concours on 19 August were Stutz:

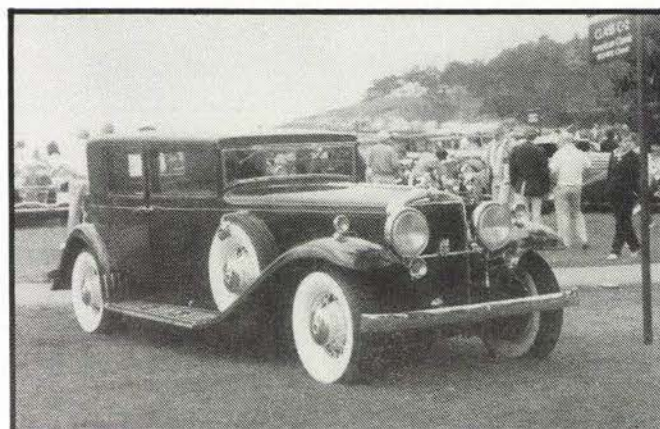
1914 Stutz 4E Bearcat  
Marshall & Nancy Mathews  
Woodside, California



Marshall and Nancy Mathews' 1914 Stutz 4E Bearcat on the judging field at Pebble Beach, 1990.



Marshall (driving) warms up the Bearcat to the riders' delight at the concours.



Ruth and Harry Windsors' 1932 Stutz DV-32 LeBaron Sedan, LWB, Salon awaits judging at Pebble Beach.



1931 Stutz DV-32, Rollston Tuxedo  
Cabriolet  
John Mozart  
Palo Alto, California

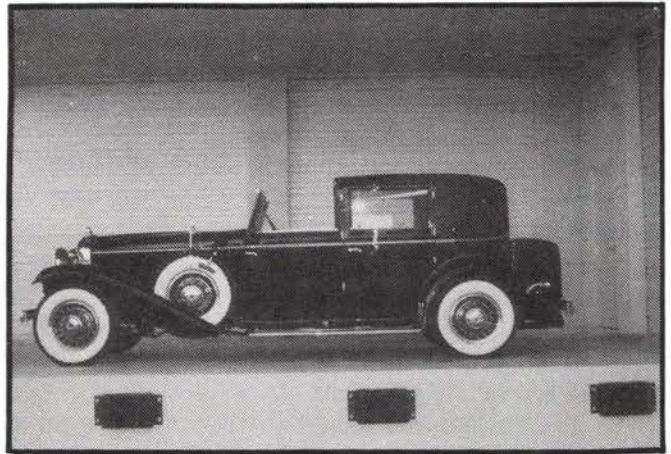
1932 Stutz DV-32, Le Baron Sedan, LWB,  
Sedan  
Ruth & Harry Windsor  
Los Gatos, California

The total of the concours entries was  
about 170.

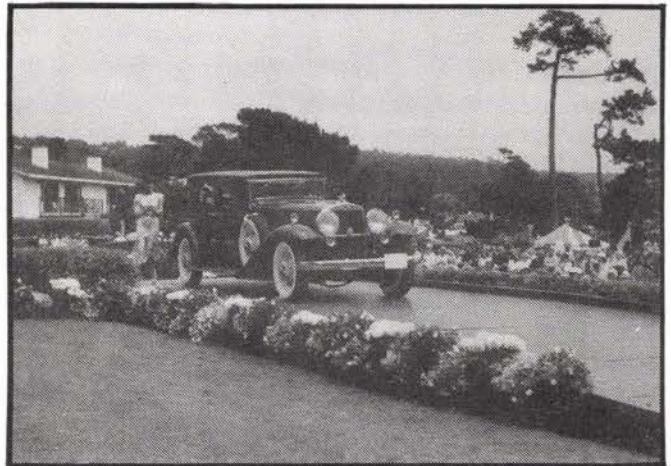
The concours opened with a spread of cars  
that you might dream about, displayed on  
a fine lawn, with sheltering trees, under  
a sunny sky, with very pleasing weather,  
and a background view of Monterey Bay.  
The Stutz automobiles were prominent in  
this setting getting their just due by  
casual and knowledgeable viewers alike.

- ° The Mathews Bearcat was an inspired  
restoration with meticulous attention  
to authentic detail.
- ° The Mozart Rollston was an outstanding  
confirmation of the concours' "raison  
d'etre."
- ° The Windsor LeBaron was the epitome of  
a classic Stutz.

Among their awards, they received the  
supreme award -- they got to take their  
Stutz home!



John Mozart's 1931 Stutz DV-32, Rollston  
Tuxedo Cabriolet took a second place  
trophy.



The Windsor DV-32 receiving the honor of  
third in class on the awards ramp in  
front of the lodge.



#### RACING WITH STUTZ

Members interested in racing and its history will enjoy and perhaps even treasure a new book entitled "Board Tracks - Guts, Gold & Glory" published by Dick Wallen. Joseph S. Freeman (#242) comments that this book gives great coverage of Stutz with fascinating photos and he feels it is of similar quality to the fine book "Miller Dynasty" by Mark L. Dees (#258). Joe wrote two of the chapters covering Board Track racing at both Laurel and Rockingham Speedways.

Copies of "Board Tracks - Guts, Gold & Glory" may be ordered from: Dick Wallen Productions, P.O. Box 2261, Escondido, CA 92033. You can call in your orders using Visa or MasterCard by phone (619)749-4406 or FAX (619)749-4408. Price is \$106 hard-bound and \$136 deluxe.



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## ONCE UPON A STUTZ -- The Roof Caved In.

by Dale Wells, Membership Chairman

December 15, 1990 dawned grey and damp, with a mixed rain and snow falling across southern Michigan. Having just the day before heard about an auction sale in a remote, small town of Freeport, Michigan, I found myself committed to other activities. I was told there was an eight cylinder Stutz being auctioned, and my son offered to go and bid for me since I did not know of anyone else who might have heard of the Stutz, or be interested in it. When the Stutz came up for auction, one look suggested only a fool would bid very much for such a wreck.

It seems a Mr. Glenn Novisky had purchased the car Aug. 5, 1936 and licensed it for one year. It was parked inside a shed alongside his barn shortly thereafter, and left to rust and deteriorate for 55 years. Although a complete, restorable car when parked, the shed rotted away until the roof caved in upon the Stutz. Then the wind, rains, snow, and elements worked on the Stutz until its roof caved in, the insides rotted away, the frame rusted nearly in two, and hardly a piece of sheet-metal was left undistorted or perforated by rust holes.

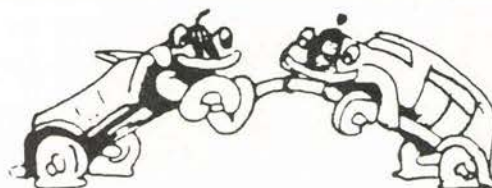
Family and neighbors of Mr. Novisky told of trying to get him to part with the Stutz at various times over the years, but Mr. Novisky would not do so. Eventually he grew old and was living in a nursing home when the auction was scheduled. He died shortly before the Stutz was sold. Why did he buy the Stutz? Why did he never drive it after the first year? Why would he never part with it? Only speculation remains.

I had given my son some guide lines as to value and how much to bid. After an initial flurry of interest, only my son and one other bidder got serious. Unbeknown to my son, good friend and Stutz member Paul Freehill had heard about the auction however they did not know each other. They merrily bid the price up until my son reached his authorized top price. Paul continued to bid, and it looked like he would be the winner. However it turned

out, another friend of mine from Kalamazoo was present, and acquainted with my son. Thinking the salvage value had not yet been topped, he decided to jump into the bidding. After a few more minutes, Paul decided to stop, and my friend was the owner of a Stutz basket case, or beyond-a-basket case.

When my son returned with the news, I promptly called our friend and congratulated him upon the exciting new purchase, and offered him a membership in the Stutz Club. He hoped he would not be a Stutz owner for long and offered the car to me, which I promptly accepted. Soon thereafter I talked with Paul, and apologized for the circumstances, as I would never have bid the car up against him had I been there. I only wanted my son to buy it if we could salvage some parts for a Stutz in need. Paul and several other members have already placed orders for parts, and the car is for sale in the ads in the current newsletter. The entire running gear, engine, transmission, and accessories are in place, and we even found some of the trim by raking through the dirt and rubble on the ground where it had been deposited for the auction. The car is a 1927 Victoria Coupe, titled as engine 81196, and serial number 81197. Strange the two numbers are one digit apart.

When spring arrives, we will try to get things apart for Stutz owners in need, and then we can verify these statistics. Meanwhile, another Vertical 8 is present and accounted for, and will help some other cars get back on the road. That is where all these great old cars belong.



## NEW MEMBERS



WELCOME to the following new members since the last issue:

- |      |   |   |
|------|---|---|
| #300 | Spencer "Pete" Pope<br>1721 Mahantongo St.<br>Pottsville, PA 17901                          | Home: (717) 622-3062<br>1925 Stutz Speedster (Rebodied)                           |
| #301 | David A. Lovell<br>251 N. 300 W.<br>Greenfield, IN 46140                                    | Home: (317) 326-4418<br>Bus.: (317) 846-1201<br>1918 Stutz Bearcat Roadster       |
| #302 | Ruben C. Roges<br>Cerretti 1241<br>Adroque, 1846<br>Buenos Aires, ARGENTINA                 | 294-2268 or 294-9227<br>1930 (?) Stutz Cabriolet (Rebodied)                       |
| #303 | Jacques Harguindeguy<br>167 Richard Lane<br>Walnut Creek, CA 94595                          | Bus.: (415) 944-5229<br>Fax: (415) 933-2452<br>1930 Stutz M, Monte Carlo, Weymann |
| #304 | Timothy C. Moore<br>Huntingdon House<br>106 High St., Sawston<br>Cambridge CB2 4HJ, ENGLAND | Bus.: (0223) 836661<br>Fax: (0223) 836507<br>1915 Stutz 4F Bearcat                |
| #305 | Marion McCann<br>Box 967<br>Tazewell, VA 24651  | Home: (703) 988-7152<br>Bus.: (703) 988-2572<br>1923 Stutz Speedway Roadster      |

Apologies to member Donald Short (#218L) who took out a life membership last year, but did not get listed until this issue. Also welcome to our newest life member, Frederick D. "Dutch" Overly (#253L) of Anchorage, Alaska who has been with us for some time, and is moving up to life membership. We sincerely appreciate your vote of thanks, and hope we can always be worthy of your confidence and support.

Among the sundry errors and misprints found in your new directories, please write in the 1915 Bearcat owned by member Richard Nowak. The darned old computer is smarter than me, as I have tried to get this car listed for Rick in the past, and it is probably shown on someone else's name. Please make note accordingly.

A final note to members about dues. In October reminder notices were sent to all members still delinquent on the 1990 dues. We just couldn't drop you, as we were sure you had merely overlooked sending in your payments. No prior notices had been sent -- just reminders in the newsletter to check your checkbook, and write us if you had not paid. This worked for most members, but some still forgot, so final notices were sent out in October, and Directories were not sent until dues were received. Now please note, that many of you have taken the October 1990 reminders to be for 1991 dues, and have marked your checks for 1991 when in fact our records show 1990 has not been paid in some instances. Please check that checkbook again, and when I send you one more reminder, let me know if we have an error somewhere.

In closing, you will note the 1991 membership cards were included with the directories, on the honor system like so many clubs do now. However, the 1990 cards got missed, and were never sent. Unless you a real Stutz sentimentalist, I do not propose to mail the 1990 cards at this late date, unless you let me know you really want one. We would rather save the postage for more productive future efforts. (Gosh, 1990 cards will be real collector's items for those of you who had previously requested them and got in before the supply ran out. That is another reason most of them were never prepared and sent.) Maybe this is too unorthodox, but we are still a young club, and have a way to go before all these details fall into a routine.



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Besides, we should get some of the "youngsters" in the club involved and I would be glad to hear volunteers signed up to run for some of these offices when we get the new constitution and by-laws in place. Thanks again for your enthusiastic letters, calls, and stories for the world of Stutz. Don't forget the Stutz book is in need of material, and we need lists of all articles, advertisements, books, and manuals in your files to get the Stutz story written in the next few years.

It has been the custom each year to recognize those members who have supported the Club through Life Memberships. Our thanks for the special support of the following members:

#### FOUNDING LIFE MEMBERS

Matt S. Browning (106FL)  
Joseph B. Follardori (29FL)  
William J. Greer (93FL)

William B. Ruger (145FL)  
Joseph F. Sexton (201FL)

#### LIFE MEMBERS

William S. Abbott (49L)  
Bernard Berman (2L)  
Ray B. Bowersox (193L)  
◦ Colin Buckmaster (65L)  
George E. Cooper (123L)  
Samuel F. Flohr (74L)  
John Grunder (107L)  
George Holman (144L)  
Mike Holt (84L)  
◦ Raymond A. Katzell (62L)  
A.J. (Tony) Koveleski (124L)  
Carl R. Leonard (54L)

James F. McCloud (170L)  
Larry Nicklin (28L)  
Norman L. Roberts (150L)  
Kyle P. Robinson (63L)  
Myron J. Schuster (15L)  
◦ Donald Short (218L)  
◦ Max Triplett (139L)  
Norman (Curly) Walz (91L)  
Dale K. Wells (92L)  
J. Wiglesworth (213L)  
◦ Eoin S. Young (280L)

◦added to list during 1990.

Founding Life and Life Memberships are still available to members as indicated on page 2. However, requirements for Life Memberships will be subject to review following the Club's incorporation and subsequent election of officers, etc.

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Jim Petrik recently sent the editor a copy of Harry C. G. Shell's article "The Saga of A Stutz" published in the March 1956 issue of The Vintage & Thoroughbred Car. Here is Mr. Shell's delightful account of finding a large old car chassis buried under waving grass and nettles in a junk yard. "Beating down some more vegetation, I made my way to the bonnet side, and lifted up the bonnet. It was then that I felt my throat muscles tighten a little as I gazed at that massive hunk of machinery, so tightly packed under the bonnet, and then my eyes lifted a little and I saw the name plate, on the side of the valve gear cover, "Stutz Motor Car Co., of Indianapolis, America", and, instantly, floods of memories came back, of the late twenties and early thirties, of the almost legendary tussle between the Bentley and the Stutz, of the epic 1928 Ulster Tourist Trophy when out of a field of close on fifty cars only twelve finished, the valiant Stutz among them, although badly crippled at the very beginning of the race."

"Then again, the 1929 Ulster T.T. when the Stutz was again performing mightily, only to suddenly burst into flames at Newtownards, the battles at LeMans-Stutz-Stutz-even the very name was exciting; Bearcats, raccoon coats, hip flasks, the Charleston, gangsters, racketeers; Stutz-the name conjured up visions of long, low black cars, immensely powerful." Well said, don't you think?!

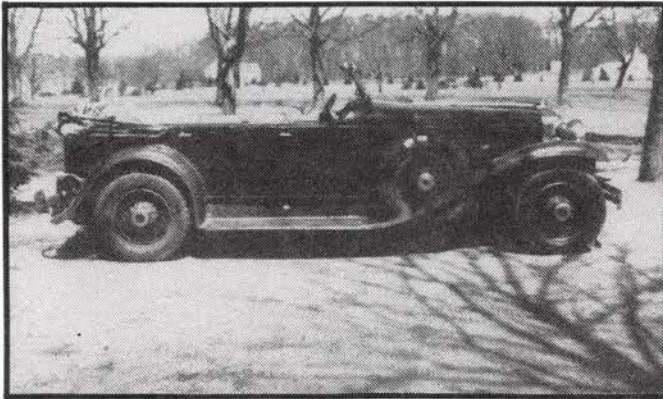


## MY SIXTH STUTZ

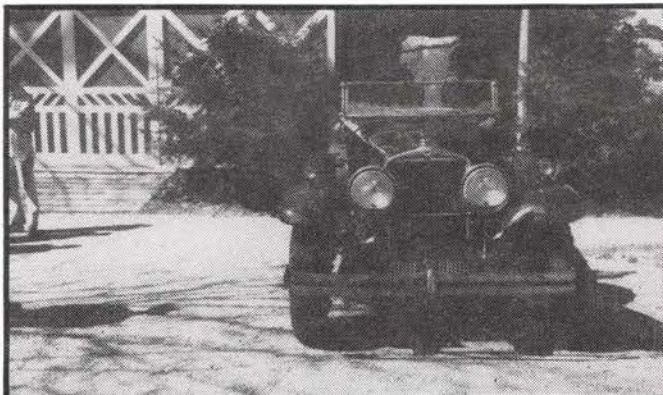
by Smith Hempstone Oliver

Here we go again, if I'm allowed! Having previously listed my trials, tribulations and loving moments experienced with my first four Stutz cars, I now propose to describe my sixth, a car that will always be a mystery to me unless one of our readers knew this car even before I did and can clear it up.

In early 1938 my old friend, John Libaire, then of Brooklyn and Center Moriches, Long Island, acquired a DV-32 Stutz phaeton to add to his stable of cars that then included a 1920 Mercer raceabout that he still owns today in 1990! I drove this Stutz at times and found it to be the hottest car I had ever driven. To me, its acceleration was astounding!



DV-32 Stutz at John Libaire's estate at Center Moriches, N.Y., March 27, 1938



The DV-32 Stutz phaeton on March 27, 1938

STATE OF NEW YORK—DEPARTMENT OF TAXATION AND FINANCE—BUREAU OF MOTOR VEHICLES											
<b>REREGISTRATION</b> 26233 OCT 8 1938 DISPIER No. XAA BUREAU OF MOTOR VEHICLES PLATE NO. 22 8366				<b>PASSENGER VEHICLE</b>		Ann. Fee \$ 6.00 Fee Pd \$ 5.60		<b>1938 Registration</b>			
				(If Transferring 1938 Reg. Plates Applicant Insert Number of Present Plates Here)				<b>VALID FOR DESCRIBED VEHICLE TO MIDNIGHT, JAN. 31, 1939</b>			
Print Name <b>SMITH HEMPSTONE OLIVER</b>											
Address <b>Street and No. 309 E. 19 TH ST.</b> (Residence, if Individual, Otherwise Business Address)											
City or Post Office <b>BROOK LYN</b> State <b>N.Y.</b>											
1. Year	5. Make of Vehicle	6. Type	7. Model	8. Weight							
1932	STUTZ	PHAETON	D.V.	4694							
9. Engine Number	10. Cyls.	11. Serial Number	12. Gas	<input type="checkbox"/> Electric							
DV 34994	8	DV 251275	<input type="checkbox"/> Steam	<input type="checkbox"/> Fuel Oil							
Signature <i>Smith Hempstone Oliver</i> (Sign Full Name in Full)						Signature <i>Smith Hempstone Oliver</i> (Sign as Member of Firm, or Give Title if Officer of Corporation)					
The accompanying number plates have been assigned to the above named to be used on the motor vehicle herein described during 1938 and January 1939.											
<b>COMMISSIONER OF MOTOR VEHICLES</b>											
<b>IF VEHICLE IS DISPOSED OF, FILL IN REVERSE SIDE</b>											

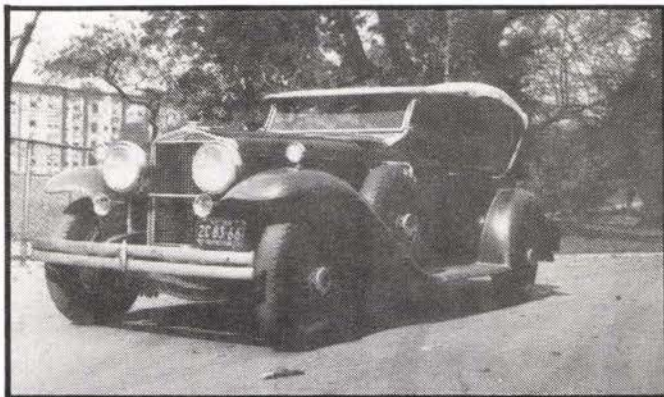
In October of 1938 I bought the Stutz from John for about \$60, the going price then for approximately 6-year-old cars of that type. I duly registered the car on October 8. The registration certificate is herewith reproduced, showing the supposed date of 1932 for the car. The weight of 4,000 pounds that I had arbitrarily written on the application form was changed by the license clerk to 4,694, as can be seen by an observant reader. This act generated a little more tax for New York State.

In those days, New York's Motor Vehicle Bureau charged 50 cents for each 100 pounds of weight of the car up to 3,500 pounds, and then charged an additional 75 cents for each remaining unit of 100 pounds. Hence the annual fee was \$26.50, a stiff charge for someone earning about \$35 a week, as I did when I bought the car.

This car was a 4-door phaeton with a 4-speed gearbox like that of the 1929 Stutz. The wheels were of the type used in 1929 and, I think, in early 1930. The photos used here to illustrate this article will reveal the wheel hub design that I always have associated only with the 1929 Stutz.

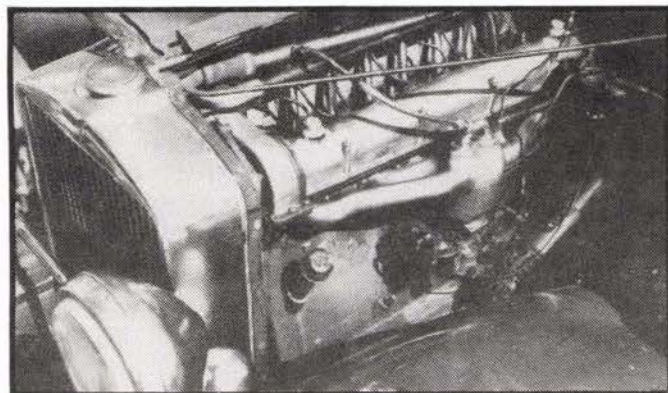


Hemp Oliver's DV-32 in Prospect Park, Brooklyn, N.Y., October 15, 1938



Can anyone explain how this car could have had these chassis features (gearbox and wheel hubs) and also have a DV-32 engine and be called a 1932 model? There were no DV-32 badge between the headlights and no body builder's plate anywhere on the car. The engine number was DV-32994. Please send in your explanation if you have one. Of course I realize that my car might have been a genuine 1929 model with a substituted DV-32 cylinder head added some years later. These heads were interchangeable.

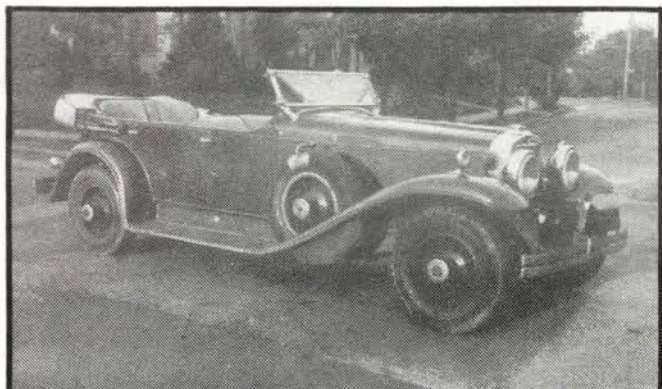
Another interesting feature was the use of this car of two Winfield updraft carburetors. I wanted to replace them with an original-type Schebler instrument, as I blamed the extra-hard starting of the engine on the Winfields, but I never could find the proper Schebler available.



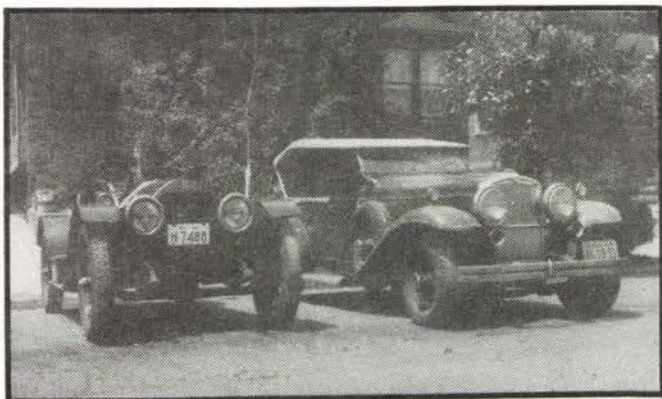
Engine No. DV-32 994 showing a Winfield carburetor, March 27, 1938

Some months after I acquired the Stutz I sold it for the usual prewar pittance to the Ksayian brothers of Brooklyn, who

used the car quite satisfactorily for a considerable time. I do not know what they did with it ultimately. Does any reader of this article possibly own this car today or know anything about it? If so, please let all of us know.



Hemp Oliver's DV-32 Stutz in Brooklyn, N.Y., October 29, 1938



Hemp Oliver's 1914 Bearcat and Ksayian's DV-32, Brooklyn, N.Y., May 28, 1939

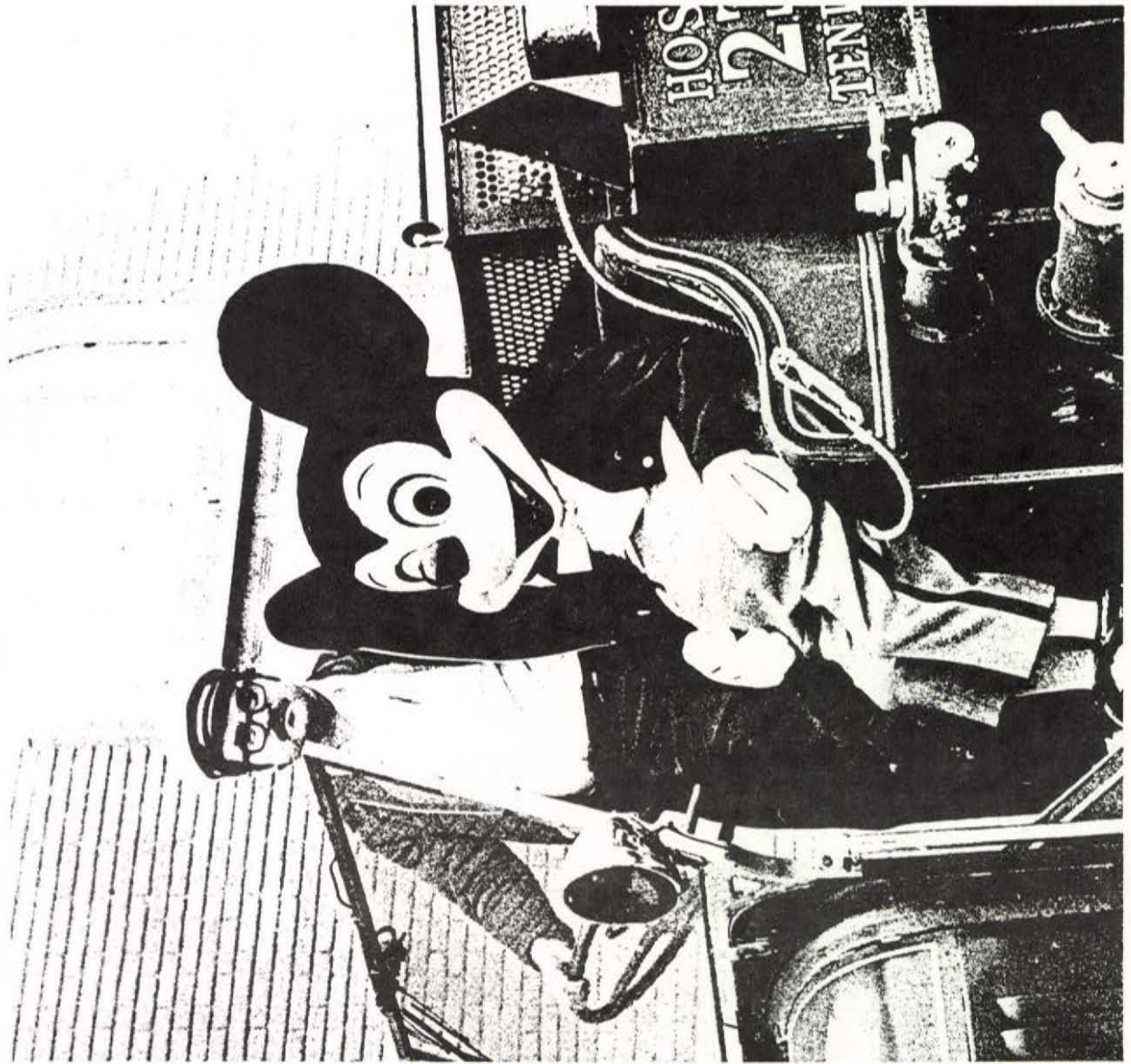
Incidentally, in case anyone wonders why I am now preparing this article on my sixth Stutz, rather than on my fifth, it is because my 1914 Bearcat was bought in September of 1936 and was kept by me until January of 1942, the longest period that I owned any particular Stutz. Being the last one of all of my Stutz cars I sometimes erroneously think of it as my sixth one, whereas I actually bought it before I bought the DV-32. I hope to conclude this series with my memories of my fifth Stutz, the 1914 Bearcat.

Ed's Note: Surely someone can explain the unusual features which were found on this Stutz as outlined above. Do share your explanation(s) with us!









## About the Author

In addition to reporting state and suburban news for the Indianapolis News, Rodger Birchfield covers all major fires in the city. He is past president of the Indianapolis Fire Buffs and has served the past four years as secretary.

He is a founding member and president of the Pompier, Pump & Playpipe Society of Indiana chapter of the Society for the Preservation and Appreciation of Antique Motor Fire Apparatus in America.

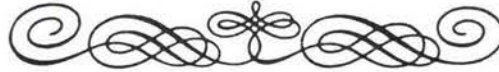
Birchfield recently restored a Stutz pumper for the Indiana Fire Fighting Gallery of the Children's Museum of Indianapolis.

Here he chauffeurs Mickey Mouse in a Stutz owned by Indianapolis Fire Buffs to Mickey's 50th birthday celebration in Indianapolis.



COMMENTS BY DAVID B. BRAUN, STUTZ NEWS

Your editor is pleased to reprint below Mr. Braun's further comments on past issues of Stutz News. His comments on some of the earlier issues can be found on pages 13-15 of the Oct.-Dec. 1990 issue. It is hoped David's inputs will stimulate other members to share Stutz information and help clarify history of the marque. All of us have read articles containing erroneous data or statements about Stutz. Stutz News offers a unique forum for sorting out the fact from fiction. Please take up your pen and help.



Now, the July-September, 1989 issue:

pages 2-7: the Stevens Challenge Trophy was quite an award in those days. After winning the award in 1927, Stutz immediately issued a newspaper-sized special issue of the **Safety Stutz**, although printed on a peculiar shade of pink paper, to its dealers and customers to talk up the achievement. Stutz was in good company in winning the Stevens Trophy, as the monumental Marmon Sixteen won it in 1931, and the 810 Cord in 1936.

pages 22-25: great article, let's hear more from that guy! Seriously, I failed to send a photo of the engine, despite my promise. I have several black and white shots of it, but I no longer have a darkroom, and its a hassle anymore to take my negatives out to a commercial outfit. I was quoted 8-10 bucks each for 5x7" and 8x10" prints; at that rate, I think it would be simpler to build another darkroom; and now that I'm thinking about it, I think I will!

Did you receive much in the way of comments to my article?

October-December, 1989:

Page 18: The Howell reference to the 1929 Le Mans cars being called "bearcats" is the only time I have come across this claim. No where else have I seen this and no where have I seen any documentation, including the Howell files, which I own a portion.

Le Baron made a great many bodies on contract for Stutz, Marmon and others. As a general rule, the Le Baron name did not appear on Stutz body shells, but there are exceptions, and more over there are at least two type of Le Baron plates which did appear, the rectangular "Le Baron Detroit" and the script "Le Baron." It has been my experience that when Le Baron badges were attached, they were generally attached to expensive types like open-front town cars, of which I have seen several examples, or the one-off type roadsters. Regular production Le Baron shells, including the dual cowl phaetons, etc., did not have these badges as a rule.

January-March, 1990:

Page 3: this is a one-off Rollston creation, known as the "Dragon Phaeton," although how it acquired that nickname, I don't know. Could Mr. Lassiter be prevailed upon for the body plate data and engine number?

Page 7: little-remarked upon is the fact that here in 1929, one could purchase a slant-windshield model, putting the lie to the oft-repeated statement that the 1929 Stutz cars were all vertical windshield types.

Also, Weymann was able to sell at least one Versailles body to Duesenberg, car 2220, engine J 196, and that body was apparently aluminum construction.

Total number of Versailles bodies built: I would hazard a guess at a dozen or more, including the ones exported.



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Page 16: There are at least two Durham convertible coupes, the SV-16 shown and a DV-32 in Southern California.

Page 20: final sale of company assets was October, 1938, not 1939 as stated. Also, Stutz sold several cars after 1934, including the one-off Tuxedo Cabriolet which was sold in 1936, and a sedan of unknown type in that 1938 auction.

Page 25: Mr. Oliver is 100% correct with what he says about the origin of the "Challenger" motor, and I can back it up with printed reference materials.

**April-June, 1990:**

Page 14: "Challenger;" see above page 25 and Mr. Oliver.

Pages 22-26, see my attached Super Bearcat article.

Page 29: while my real area of knowledge is 1926 on, it is my understanding that the Marion Bobcat was a kind of precursor to the Stutz Bearcat. See Mark Howell's references to the Marion in his book.

Page 30: Fred Moskovic knew, quite literally, most everyone on both sides of the Atlantic who mattered in automotive affairs. Since all of these gentlemen knew each other, it is quite possible a particular idea or concept made the rounds quite quickly, as the technology of the day would have permitted the transmitting of an idea in just a day or two. The Bugatti Type 43 was introduced in 1927, just as the similar Stutz body was, and there is a possibility one fed from the other. A fascinating possibility, and give credit where its due for Mr. Eldredge's very perceptive observations.

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## with sadness

**Monday, January 21, 1991**

### **C. McCord Purdy**

Memorial services for C. McCord Purdy, 75, Indianapolis, will be at 7 p.m. Tuesday in Flanner & Buchanan Broad Ripple Mortuary. There will be no calling. Mr. Purdy, who died Saturday in Methodist Hospital, was a manufacturers' representative for consumer electronics companies, retiring in 1980. He was a former director for the Indiana Region Classic Car Club of America and a former national president of the Milestone Car Society. He was also president of the Indiana Region of the Society of American Magicians. He was a member of North Indianapolis Sertoma, Stutz Automobile Club, Antique Automobile Club, Ancient Landmarks Masonic Lodge, Scottish Rite and Murat Shrine. Memorial contributions may be made to the Methodist Hospital Hospice Program. Survivors — wife Ruth Gordon Purdy; son Mac Purdy; daughter Lissa Hunter; sisters Betty Ferry, Jean Whithner; two granddaughters.

We will sincerely miss C. McCord Purdy (#8), our good friend and fellow hobby enthusiast. Cordy always worked hard for our benefit by serving so many ways in club development and management, as master of ceremonies and photographer, even as entertainer with his tricks of magic. For many years Cordy enjoyed the rare 1933 Stutz DV-32 Convertible Sedan now in the hands of James D. Lockwood (#85). Many of you know Cordy from his almost successful attempt to help launch a Stutz Nutz Club back in 1968. In the last issue of Stutz Nutz News, Vol. I, No. 3, five new members were listed bringing the total club membership to 58. Other members remember Cordy and his wife, Ruth, at literature shows, at the major swap meets or at AACA, CCCA, Milestone Car Society and Stutz events. Our deeply felt thanks to Cordy for bringing pleasure to so many of us over the years.

Also, we were saddened to learn recently from new David A. Lovell (#301) of the passing of his father, James A. Lovell (#219), Greenfield, Indiana on September 30, 1990. David has acquired his father's 1918 Stutz "S" Bearcat and looks forward to sharing his interest in Stutz with us. Mr. J.A. Lovell invented, manufactured and marketed the noted "Bearcat" radio scanner. Employees of company purchased the 1918 Bearcat and had it restored for presentation to Mr. Lovell upon his retirement. Naturally, it was the favorite car in his collection.





## FINANCIAL REPORT

by Joseph B. Folladori, Treasurer

This report covers a two month period, October 17, 1990 through December 17, 1990. The figures at December 17 essentially represent year-end data since there is little account activity over the Holiday Season.

It is a pleasure to welcome Mr. Donald Short (#218L), Blaine, WA as the Club's 28th Life Member. Somehow we failed to recognize Don's support in our previous reports.

BALANCE as of October 17, 1990		\$5,540.43
INCOME		
Membership Dues (10/17/90 - 12/17/90)	\$1,850.50	
Interest Earned (CD 129.92, M/M 62.31)	192.23	
Stutz Book Fund	20.00	
Other Donations	5.00	
	<hr/>	\$2,067.73
EXPENSE		
Stutz News, Vol. III, No. 14		\$1,444.67
BALANCE at December 17, 1990		\$6,163.49

FUNDS are held in the Treasury as follows:

1 year CD @ 7.75% maturing 1/13/91	\$10,000.00
Money Market Acct. #044845149 (see below)	6,163.49

Donations received since our last report are listed below.

<u>Stutz Book Fund</u>		<u>Other Donations</u>	
Johnny Pascucci	\$20.00	M. B. (Brantley) Tidmore	\$5.00

Please consider that while club funds on hand totaling \$16,163.49 appear quite favorable, the amount available for current operations is only \$2,225.24 as indicated below.

	<u>On Hand</u>		<u>Reserved</u>		<u>Available</u>
In CD	\$10,000.00	Life Funds	\$11,525.00		
In M/M	6,163.49	Stutz Book Project	2,413.25		
Total	\$16,163.49		\$13,938.25		\$2,225.24



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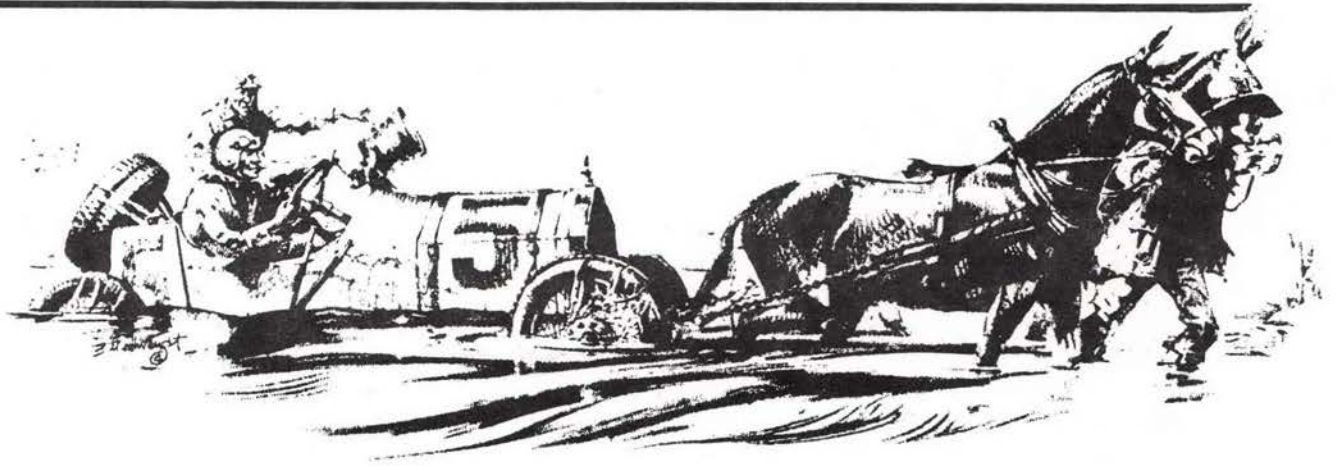
# ***BARNEY OLDFIELD & THE CACTUS DERBY***

*This feature is reprinted through the kindness of Arizona Highways where it originally appeared in their February, 1990 Issue, Volume 66, Number 2. Arizona Highways commissioned noted Western artist Bill Ahrendt for sixteen historical paintings of which BARNEY OLDFIELD AND HIS STUTZ was the final painting of the series. Story by Bill Ahrendt.*



Barney Oldfield and His Stutz by Bill Ahrendt, oil on canvas, 32" x 48"





Arizona's infatuation with the automobile was assured a new vigor in the fall of 1914 when the Cactus Derby, a grueling, hazardous road race then in its sixth year, got off to a roaring start in Los Angeles. The race to Phoenix across desert trails and through rugged mountains was run partly to promote better roads.

Conducted each year from 1908 through 1917, the Derby was without doubt the roughest race ever held annually in the United States. And in this year of 1914, some of the world's greatest drivers were competing. Among the 20 starters were Louis Chevrolet, Olin Davis, Louis Nikrent, and that barnstorming favorite, Barney Oldfield. The prize? A diamond-studded medal, embossed "Master Driver of the World."

Barney Oldfield was dead sure he could win the medal, and he was determined to do so behind the wheel of the same red and white Stutz he'd driven to fifth place in that year's Indianapolis 500.

A cold predawn rain fell at Eastlake Park on November 9 when the 20 engines flamed to life. Rooster tails of spray plumed behind the contenders as they roared away on the first leg of the three-day run.

Needles, California, 301 miles from the starting line, was the first overnight stop. The second day's dash to Prescott, Arizona, covered 236 harrowing miles of desert and mountains. Wind and icy rain plagued the way as machines, drivers, and their mechanics strove to survive muddy bogs, jagged rocks, and boulder-strewn gullies.

The storm continued to rage the final dawn of the race as 11 survivors roared out onto the last, 134-mile lap to Phoenix. Oldfield at this point held an edge over his toughest opponents, Louis Nikrent and Olin Davis, both previous winners of the Derby. But the worsening weather and the threat of an unbridged crossing of storm-swollen

New River made the lead look slim.

Then Olin Davis' car sheered into a bank of mud, breaking the drive chain. He was out of the running. Nikrent was now Oldfield's chief pursuer.

When they reached the foaming torrent of New River, Oldfield and his mechanic, George Hill, wrapped their coats around the hood of the Stutz, picked a crossing point, and roared for the distant bank. But the swirling waters engulfed the machine, and the great engine sputtered once, twice—then fell silent.

Well behind only moments ago, Nikrent, in his Page, shot past his stalled competitor and plowed successfully across the river as Oldfield looked on helplessly. Barney, still ahead in terms of time, chomped his dead cigar and hoped for a miracle. It was then he spotted the mule team working the far bank. Both men hailed the teamster, and in minutes the mules were hooked to the machine and were dragging it free from the mud.

On the opposite bank at last, Oldfield dropped the gear lever into second and let out the clutch. The motor exploded into life. Slithering wildly over the muddy trail, Barney lashed the last gasps of power from his machine. But far ahead Nikrent was already crossing the finish line at the Arizona State Fairgrounds. He was first to arrive, but he could not yet claim victory because Oldfield still had the clock on his side.

When the mud-spattered Stutz finally screamed onto the grounds with time to spare, the band blared a welcome, and the waiting crowd thundered "Oldfield! Oldfield! Oldfield!" As the car came to a stop, Barney was smiling broadly, the muddy stump of his long-extinguished cigar still clamped in his jaw.

That evening George Purdy Bullard, attorney general of Arizona, presented Oldfield with the diamond-studded medal of victory. Barney had earned the title "Master Driver of the World."



by Alan Conant, Researcher (317) 236-4406  
Indianapolis Historic Preservation  
Commission

Introduction:

Mr. Conant encourages the reader to add information or correct the contents of this collection of references pertaining to the later life of Harry Clayton Stutz. A desirable endeavor would be to trace all the Stutz notes back to the original source, i.e., find newspaper articles or corporate papers that cover the company founding and construction of the H.C.S. Motor Car Company building for example. This "Timeline " is the second attempt by the author to assemble dates found in the short list of sources given at the end. This article is meant to jog your memory with the hopes that you will write in a correction or send a personal anecdote related to the material. Please include, as best you can, the source for your information.

- 1914 - First Stutz Motor Car Co. building is constructed at 1002 North Capitol Avenue, to the design of Indianapolis architect Donald Graham. [1,14]
- 1915 - Banner year for Stutz: winning:  
Chicago Auto Club Race (300 miles)  
Elgin National Trophy Race (300 miles)  
Sheepshead Bay Race, Brooklyn (350 miles)  
Twin Cities Race at Minneapolis (500 miles) [2,3]
- 1916 - Second Stutz Motor Car Co. building is completed to the design of the Indianapolis architectural firm of Rubush and Hunter. This firm designed the Indiana and Circle Theaters, and the Circle Tower, among other buildings. [14, 10]
- 1916 - Reorganization of Stutz on July 1st; it becomes Stutz Motor Car Company of America, Inc. with H.C. Stutz as President, and Allan A. Ryan as Vice President. [2,3,4]
- 1917 - Stutz begins production of its own engine, requiring expansion of the plant. [2,3,4]
- 1919 - H.C. Stutz sold all stock to Ryan interests, to form his own companies. His departure was announced June 21, to take effect July 1st. [2,5]
- 1919 - Stutz Fire Engine Company is founded, to build pumpers, ladder trucks and combinations; utilizing 4 and 6 cyl. Wisconsin engines. [6,7,9]
- 1919 - H.C. Stutz traveled to, and demonstrated Stutz fire engine at the annual convention of the International Association of Fire Engineers at Kansas City, Missouri, passing a twelve hour pumping test. [6,7,9]
- 1919 - H.C.S. Motor Car Co. founded on November 1st; H.C. Stutz becomes President and General Manager. [2,4,6,8]



- 1920 - Last three Stutz Motor Car Co. of America, Inc. buildings are constructed, Rubush and Hunter are the architects. [10,13,14]
- 1920 - H.C.S. Motor Car Co. building constructed of reinforced concrete frame, floors, and roof with brick curtain walls and metal window frames. Terra cotta logo of H.C.S. on shield with background of spread wings appeared in the parapet. This factory building is designed by Rubush and Hunter. [10,14]
- 1920 - Stutz High Duty Fire Engine Company changed to Stutz Fire Engine Company, on February 20.
- 1921 - An H.C.S. Model "G" is driven by H.C. Stutz, as the pace car for the Indianapolis 500. [11]
- 1922 - The H.C.S. Speedster carried Indiana-built parts:
- |                    |              |
|--------------------|--------------|
| Weidely Engines    | Indianapolis |
| Ross Steering Gear | Lafayette    |
| Delco Ignition     | Anderson     |
| Bodies (company?)  | Connersville |
- [12]
- 1923 - 80 HP, 6 cyl. Midwest engines (made in Indianapolis) added to line of 50 HP 4 cyl. Wisconsin engines already in use. [4]
- 1924 - H.C. Stutz announced formation of the H.C.S. Cab Manufacturing Company. Last H.C.S. motor cars are produced in 1925. [4]
- 1924 - Stutz resigned from Stutz Fire Engine Company. [2,7]
- 1925 - H.C. Stutz moved to Florida, engaged in real estate. [15]
- 1925 - H.C. Stutz divorced, married Blanche Clark Miller, harpist with the Indianapolis Symphony Orchestra. [2? ]
- 1926 - H.C. Stutz divested himself of holdings in H.C.S. Motor Car Co. [2,4]
- 1926 - H.C. Stutz moved to Orlando, Florida. Developed a 4-cyl. aviation engine, forming the Stutz-Bellanca Airplane Co. [2,4]
- 1927 - Receivership for H.C.S. Motor Car Co., beginning of failure of Stutz Fire Engine Company. The last report filed with the Secretary of State by the Fire Engine Company is dated August 18, 1927. [2,4]
- 1928 - Last Stutz fire engine delivered. Company would later be revived as the New Stutz Fire Engine Co., of Hartford City, Indiana, in 1931, lasting into the early 1940s. [6,7,9]
- 1930 - While driving from Florida to Indianapolis, on June 23rd, H.C. Stutz had an attack of appendicitis, about 4 PM, outside Indianapolis. That evening he was admitted to Methodist Hospital for an operation which was successful. However, complications arose later in the week and he died on Thursday, June 26th. [2]



## Sources

1. Sanborn Map Co., Insurance Maps of Indianapolis, Indiana. New York: Sanborn Map Company, 1915, Vol.4, p.379.
2. Dave Emanuel, "Harry Clayton Stutz 1876-1930: The Man, The Enigma, The Legend," Automobile Quarterly, Vol. XX, 1982, no.3, pp. 235-255.
3. Joseph S. Freeman, "In the Wake of the White Squadron," Automobile Quarterly, Vol. 28, no.2, 2nd quarter, 1990, pp.148-165.  
note: Freeman quotes from 16 June 1919 New York Times on syndicate formed by Allan A. Ryan.
4. Beverly Rae Kimes and Henry Austin Clark, Jr., Standard Catalog of American Cars 1802-1942. Iola, Wisconsin: Krause Publications, 1985, p.634, H.C.S.; pp.1361-67, Stutz.
5. "Stutz Company Will Double Local Plant," Indianapolis Star, 8 August 1919, p.1, c.1.
6. G.N. Georgano, editor; G. Marshall Naul, U.S. consulting editor, The Complete Encyclopedia of Commercial Vehicles. Iola, Wisconsin: Krause Publishing Co., 1979, p.601.
7. Roger Birchfield, Stutz Fire Engine Company, A Pictorial History. Indianapolis: Roger Birchfield, 1980, pp.4,34,38.
8. Kate Milner Rabb and William Herschell, editors, Indianapolis and Marion County. Dayton: Dayton Historical Publishing Co., 1924, pp. 494-5.
9. Walter McCall, American Fire Engines Since 1900. Sarasota, Florida: Crestline Pub. Co., 1976. pp. 54,58,59,64,70,87-89,95,133-[all the references to the Stutz company]; pp.183,194-[all the references to the New Stutz Company].
10. Sanborn Map Company, Insurance Maps of Indianapolis, Indiana. New York: Sanborn Map Company, 1915 corrected to 1954, vol.4, p.379, H.C.S.; p.356, Stutz.
11. Don Davidson, U.S.A.C. Statistician, Indy 500 authority. (317) 247-5151.
12. George Moore, "Harry Stutz's Last Hurrah," Indianapolis Star, 13 January 1985, p.8.
13. Rubush and Hunter Collection, Architectural Archives, Indiana Historical Society, 315 West Ohio Street, Indianapolis, Indiana 46202. Library: (317) 232-1879.
14. Patricia J. Casler, "The Architecture of Rubush and Hunter", M.S. in Historic Preservation, Columbia University, 1985, various pages.
15. George Moore, "With Theatrical Flair Harry C. Stutz Lived Rags-to-Riches Story," Indianapolis Star, 16 March 1980, Section 5, p.2, c.4.
16. Automobile Quarterly Editors, American Cars Since 1775, n.p.: L. Scott Bailey, 1971, entry for H.C.S.



Ed's Note: Part I of Mr. Conant's "A STUTZ TIMELINE," 1876-1913, was published in Vol. II, No. 7 the Jan.-Mar. 1989 issue of Stutz News. Unfortunately no extra copies of issue #7 are available but the editor will mail copies of Part I (pages 26-30) if you send him a self-addressed envelope and \$1.00 to cover costs.

Alan & William Selm, Historian have been working on an historic content study of the Indiana and Indianapolis

automotive industry to strengthen future National Register nominations. This work is complete except for some final editing. Alan and Bill found that all the buildings used for Stutz vehicle production and sales promotion/showrooms are still standing (some modified) except for an Industrial Building at 10th and Canal used by Stutz Auto Parts Co. That building was demolished circa 1910 as was an earlier Stutz home at 1140 North Capitol.



1991 CCCA ANNUAL MEETING  
San Francisco -- January 9-13, 1991

by Bill Greer

All Stutz cars produced from 1925-1948 are recognized as Classics by the CCCA. In 1990 CCCA members listed 5 Blackhawks (four 6 cyl. and one 8 cyl.), 5 Stutz 6 cyl. and 97 Stutz 8 cyl. for a total of 107 Classic Stutz. By contrast, a total of 1,235 Cadillacs and 1,884 Packards are listed in the CCCA Directory. Why bring up these numbers? Well, I find it interesting that the Stutz Club is so well represented at Annual Meetings of the Classic Car Club. This year was no exception as can be seen from the list below.

Bowersox, Ray & Lou (Milton, PA)  
Chenier, Rene (Pacifica, CA)  
Cox, Jim & Bev Kimes (Matamoras, PA)  
Davis, Irv & Ellie (Beverly Hills, CA)  
Dean, Stephen & Sandy Fisher (Santa Barbara, CA)  
Greer, Bill & Carolyn (Indianapolis, IN)  
Guyton, Fred (St. Louis, MO)  
Harguindeguy, Jacques & Betty (Walnut Creek, CA)  
Holman, George & Mary-Jeane (Wilbraham, MA)  
Lassiter, Bill & Aneice (West Palm Beach, FL)  
McGee, Otis Jr. (Piedmont, CA)  
Oliphant, Sam & AJ (Marble Falls, TX)  
Synder, Christine (Hudson, OH)  
Thompson, Noel & Jean (New Vernon, NJ)  
Toth, Ernest & Ruth (Chagrin Falls, OH)  
Triplett, Max & Sue (Staples, TX)  
Virotek, Joan (Hudson, OH)  
Wells, Dale & Bonnie (Kalamazoo, MI)

Many members are, or have been, very active in both clubs. George Holman is currently one of the 15 national directors of CCCA and serves as Head Judge while Messrs. Davis, Greer and Lassiter are past national directors. Beverly Ray Kimes is Executive Editor of CCCA publications. Dale Wells is now President of the Board of Trustees for the CCCA Museum and Messrs. Folladori and Greer currently serve as Trustees and Bill Lassiter is a past CCCA Museum Trustee.

One could almost say that this year's meeting was the year for Stutz. This was my first time to see three Weymann fabric bodied Stutz sitting together in one place. Not only that but each was a distinct design as may be noted in the

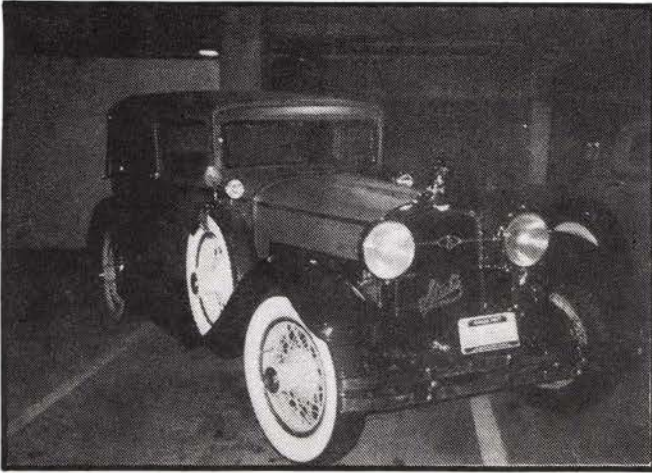
photos below. Topping off this Stutz show was the rare 1931 DV-32 Rollston Tuxedo Cabriolet owned by John Mozart (see photo in Harry Windsor's article on Pebble Beach, 1990). We found it rather difficult to get good photos in the garage of the Marriott Hotel where the classics were displayed.

On Thursday evening members enjoyed a treat at the Candy Store Car Collection. The Store has 35 members who pay \$1,000 to join and \$200 per month per car to cover storage cost, etc. The facility was once the home of a Packard Agency and is really ideal for the Car Collection. There is room for meetings, lectures, tours, etc. and a good shop for maintenance. There was truly something for everyone at The Candy Store.

All of us had looked forward to the visit and dinner at The Behring Auto Museum in Blackhawk, CA near Danville on Friday evening. Most of us had heard glowing reports about this new museum and we were not to be disappointed. The exquisite Behring Collection showcases rare, custom built and one-of-a-kind cars under stage lighting on gleaming black granite floors. Yes, it is simply fabulous! The current collection does feature a 1912 Stutz Bearcat but not a Black Hawk or Blackhawk as we had anticipated. The visit at the exciting Behring Museum in Blackhawk, CA was embellished by a most enjoyable and tastefully served dinner among the rare cars.

After the CCCA meeting, Carolyn & I took a couple of days to drive down scenic Highway 1 and take in the fantastic Hearst Castle at San Simeon. On the way back to the S.F. Airport, we had the pleasure of a short visit with Marshall Mathews at his restoration shop in Palo Alto. We have included a couple of photos here to share a little of that visit with you. You will find photos of his 1914 Stutz Bearcat in Harry Windsor's article on Pebble Beach, 1990 herein. Also, Marshall's 1918 Mercer Raceabout was featured in a great 9 page article by Arch Brown in Special Interest Autos, February 1991 which compared his Mercer to John Bertolotti's 1918 Stutz Bearcat.





1928 Stutz BB Weymann Chantilly owned by Otis McGee, Jr. This rare one was previously owned by Rene Chenier who currently owns the 1930 Weymann Versailles displayed at the meet.



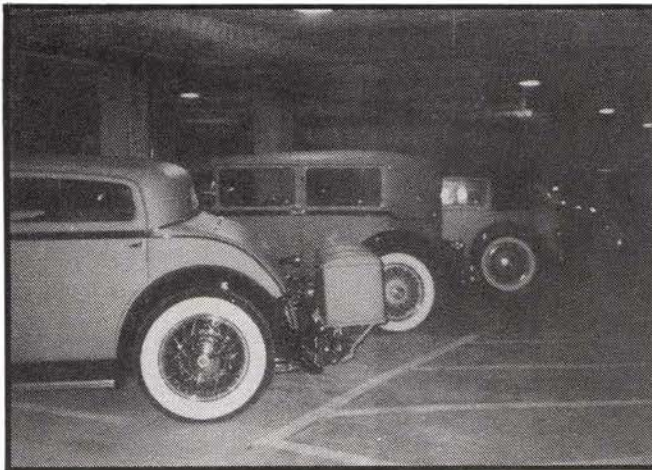
Beverly Ray Kimes, Executive Editor, received the CCCA Citation for Distinguished Service from Past President, Dick Gold. Hearty congratulations, Bev!



1930 Stutz M Weymann Monte Carlo owned by new member Jacques Harguindeguy who spent over three years restoring this beauty to perfection.



George and Mary-Jeane Holman hold the Fahnstock Award they received for Caravan contributions. Ruth and Ernie Toth (R) share their pleasure.

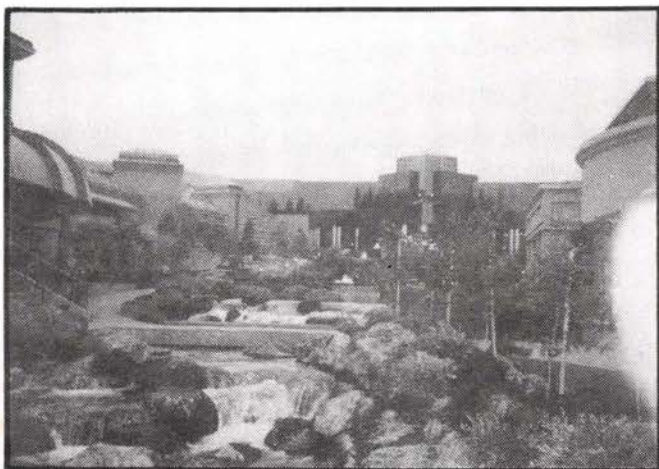


Here is a shot of the rear quarters of the three Weymann fabric-bodied Stutz at the 1991 CCCA Annual Meeting. These rare Stutz attracted a lot of attention.

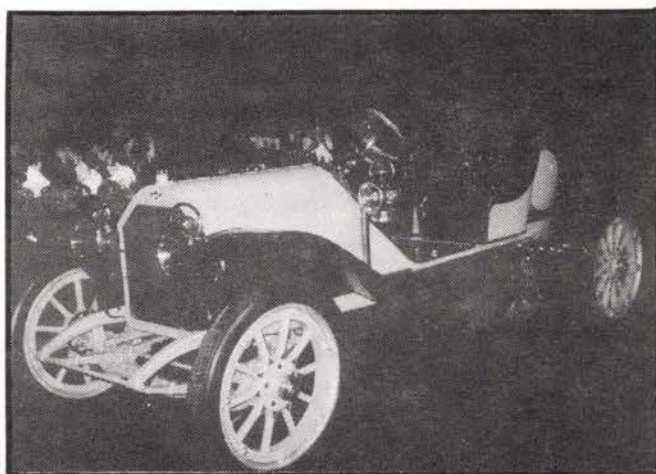


The Candy Store provided members with a tasty display of fine cars. The 1915 Mitchell (R) reminded us of a Bearcat of that vintage.

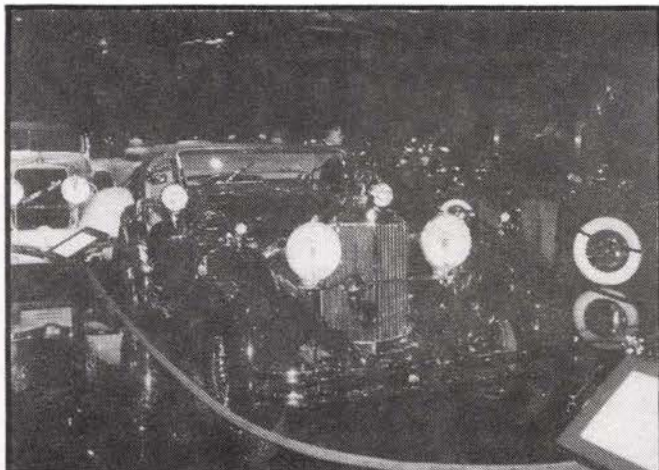




The expansive Behring Museum sits atop a forceful waterfall at the Blackhawk Shopping Center which is of Mediterranean design. It's getting dark so photo lacks good detail.



The 1912 Stutz Bearcat in yellow over black stands out in the area where our generous dinner was served.



This 540K Mercedes is just one of the many rare, one-of-a-kind autos to be enjoyed. Sorry there's no room to show you more of the collection.



Lou and Ray Bowersox (c) and Sue and Max Triplett (r) enjoy the scrumptious dinner with friends at the Behring Auto Museum.



Our short visit with member Marshall Matthews (L) in Palo Alto was most rewarding. Marshall has a broad interest which includes race cars and motorcycles.



This 1931 Packard 840 Phaeton is just one of three Classic Packards in Marshall's garage. His 1918 Mercer is partly shown on the left and an early Twin Six and Lexington on the right.



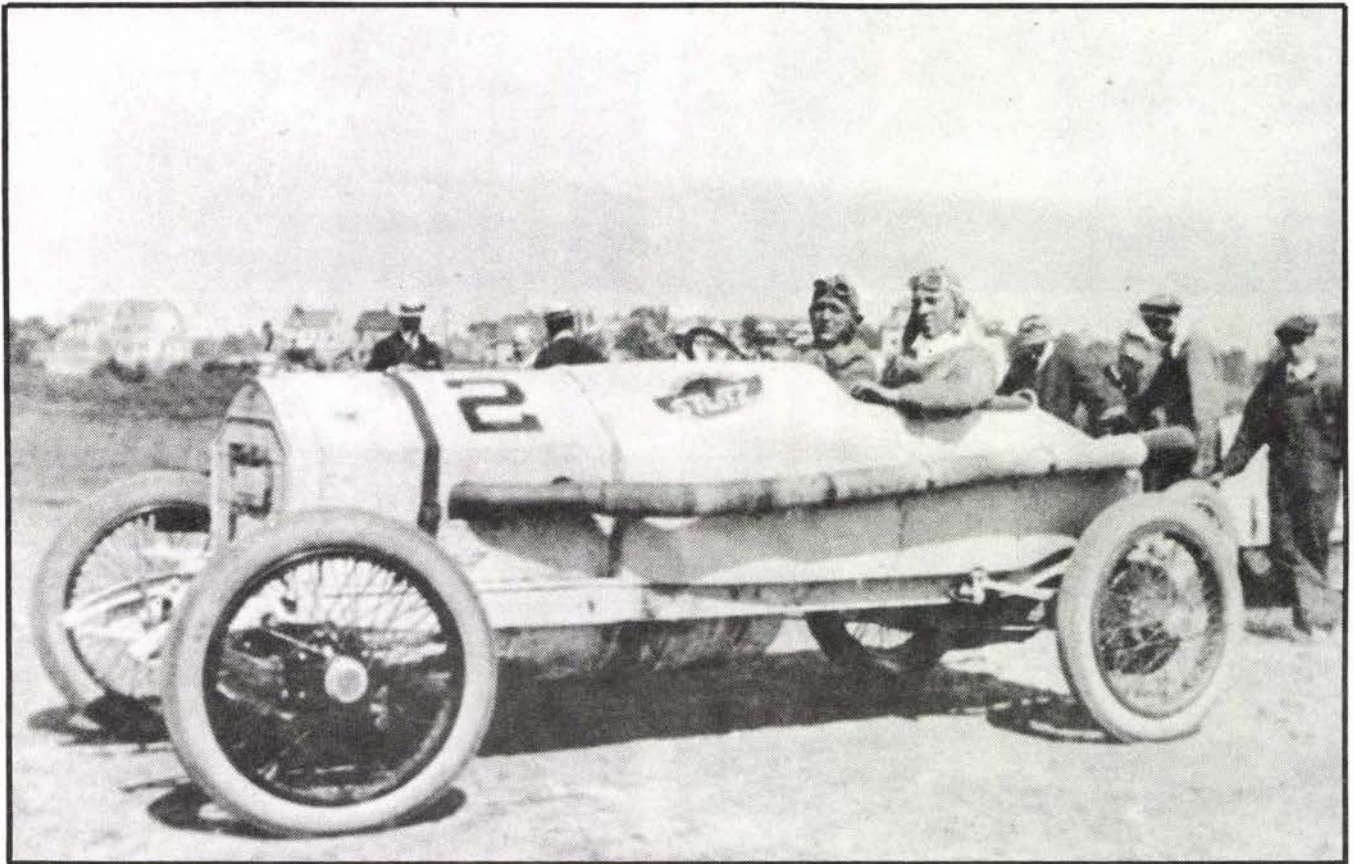
## LETTERS TO THE EDITOR

°From Joseph S. Freeman (#242) Boston, MA dated March 20, 1990.

You also asked for some personal inputs on "White Squadron" and I'll provide them here. I got interested in American automobile racing history about five years ago, having raced for several years in the early to mid-seventies in Formula Ford and Formula Atlantic. I have three antique racing cars (two Ford-based sprint cars from the Thirties and a Cooper-Norton from 1956) and attend vintage racing meets when my time allows. Anyway, the motivation to do the article on Stutz came out of a much larger effort I'm compiling on the career and life of Earl Cooper, one of America's very best but unfortunately too little known racing champions. Several years ago I submitted the draft of the first half of a book on Cooper to the editors of A.Q. to see if they were

interested in a (shorter) biography. They said yes, but could I include some history of the famous Stutz racers and the factory team. "White Squadron" and all the work associated with it was the result.

I might say that the article could not have been done without the help of several Stutz Club members, including Paul Freehill (who provided several key pieces of information and an important letter), Charlie Betts (who read the draft), Steven Dean (who helped to trace the Weightman Special), and others. I have to say that it has been a great experience getting to know so many enthusiasts such as Bill Cammarano (who owns the Weightman car) and others who are all part of a major revival of interest in Stutz and the cars of that company's various incarnations. Great bunch of folks!



The photo (above) contains a real mystery. We know it's around a 1913 or 1914 Stutz with special bodywork and that the driver is Gil Anderson. It is hoped that some member(s) can identify where and when this photo was taken and provide other details. Please give inputs on photo direct to Joe Freeman. Thanks. Ed.

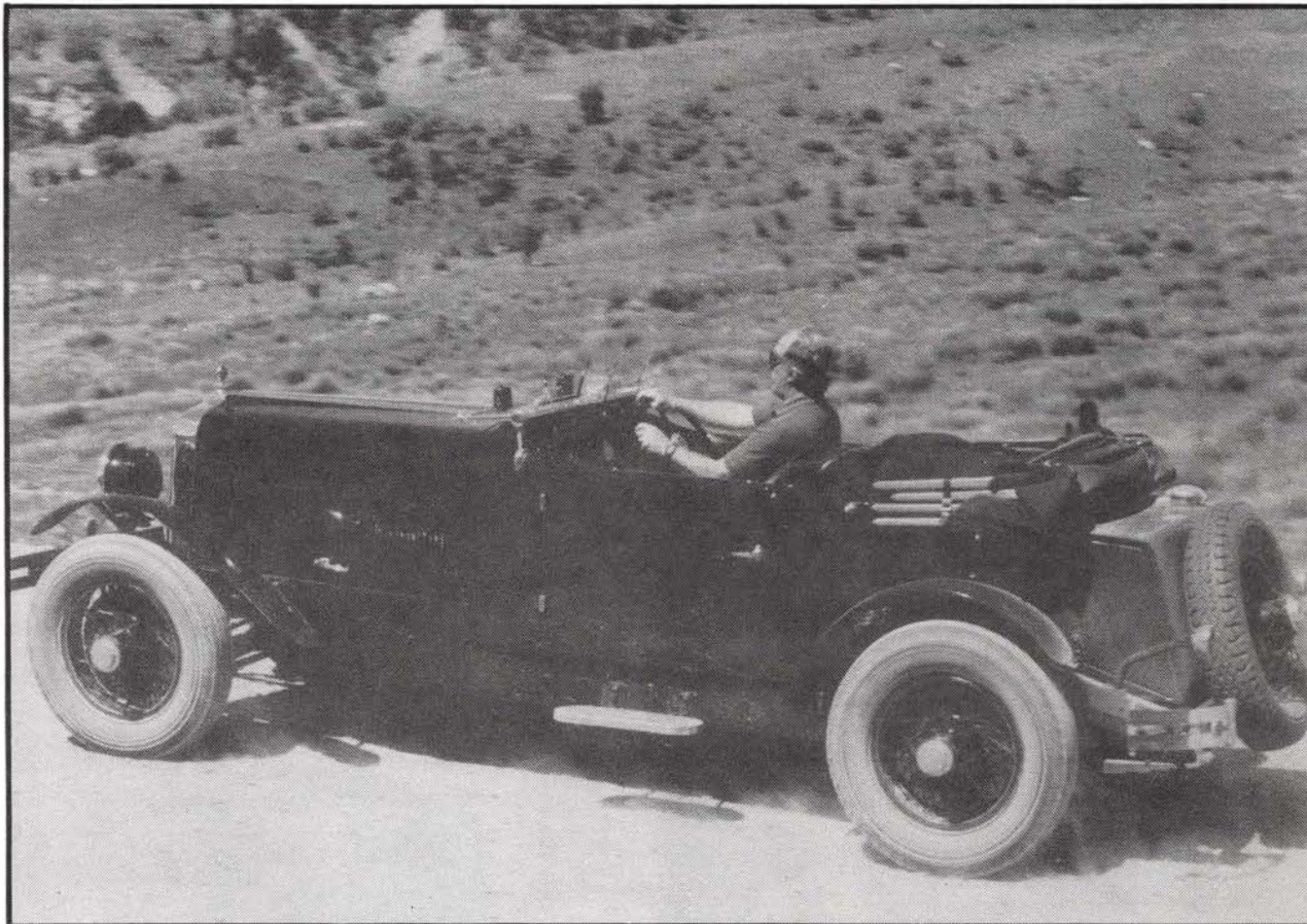


° From Eoin S. Young (#280L), East Horsley, Surrey, England dated 24 November 1990.

Thought you might be amused at the photo illustration for my column in Autocar & Motor on the Stutz performance on the International Bugatti Rally in New Zealand. The photo archi-

vist was obviously asked for a shot of a "Stutz Black Hawk" and the Lockhart car was the one they used!

I've enclosed a photograph that would have been more suitable showing yours truly at the helm on a gravel road in New Zealand hill country, running, ood down with aero screens only.



Ed's Comments: For more information including photos concerning the above 1928 Stutz Black Hawk speedster (Supercharged Le Mans replica) please refer to pages 26-28 of the July-Sept. 1990 issue of Stutz News. We are pleased to reprint Eoin's "This Week" article from Autocar & Motor 21 November 1990 which provides us most interesting observations about the First Grand New Zealand Bugatti Rally and the performance of the above Black Hawk during the three day drive in the South Island.

Mr. Young also writes a column "Time Pieces" in the weekly UK newspaper Auto Classic. In a more recent letter dated 12 January 1991 Eoin mentioned that he will be rallying the Stutz again in New Zealand in April and will be at Indianapolis for the "500" in May. Your editor hopes he can meet Eoin here at race time.

We wish to thank Eoin for these inputs and hope more will be forthcoming. There is nothing more stimulating than to have first-hand accounts of a Stutz in action, and to feel the road in New Zealand is indeed special.





**Eoin Young**

**'If you could see a shimmer of petrol in the depths, you assumed you had enough for the next leg!'**

THE CENTRAL ACCELERATOR on the 1928 5.3-litre straight-eight supercharged Bramwell Stutz Black Hawk gave me sleepless nights before the First Grand New Zealand Bugatti Rally in the South Island of New Zealand the week after the Australian Grand Prix in Adelaide. I simply *knew* that in a moment of panic I would go for the brake pedal in its usual place and plant the accelerator instead of the brake, but it never happened. Fortunately.

The Stutz was a mighty machine for the rally, which took the cars from Christchurch across the island to Greymouth then to the resort village of Hanmer, up the east coast to Kaikoura and back to Christchurch. Various Bugattis came across from Australia, including Bob King's unusual 1925 Type 35 Bugatti, which had been fitted with a twin-cam Anzani engine left over when the Squire sports car project foundered. The car was the Bugatti that Glen Kidston had raced at Brooklands. Australian enthusiast Lyndon Duckett was shopping for a twin-cam Bugatti but settled for buying the Kidston chassis and having the Anzani engine fitted. King has owned the car in this form since 1963.

THE BUGATTI RALLY, organised by Gavin Bain, was delightfully informal — more a three-day drive through incredible mountain scenery on roads that became steep, single-lane gravel tracks in places. It

was very much motoring as it must have been like in the colonies when these cars were new. Local Bugatti enthusiast Bruce Pidgeon entered three cars — the Type 37A raced by Hope Bartlett at Maroubra speedway in Australia and a brace of Brescias for son Michael and Derek Margetts to exercise.

It seemed that the Stutz might be the biggest car on the rally, but Stuart Saunders easily took size honours with his massive chain-driven 1908 MAB fitted with a 27-litre 1918 V12 Liberty aircraft engine. Saunders found the remains of the MAB (Malicet Aubervilliers Blin) in a Wagga farmyard and a tip by Sam Clutton led him to the Liberty engine in Philadelphia. Saunders, an eye specialist who came to Australia from Britain with his Type 35 in 1973, built the big two-seater special in true Chitty Chitty Bang Bang style with an oval 40-gallon brass tank, monocle screen on the steering column and a giant cyclops headlight. It does 53mph per 1000rpm, or 70mph at a lazy 1200rpm, and around 9mpg on the highway, "but goodness knows what it does when we're pressing on!" It retired on the rally with a beheaded exhaust valve.

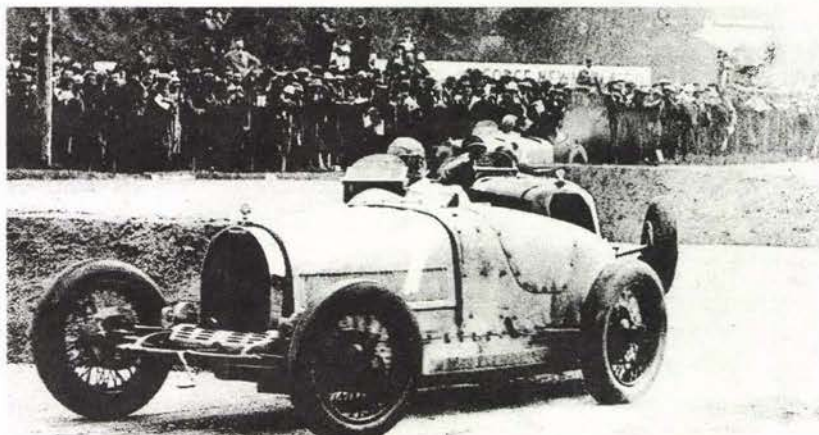
THE BLOWER STUTZ HAD A 56-gallon slab tank on the back, but I had instructions not to fill it up — because the front wheels would come off the ground! There was no fuel

gauge. To check the fuel level, you simply opened the big filler cap and peered in. If you could see a shimmer of petrol in the depths, you assumed you had enough for the next leg!

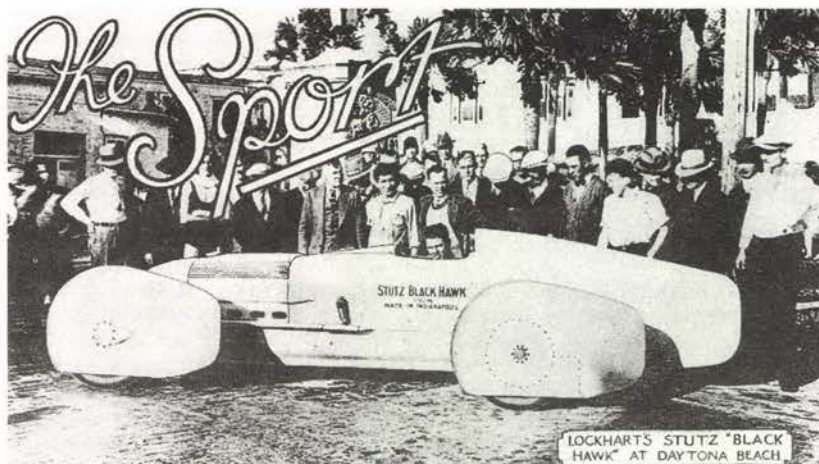
Bramwell mods on the magnificent old Stutz included a four-speed Jaguar gearbox with overdrive that allowed an 80mph cruising speed at 2000rpm — not strictly correct in vintage technical terms, but it had loads of vintage character and performance.

Photographer Euan Sarginson came with me and we were under Bramwell's orders not to put the top up, motoring briskly only with aero screens. My first and best investment on the rally was a pair of ski goggles and bobble hat, mainly to ward off the baking sun and the 80mph breeze. Performance was something the Stutz had plenty of and it was comfortable cruising between 70 and 80mph.

JOHN FITZPATRICK IS AN enthusiastic Australian Bugatti owner, but for the rally he was co-driving with Stuart Saunders in the awesome aero-engined MAB. He also tried the Stutz over one stage and praised the steering and brakes, which contribute to making the big car so easy to drive for a non-vintage sort of chap like me. Fitzpatrick was also impressed with the rally route and said at the prizegiving dinner that he hoped New Zealand would remain a secret forever, kept only for old-car people to enjoy themselves.



**Bugatti in action in 1926 British Grand Prix at Brooklands**



**Stutz Black Hawk: central accelerator caused sleepless nights**



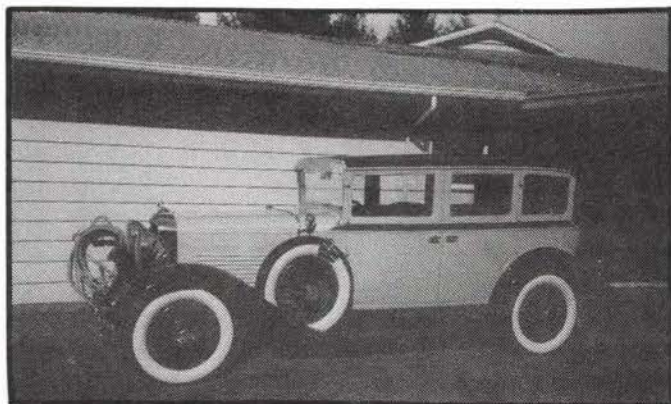
More letters to the Editor

° From Robert Leon Weber (#177), Albany, OR dated December 6, 1990.

I'm pretty well done with my 1929 Blackhawk so thought I'd send you a recent picture of it (see below).

My wife Susie and I took it on a maiden voyage this past August with my oldest brother and his wife. They belong to the Portland Group of the Horseless Carriage Club which was celebrating their 25th anniversary. We had great fun with that group and enjoyed the tours and the stay at Rippling River. The Blackhawk performed very well with no problems during the tour.

Since that trip I've installed the trunk that a friend and I built. Also, I worked the clock over on my bench, cleaned and oiled it, and it hasn't missed a lick for over 5 months.



° From: Craig Kelsey (#235), Connell, WA dated January 2, 1991:

Here are a few thoughts regarding Mr. Braun's article on pages 26-29 of the Oct.-Dec. 1990 issue. I noted that the break for AA engines is supposed to be at #87225, with 87226 being the first BB. My Stutz, a 1927 AA sedan has engine #87380 yet is believed to be a very late "AA" engine. Is there some sure fire way to tell whether or not it is an AA or BB engine other than Serial No.? My engine does have a 2-piece aluminum valve cover but I'm sure that is from another engine. I think this one did have such a cover originally because none of the fasteners for the stamped metal cover used on BB engines are there. I recall that there was a

camshaft change between "AA" and "BB" engines but I do not know if that is a good determining feature not knowing when that change may have occurred.

Is it possible that the change from "AA" engines to "BB" engines was so gradual that no clear point of change is possible to determine at this late date?

I do not know much of the history on my car so it surely could have been refitted with a "BB" engine later in life, prior to my obtaining it. I'd like to know if there's a sure way to tell other than engine numbers and bolt on features. (Craig also commented upon his reaction to the Stutz ad reprinted on page 30. We hope to share that with you later. Ed.)

° From: M. B. Tidmore (#42), Las Cruces, NM dated January 2, 1991.

Here's hoping that 1991 will be a great year for you. You have certainly made 1990 a wonder year for all of us. Thanks for all of your outstanding efforts and accomplishments. (Ed's note: Hope you understand why I couldn't resist reprinting this one. It's words like these that really help pump the ink through ye olde editor's pen. Thanks so much Brantley!)

° From Kevin Marvin (#79), Menands, NY dated January 7, 1991.

The enclosed ad from Automobile Trade News showing Uncle Sam awarding the Wreath of Victory to Stutz dates, I think, back to 1916, and it's probably old hat to you but I'm sending it in for your files in the event you don't have it.

You have doubtlessly seen the article in the latest issue of Special Interest Autos\* by Arch Brown on "American Sports Car Shootout: 1918 Mercer Raceabout vs. Stutz Bearcat." This covers nine pages including text, captions and 32 photos (by Bud Juneau). In the event you don't get SI-A, and would like to see this, I could send you a photocopy of the article itself. I enjoy Arch



Brown's articles as he writes sensibly - the way I can understand the story - and I very much enjoyed this one. I also enjoyed the latest issue of Stutz News. Keep up the good work.

I was recollecting in my mind a few days ago, a beautiful Stutz I recall seeing in New York City while on a weekend trip with my dad. Funny how one remembers little things like this. At that time, we were beginning to put the Depression behind us (and were successful except for a short sharp drop in 1938), but in going from place to place seeking out interesting cars and getting literature, I can recall one place which either had been a Stutz agency or was simply functioning as a Stutz repair and parts center. At that time, one didn't see Stutz cars all that frequently in New York, but they were around and I can recall seeing a beautiful 1933 phaeton which was for sale and I often wondered what ever became of it. I can't recall what the place was asking for it, but I do recall its being parked at the curb with a "For Sale" sign on it and that it has very low mileage on the odometer -- 12,000 or so as I recall.

I have no idea to whom it had originally belonged, but it was a five passenger phaeton, painted silver with scarlet wire wheels and sidemounts and matching bright red leather upholstery. I have often wondered if this car survived, but of course I'll never know. I was especially interested in the car as our neighbor, the late Irving Kaplan of Troy, had bought a 1933 Weymann-bodied Monte Carlo sedan which in some ways was the most strikingly beautiful car in our area back then. Mr. Kaplan had the car, as I recall, up to World War II, but I can't recall when he disposed of it or to whom.

None of this is of any real importance but memories can be very rewarding and no one ever felt that Stutz cars were out of style, despite the pointed radiators and fenders skirting on most of their peers.

\*Ed's note: Member James Hoggatt (#3)

sent me a good copy of this great article from Special Interest Autos #121, Feb. 1991 and I highly recommend you get a copy. The story features the 1918 Stutz "S" Bearcat of member John Bertolotti (#178) and the 1918 Mercer Raceabout of member Marshall Mathews (#99) and Bud Juneau's photos are truly mouth-watering.

° From: Frederick D. Roe (#299), Holliston, MA dated January 11, 1991.

I wish to comment upon the excellent presentation of the Lancefield Stutz pages 16-19 in the Oct.-Dec. 1990 issue of Stutz News. The point is raised that the Olympia car and Mr. Barr's car appear to be alike but that the show car was described as a Weymann body. He says that the Lancefield approach to body framing was quite different than Weymann's. My observation is that by the time of that show Weymann was almost a generic name for fabric bodies and that Weymann licensed several body builders to do their type of fabric bodies. Thus, it would be possible that Lancefield had the license but also ventured to depart from its details of construction in some cases. Then, also, the writer of the show report may have not been careful enough in his observation. If you look closely at the Olympia photo, the rear of what looks like another fabric body shows. This could have been another Stutz with a true Weymann body. While all of this is speculation or observation with hindsight, I think the chances of something of this sort haven taken place is pretty strong and that Mr. Barr should not have much doubt that his car is the Olympia Show car. Unless of course, Lancefield built two of them!

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The editor wishes to publish a report on the Sotheby Auction of Life Member A. J. (Tony) Koveleski's comprehensive toy collection in New York on Dec. 18, 1990. Tony assembled this unique 500-piece collection over a period of nearly 60 years.

It is hoped some members who attended this Sotheby Auction will share their observations with us. Thanks!



## EDITORIAL COMMENTS



We do hope those of you who have already planned their itinerary for 1991 have underlined the weekend of October 4-7 to be in Newport, NH for the 4th Grand Stutz. The upcoming Stutz meet is being hosted by Founding Life Member William B. Ruger, Chairman and President of Sturm, Ruger and Company, Inc. Member Lyle Patterson who works for the company visited the editor on January 8 to discuss plans for the Stutz weekend. Details of the program which will include Fall Color Touring, Antiquing, Shopping, Banquet Meeting, Picnic and tour of the Arms Factory in Southport, NH will be published in the Apr.-June 1991 issue of Stutz News. The scheduled time of Oct. 4-7 was established so that members from afar could take in the AACA Hershey Meet the following weekend during one trip east.

Speaking of Hershey, we have discovered a few other members who attended the 1990 Meet. The following names should be added to the list on page 4 of the last issue: Charles L. Betts, Jr., Yardley, PA; Jack L. Martin, Indianapolis, IN; and Harold & Loretha Worley, Williamsburg, KY.

Our thanks to Member Elliott M. Kahn for the June 21, 1911 ad from The Horseless Age which appeared on page 30 of the last issue. Elliott says this is the earliest "full page" ad he has ever seen by Stutz. Does anyone know of an earlier one?

Back with us again in this issue is Honorary Member Smith Hempstone Oliver with his most interesting article entitled "My Sixth Stutz." Thanks again Hemp for your great contributions.

We are indebted to Life Member Larry Nicklin for sending along the centerfold article "Barney Oldfield & The Cactus Derby" on pages 16-17. How would you like driving your 1914 Stutz from Los Angeles to Phoenix on the trails then existing?

Did any of you correctly guess the year of the Stutz Coupe on the back cover page? The illustration was taken from a sales brochure dated January 1, 1922. The price was \$3,990 f.o.b.

Please be informed that Life Member Dale K. Wells, Membership Chairman edited and published the excellent 1990 Directory which lists all members through Philip E. Armbrust (#292). You will find new members 300-305 are listed herein in Dale Well's membership report. Please keep your new Directory current by making the changes as they are published in the newsletters.

Your editor has been most pleased to receive on average a letter per day from members. Ed. does his best to select those he feels are of the most interest to the membership for publication, under "Letters To The Editor." While all letters cannot be shared, do, please keep them coming! Thanks!!

Members can make a nice contribution to the Stutz Book Fund by purchasing one of the remaining copies of Automobile Quarterly, Vol. 28, No. 2 which features a superb 17-page article "In the Wake of The White Squadron" by member Joseph S. Freeman. Joe has autographed these copies as a special favor. Send the editor a check made out to the Stutz Club for \$27.50 (overseas members \$35.00) and enjoy the great story about the 'World Champion' Stutz racers of the teens.

As of February 7, 1991, the editor has received 33 votes, all of which were in favor of adopting the Constitution and Bylaws of The Stutz Club as published in the back of the 1990 Membership Directory. Three members suggested that Stutz Fire Engine Co. and New Stutz Fire Apparatus Co., Inc. be added to Article II A of the Constitution and this is being done. The necessary legal work is underway to incorporate the club as The Stutz Club, Inc., a not-for-profit Indiana Corporation. A federal tax ID number has already been secured.



### STUTZ BOOK PROJECT

We are pleased to give you a brief status report on the Club's Stutz Book project.

Ray Katzell is exploring with several publishers the terms and conditions for publishing the book. We want to have an understanding with a publisher as to format, size, price, etc., before we prepare the manuscript.

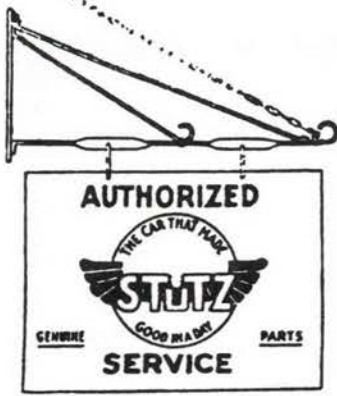
Ray reports that he is receiving from Club members and other interested parties a trickle of listings of what's available in their files, and, in some cases, actual copies of materials. At present, what is mainly needed is information about what's available, and who has it.

Ray and Kitty are preparing a checklist that should make it a lot easier for people to indicate what they have. We expect to send it to you in a special mailing very shortly. Please be on the lookout for it, and fill it out promptly. Your help is needed and appreciated.

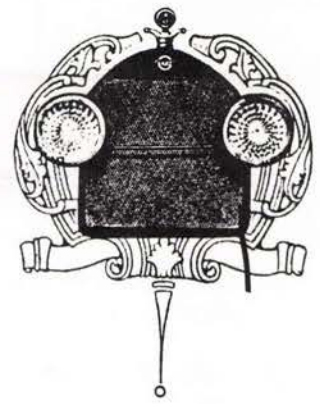
Contributions received into the Stutz Book Fund through December 17, 1990 are summarized below.

A. Cash donations by various members (includes \$1,000 contributed by Matt S. Browning (#106FL)):	\$1,920.00
B. Sales of 26 Stutz Blazer Patches donated by A. J. Tony Koveleski (#124L):	260.00
C. Sales of 15 caps with Stutz logo donated by Max Triplett (#139L):	235.00
D. Sales of 19 copies of <u>Automobile Quarterly</u> , Vol. 28, No. 2: - \$578.25 less <u>\$580.00</u> (cost of 40 copies):	-1.75
(Note: The 21 copies in inventory represent a contribution potential of around \$600.00 if sold.)	
TOTAL	\$2,413.25





# Classified



LET'S PUT STUTZ ON THE ROAD

° Layden F. Butler (#40), 107 St. Jean Court, Danville, CA 94526 (Home: 415/820-4742) has for sale:

- 1926 Zenith brass carburetor, missing float and cover but otherwise in good shape \$185.
- 23" Houk wire wheel \$150.
- 1918-20 hood sills \$100 per pair

° Donald Short (#218L), 4672 Birch Bay Lynden Rd., Blaine, WA 98230 (Home: 206/371-7211) needs:

- For 1923-25 Special or Speedway Stutz with 120 inch W.B., radiator and hood, also drive shaft.
- 1921 Bearcat body (tall radiator, 120" W.B.)

Will trade:

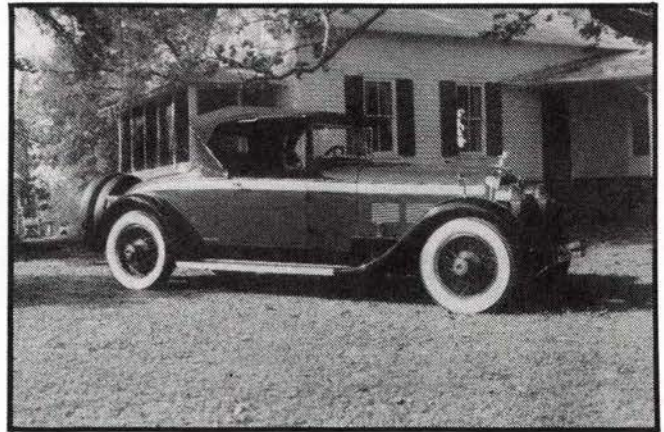
- 1917 very rough Bearcat body.
- Radiator for 1926-27-2? 8 cyl. Stutz

° Wayne Saunders (#19), 255 Hamilton Road Dorchester, Ontario, Canada NOL 1G3 (Home: 519/268-7802) has for sale:

- 1926 Stutz AA engine complete less the generator (stuck) asking \$1,250.
- Other miscellaneous AA parts

Note: This ad should have been run in the previous issue. Sorry, Wayne. Ed.

° Dale K. Wells (#92L), 7906 S. 10th St., Kalamazoo, MI 49009 (Res: 616/375-4844) is parting out 1927 Stutz AA Victoria Coupe. Send want list, or call.



° G. Bruce Shealy (#165), P.O. Box 4926, Columbia, SC 29240 (Bus. 803/754-7255 or Home 803/781-8167) has for sale: 1926 Stutz 4 place Speedster. Total restoration AACA Senior car. Red with black fenders and interior. A beautiful car. \$125,000 or make offer (see photo above)

° Elliott E. Atkins (#222), 1415 Briarwood Way, Stockton, CA 95209 (209/473-4333) has for sale:

- Stutz 8 in wings script spare wheel hub cover, brass/nickel plated, 4-3/4" overall diameter, 4-1/4" backside dia., 3-1/4" octagon on frontside of wheelcover.
- Six (6) wire wheels, 1917-1925, Houk, 234-inch, Number 5, hubs, hubcaps and lockrings.
- 1932-1934, two (2) wire wheels and lockrings, 18-inch, 5-lugs, 8-1/2 inch hubcap opening.
- DV-32 hubcaps
- Miscellaneous Stutz hubcaps, all years

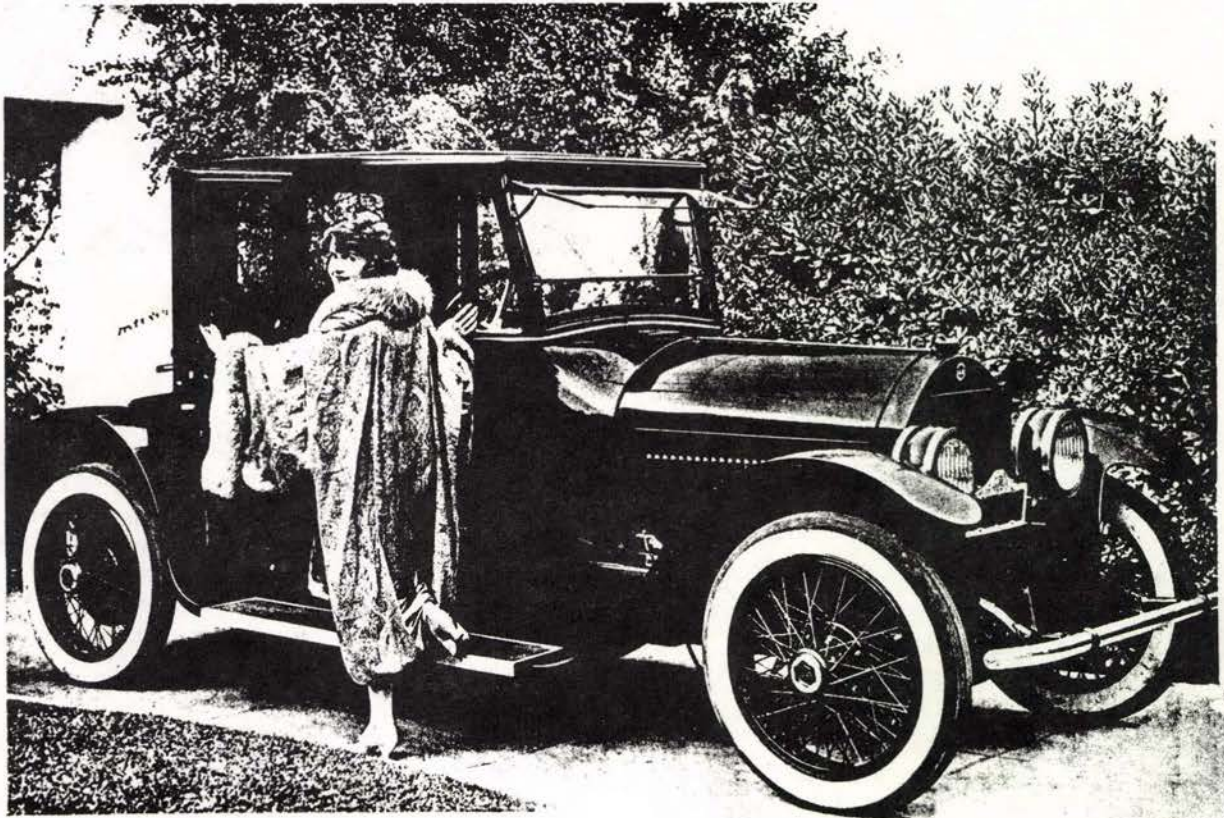


° Charles E. Jones (#6), 9 Palomar Place, Woodland, CA 95695 (Home: 916/666-2250), has for sale:

- 1926-28 side mount hubcaps for Buffalo wire wheels #75.
- 1926-28 front and rear axles with four (4) Buffalo wire wheels and four (4) hubcaps \$1200.
- 1929 side mount hubcaps \$75.
- 1931-32 drum speedometer \$375.

° Raymond A. Katzell (#62L) sent in the following lead:

1920 Stutz, Model "H", seven passenger Sport Touring. A four cylinder car with three speed transaxle. Red body with black fenders and top. A 1988 A.A.C.A. Senior award winner. A quality restoration. \$68,500. Offers invited, must sell. John Smalley, Box 14, Glen Ridge, NJ 07028, tel. 201/783-2610.



*MAY ALLISON, demure movie star, enjoys the splendor of California in her honeymoon Stutz coupe, the bridal gift from her husband, Robert Ellis.*

*The Stutz coupe, with its disappearing windows, is as comfortable in the warmer weather of spring and summer as on the coldest day of winter when a special heater provides the warmth and comfort of your fireside.*