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Announcements

Grand Stutz 2006



We are pleased to announce that Grand Stutz 2006 will be held November 3- 5, 2006 at Hilton Head Island, North Carolina in conjunction with their Concours d'Elegance featuring "The Cars of Indiana."



Please refer to Bill Snyder's email message of January 31, 2006 outlining details of this very appealing opportunity (see page 5). Those interested are requested to respond ASAP so that Bill Snyder, coordinator, can proceed with reservations and other arrangements.

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



My Bearcat Project

by C. Arthur Smith, Jr. (No. 456)

Fortunately or unfortunately, I was one of the many enthusiasts who were able to attend the Alexander K. Miller estate auction held September 9 and 10, 1996. Furthermore, I made the highest bid on two of the Stutzes, a 1916 Series 4C Roadster and a 1917 Series S Bearcat, both "barn fresh" needing total restoration.

You may wonder how I came to this point. What led me to take in the Christie's Auction up in Vermont. In the background was my long-time friendship with Miles Coverdale (Charter member No. 103, Ed.) of Glen Head, NY who departed this world in 2001. Sitting proudly among the fine Bugattis in the Coverdale garage was a 1918 Stutz Bearcat which always intrigued me. Not only was it an original piece, a knock-out in yellow and black, but well-kept by Miles, its second owners for a half-century. I have since learned that this Bearcat is being enjoyed by member Bob Valpey.

Forward to August 18, 1996. That's when my wife Tiny showed me page 34 of the New York Times Sunday, the "Arts/Artifacts" section which featured the story "A Recluse and his long-hidden trove of cars." The article really grabbed me as it stated that 35 Bearcats, Blackhawks, Bulldogs (over 50 vehicles) and thousands of parts would be auctioned by Christies of New York next month. We acquired a catalogue from Christies and were fully fascinated by its contents. My wife's eyes focused on the 1916 Stutz Roadster while I conjured up thoughts of owning Lot 48, the circa 1920 Stutz Bearcat. I immediately made plans to attend the auction and of course my wife insisted on accompanying me.

When Tiny, her brother and I arrived at AK's place at West Topsham, VT, we were surprised by the mass of people who had congregated to take in this unusual affair. The scene was wild with excitement as the crowd grew and people were attempting to check out the many buildings bustling with cars and parts, to make decisions as to what to bid on, register for the auction, grab a

bite to eat, etc. Some cars had been dragged out of the barns and sheds for display and to make room inside to view the rest. An unbelievable amount of stuff was piled around the place, all of great interest.

While in the tent featuring tons of literature, I noticed a person wearing a Stutz logo. It turned out to be Bill Greer who almost immediately sold me a Stutz membership. I think I was one of 15 new members who joined at the AK Miller auction. The Miller residence served as the Christie headquarters with bidder registration set up on the front yard part of which was covered with various parts. The large auction tent was located across from the Miller home. But, it was not big enough for the crowd on hand and loads of us had to stand around the perimeter. This was tiring and made bidding somewhat strenuous.

Bidding was fast and furious and most lots sold quickly at bids much higher than Christies anticipated. Some doubled the estimate. Lot 30, the 1916 Stutz 4C, came up while Tiny was out getting a sandwich. I kept bidding on it until I won out over David Greenlees who wanted this Stutz almost as much as I did. As was the custom, Christies presented me with the radiator ornament to prevent it from being snatched. I rather exceeded my budget when I made the highest bid for Lot 48, the circa 1920 Bearcat but was truly happy with my acquisition. At dinner on Saturday evening I presented Tiny with a box containing the 1916 Stutz ornament, an original AAA mascot. When she opened it she exclaimed, "I can't believe you took this! How could you." No, I said. I bought what's under it for you! She was floored.

The pain of settling my bill with Christies on Saturday resurfaced Sunday morning when I went to check out the two Stutz to determine what parts I might need. The cars were gone - perhaps stolen? I dashed off to Christies office and asked, "Where are my cars I paid for?" When David Gooding rather casually replied he didn't know, I

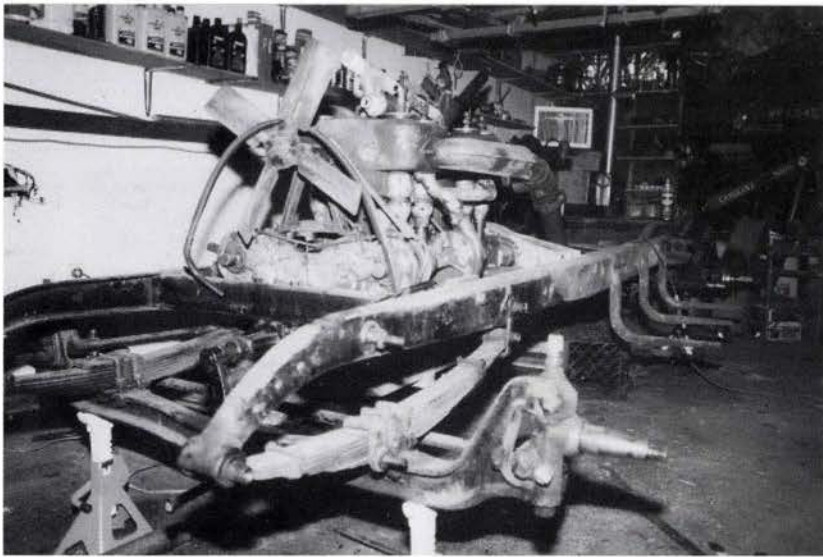
1916 Stutz Series 4 C Roadster?



Above is a photo of my Stutz as shown in the Christie's Auction Catalog on page 43 (Lot 30.) The car's serial was listed as No. 3927 and recorded mileage was 7,836. I found the engine no. AI 2305 to be in the proper range for 1916. This Stutz has the same specifications as a Bearcat and the roadster body was found to be incorrect.

mentioned I would call the police. This seemed to work as the auction staff determined that, without my permission, my Stutzes had been loaded out Saturday evening and were in Brottletoro, VT. This unpleasant episode prevented me from acquiring parts at the auction on Sunday which would have helped me immediately with the restorations.

The photos on the next page show the conditions found after stripping the 1916 Stutz down. I won't bore you with the shots of the "nine million" parts I had to restore. A major job was refurbishing the radiator with a new core. Fortunately, the cylinder blocks only needed honing, attesting to the low milage.



Chassis 3927

The original engine color was matched from a preserved area beneath the fan bracket. I found the Remy Generator's end plate had degenerated and only recently solved this problem through the purchase of a good one from member Layden Butler. Layden obtained two Remy Generators from a knowledgeable person who had acquired them at the Miller auction. Another interesting job was to replace the bolts in the rear wheels!

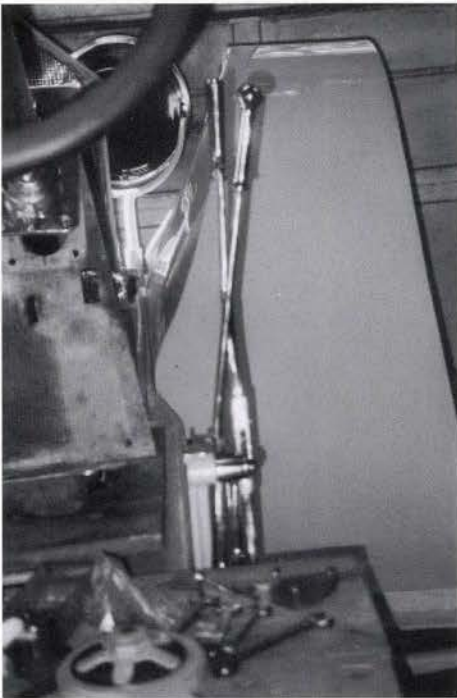
This photo (below) shows an interesting arrangement of the brake and shift levers. Note how they cross. It would not be possible to either put the brake on or shift without untangling the levers. It appears AK or helper did this to get the levers to fit inside the "questionable" body. Doubt if Mr. HCS would have condoned this.



Engine AI 2305

Fitting of fenders to refurbished chassis



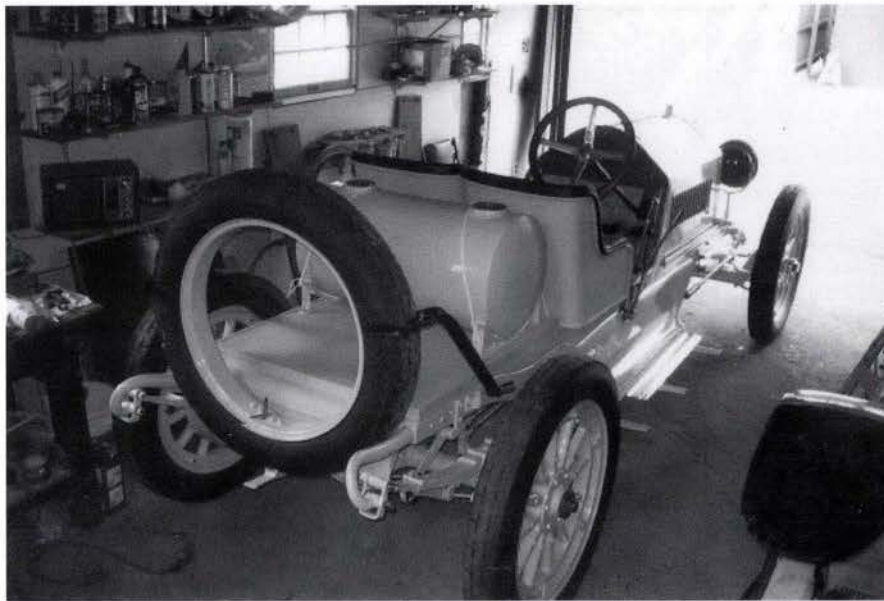


Status of reassembly in 2005 before my back gave out.

Work progressed quite well considering I do all my work including paint until my health began to fail, had a total shoulder replacement which subsequently failed necessitating having it done again. Shortly thereafter, my cervical spine failed and I was told it was inoperable.

Dragone Classic Motor Cars of Bridgeport, CT was recommended to build the body platform and bucket seats. They told me a max price of \$10,000 and six months later I was told the cost was \$24,000, pay or no car, a ransom situation. Obviously I suggest no one consider using them for any restoration work.

Fenders are finished and I think I can see a glimmer of light at the end of a long tunnel. After wiring and lots of odds and ends we may yet be on the road by early summer. Sadly, I'll need someone to drive.



Plans for Grand Stutz 2006

by Bill Snyder, Coordinator

Late last year I learned that the theme of next year's Hilton Head Concours would be "The Cars of Indiana" and at once thought that it would be

great to have the Stutz and Marmon clubs participate. Dale agreed that I should follow up for the Stutz Club and contact you for an announcement in Stutz News when I got some solid information. I'm delighted to report that I believe we have been offered a very fine program designed to encourage our attendance. I can vouch for the events as First Rate as I have been a judge there since the first year and have also shown cars.



I have spoken at length with Paul Doerring, the man in charge and we have agreed that in return for bringing a Stutz Car our club people will receive free admission to the Saturday and Sunday car shows as well as free parking for trailers. Admission without a car at the gate during the Concours will be \$20 Saturday - \$30 Sunday or \$40 for both days. Advance sales until September are \$5 per day less - \$30 for two days.

We have found a number of inexpensive hotels in the area, with the help of the Concours staff (\$60 to \$75 per night) although the host hotel will be available (at higher cost) to those who might rather be lodged there.

Additional events will include a Vintage Track Day (Historic Indy racers and their drivers) on Friday, the Car Club Jamboree (invited car club displays from car clubs around the region), live entertainment, "The Quest for Style and Speed" exhibit, a static display or race and unusual cars, displays by General Motors and BMW, and a planned display of Air-Cars and Amphibious Cars and coaches as well as our cars on Saturday. Saturday also will offer an auction as well as two driving tours for those so inclined.

The formal concours on Sunday will include about 160 preselected cars in 17 classes including pre 1916 brass cars, as well as Classics and Sports cars. On Sunday our cars will remain on display adjacent to the concours, except of course, for those that are invited to display in the concours.

Food and beverages will be available at the show field on both days. There will be social activities offered to participants, who are interested, at modest cost, however area restaurants are available for those who choose not to participate. I see this as a once in a lifetime opportunity for those club members who may never have expected to attend a Concours, to enjoy and be a part of a really fine show and for those who are regulars to Concours events to be introduced to a superior experience. Dates for the event are November 3, 4, and 5th.

Hotel rooms are the biggest concern so we need to know how many to reserve ASAP. Please try to get us a tentative count by way of a return form in the next issue. We can arrange a meeting location for Grand Stutz activities with instructions from the board.

Please respond ASAP to Grand Stutz 2006 plans

To: Bill Snyder
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 Bus: 330-940-3700 (OH)
 Email: captainnorde@nordecine.com
 Fax: 904-794-7707

Name: _____
 Phone Number _____
 No. of people _____

I'm interested _____
 I might attend _____
 I will attend _____
 Will bring Stutz _____
 Bringing another marque _____
 Need trailer parking _____



The Real Story of Wizzard Smith - Part I

by Steve G. Simpson, published 1977 by Murray Book Distributors, Pty Ltd., NSW Australia (ISBN 855663561)

Introduction: Your editor is not inclined to review books especially one that has few significant references to Stutz. The subject book about Norman "Wizzard" Smith was loaned to member John E. Ryder (No. 567) of Coonabarabran, NSW, Australia who wanted to provide background on the Australian who attempted to capture the Land Speed Record and the Six Charles Wakefield Trophy. Wizzard's feats remind one of the legendary American drivers such as Erwin George "Cannon Ball" Baker, Barney Oldfield, even Frank Lockhart.

Norman Smith was born in Richond at the foot of the Blue Mountains. He moved to Sydney in his teens, plunged his stubby fingers into grease, and in a few years became highly proficient as a mechanic and taught himself to drive. He joined the AIF as a volunteer in WWI and during his service in France was diagnosed with rheumatic fever and spent a lengthy period in military hospitals in England. While convalescing there, he learned his driving technique by studying top drivers such as Count Zbarowski, Foresti, SE Edge, Kaye Don and Malcolm Campbell.

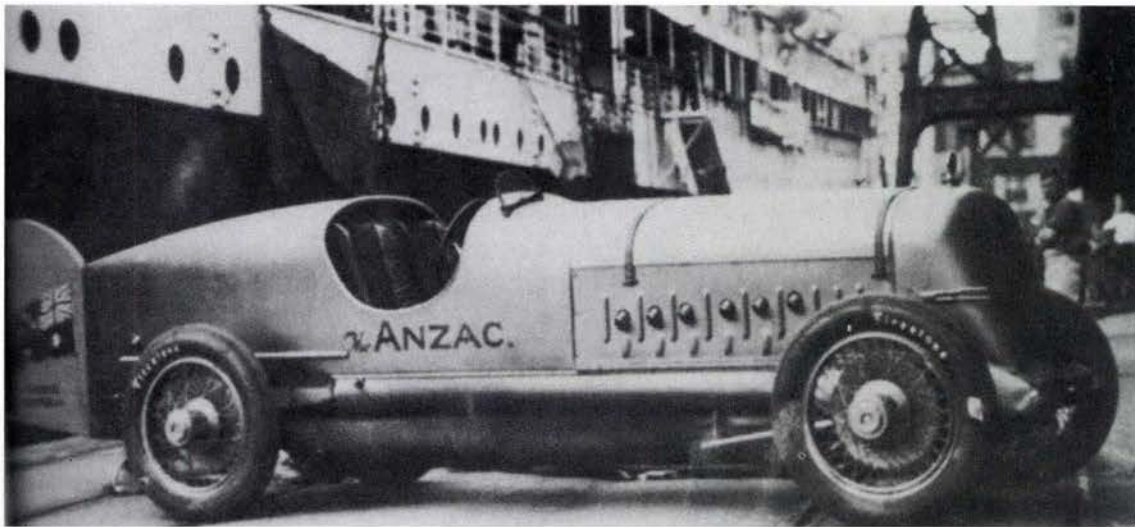
Author Simpson describes "Wizzard" as a shortish, round faced and slightly overweight man with an impaired heart who chose to make motors racing his livelihood. He was a loner and the very antithesis of the typical sporting race car driver of the 1920s and '30s.

Wizzard Smith's racing exploits ran the gauntlet. He won his first competitive event in a hill climb at Sydney's National Park in a 4 cyl. Essex while working as a salesman for Sydney Hudson-Essex during 1922 and 23. He went on to win every major hill climb, sprint and speed event around Sydney and the 1000 mile Alpine Rally of 1922 at Melbourne. Prize money was low at that

time so Wizzard's benefits were nil. He was able to exist because of (1) his mechanical knowledge, (2) his penny-pinching carefulness and (3) his fighter attitude and perseverance to win. To survive he raced Capt. Percival in Barnstorming and earned his full share of prize money at Sydney's notorious Maroubra Speedway. He then began to set record times in runs between cities, ie., Sydney - Melbourne, Adelaide, Brisbane. In Tasmania his record for Hobart-Lanceston-Hobart still stood as of 1977. He set the 24-hour record on the wooden bowl Maroubra Speedway in a big Chrysler.

Wizzard was to amass more than 30 point-to-point records on an elapsed time basis which included accidents, tyre-changes, breakdowns, etc. He barnstormed New South Wales in Hudsons, Studebaker, Cadillacs and Overlands as well (what, no Stutz? Ed.) But, he stayed away from transcontinental runs such as "Iron Man" Burton's 1924 feat which ran from Fremantle in the far west right across the Nullarbar desert to Adelaide, after which city the 1200 mile journey via Melbourne to Sydney seemed little more than a canter. But, in 1928 at Lake Perkolilli in Western Australia Wizzard drove a Studebaker to 6-hr. (75.8 mph) 12-hr (71.4mph) records and then covered 2416 km in a 24-hr Marathon. These records still stood 30 years later. He then topped "Iron Man" Burton's feat in his big Studebaker departing Fremantle at the edge of the Indian Ocean and arriving not at Sydney but at Brisbane five days later. His sights were now set to become "the fastest man on earth."

Wizzard's ANZAC world-speed car was now taking shape in the expert hands of Don Harkness at Sydney. It's chassis was basically that of a Cadillac sedan, strengthened, lengthened and underslung at rear to accommodate a mighty 1922 Rolls Royce Eagle V-2 twin ignition aero-engine capable of 360 hp. The car had stock Cadillac brakes, road wheels, and 3-speed gearbox.



(Mitchell Library)

Smith's enormous Anzac, ready to roll, is shown on Queen's Wharf Auckland after its transtasman journey. Note small windscreen (there is nothing for the passenger!); also what appears to be an aircraft-type pitot-head on the front cowling for measuring speed.

Since the 18.7 litre R-R engine rotated counter clockwise, a special transfer case and enormous multiplate clutch had to be designed and fabricated. The detachable well-base wire wheels were fitted with Firestone racing tyres. Smith chose a final-drive ratio which translated to a theoretical max speed close to 200 mph.

For reasons unknown Wizzard chose to use the so-called Ninety Mile Beach in the Far North of New Zealand near Kaitia for the ANZAC speed runs and overlooked Lake Eyre in South Australia used later by Donald Campbell to run the measured mile at speeds up to 420 mph. The chosen beach was known to the Maoris as Oneroa-A-Tohe. For the ANZAC to reach Kaitariait first it had to be shipped across the Tasman aboard a steamship, custom-cleared at Auckland by the Automobile Association representing the British RAC and the International Committee on Motor Racing. The AAA then had to reassign the car to Awanui aboard a costal scow and then it was towed by Bowman to his Star Garage. After its arrival there, Smith drove it through the countryside at low speeds of 80 to 100 km/h to attract the local populace to the forthcoming Saturday speed run. This was not kind to the clutch so it was removed and 3/8" holes were drilled through the plates so as to receive hardened steel bolts thereby locking the whole transmission together in solid drive. The ANZAC had to be started and stopped in gear and gear-shifted without a clutch.

By this point in time Wizzard realized he was unable to compete for short distance records being

set at Daytona Beach by Campbell, Segrave and Keech so he decided to go for the 10-mile record. The ANZAC was tow started and warmed up with a few practice runs at 80-100 mph. Then, the mechanics swiftly ripped out the 24" "soft" sparkplugs and installed a set of "hard" plugs needed for high speeds. That done, the still-warm engine started quickly when shoved, Smith and Harkness pulled down their goggles, bright flame belched from the exhausts and the big car disappeared northward with the Rolls-Eagle booming back from the sandhills. The southward 10-mile run made an average speed of nearly 156 mph but the return trip was slower. Official calculations showed that Smith had averaged 148.637 mph for the two-way 10-mile run, a new record. For the measured two-way mile his average was 146.341 mph. Upon returning to Australia in January 1930, Smith was to find that his world record over 10-mile distance was disallowed on the grounds that the timing apparatus used had been "inadequate." But, he was thoroughly satisfied and immediately authorized Fred Harkness to design and build a bigger, faster car with Wakefield Trophy potential. The new LSR car would be named Enterprise and we will tell you about it in Part II. The following listing of World Speed Records appeared on pages 108 and 109 of the book. We hope it is of interest to the membership.

World speed records

1898	Chasseloup-Laubat	Jeanraud electric	39.24 mph
1899	Jenatzy	Jenatzy electric	65.79 mph
1902	Serpolllet	Serpolllet steamer	75.06 mph
1902	W.K. Vanderbilt	Mors	76.08 mph
1902	Fournier	Mors	76.60 mph
1902	Augiers	Mors	77.13 mph
1903	Duray	Gobron-Brillie	84.21 mph
1903	Henry Ford	Ford 999	91.37 mph
1904	W.K. Vanderbilt	Mercedes	92.307 mph
1904	Rigolly	Gobron-Brillie	93.20 mph
1904	de Caters	Mercedes	97.26 mph
1904	Rigolly	Gobron-Brillie	103.56 mph
1904	Baras	Darracq	104.53 mph
1905	A. Macdonald	Napier	104.65 mph
1905	H.L. Bowden	Mercedes	109.75 mph
1906	F. Marriott	Stanley Steamer	127.659 mph *
1909	V. Hemery	Benz	115.923 mph
1910	Barney Oldfield	Benz	131.724 mph *
1911	Bob Burman	Benz	141.732 mph *
1914	L.G. Hornsted	Benz	124.00 mph
1919	Ralph de Palma	Packard	149.875 mph *
1920	T. Milton	Duesenbug	156.046 mph *
1920	Kenelm Lee Guinness	350 hp Sunbeam	129.17 mph
1922	Malcolm Campbell	350 hp Sunbeam	135.00 mph *
1923	Malcolm Campbell	350 hp Sunbeam	138.00 mph *
1924	Rene Thomas	350 hp Delage	143.31 mph *
1924	Ernest Eldridge	Fiat Mephistopheles	146.01 mph
1924	Malcolm Campbell	350 hp Sunbeam	146.16 mph
1925	Malcolm Campbell	350 hp Sunbeam	150.86 mph
1926	Henry Segrave	300 hp Sunbeam s/c	152.33 mph
1926	Parry Thomas	400 hp Babs	171.02 mph
1927	Malcolm Campbell	450 hp Napier	174.88 mph
1927	Henry Segrave	1000 hp Sunbeam Slug	203.79 mph
1928	Malcolm Campbell	900 hp Napier	206.95 mph
1928	Ray Keech	1200 hp White Triplex	207.55 mph
1929	Henry Segrave	1400 hp Golden Arrow	231.45 mph
1931	Malcolm Campbell	1450 hp Napier-Railton	246.09 mph
1932	Malcolm Campbell	1450 hp Napier-Railton	253.97 mph
1933	Malcolm Campbell	2500 hp Railton-Rolls	272.46 mph
1935	Malcolm Campbell	2500 hp Railton-Rolls	276.88 mph
1935	Malcolm Campbell	2500 hp Railton-Rolls	301.13 mph

* record disallowed

1937	George Eyston	4800 hp Thunderbolt	312.00 mph
1938	George Eyston	4800 hp Thunderbolt	345.50 mph
1938	John Cobb	2500 hp Napier-Railton	350.20 mph
1938	George Eyston	4800 hp Thunderbolt	357.50 mph
1939	John Cobb	2500 hp Napier-Railton	369.74 mph
1947	John Cobb	2500 hp Napier-Railton	394.19 mph
1964	Donald Campbell	5000 hp Norris-Proteus	403.10 mph
1965	Bob Summers	3000 hp Goldenrod	409.68 mph

NB: Other landspeed records set during the period 1960/65 were disallowed under regulations which required the car's wheels to be driven (Donald Campbell's turbine-engined car had positive drive to all four wheels). Cars which set the speed records shown below were either pure-jet powered, rocket-powered, or had only three wheels, which latter also classed them as motorcycles.

1963	Craig Breedlove	407.45 mph in the three-wheel jet-powered Spirit of America.
1964	Tom Green	415.09 mph in the jet-powered and after-burning Wingfoot Express.
1964	Art Arfons	434.02 mph in the 10,000 hp after-burning jet car Green Monster.
1964	Craig Breedlove	526.28 mph in Spirit of America, re-engined to give 15,000 lb thrust.
1964	Art Arfons	576.55 mph in his Green Monster.
1965	Craig Breedlove	600.60 mph in his Spirit of America Sonic 1, again re-engined.

AUTHOR'S NOTE: With Donald Campbell dead, killed trying to boost still higher the world water-speed record, interest in building positively driven cars seems to have lapsed since 1965, possibly because of the vast expense involved.

At the same time pure jet and rocket-propelled land vehicles were already approaching the sea-level speed of sound, and one wonders whether land-speed records have at length become a thing of the past — even airspeed records having today shrunk into insignificance when compared with the quite startling speeds already achieved by man in his conquest of inner and outer space.

Limited conversion only to the metric system has been done in this book, as all contemporary records, speeds and other measurements had nothing to do with metrics, and conversions of them today would be meaningless. Only lineal distances have been converted, and even these conversions may be of doubtful value to those among us who have not yet learned to live happily with the metric system.





Estimated Stutz Car Production by month - 1926, 1927, 1928

by Bill Bools, Montgomery, Ohio

During a visit in 2005 Bill Greer asked me for any information that would be of interest to Stutz Club members. I have owned a few Stutz cars and parts over the years and have always been uncertain about the engine and chassis data and confused as to total production.

Without attempting to be definitive, I decided to try to sort out the production data from 1926 AA through 1927 AA and 1928 BB. The original Series AA manual in my file, reissued July 1928, provides car Serial Number (CSN) data for both 131 in. and 145 in. wheelbase cars. From the car serial number data total engine production can be estimated and, using this estimate, an average monthly production rate was determined for each wheelbase. No attempt was made to draw conclusions. Club members need to check out known data about their cars and provide feedback. Owners can have some fun looking to see if the estimates matches their cars serial numbers.

The Splendid Stutz was used as a research tool especially in estimating Series BB data. If the data produced in this article can be further clarified by good member response we may be able someday to get a better production estimate for these three years.

Ed's Comments: We are very pleased that Bill Bools, Ohio, professional engineer No. 39597 is interested in contributing to Stutz News. Other articles he is currently working on are: "The Ra that came to stay" and "The Stutzes that visited Southwestern Ohio." Bill is working on a number of restoration projects one of which is a Stutz DV-32 Convertible Victoria. He can be reached at 513-797-0585. Email: NAB7Bill@Fuse.net

Estimate assumptions for production of Series AA Stutz with 287 cu. in. engines (3 3/16" bore):

Car Serial Number (CSN)

SWB 131" wheelbase chassis 80001-84541 4541

LWB 145" wheelbase chassis 70001 - 70294 294

Total 3 3/16" bore engines required 4835

Assume: 131" WB starts 01-01-26 & ends Dec. 1926

145" WB starts 07-01-26 & ends Dec. 1926

Assume: 3 3/16" bore engine production is even from 01-01-26 to 06-30-26 @ 400/month

Assume: 3 3/16" bore engine production is even from 07-01-26 to mid December 1926 totals 4835

Also: No spare engines are accounted for

No chassis without engines are unused

Spare parts ie front cross members are not serialized

Production in December 1926 and January 1927 is reduced somewhat during change over



1926 AA 287 cu. in. (3 3/16" bores) production estimate

Start	CSN	Your Car	CSN	Your Car	ESN	Your ESN
	145"		131"		3 3/16" bore	
J			80,001		80,001	
F			80,401		80,401	
M			80,801		80,801	
A			81,201		81,201	
M			81,601		81,601	
J			82,001		82,001	
J	70,001		82,401		84,402	
A	70,051		82,801		82,852	
S	70,101		83,201		83,302	
O	70,151		83,601		83,752	
N	70,201		84,001		84,202	
D	70,251		84,401		84,652	
END	70,294		84,541		84,835	
No. Cars	294		4541			
No. of Engines	294		4541		4835	
131"	wb rate	400/month	starting in January			
145"	wb rate	50/month	starting in July			

1927 AA 299 cu. in. (3 1/4" bore) monthly production estimate

Start	CSN	Your Car	CSN	Your Car	ESN	Your ESN
	145"			131"	3 3/16" bore	
Dec. 1926	70,295		84,542		84,837	
	70,329		84,740		85,069	
Jan. 1927	70,330		84,741		85,071	
F	70,380		84,791		85,321	
M	70,430		85,141		85,571	
A	70,480		85,341		85,821	
M	70,530		85,541		86,071	
J	70,580		85,741		86,321	
J	70,630		85,941		86,571	



A	70,860	86,141	86,821
S	70,730	86,341	87,071
O	70,780	86,541	87,321
N	70,830	86,741	87,521
D	70,880	86,941	87,821
END	70,902	87,125	88,027
Actual	70,925	87,225	88,150
Total	608/631	2584/2684	3192/3315

131" wb rate = 200/mo starting Jan '27

145" wb rate = 50/mo starting Jan '27

1928 BB 3 1/4" bore 299 cu in production estimate

Start	CSN	Your Car	CSN	Your Car	ESN	Your ESN
	145"		131"		3 3/16" bore	
J	70,926		87,226		88,152	
F	70,976		87,626		88,602	
M	71,026		88,026		89,052	
A	71,076		88,426		89,502	
M	71,126		88,826		89,952	
J	71,176		89,226		90,402	
J	71,226		89,626		90,852	
A	71,276		90,026		91,302	
S	71,326		90,426		91,752	
O	71,376		90,826		92,202	
N	71,426		91,226		92,652	
D	71,476		91,626		93,102	
	71,500		91,977		93,477	
Cars:	574		4751			
Engines:						5327

131" wb rate of 400/month starts Jan '28

145" wb rate of 50/month starts Jan. 28

**all estimates for BB based on highest engine no. reported (The Splendid Stutz, page 176)*



The Stutz “Schumacher Special

by Al (AJ) SanClemente (No. 715)

The Schumacher Special was constructed in 1930 by Gustav Schumacher, owner of Schumacher Motor Services, in Yonkers NY. An unusually gifted man with respect to mechanical, design and metal shaping skills he constructed almost a dozen race cars in the 1930s. In 1937 a car he built was raced by Al Cusick in the Vanderbilt Cup at Roosevelt Raceway. Gustav passed away in 1957 but his son Gustav Jr. had the good fortune of working with his dad from Junior High through College. I was tremendously happy to locate (special thanks to Bob Swanson and Joe Heisler) Gustav Jr, now a retired auto engineer (the apple doesn't fall far from the tree!) and he has provided me a wealth of information on our car. In fact, for a number of years, Gustav Jr. has been searching to find one of his father's cars and was thrilled to have finally found one. The family is currently compiling a book about Gustav Sr.'s fascinating career and has a number of original pictures of the Schumacher Special as well as the racecars.

Starting with a new Stutz BB chassis and engine, Gustav utilized all his race car building techniques to construct a one-off super car. With its hand built racing optimized Stutz engine, lightweight, low aerodynamic aluminum body and high-speed rear end the Schumacher Special was the fastest car on the road in its day. The family has a beautiful picture of the 4-carb engine bay as well as the cockpit featuring a 140 mph speedometer.

An accomplished artist and sculpturer in his early days in Germany where he grew up - Gustav had a real sense of proportioning. The Schumacher Special, together with all of his sprint cars, used much aluminum, were not painted, only cleaned and shined with Bon-Ami. All the metal body sections were hand formed and hand riveted or connected with machine-screws. The car was utilized for a number of years to tow race cars to the track (see picture above, courtesy of Schumacher family) where it would then act as a marketing tool to promote Gustav's racecar build techniques. When business would get slow, they

would use the Special to tow a race car around New York City

to generate business. Sometime in the mid-'30s the car was sold to an executive of Texas Oil Corporation and eventually made its way to Massachusetts.

There were numerous sightings of the Schumacher Special in and around the Boston area in the 1930s. The car disappeared in the '40s and was thought to have ended up in a junkyard down on Route 1 south of Boston. In the summer of 1951 a gentleman from Central Massachusetts found the car on a used car lot. Upon purchase it was immediately placed in a barn in Central Mass because of engine problems where it sat undisturbed for 54 years. The barn the car was stored in since 1951 was starting to

deteriorate badly. We had known since the '80s that the car existed but were never able to see it. My dad is fairly well known in the local area as knowledgeable collector. The son,

who knew the car was very important to his dad agreed to sell it to us knowing that it would remain in central Massachusetts and that it would be completely and properly restored. Although the family that has owned it all these years did not know exactly what it was, they knew it was special and only agreed to sell because of my dad's reputation and the fear over the deteriorating barn housing the car. They deserve quite a bit of credit for preserving it all these years.

The above picture and following information has been extracted from that which appears on website www.townisp.com/~alscancle. Those interested in other photos or additional details are encouraged to check the website.





Stutz Reunion

Tony Carroll

In 1919, on the verge of the Scott Fitzgerald era and what must have been the golden age of motoring in this country, Dutchess County (New York) newlyweds, John and Charlotte Hackett bought a brand new Series G. Stutz Bearcat in red with black fenders and tan leather, to drive on their honeymoon trip. The Hacketts continued to drive and enjoy their Stutz until 1929 when, for reasons unknown, the car was parked in the barn behind their Hyde Park home and they continued on with their busy lives as local attorneys.

Twenty-nine years had passed and a young man from Poughkeepsie, crazy about aeroplanes and automobiles, got wind of the Bearcat in the barn. The appeal was irresistible and he was soon knocking on the Hackett's door. As he tells it, he was welcomed by Mrs. Hackett, (who, coincidentally, had been his Sunday School teacher when he was a boy) and in no time was sprinting for the barn door, worrying that his quarry would turn out to be a closed sedan rather than the open two seater he had conjured. H. Paul Richards, whose adventures had already taken him to England as a fighter pilot in the Hitler war and would later take him on to a serious racing career with multiple championships, along with a stint on the Cunningham team and Team Roosevelt, was not to be disappointed that afternoon in 1948. There, resting serenely under the hay mow where he took its photo was the Bearcat in all its sporting elegance. He became its happy owner and enjoyed many rewarding miles behind its big wooden wheel.

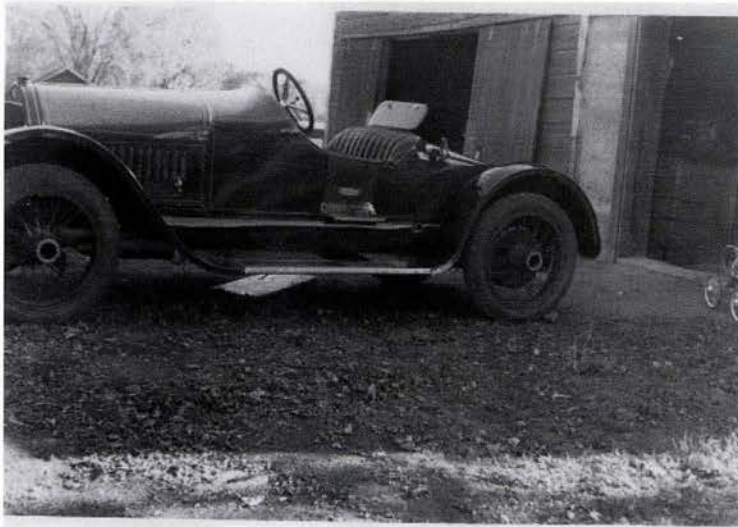
Not long thereafter, Paul began getting late night telephone

calls from Henry Austin Clark Jr. (1917-1991) the pioneer collector and auto historian who ran the Long Island Automotive Museum in Southampton, Long Island. Clark was eager to have the wonderfully unspoiled Stutz, as was also the great Chicago Collector, D. Cameron Peck. As Richards recalled not long ago, he said to Austin Clark, "You've got to stop calling me at one o'clock in the morning. I can't get back to sleep and it's beginning to affect my work the next day." To which the always honest Clark replied, "That's why I'm doing it."

Eventually, Clark's persistence was rewarded and he became the Bearcat's new owner. The car was a popular exhibit in his collection for years, and got quite a lot of use on the club tours in which he was a regular participant. There are even photos of the Stutz with a Curtiss Jenny at Old Rhinebeck Aerodrome, as well as one in New York City's Washington Square.



Paul Richards at the wheel of the Bearcat ca. 1948



The Hackett-Richards-Clark-Schuster Bearcat ca. 1948

During Austin's ownership its engine was overhauled by Joe Suydam of Bayport, Long Island, a widely respected machinist. Its leather was redone by the renowned Gus Reuter of the Bronx.

Receipts for all of this work remain with the car. One year, Paul Richards, by then a well known racing driver, was invited to drive it in the Exhibition Run of Vintage Sports Cars that Austin Clark organized every year the "Curtain Raiser" to the main Bridgehampton races.

In the late nineteen seventies, Austin Clark, finding himself faced with financial pressures and an oddly unsympathetic Southampton Town Board, sold most of his historic collection at auction. In 1980 he closed the doors of his museum. It was, of course, a sad time but the sales were among the most enjoyable car occasions I have attended. They were conducted personally by Clark, with all his wit, erudition, and candor, holding the crowd enraptured with the tales that went with each car.

At the auction held at the Museum on 13 October, 1979, long time VSCCA member Myron Schuster acquired the Stutz and became its fourth owner. Unspoiled

and unmolested, it enjoys the congenial company of his distinguished collection today. Virtually every detail is as it was when the Hacketts first took it off on their honeymoon. Myron provides amusing reports of his dealings with the late A.K. Miller, the eccentric and secretive Stutz expert and collector in Vermont. The car's original headlights had gone astray by 1979 and Miller had a pair of the appropriate kind.

The tests of emotional and physical endurance Schuster had to undergo until he was at last allowed to purchase the needed lights border on the bizarre, except perhaps to those familiar with the A.K. Miller legend.

On a crisp February day in 2002 Paul Richards motored down from Poughkeepsie to northern Westchester County to become better acquainted with Myron Schuster and reacquainted with his old Stutz. Paul said the car was just as he remembered it, "but bigger." I think the Hacketts and Austin Clark, the Bearcat's first and third owners, would have gotten on splendidly with its second and fourth owners, sharing happy tales of the hours behind the wheel of this great old car and the many other things car people talk about when they get together.

Paul Richards at the wheel of his former property. Current owner Myron Schuster stands beside it.





FEDCO: The Cryptography of the Stutz Numbers, 1926-1930

by FRED ROE and DAVID V. BRAUN

Recent articles have appeared in OLD Cars (ie October 14, 2004 issue, page 10) on the FEDCO numbering system used by Chrysler Corp. from 1925 to 1930. One article mentioned that Chrysler invented the FEDCO System. Recalling that the Oct-Dec 1991 issue of Stutz News (No. 18) contained an article on FEDCO your editor contacted charter member David W. Braun (No. 155) who along with ex-member Fred Roe produced a most interesting article on the use of FEDCO by Stutz. It was agreed to reprint this article with the following UPDATE to inform the many new members who have entered the Stutz roster since 1991 and may not have this information. Your editor is sorry it took so long to get this update published in Stutz News.

It has been suggested Chrysler was the originator or patentee of the FEDCO system, however, no documentation for the claim has been presented. When Fred Roe and I wrote the original FEDCO piece for the Stutz News, we never encountered the slightest hint that Chrysler was involved, in terms of inventing the system. Also, none of the original Stutz literature in my collection, where FEDCO is discussed mentions Chrysler. To be sure, as we did state in the piece, Chrysler was the largest user of the system, in terms of the number of automobiles produced using the plates.

I still think FEDCO was an acronym for something; maybe an insurance consortium, perhaps a group of firms; Lloyd's of London is mentioned in some Stutz literature. And FEDCO themselves might have been the license holder and not the patent originator.

As far as I am aware, no one subsequently came forward with further information about FEDCO. Still, it's undeniable that FEDCO made enough of an impression that Chrysler and a number of the Independents made use of the system.

The FEDCO Numbering System was a commercial device to make stolen automobiles very difficult to dispose of or otherwise be re-registered. To accomplish this aim, a code of alpha-numeric characters was assigned. On most cars using this system, the characters were found in at least two places, a principal plate on the dashboard and secondary plates or marks on such areas of the vehicle as the door pillar, firewall and frame members. The dashboard plates were made in such a way that their removal or alteration was virtually impossible without their destruction. A car then being offered for sale with mutilated plates was at once subject for suspicion of being a stolen vehicle.

The FEDCO numbers were the car number or serial number, or "VIN" in modern parlance. Car numbers, depending upon the make and era could be developed from engine numbers or from their own separate sequences. Evidently the State agencies involved with automobile registration or licensing were well-aware of FEDCO and the codes because while some original registration papers we have seen show FEDCO symbols for the car serial number, others show a strict number sequence (i.e, decoded). According to some information we have, if a car were stolen then recovered, FEDCO generally issued a new code, which served as a double-check on the old code being used again, having been made invalid in any event.

The largest user of FEDCO was the Chrysler Corporation, from 1925 through 1930, including Chrysler, Dodge, De Soto, and Plymouth, and trucks. Many of the Indianapolis independents used the system as well, including Stutz, Marmon and Duesenberg (for Model A cars after Engine 1603 in 1926 through the Model X cars of 1928). Stutz used FEDCO sequences from 1926 through 1930. The 1926 through 1928 cars have the number in three places, on the firewall plate, on



the dash and on the frame cross member just aft of the radiator (with some exceptions to this general rule). The 1929-30 cars have the sequence on the firewall plate, and on a badge top of the instrument cluster die-cast "surround."

As the FEDCO System was made available under license, it is probable that each automobile manufacturer had their own separate arrangement with both FEDCO and their customers. In the case of Stutz, at the outset of the program in 1926-1927, the Company offered \$5-per-day loss-of-use fee to the car owner, along with the services of the Burns Detective Agency to find the car. We also believe that some automobile insurance companies offered better rates on FEDCO-registered cars. Stutz went that one better when in the spring of 1928 they announced that Lloyd's of London would offer insurance at 50% discounts to Stutz owners. To avoid possible conflict-of-interest charges, the Company directed all inquiry to Myers & Wendling in St. Louis, Missouri, presumably the Lloyd's representative.

The FEDCO code itself is a simple substitution type, similar to the secret messages and games children make up where "A" means "1" and so forth. In the commercial world, such codes are used on price tags, lot and batch numbers, identification sequences, etc.

In the specific case of FEDCO, they did several things to make the code harder to break:

1. Each make of automobile had its own code sequence. That way, if a theft ring figured out the Duesenberg sequences, they would have to start all over again with, say Chrysler.
2. The substitution of alpha symbols for numbers were in parallel with a name associated with the particular automobile.
3. The sequences followed the numerical engine numbers or car serial numbers; that is, they were not random or arbitrary, although it might appear so as one looked at the FEDCO plates.

Amazingly, there is very little available in the way of references on FEDCO information. Fred Roe wrote about the Duesenberg sequences in the

Auburn-Cord-Duesenberg News, 1986 and an article appeared about the Chrysler Corporation numbers in *The Antique Automobile* in 1970. Using these and some contemporary industry sources (such as Red Book, TADA, etc), together with examples of Stutz numbers and a little educated guess work, has enabled us to determine the Stutz sequences with a fair amount of accuracy.

The ten Arabic numeral symbols, 0 through 9, means we will need ten different letters from the alphabet to make the substitutions.

Citing our Rule #1 and #2 above, we can approach the Stutz code through what we have already observed with both Duesenberg and Chrysler. "Duesenberg" has ten letters, as does "W P Chrysler."

We immediately run into the problem of the three "e"s in Duesenberg and the two "r"s in Chrysler. This is where Rule #3 helps, and we start substituting known letters on the firewall plates for some of the engine numbers. We then come up with,

```
DUESENBERG VP CHRYSLER
DUSENBYRCH  VP CHRYSLED
1 2 3 4 5 6 7 8 9 0 0 1 2 3 4 5 6 7 8 9
```

Note the somewhat 'phonetic' mangling of the names to avoid letter duplication and note also what perhaps might be Rule #4, that is the number sequence could start either with "0" or "1" and run to "9" or "0" implying FEDCO was trying another angle at keeping the codes hidden. The net result is that 'C' on your Duesenberg was 9 and 2 on your Chrysler; that is, no duplication between the two makes.

Now we come to Stutz. What do the symbols "AA-SI5-AY50Y", "BB-01-BB16D", "N8-23-SY86H" or "L6-3-DW48H" on your plate or registration really mean?

The "BB" or "M8" are the Series marker (i.e., model year) and the "23" is the Type Number (i.e., body type); both of which we will save for discussion in a later article. The FEDCO symbol is found in the suffix, "-DW48H", "-SY86H."

As with our previous discussions of the Stutz engine numbers, in the absence of primary (that is,



factory records), we have to go back to the cars themselves, as well as the industry notes made at the time (Branham, etc). There are enough Stutz and FEDCO numbers and symbols that some charting of the FEDCO sequences can be made. We do need further numbers, as well as trying to find some exceptions to the rules, to completely cover the story, of course.

The reader has probably already noted that STUTZ will not provide ten letters, and moreover because of the duplication of the letter T, gives us only four in any event. If we assume that there are ten letters to make up some kind of Stutz-related name, then what are the letters?

The clue for the 1929-1930 automobiles lies in the fact that the five digit symbol following the Type Number (i.e., -3-DW48H) always has two letters first, DW, SY, CD, etc. Then relating these to both the known engine numbers and the somewhat cryptic references in Branham to "40000" serial number sequences, which we know don't exist per se as engine numbers we start to evolve,

16 = Dw 17 = DA 30 = SY 31 = SD 40 =
CY 41 = CD

These are not complete, by any means, but coupled with known car numbers and a guess for number nine (later proven out), we come up with,

1 2 3 4 5 6 7 8 9 0
D E S C H W A B L Y

SCHWAB

And, in the middle of the sequence is the Stutz-related name we were looking for. Somebody at FEDCO obviously had a sense of humor! And note we preserve the non-duplication rule, the letter C here is 4, and not Duesenberg's 9 or Chrysler's 2; although due to the limited number of symbols, we do have "D" for "1" in both Stutz and Duesenberg.

Having a working mock-up of sorts, let's compare the FEDCO numbers to the engine numbers. We see a 1929 Blackhawk with engine 16774, DW77C, which becomes 16774. We find another, 17133, DA12L, which is 17129. It becomes obvious at once that Stutz was making an

attempt to keep the two numbers together. Then we have our own Blackhawk, 16140, DW48H, which is 16485. Why is this an exception to our neat rules? The answer is very simple: in interviewing the owner of the car who had it from 1946 through 1958, he told us he swapped out the original engine! As a double-check, the Blackhawks and some of the senior Model IQ's have the engine number stamped on the frames. Our Blackhawks' frame number is 16485.

Why weren't the numbers identical down the line? Our best guess is that the engine numbers were stamped at some point prior to their installation and although the factory may have had the best of intentions in keeping the numbers the same, or very close, the engine nearest to the chassis was the one that got installed. One does wonder if the frame number was stamped after the installation of the engine.

Now we come back to the 40000-series numbers. As we know, there is no 40000 series sequence of engine numbers. This was a puzzle for a time, until we realized that FEDCO or Stutz had pulled a further 'double check.' The 40000 sequence is assigned to the 145" wheel base cars and is a car number, not an engine number sequence! As you look through Branham or Red Book what you are seeing, in effect then, are the decoded FEDCO numbers! Using all of the above, 1929-30 car owners should be able to chart their FEDCO symbols in connection with the 30000-, 16000- and 17000-series engine numbers (and keeping in mind the 'other' sequence for the long wheel-base cars).

The 1926-1928 car owners reading this have probably noticed that our discussion seemingly does not apply to their cars, and we admit to puzzling over this point for quite a time. The 1926-28 numbers seemed to be another sequence altogether, and we had to wait until we had run through the 1929-30 sequences first, to get a working model.

The engine numbers for this time period start at 80001 in 1926 and end at about 93477 at the end of 1928. The Red Book, etc., sources show only 80000-series and also a set of 70000-series



numbers, but no 90000-series at all. Assuming as above, we are looking at decoded FEDCO numbers, we began to apply the 1929 symbols, but DESCHWABLY didn't seem to work very well. It then started to be apparent that for whatever reason either FEDCO or Stutz (or both) decided to change the code at the end of 1928 (or so we thought).

After examining the situation from several angles, we determined the 80000-series numbers are the short (131") wheelbase cars and the 70000-series are assigned to the 145" wheelbase cars, for the three model years. Why the 90000-series of engine numbers are ignored or omitted is open to speculation at this time. Once we could know that trying to apply 90000 numbers to the FEDCO sequence was invalid, we then determined that the 70000 and 80000 number sequences worked very well with the symbol DESCHWABLY. And here also one could argue that the system was indeed somewhat changed at the end of 1928: the 1926-28 sequence is car number-based, while the 1929-30 sequence is engine number-based. Knowing this, the 1926-28 car owners should now be able to chart their FEDCO symbols with their car numbers.

If you are a 1926 car owner and have no FEDCO plate, apparently you own an early- to mid-production car. We have determined that the initial 1926 production did not incorporate FEDCO protection.

Why Stutz apparently introduced the system later in the 1926 model year is still to be determined. This then poses the question of exactly when the system was placed and also of finding the oldest surviving 1926 Stutz car with a FEDCO plate.

If your FEDCO plates are damaged or missing, this article should help in reconstructing the sequence. This discussion also will help in determining engine and body swaps. There are bound to be exceptions to our neat rules, and we would very much like to know of these anomalies, as well as possible starting and ending numbers and symbols which would further help in

establishing Stutz production totals.

Who was FEDCO? We are afraid that this question is one of the unanswered ones for now. We have been unable to determine who they were or where they had their office. We do assume "FEDCO" is an acronym for a name of a company and perhaps this company was an insurance underwriter or maybe a consortium of firms brought together specifically for this purpose. Can any reader help?

The heyday of FEDCO seems to be the period, 1925-1930. We have not found any evidence of its use earlier nor later than those years for any make of automobile. After 1930, Stutz along with all the rest went to a straight numbering system for car serial numbers. One can only speculate that the FEDCO System, in the case of Stutz, was an additional expense they could not afford.

As a postscript, as we were finishing up work on this article, we obtained a Stutz Service Bulletin dated October 29, 1926.

Apparently the dealers and customers were having trouble with the new FEDCO system and Stutz was being inundated with inquiry.

After cautioning the dealer to be discreet with the information the company was about to impart, the code was revealed to be:

D E S C H W A B L Y
1 2 3 4 5 6 7 8 9 0

"Thank you" to the many car owners who shared their car and engine numbers and FEDCO symbols. "Thank you" especially to: Paul Freehill (1926 FEDCO data); Ernie Toth, Jr. (Stutz insurance data); Sheldon Ball (original 1929 registration papers); John Fossette (who helped solve the 70000-series question); Richard Orr (who helped solve the 90000-series question).

C 1991 by Fred Roe and David W. Braun



Tracing the History

by Carl Jensen (No. 638)

With the roadster now sitting in our garage all polished up and the windshield folded down, my wife Carrol and I wonder about the first person who brought it home. We are sure they were as thrilled as we are! But as time goes by, it becomes increasingly more difficult to trace the history of our special cars. Fortunately, we have a fairly good trail to walk back in time for this car.



1930 Stutz "M" 2 pass. Speedster, LeBaron

Many of you who attended the Grand Stutz in Wisconsin or live in the Midwest will know this as Del and Margaret Beyer's car. We purchased this car from our long time friends this past September. It is a Model M roadster with a fold down windshield, which Stutz calls a "2 Passenger Speedster" in their brochure. The LeBaron body is on the shorter wheelbase and is aluminum with steel fenders. The Beyers purchased the car in 1964 (ironically the year I was born) and knowing them since I was a child, I can recall the car in use. For the past 10 + years, the car has joined many of the Beyer's other cars in the Hartford Heritage Museum. (A museum well worth a visit if you are in the area.)

Prior to bringing the car home, Del gave us the files on the car which provided us endless hours of entertainment. They are extremely complete with manuals, brochures, parts book, his correspondence and even a set of 1929 Stutz paint chips! Previously titled as a 1929, Del informed me, the car is actually one of the Model M cars

built in 1930. We suspect that at one time it was titled as a 1929 so it could run Glidden events, of which it did at least two. It was also believed that this was a car that Stutz used at one of the major auto shows such as New York or Detroit. Probably this is difficult to confirm, but that would explain the silver engine turned dashboard and rather unique pattern on the upholstery. Also unusual, is that there is not a vent on the side of the cowl. Instead, the horizontal slots from the hood continue into the cowl area for a very smooth look.

All the pictures in the brochures that we have seen use a vent door there.

The owner before Del was Mr. Samuel E. Dinnin. An interesting piece of memorabilia in the files is an article from the Indianapolis Star dated December 26th 1963. The article talks about this piece of Indianapolis history leaving the area and being shipped to the Dinnin's new home in Florida. There is a photo of the car being loaded onto a moving trailer by a man named Sam Jump.



The article goes on to say that Mr. Dinnin was a naval aviator in WWII and recently did a 100 mph run in the car on the Indianapolis speedway. After moving to Fort Lauderdale, Mr. Dinnin decided to sell the car in 1964 due to health reasons with a claimed 17,000 miles. The next owner was Del.

Bill Greer did some research in the Indianapolis area and located Robert Jump, the son of Sam Jump who was loading the car on the trailer in the photo. It turns out that Sam Jump and Sam Dinnin were very good friends and Mr. Jump did most of the maintenance on the car. Robert, now age 73, remembers the car quite well. At the time, Robert was about 30 years old and recalls riding in and occasionally driving the car. It must have made an impact on him, as Robert is also a car enthusiast having owned several high performance Mustangs from the late 1960s and still owning a 1970 convertible.

In one of many letters from Mr. Dinnin to Del in 1964, he

accounts for the history of the car:

“The car was originally owned by Mr. Joseph McNutt, 4228 State Road Akron 19, O. It is my understanding that he drove it in the 1952 Glidden tour. It is also my understanding that the car was subsequently exhibited for a time at the Thompson Museum in Cleveland. After the 1952 Glidden tour, the car was purchased from Mr. McNutt by Mr. Ben Johnson of Connersville, IN who has one of the finest collections of

1929 Stutz LeBaron Roadster Takes Van Journey To Florida

One of the few remaining ties with a proud old era in Indianapolis automobile circles has been severed.

A 1929 Indianapolis-made Stutz LeBaron roadster belonging to Samuel E. Dinnin, 22 East 32d Street, has been transported by its owner to his new home in Fort Lauderdale, Fla.

The trip was made in an air-ride van belonging to the Aero Mayflower Transit Company Inc., 863 Massachusetts Avenue.

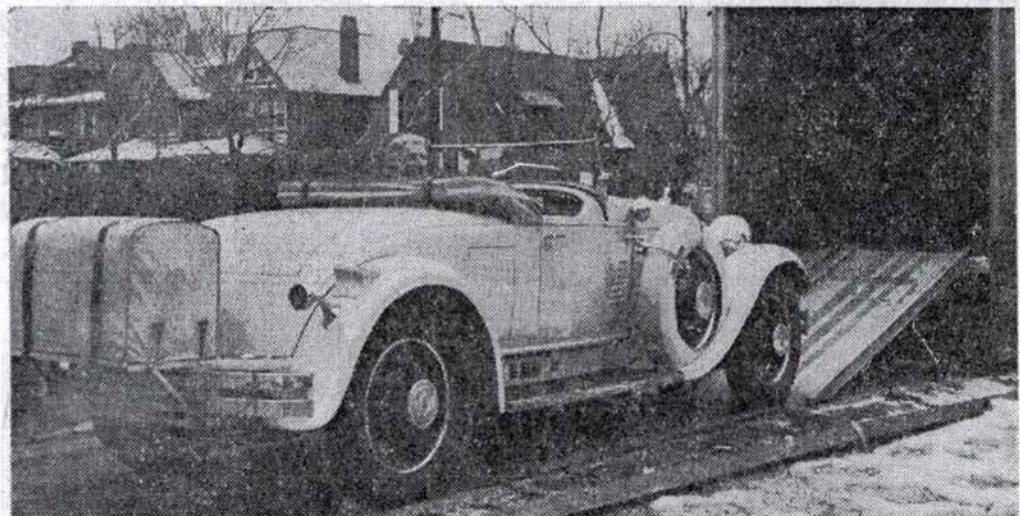
THE STUTZ, which is in perfect running condition, was driven into the van by Sam Jump, mechanic who had rebuilt the vehicle. It rolled smoothly up two aluminum walkboards, over a rear deck housing the rear wheels of the van, then down stacks of padding onto the van floor.

The proud old automobile was steadied for its long trip South through use of straps fastened to the sides of the van. The family's household goods were loaded around the

car and were included in the same shipment.

BELIEVED TO BE one of only three Stutz LeBaron roadsters still in existence in the United States, the Dinnin car has participated in two Glidden Tours, in 1952 in the New England states.

Dinnin, who as a naval aviator in World War II served with the Naval Air Transport, had the car up to 100 miles an hour a few years ago in a test run at the Indianapolis Speedway.



STUTZ LEBARON ROADSTER HEADS FOR FLORIDA VIA VAN
Sam Jump Drives The 1929 Model Into A Mayflower Van



Note the silver engine turned dashboard and unusual horizontal vents on the cowl area behind side mounted spare.

automobiles in the Midwest. He did extensive restoration work on the car. I purchased the car from him on September 9, 1959.”

We cannot confirm if Joseph McNutt was in fact the very first owner. However, in talking with Ernest Toth Jr. he remembered the car when Mr. McNutt owned it and sent me a copy of an ad from when it was for sale by Mr. McNutt in January 1954 issue of Motor Trend.

Del recalled that Ben Johnson had a large collection of cars and Bill Greer was able to locate an address for his son, Ben Johnson Jr. in Connersville Indiana. I have not been able to contact him.

The car proudly carries plaques from:
 Glidden Tour 1952
 Granville 1952
 Granville 1953
 VMCCA Michigan Tour 1953
 Hoosier Holiday Glidden 1962
 Indianapolis Grand Classic at the Speedway
 1962

(We have the judging sheet from this event and assume it is when the car made the 100 mph run referenced in the newspaper article.)

Mr. Dinnin stated that it won a trophy at the international import and Sports Car Show in Miami for Best Classic Car. We also have several other trophies from events in the early 1960s.

Mr. Dinnin had the car repainted, re-upholstered and some re-chroming prior to July 1962. The car was repainted in the same in the same cream yellow car and the yellow and black upholstery was done to the original pattern. This work was likely done in the Indianapolis area and it wears this paint and upholstery done by Del during his ownership.

Since bringing the car home, my father and I have run it a few times. I am now freshening it up from years of being in the museum. Fortunately friends John Haydon and Del Beyer are close at hand for questions. And although we are anxious for spring to take it out on the roads, we are quite happy to have the car in the garage and tinker with it.



Editorial Comments

First, "Ed" would like to comment on the ad shown on the rear cover of this issue. It was submitted by charter member Cornelius W. Hauck (No. 22), who, by the way, has relocated to 550 East Fourth St. 4D, Cincinnati, OH 45202. Mr. Hauck noted that there was no mention of a Bearcat in the line-up of either the 4-cyl or 6-cyl cars. We wonder why? A Stutz Model "A" Bear Cat" (yes, two words) was advertised in the 1912 Indy 500 Race program. Perhaps the omission was purposely done to emphasize the other body styles? The six-cylinder six passenger touring car shown in the ad appears to be the same Stutz used by Mr. HCS and the family based on photos "Ed" found in daughter Emma Bell's photo album. While still on the subject of ads, I should add that Honorary Member Keith Marvin (79H) was going through copies of MOTOR AGE from the early 1920s and kept his eyes open for Stutz ads. Back on June 23, 2003 Keith sent a bundle of these to the editor. It seems Stutz did a lot of promotion during this recessionary periods.

OOPS - your editor has discovered a mistake in the Table of Passenger Car engines used by Stutz, page 9 Stutz News of issue No. 74. There should be a separate line for the Series BB engine of 1928. Bore 3 1/4", Stroke 4 1/2", 299 cubic inch displacement, 110 hp@ 3600 2 rmp. We suggest you read page 176 of chapter seven of The Splendid Stutz which discusses the attributes of the "Challenger Engine." The horsepower was much greater depending upon the compression ratio and other factors.

Your editor recently received a listing of the winners of the 2005 Glenmore Gathering, Canton, OH. The chairman's award went to member William L Snyder (No. 273) who showed his 1930 Stutz M27 Conv. Coupe. Congratulations Bill!

Please note that Harry A Miller Club, Inc. will hold their 12th Annual "Millers at Milwaukee Vintage Indy Car Event on July 8-9, 2006 at the Milwaukee Mile racetrack located in Wisconsin State Fair Park in West Allis. Contact: Lenore

Heinzelman 262-253-2661 or Herb Lederer 708-606-5828. Member David V. Uihlein (No. 143) is the founder of this club.

President Barrs continues to press the Club to plan ahead which is very commendable. At the 2005 Grand Stutz meet in Mt. Washington, Vermont he suggested to your editor and son Jay that we begin to plan a big event in Indianapolis to celebrate the 100th anniversary of the Stutz automobile which falls in 2011, only five (5) years away. The editor has given a lot of thought to this subject and welcomes inputs from the membership as to what they would like to do or see take place.

Meanwhile, member Turner Woodard and Shawn Miller have pledged their help. 2011 is also the 100th anniversary of the INDY 500 and we will explore opportunities to participate in an IMS event.

We are hopeful that members who own 8 cyl. Stutz of the 1926-28 period will respond to Bill Bools article thereby either confirming his assumptions or adding important inputs to the date. This is the first attempt at estimating production of Stutz cars and engines by month that your editor is aware of. If your car numbers and engine numbers are not correctly listed in the directory, please send correct data to Bill Bools and he will compile that data for later reference and use in the directory.

We are especially pleased to have the opportunity to include in this issue the most interesting article, Stutz Reunion, by member AS "Tony" Carroll (No. 8021) who serves as Secretary, Vintage Sports Car Club of America, Inc. It's always a treat to know the complete history of any Stutz, especially the 1919 Bearcat now enjoyed by charter life member Myron J. Schuster (No. 15L.)

Restoration stories are always of great interest and we are indebted to member C. Arthur Smith (No. 456) for sharing with us his experience in acquiring and restoring a 1916 Stutz. He has spent considerable hours on the 1918 Bearcat as well and we hope to have a story on that Stutz in the future.



MEMBERSHIP REPORT

Please join me in welcoming the following new members for 2006

#0718

Odyssey Restorations
8080 Central Ave N.E.
Spring Lake Park Mn 55432
Bus:763-786-1518 H: 651-426-8854
E-mail: odyrestorations@aol.com

#0719

Doug Lott
52 Doverglen Cr S.E.
Calgary Alberta T2B 2P6 Canada
Tel:B:403-698-0401 H:403-830-4411
E-mail: dougandmelanie@hotmail.com
1930 Stutz Blackhawk Sedan
Eng #17269 Vin# DA28Y

#0720

Walter Ready
9426 North 112th Ave
Sun City AZ 85351
Tel: B:623-972-0072 H:928-458-0063
FAX:623-972-1877
E-mail: tuckertorpedo48@msn.com
1928 Stutz BB Coupe
Vin#93369

Welcome Back to:

#0522

George Maley
5392 Thicket Hill Lane
Indianapolis IN 46226
Tel: 317-547-2440

#0722

Joe Taranto
37 Moon Mountain Drive
Mt View NSW 2325 Australia
Tel:612-49917484
E-mail:info@bimbadeen.com
1927 Stutz Blackhawk Limo
Eng:86204 Vin:AAD8R70558

#0723

Mark Hyman
2310 Chaffee Dr
St Louis MO 63146
Tel:314-524-6000
Fax:314-692-0380
E-mail:mark@hymanltd.com

#0721

Amleot Elvenes
Snaret 1B
Eiksmarka 1359
Norway
Tel: 47-22-026325 Fax(47) 22-026390
E-mail:are@erichsen-horgen.no
1923 HCS Series 4 Touring Vin#2198

#0590

Joseph B Harness
700 E Jefferson St
Clinton MO 64735
Tel:660-885-5154
1928 Stutz Chassis
Eng:83874 Vin:83725

There are a number of member profile changes coming in from the renewals and because of space requirements we will send out separately. Mike Barry

IF YOU HAVE NOT RENEWED PLEASE DO SO



Editorial – reprinted from “The Journal of the Stutz Owner’s Register”

Vol. 11, No. 1, Australia, 1977

The following Editorial by member Hugh P. Guthrie (No. 429) published in 1977, expresses quite well your current editor’s feelings. Hugh’s plea in the last paragraph finally led to The Splendid Stutz.

Editing a car club journal is at any time a labour of love. A willingness to put a piece of yourself out there for someone else to criticise whether adversely or constructively. A challenge to keep the interest of all members, hopefully stirring some, to respond, perhaps boring others.

There is a sense of fulfillment, a job well done, or at least done to the best of one’s ability to counteract all this.

Why this maudlin tone from such an ebullient soul. Probably because editing the Stutz Owners Register Journal is just a bit different, even more difficult than the normal house journal, or the club journal for a car club whose total membership meets “en masse” regularly.

As editor, I must get feedback from the readership, and ideas from others, otherwise the style becomes repetitive and the sparkle disappears. Other editors get to meet a fair number of the members over a beer, or at meetings and events and collect ideas. I, on the other hand, have a small group of supporters in the membership who attend meetings (who I am pleased and proud to say give me great support in my endeavors), but the main distribution of the Journal goes to people outside this group.

If you care to look over your earlier copies of the Journal, you will find a continuous plea over the years for articles, letters and suitable material for publishing. I am continuing this plea, because my stock of Stutz-oriented material is about exhausted.

And I consider it the editor’s duty to increase the interest value of the contents of the Journal wherever and however possible.

“Restorers Corner” is a prize example of the special ability of a club journal to bring otherwise unobtainable information to the members. At least, Darrien and the other contributors attempt to do just that - select those points that the

Stutz News/January - March 2006

bookshop journals and publications do not cover with respect to Stutz automobiles. It has always been a surprise to me that the many of you who have the background and experience have not shared all of that experience with the rest of us. I know how hard it is to sit down and lay out your knowledge (meagre, I’m sure you say to yourself) for others to read - but it is rather satisfying to see your own words in print.

Perhaps a suitable title for that article may be “Mistakes I have Made,” and we all have made them, haven’t we- with our restorations only, I hasten to add!

Not really a challenge, you fellas, but rather a cry from the editorial heart. On the same subject, and to take up one of my earlier complaints, when will some enterprising author bring out a real history of the Stutz saga, from start to finish, sports competition and touring car manufacture? Perhaps a book on Harry C himself and the effect he had on American automobile history, and then the later eras. My bookstore hero in sunny old Melbourne (the days it was below zero in most of the USA in January, I was desporting myself on the southern beaches of Australia, eyeing off the local... but then enough of that!) has many large tomes on Duesenberg and Cadillac and Packard & hundreds on Model A’s & T’s- but not a comparable on Stutz. Won’t someone take up the challenge!



Scenes in the Club House - Our treasurer Hugh Guthrie (left) Photo Journal, December 1973



President's Message

by Norman Barrs

**STOP THE PRESS!! STOP THE PRESS!!
STOP THE PRESS!!**

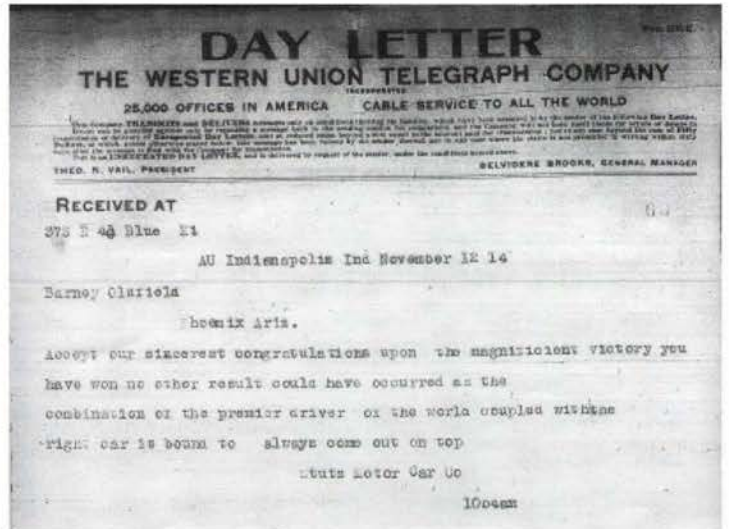
Stutz have been invited to participate twice at the historic Le Mans circuit in 2006, on 17th June 2006 prior to the commencement of the 74th Le Mans 24 Hour Race some 50 pre 1939 Le Mans type cars will race for a crowd estimated at some 230,000 people. This involvement of the pre-war cars is in celebration of the 100th birthday of the Automobile Club, De L'Ouest, the owners of the circuit.

Three weeks later we return to this internationally famous circuit to run in the 24 hour Le Mans Classic in Group 1, the 1929 Stutz Blackhawk replica came in 12th in the event held 2 years previously.

Letters to the Editor

**From: Randolph J. Reed (No. 119), La Mesa, CA
Date: January 5, 2006**

I believe that the STUTZ SPECIAL shown on the back cover of the latest club magazine is really a Duesenberg 183 from 1920. All of the chassis details and body shapes that are visible point to that conclusion. The four cars that went to France



**From: Mark Dill, Cary NC (non-member)
Date: January 16, 2006**

I was great talking to you today. I appreciate your insights on the Stutz racers. Attached is the telegram I mentioned to you. Harry Stutz sent this to Barney Oldfield after Barney won the 1914 Cactus Derby.

Ed's Note: Mr. Dill is writing an article for the Indianapolis Motor Speedway on Barney Oldfield's run in the 1914 INDY 500 in a Stutz. We hope to reprint it in a future issue.

in July of 1921 and won the French GP were fitted with hydraulic brakes, so the presence of mechanical brakes is a bit of a puzzle. This car probably had the 183 cu. in., SOHC, 3 valve per cylinder, straight eight engine that came along in 1920. In 1922 they were changed to DOHC and 4 valves per cylinder. Kind of makes you wonder what the Stutz boys were up to in the early 20's, doesn't it? We also had an entry in class 1A at the Monterey Historics last year. I've attached a photo of the 1914 Taxis Special. We couldn't catch the 8 cylinder Stutz's with our 4 cylinder Wisconsin T head, but we did outlast the Mercer.



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info@targanewfoundland.com

EARLY BIRD SPECIALS AND INCENTIVES ARE AVAILABLE

From: John Apen (No. 596), Stone Mountain, GA

Date: January 10, 2005

Email (in part)

Email attached photo of 1915 Stutz Bearcat shown at Meadow Brook along with Concours plate 049.



Reply from Bill Greer:

Thanks John for your email of the 1915 Bearcat at Meadow Brook Concours 2005. Do you happen to know Jim and Joyce Bradley's address or phone number? We want to invite them to join the Stutz Club. I appreciate your inputs.

Reply from John Apen:

Don't know them and couldn't get any S/N (Serial Numbers, Ed.) on car to trace it. But, he appears to be a serious collector, is the car Conant's?

James Bradley in Oklahoma is listed in both the CCCA and Horseless Carriage Club roster.

Hope this helps, I have a 5,000 or more volume library, books, magazines, and auction catalogs with lots of info. Am always looking for pre-1985 auction catalogs to buy.

And I appreciate the great job you do with the Stutz newsletter. Please publish as many S/Ns

From: William D. Thompson (No. 409), Ft. Lauderdale, FL

Date: November 21, 2005

Thought you would enjoy seeing a Stutz in the 2006 TARGA Newfoundland brochure.

Ed's Note: See "The Stutz Standing Ovation", p. 13 of the October - December 2005 Issue of No. 74. The 5th Annual TARGA offers two other categories, speed competition and Grand Touring to match a given time.

as possible. Fred Roe started with the Rolls club many years ago and it is relatively easy to keep up with many cars (and the replicas). Bill Snyder's article was great. Since seeing Jacques H's Monte Carlo many years ago I have been trying to track MC's. I have photos of all I thought. Do you know which one Bill was referring to?

Re Meadow Brook: My wife and I just try to document every car entered at these major events. Its a shame, but inevitable, that only the winners ever get mentioned. So we take many hundreds of shots of cars and info cards. So ask anytime and perhaps I can at least identify the owners. For the sake of history wouldn't it be nice if S/N's were listed? Or at least the city. MB is the worst for info. I assume Meadowbrook officials would give you the address, email etc. of the Bradley's.

Ed's note: James and Joyce Bradley were invited to join the Stutz Club by the editor's letter of Jan. 27, 2006.

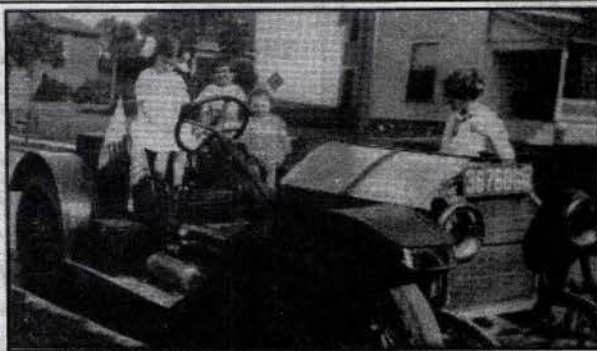




READER PHOTOS

"Reader Photos," sponsored by the Gilmore Car Museum, is a forum in which Old Cars Weekly readers share vintage automotive images from their albums for the entertainment of other readers.

Reader Harry Barlage of Edgewood, Kentucky, submitted this photo of his mother, Ellen Duffy, in a brass-era Stutz Bearcat on July 4, 1914. The photo was taken in front of their Muncie, Indiana, home. Ellen is seated in the driver's seat and is accompanied by her little brother, Martin, and Riley, a neighbor's baby. Ellen's mother, Margaret McBreen Duffy, is pictured



at the front fender. Unfortunately, the vehicle did not belong to the Duffys, but since Stutz is a part of Indiana's heritage, there's no doubt that there was some excitement to see a street version of the great Stutz race team. This particular Bearcat lacks the monical windshield and the carriage lights typically found on restored examples.

Questions or comments about the "Reader Photos" section of Old Cars Weekly? Write to OCW at 700 E. State St., Iola, WI 54990 or e-mail oldcars@krause.com.



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Clippings of Note

The Gilmore Car Museum was the site for Grand Stutz 2002 where the club participated along with the Marmon and Franklin Clubs in the Classic Car Club's "Grand Experience" weekend. Many Stutz cars were judged in the CCCA's Grand Classic on Saturday and some 28 Stutz were displayed at the "Experience" on Sunday. Three Stutz are on display at this outstanding Museum, a 1919 Bulldog, a 1928 Weymann Sedan and a 1933 DV-32 Monte Carlo. (Ed.)

This clip from the March 2, 2006 issue of OLD CARS provides some background on the Hilton Head Island Concours d'Elegance in South Carolina and may be of some value to members whom we hope are contemplating attending the upcoming Grand Stutz 2006 to be held November 3rd, 4th and 5th in conjunction with this Concours. Ed.

Hilton Head Island car show has new name

SOUTH CAROLINA — The Hilton Head Island Concours d'Elegance in Hilton Head Island, South Carolina, has announced a change of name; it will now be the Hilton Head Concours d'Elegance & Motoring Festival. "This name change reflects that our event has become much more than a classic car show," said Carolyn Vanagel, executive director of the event.

"Since our inception in 2002, we have evolved into a four-day celebration of motor vehicles that has attracted a wide spectrum of attendees ranging from vintage auto enthusiasts to couples and families looking for an exciting and educational event," said Vanagel. "We believe our new name will more accurately represent the full scope of what we are and hope to become a major attraction for Hilton Head that visitors and residents can look forward to attending every November."

In addition, the concours unveiled its new logo. Vanagel said, "The logo incorporates two key elements. The first maintains the tradition of the event, keeping the original emblem of the wheel with swooping fender from the original logo. The second enhances the prominence of Hilton Head, projecting the importance our area has on this event, by encompassing the name 'Motoring Festival.'"

The November 3-6, 2005, event began to showcase the inevitable expansion of the automotive weekend. It kicked off on Thursday, November 3, with Vintage Track Day at Roebing Road Raceway in Bloomingdale, Georgia, with hot laps, exhibitions, and an appearance by Bobby Rahal, the 2005 honorary chairman. There was an auction preview and sponsor/exhibitor events on Friday; entertainment, food, the Quest for Speed & Style, a Car Club Jamboree, and the first-ever Classic Car Auction on Saturday; and the classic centerpiece of the entire event, the Concours d'Elegance, on Sunday. For more information about the 2006 event, visit www.hhiconcours.com or call 843-785-SHOW.

Beverly Rae Kimes earns Lifetime Achievement Award

By Gregg D. Merksamer

Having authored or edited numerous books, Beverly Rae Kimes should be familiar to, and held in high esteem by, any auto enthusiast who spends as much time in their library as they do in the garage or on the show field. Five of Kimes' books have earned the Nicholas-Joseph Cugnot Prize for the best book of the year from the Society of Automotive Historians, which has also given her the Carl Benz Award for the year's best automotive history article on four occasions. In 1993, she also became the first historian to receive the Distinguished Service Citation from the Automotive Hall of Fame. John Emery, the archivist of the Auburn Cord Duesenberg Museum, asserted that she "invented automobile history," while *LIFE* magazine once referred to her as "the nation's foremost automotive scholar."

On November 15, an impressive and diverse group of Beverly Rae Kimes' colleagues gathered at Sardi's restaurant in New York City to hail her contributions yet again, this time as the 2005 recipient of Lifetime Achievement honors from the International Automotive Media Awards. *Old Cars Weekly* founder Chet Krause was just one of many luminaries who traveled great distances to attend the presentation, hosted by IAMA Executive Director Walter Haessner and his wife, Elaine, which took place at the monthly luncheon meeting of Bruce and Genia Wannerstrom's Madison Avenue Sports Car Driving & Chowder Society.

Even though he had lost the first floor and roof of his Pass Christian, Mississippi, home and two of his cars to Hurricane Katrina, former *Car & Driver* Editor William Jeanes took time to send Kimes a gift-wrapped dinner roll as a token of congratulations. A "This Is Your Life"-style slide show offered images of pioneer auto hobbyist Henry Austin Clark serving as the best man at her wedding; Grand Prix champion René Dreyfus (Kimes helped him pen his autobiography, *My Two Lives: Race Driver to Restaurateur*); and a 1930 Auburn 8-125 Sport Sedan in which Kimes and her husband, Jim Cox, have clocked more than 50,000 miles on Midwestern joy rides and car tours.

All in all, the afternoon presented an opportunity to reflect on the somewhat-unlikely path that had brought Kimes to her current position as America's most-honored automotive historian.

Having grown up in Wheaton, Illinois, she double-majored in journalism and history at the University of Illinois and earned herself a Master's Degree at Penn State before heading to New York City, where she split the rent with an aspiring actress and searched for a magazine position that would allow her

to write. In 1963, she landed an editorial assistant job at a fledgling, year-old publication named *Automobile Quarterly*, even though the possession of a driver's license, she conceded in her interview with Editor Scott Bailey, was the extent of her automotive knowledge at the time.

"My first assignment was a history of the curved-dash Oldsmobile," she recalls, "and I was hooked. What could be more exciting than automobile history? I told myself that one day I would know enough about it to tell everyone else how exciting it was." In stark contrast to the yearlong stint she originally anticipated, Kimes would spend 18 years at *Automobile Quarterly*, the last seven of which were served as editor.

"Needless to say, I am thrilled and vigorously thank everyone involved for recognizing me for this significant award," Kimes said after last year's IAMA Lifetime Achievement recipient, longtime *Forbes* magazine automotive columnist Jerry Flint, called her to the podium. "The automobile is the most important invention of the last century, indeed the modern age. Nothing else comes close. As early as 1913, *The New York Times* reported that, and I quote, 'The invention of the automobile has literally changed the face of the earth.' 1913, mind you. Henry Ford's mass production was in the birthing stage, and already the universal impact of the automobile was recognized." Even though, she continued, "people take the car for granted today, and, except for the committed, don't give automobile history a second thought, even professionals and academia," she emphasized that, "the automobile covers all the facets of history: industrial, technological, social, cultural, political. It's all pervasive. And biography? Think about it. What other industry produced the fabulous characters of automobile history? What other saga could boast a cast like Henry Ford, Billy Durant, Alfred Sloan, Walter Chrysler, Charles Kettering, Henry Leland, [and] Barney Oldfield?" She pledged, in closing, that "It is my mission to make people aware

of all this, to persuade them to respect, and enjoy automobile history as much as I do. I plan to spend the rest of my life spreading the gospel."

In addition to her Lifetime Achievement Award, Kimes also received the IAMA's Best of Books honor for *Pioneers, Engineers, and Scoundrels: The Dawn of the Automobile in America*.

In spite of her previous achievements in print, Kimes asserts that "this is my favorite book" and that it was almost four decades in the making. "While working on earlier books," she explains, "I became aware of how much more I have to learn. Dozens of books have been written about Henry Ford, [so] I wanted to write about the little guy who had the dream of becoming a big manufacturer, but who didn't quite make it. Often, their cars were better, or more interesting, than the ones whose names everybody knows." In an industry that attracted so many pioneers, engineers, and scoundrels in its early days, she also confirms that the

scoundrels were "the most fun to write about."

A complete list of this year's International Automotive Media Award recipients can be accessed at www.aztextcorp.com/expressionengine/index.php/autoawards.

Road-worthy rascals

Kimes' latest book, *Pioneers, Engineers, and Scoundrels: The Dawn of the Automobile in America*, was published by the Society of Automotive Engineers. This 544-page hardcover book was four decades in the making and is now available from the SAE by calling 877-606-7323 or logging onto www.store.sae.org; a check for \$39.95 plus \$7.95 S&H (Pennsylvania residents add \$2.40 sales tax) can also be sent directly to the author c/o Olde Scissors Factory Antiques, 107 Avenue L, Matamoras, PA 18336, or call 870-491-2707 or 212-737-0016.

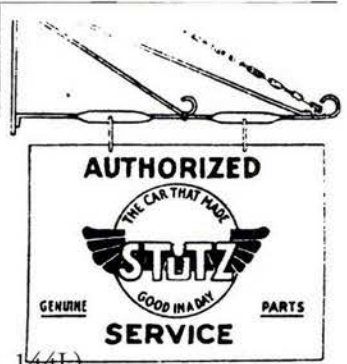


Automotive historian Beverly Rae Kimes, the 2005 recipient of Lifetime Achievement honors from



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.



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- 96905 1926... Miscellaneous
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 22, Safety 8 Coupe Tourer, Hume Body, Matted
 And Framed \$275.00
- 100228 1926... Non-Color Folder
 Non Color Folder, "New Stutz", Vertical Eight
 Models, Torn \$50.00

George W. Holman (No. 144L)
 583 Main St.
 Wibraham, MA 01095
 Email: gholman@fmkeefe.com
 Tel: 413-781-0530
 413-577-2823

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29 Kingston Vacuum tank in any condition

Norman (Curly) L. Walz
 Site 6 - Box 10 - RRI
 Dewinton AB CAN TOL OXO
 Tel: 403-256-1211

WANTED:

For 1929 6cyl. BlackHawk Sedan. Cover for steering gear box that fits partly into fender.

Member Jason Gehring (No. 570) advises that a second batch of high speed rear end gears for the 8 cylinder Stutz will be made by Phil Bray. The ratio will be 3.8 to 1. Price will be determined by the number of sets ordered. Contact Phil Bray for details at 734-767-5520 or email him at braypt@yahoo.com

Bill Lassiter (No. 70)
 505 South Flagler Drive, Suite 1300
 West Palm Beach, FL 33401-5951

WANTED

4 passenger bottail Stutz with red leather interior, 1929 Blackhawk body and retro-fitted with a DV-32 motor #31809. If you know the location of this car, please 561-659-4422 or 561-685-9606 at any time.



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John Gambs
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 Lafayette, IN 47901
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 765-538-3329
 765-426-2420
 Email: john@gmbsslw.com

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5. Chrome 20" wheel (need 1)
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Turner Woodard's
 1926 Stutz Speedster



1926 Stutz AA Victoria Coupe

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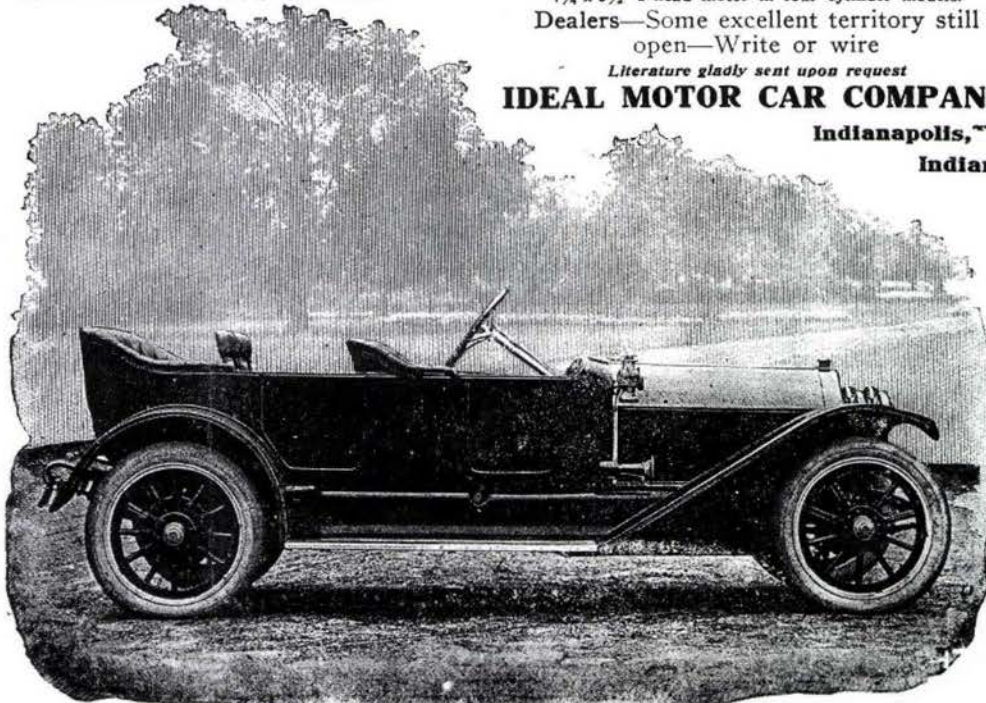
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