

**Vol. XXIX No. 79 (January - March 2007)**  
**The Stutz Club, Inc.**  
**William J. Greer, Editor**  
**7400 Lantern Road**  
**Indianapolis, IN 46256**

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TO:

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

## Announcements

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### Don't Miss These Coming Stutz Events:

- ▶ **August 24-26, 2007** in Milwaukee Wisconsin on Lake Michigan lakefront near the art center we will participate in the MASTERPIECE style & speed showcase as planned by members John Haydon and Carl Jensen (see pages 8-10).
- ▶ **September 13 - 16, 2007** in Canton, Ohio the Stutz Club will hold the 2007 Grand Stutz meet in conjunction with THE GLENMOOR GATHERING coordinated by member Mike Barry and Jason Gehring. (See page 15-19).

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



# Stutz and Weymann

By Bill Greer

There are 41 references to the name Weymann in the Splendid Stutz including Raymond A Katzell's sidebar on page 249. More information on Charles Terres Weymann (1889-1976), his companies and coachbuilt bodies, was received in late 2006 from new member Dean Stahnke (No. 731) [see pages 28 & 29 of the previous issue No. 78]. Mr. Stahnke was most kind in sending me a 20-page copy of a 2004 article by Mark Theobald – coachbuilt.com titled Weymann-American Body Co – 1926-1932 Indianapolis, Indiana. This input stimulated my interest to review the history of the Weymann and Stutz relationship and to piece together the following treatise leaning heavily on Mr. Theobald's coachbuilt.com article, The Splendid Stutz book, my files and Stutz Club archives. Most of the Weymann bodies mounted on Stutz chassis were produced in the leased former National Motor Vehicle Co factory located at 1100 East 22<sup>nd</sup> Street in Indianapolis.

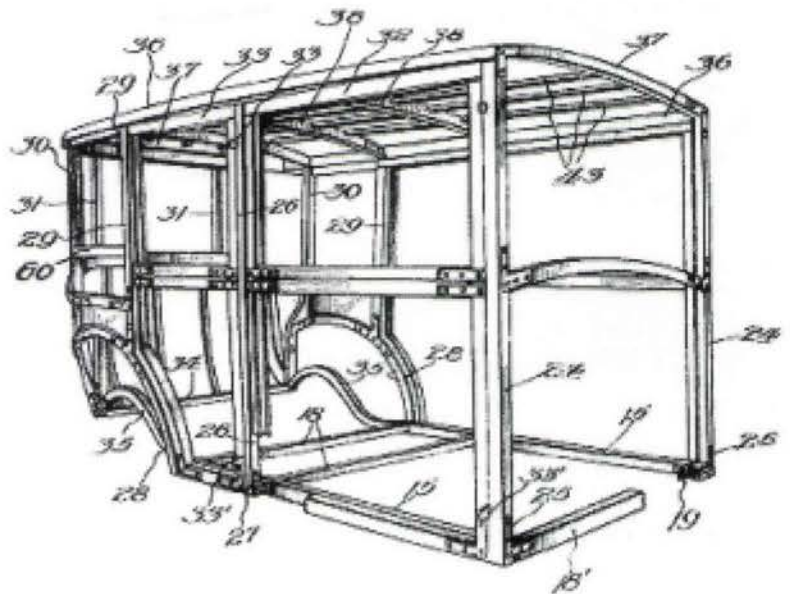
Weymann bodies were used as standard for all or part of the lines of some 34 noted European car manufacturers, and over one half Rolls Royce (European built) and Hispano-Suiza owners chose Weymann bodies for the chassis of these two famous cars during the 1920s period. The first prototype automobile body was built at a small Carrosserie Weymann located at No. 20 Rue Troyon in Paris in 1921 and eventually there were some 123 licenses of the patented Weymann body designs bringing in a fortune for Charlie Weymann.

CT Weymann was born on August 2, 1889 on a cruiseship sailing to Port-au-Prince, Haiti. He had a wealthy American father and a French mother and was generally regarded as a Frenchman due to his fluency in French. In 1909 at the age of 20 he obtained pilot license No. 24 with the American Aero Club and successfully

competed in major European events in a variety of aircraft,

winning the Gordon Bennett Cup at Eastchurch in 1911 held on the Isle of Sheppey around 40 miles from London. During the Great War (1) he worked as a test pilot for the French airplane manufacturer Nieuport. Awarded Chevalier of the Legion of Honour and the Croix de Guerre, he stayed in his adopted homeland after WW I ended. His background in aviation led him to develop his distinguished and unique flexible automobile bodies.

Technically Weymann bodies were constructed using a series of parallelograms and



arches with vertical posts at the cowl, windshield, and A,B, and C – pillars were all joined to their corresponding posts on the opposite side of the body by a curved bow. The body used an ultra-light ash framework, held together by 4 mm – thick (1/8") I, L and T-shaped steel plates. These plates were separated from the ash frame during

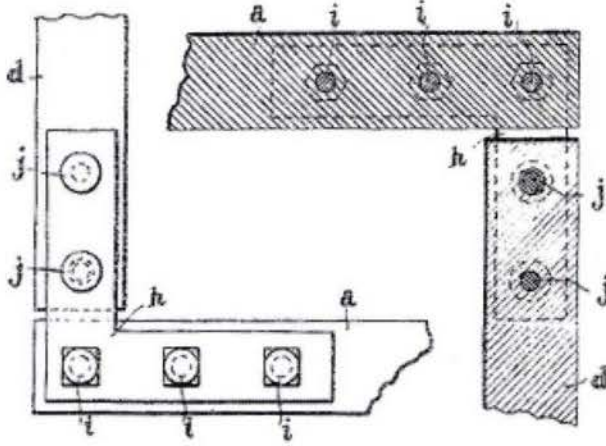
## 1929 Stutz M English Weymann Versailles



This fine Stutz-Weyman is owned by Harry Garnett (No. 339) of N Yorkshire, UK. It is identified with Vin No. 30862, Engine No. 31891, and Weymann Body No. 599. Members who were fortunate to participate in the 2001 Grand Stutz Tour of England hosted by President Norman Barrs will recall seeing this pristine example on the tour. Mr. Garnett and a friend drove the Stutz from his home in N. Yorkshire to join us at member Daniel Ward's fabulous collection in Harrowgate. Great memories!



assembly using greaseproof paper and 2 to 7 mm spaces that held the wood in place while each

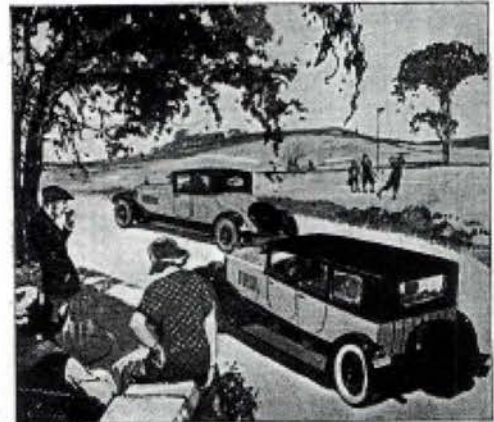


brace was screwed to the two (or three) adjoining pieces of wood. After assembly the spacers were removed and saved for re-use. To obtain rounded corners, small metal panels were placed between the framework and the fabric. Straining wires were used inside the doors for braces and custom mocks were fabricated that allowed the doors to move silently within the framework when stressed.

Large open areas of framework were covered with chicken wire, then muslin, followed by a thin layer of cotton batting and finally a pigmented synthetic leather – usually a pyroxlin-coated fabric such as DuPont's ZAPON. To complete the body decorative aluminum moldings were applied at the

beltline to cover any exposed joints and the body mounted to the chassis with rubber insulators. Weymann also patented an adjustable seatback system that was licensed to a large number of European coach builders which became very

### Tests that prove the superiority of Zapon



**F**OR more than two years, Zapon deck material has been used as the covering for closed cars by many of the country's leading car manufacturers.

Every-day service in all kinds of weather on thousands of these cars has proved that in strength, durability and lasting attractiveness, Zapon is unsurpassed.

Developed especially for this work, it is not strange that this product of America's pioneer leather cloth manufacturer is now recognized as the leader among materials used for covering the decks of closed cars.

#### Zapon Leather Cloth Company

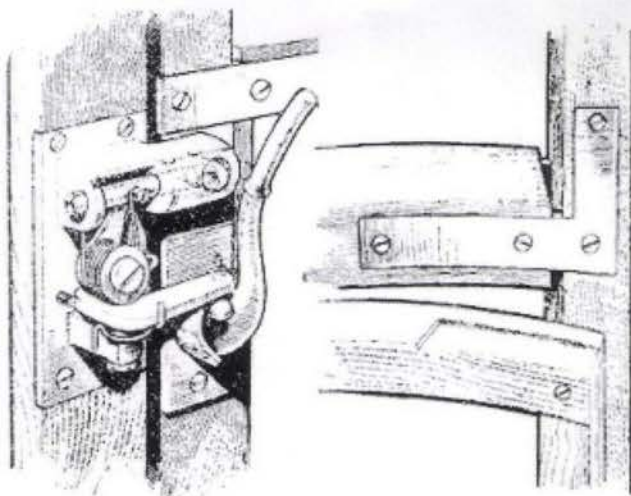
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NEW YORK CITY

Branch: 808 Union Trust Bldg., Detroit

# ZAPON

*Unrivaled*

## for deck coverings

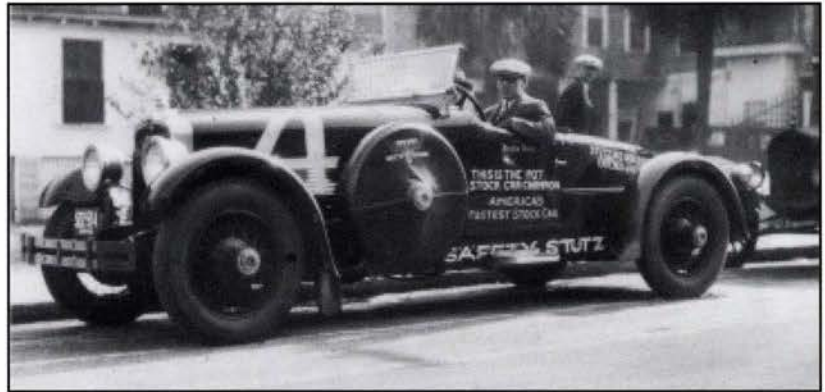




popular.

Only a small number of bodies could be built in Weymann's small shop in Paris so initially most Weymann bodies were built by licensees. In 1923 a British subsidiary was set up with a firm called Rotax to sell licenses in GB. Then, in 1925, a British factory was established through the purchase of the Cunard Co. assets in Putney, SW London renamed Weyman's Motor Bodies Ltd. That same year licensing offices were established in New York City and Cologne, Germany. Checker Cab Co. was Weymann's only American licensee.

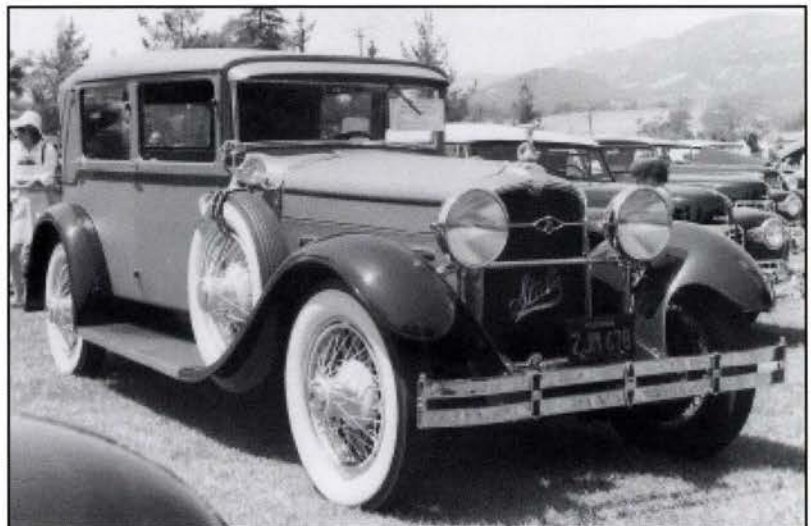
The Weyman – American Body Co. was established because neither Charlie Weymann or Fred Moskovich was able to interest any American production body builders to build fabric bodies for Stutz. It is believed that Stutz helped with the financing of the new venture. George Connolly, an experienced body designer formerly of Hupmobile and Murray, was appointed president. Hermann Steinbrugge, a banker cousin of Weymann became vice president and another banker, Maurice Dolifus was elected to the board. Stutz president Moskovich unveiled the 1927 Models at the convention of December 1926 and commented on the line of Weymann flexible bodies ("As far as riding is concerned, there isn't anything – to compare even remotely with it). Advertised features included: no squeaks, rattles or draughts, no drumming and rumbling, luxurious and comfortable, easy to wash, clean and repair, lightness increases operating economy and speed. It is reported that the first Weymann – bodied "Safety Stutz" rolled out of the factory in April 1927. The bodies initially offered were named: Riviera, Faucon Noir, Chantilly, Deaville, and Monaco on 131-inch wheelbase, and Biarritz, Chamonix, Fontainbleau and Versailles on 145-inch wheelbase.



*Could this have been one of the first produced? A Stutz like it ran in the Stevens Cup 24-hour race on April 21, 1927/*

In 1928 Weymann-American reorganized with John Graham, formerly with Holbrook Co. of Hudson, NY its president, AH (Bert) Walker, its chief designer and EG Izod its managing director. Graham had co-founded Holbrook in 1908 and was a pioneer in the custom body field. Walker was one of Great Britain's foremost designers and body engineers. He had previously worked with CT Weymann in the Paris factory and later managed the English Plant. Izod also had run the British subsidiary. H. Leigh Whitelaw, an American natural gas company executive was elected chairman of the Board, a seat on the parent board (Weymann Corp.) as well as a board of the English

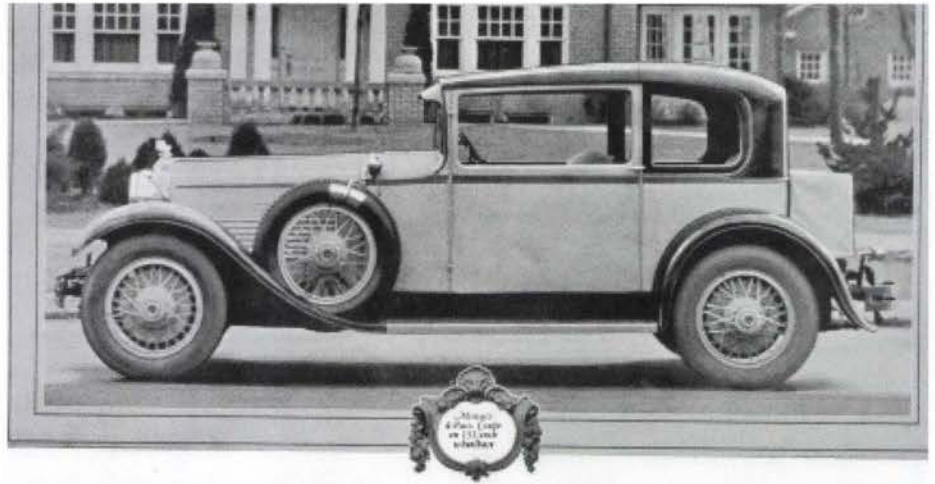
*1928 Stutz Weymann Chantilly sedan owned by ex-member Rene del Chenier, now in the CCCA Museum*





subsidiary resulting, apparently, to the cash he brought.

The Stutz offering of Weymann bodies in 1929 included: Chantilly, Monaco and Deauville on 134.5 inch chassis and Aix Les Bains (Limo), Biarritz and Fontainebleau on 145 inch chassis. Oddly, the catalogue did not include the close coupled Versailles on the short chassis or the sporting Monte Carlo or the Chaumont on the 145 inch chassis which were considered semi-custom. Later in 1929 a new Stutz brochure introduced their new "Chateau Series" of cars that were strictly European with contours formerly associated with Rolls Royce, Bentley and Hispano and interiors suitable for mobility. The Monte Carlo featured a short roof, letter slot windows and



extra high belt line.

1929 was not to be a good year at Stutz (net loss of \$2,419,656) on sales of 2320 units. Weymann American was equally affected. Perhaps Frederick Evan Moskovics foresaw this coming or was disappointed in the acceptance of the Blackhawk, a companion car to Stutz, which debuted on January 5, 1929 at the New York Automobile Show in that he resigned as president of Stutz, during January. The Blackhawk line included Chantilly, Monaco and Deauville Weymann bodies for both the Stutz 6 cyl. OHC and the 8 cyl. Continental engined cars on 127 1/2 inch chassis. During 1929 noted designer Gordon Buehrig, who came to Stutz in late 1928, designed the Weymann bodied Stutz boattail speedsters raced at LeMans. These were entered by CT Weymann who was impressed by the performance of the Stutz Black Hawk Speedster equipped with a Weymann body in the April 18, 1928 "Match 24-Hr. Race" with CT Weymann's Hispano H6C (that's another story.)

The downhill car market was further impacted by the Stock Market Crash in October. The January issue of Autobody contained the announcement: "Weymann American to build metal paneled Weymanns here." By now, most of the public wanted a highly polished exterior made possible by the availability of cellulose-based laquer. Weymann American reportedly ceased operations at the end of 1931 and the coachbuilt.com indicates its last job for Stutz was a few DV-32 Bearcat and Super Bearcat bodies introduced in 1931. The DV-32

**STUTZ**  
PRESENTS  
**NEW BODIES BY WEYMANN**  
*Styled in the mode Parisienne*

AVIGNON (SE 2818), it is called by the French, motor-  
don't treated approach to the 20000 mile of an  
mile in a day.

In Europe, it is, from Weymann gives you the grace  
of a woman and the power of a man in an open car  
with a roof, which is not a car, but a car.

In styling, the Chateau Series Weymanns reflect the  
best and most advanced Parisian mode, created an  
artistic and artistic style, Weymanns are favored by  
the most exclusive clientele abroad including many  
of the royal families.

Following European government regulations, the  
Stutz Weymanns are designed to American style  
which adds to their purpose. In every particular  
color, built under the personal supervision of experts  
trained abroad, Weymanns give you the distinction  
of European design without the expense of other  
particularities of production.

Their construction is sturdy, elegant, based on a  
new principle of flexibility instead of rigidity. They are  
designed to last which is realized yet more so with  
each new model.

Weymann bodies are light and beautiful and work.  
They are perfect in style, space or finish, resistant  
to heat and cold, they are great and durable. They  
reduce the noise of a motor car by lowering the  
center of weight. In comfort, security and road per-  
formance, they are a revolution.

To have the same style, style, modern and elegant  
and the same quality of American work, only a limited  
number will be built. They are available on the  
Stutz chassis which is the most advanced engineering  
made for use in combination with them. They are  
displayed by distinguished dealers of the United States.

STUTZ MOTOR CAR COMPANY OF AMERICA, INC.  
NEW HAVEN, CONN.

NEW SERIES  
**SAFELY STUTZ**

The new Chateau Series Weymann body styled in the mode  
Parisienne, designed and constructed in France.

The Stutz chassis built in America and styled in Europe,  
at all times, designed, built, tested, and shown.

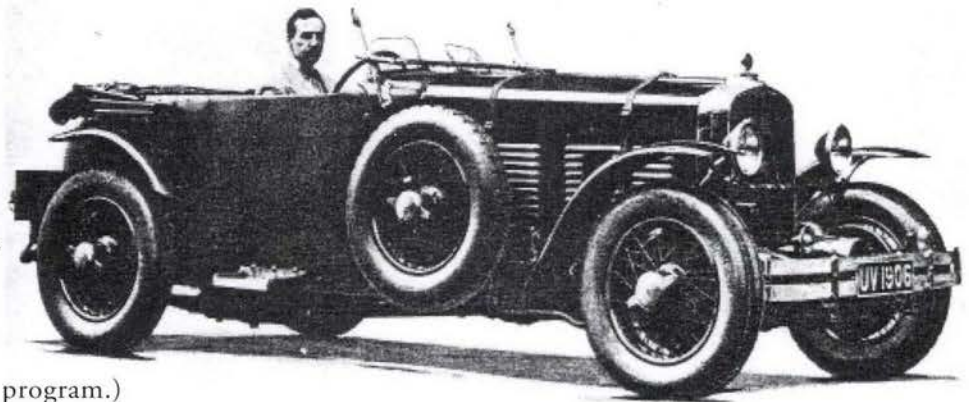
NO OTHER CAR MAKER COULD FAITHFULLY SIGN THIS ADVERTISEMENT



models were made available to the public in October 1931. However, a few 1932 Stutz's were equipped with left over Weymann bodies. After that, Murray took over the manufacture of Super Bearcat bodies. AH Walker took over the abandoned Indianapolis Weymann plant in 1934 and therein built a few Walker LeGrandes (six for Duesenbergs La Grande custom body program.)

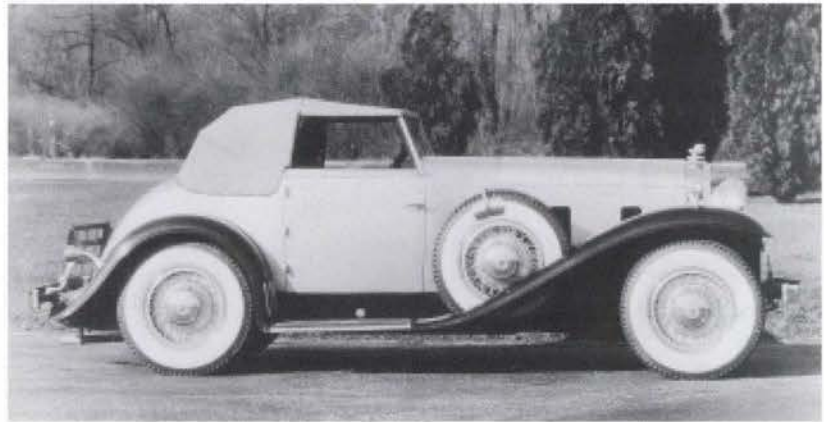
How many Weymann American bodies were produced? I have not found any source for this information. It has been stated that only a handful of Stutzes with Weymann bodies exist. My review of Stutz Club files reveals that a minimum of 20 Weymann bodied Stutz are extant plus a 1929 SC Stutz Black Hawk Weymann Le Mans replica and two 1929 chassis which originally had Weymann bodies. A special project will be needed to clarify the Weymann style on some chassis, to locate other known Stutz cars with Weymann bodies and confirm the body builder.

Many questions remain. For example, where were the two existing Weymann bodies 1925 Stutz Series 695 Speedway Six rumble seat roadsters fabricated, why and when? The Coachbuilt.com article indicates that the first Weymann bodies Stutz left the factory April 1927. If the factory ceased operations at the end of 1931 as indicated, who made the two extant 1933 Stutz DV-32 Weymann Monte Carlo aluminum bodies? Were these done by AH Walker using left over bodies? Did Murray also produce the fabric Weymann bodies for the existing 1933 DV-32 Super Bearcats? Please give me your inputs as I hope to do a sequel article.

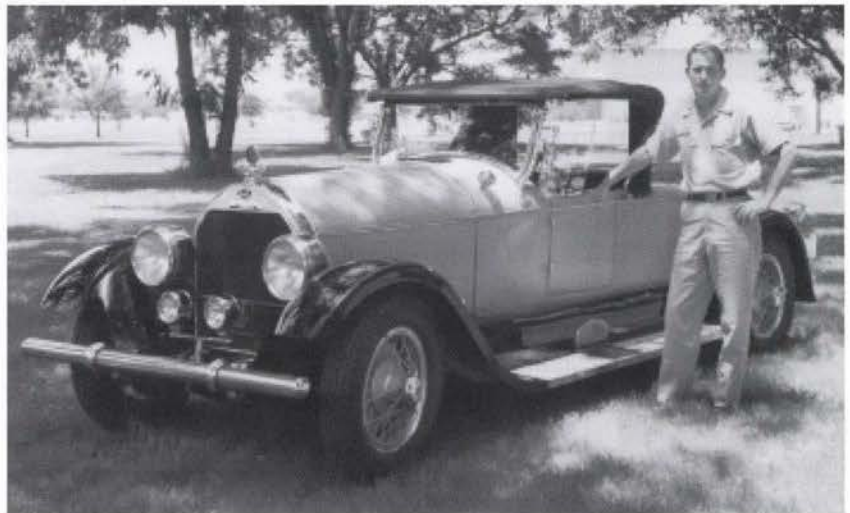


*Dick Watney in the 1929 SC Stutz LeMans car prior to Tourist Trophy Race.*

*1932 Stutz Super Bearcat DV 32*



*1925 Stutz Series 695 "Speedway Six" R/S roadster by Weymann*



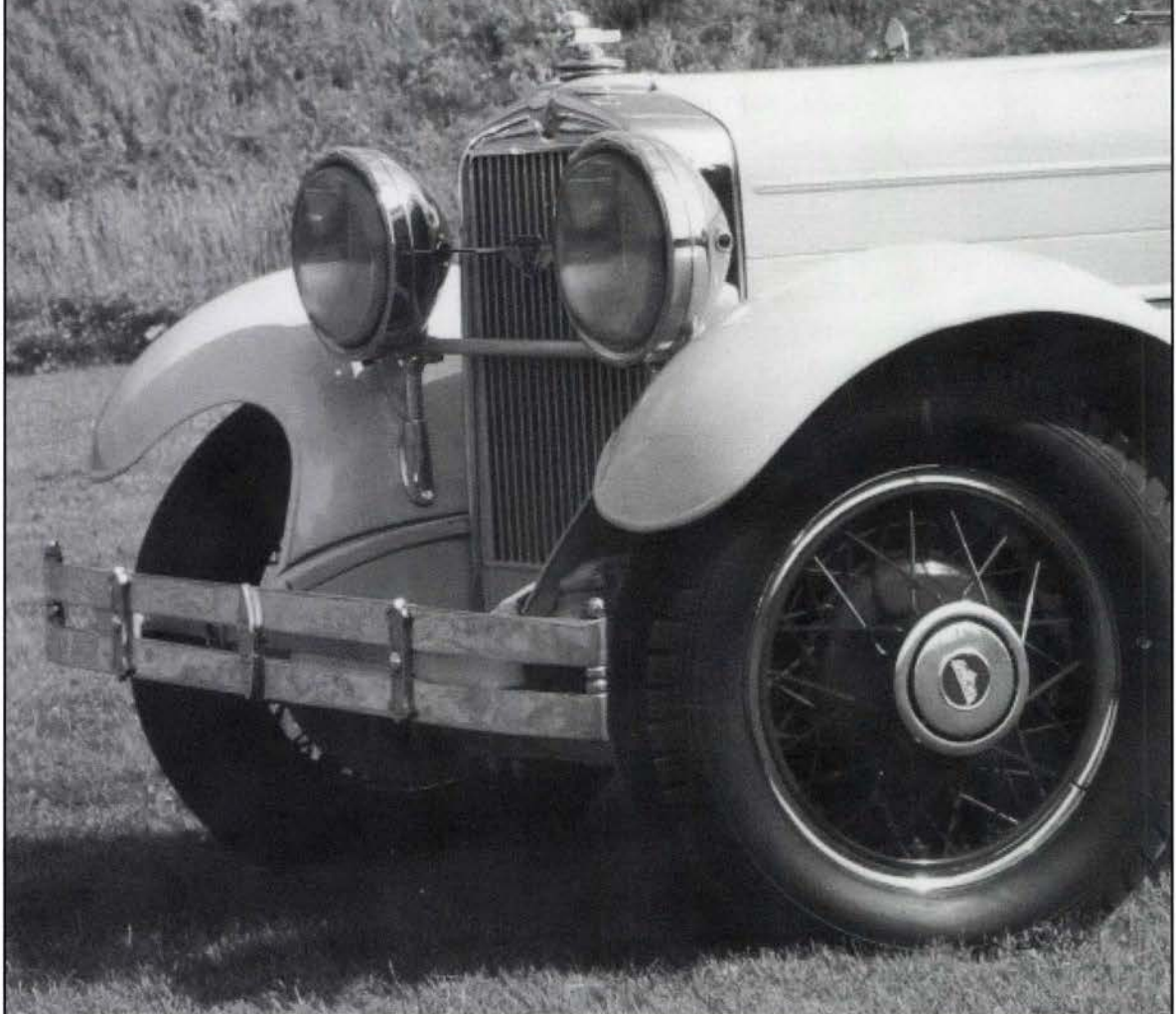


WISCONSIN REGION CLASSIC CAR CLUB OF AMERICA  
PRESENTS

THE  
**MASTERPIECE**

*Style & Speed Showcase*

ON MILWAUKEE'S LAKEFRONT  
AUGUST 25 & 26, 2007







## Plans for Club Members at the Milwaukee Concours d'Elegance, August 24-26

Plans are moving forward for celebrating Stutz as the featured marque at the third annual Masterpiece Style & Speed Showcase Concours at the Lake Michigan lakefront in Milwaukee, Wisconsin, August 24-26, 2007 benefiting the Exceptional Needs Programs of Jewish Family Services, Inc. As announced at the 2006 Grand Stutz, and as outlined in the October-December Stutz News article, all members of the Stutz Club and their guests are cordially invited to attend and to participate.

There will be several Stutz only activities, in addition to an array of interesting open-to-all events. Many Stutz Club members have enthusiastically accepted this invitation and are planning to participate, some with their cars and some without. All Club members and guests interested in Stutz are welcome and we expect to have a fun-filled and interesting extended weekend at the Masterpiece. There will be plenty of opportunity for Stutz camaraderie, country touring and enjoying the fine cars being shown on Saturday at Club Day and at Sunday's Concours d'Elegance. Saturday evening will feature the Masterpiece "Style & Speed Social."

The Stutz events for Club members and guests will include a Stutz tour, with a boat cruise and lunch (modern cars also welcome for those who may not be bringing a car to show) on Friday in the beautiful and historic Lake Geneva, Wisconsin area, culminating in a Wisconsin cookout at the home of Club members Carrol and Carl Jensen in the Town of Vernon west of Milwaukee. We also have reserved a block of rooms at the suburban Country Inn & Suites nearby, for the convenience of those participating in this tour (with plenty of trailer parking). There also will be Masterpiece hotels closer to the Masterpiece lakefront site where secure trailer

parking will be available. A second tour open to all Masterpiece entrants (and Stutz Club members and guests) will take in our beautiful North Shore on Saturday morning and will culminate with Masterpiece cars making an entrance at Club Day and going on display from 2 to 4 PM. Some may wish to use the suburban hotel for Thursday and Friday nights and then transfer to the Milwaukee lakefront location. Most Saturday and Sunday activities will begin and end at the lakefront.

Please refer to the article in the last issue of the Stutz News for more information regarding the Concours and our participation in it. If you would like to show your Stutz in Sunday's Concours, please indicate it on your Registration form and I'll have the Nomination and Application form sent to you. We anticipate some of the finest examples of Stutz to be shown and we'd be delighted to have you apply.

Adjacent to this article is the Reservation form which also lists the other major events taking place. Please complete the form, photocopy and return one copy to me with your check. Upon entering, you will receive information with more details, including times and location of events, etc. if you would like more details about the Masterpiece at this time, please refer to our event website, [milwaukee-masterpiece.com](http://milwaukee-masterpiece.com), or contact me directly.

**See you in Milwaukee in August to  
celebrate Stutz and its early  
Wisconsin Motors connection!**



## Registration Form for Masterpiece & Special Stutz Events August 23-26, 2007

Name(s) \_\_\_\_\_ Phone \_\_\_\_\_

Address \_\_\_\_\_ Email \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Vehicle (Stutz or other) \_\_\_\_\_

Stutz Events Entry Fee \$10 x \_\_\_\_\_ persons = \$ \_\_\_\_\_

Thursday Press Event 3-5 PM No Charge x \_\_\_\_\_ persons = \$0

Friday Lake Geneva Tour, Boat Cruise & Lunch \$37 x \_\_\_\_\_ persons = \$ \_\_\_\_\_

Friday Evening Stutz Cookout No Charge x \_\_\_\_\_ persons = \$0  
*Hosted by Carl & Carrol Jensen at their home.*

Saturday Masterpiece Northshore Tour & Lunch \$20 x \_\_\_\_\_ persons = \$ \_\_\_\_\_  
*Includes a two-day pass to Club Day & The Masterpiece*

Saturday Evening Style & Speed Social \$75 x \_\_\_\_\_ persons = \$ \_\_\_\_\_  
*A fundraiser to benefit JFS. Culinary surprises and beverages at a location with spectacular views.*

Charitable Donation to the Exceptional Needs Programs of JFS \$ \_\_\_\_\_  
*The Exceptional Needs Programs assure that individuals of all religions and ethnic backgrounds with developmental disabilities and serious mental illness are given the opportunity to achieve their fullest potential. JFS has served the community since 1867.*

Your support of JFS can be acknowledged in the Masterpiece Program if received by July 4', 2007.

\_\_\_\_\_ Anonymously      \_\_\_\_\_ List my name in the program.

**Grand Total** \$ \_\_\_\_\_

(Check payable to Jewish Family Services, Inc - Masterpiece)

Sunday Concours d'Elegance: YES, I'd like to apply to enter my Stutz on Sunday \_\_\_\_\_!

There is no charge for entering the Sunday Concours and 2 passes are allowed per entry.

*If Yes, please enclose a color photograph of your Stutz!*

Please send your check and a copy of this completed form to:

John Haydon

317 East Acacia Road

Fox Point, WI 53217-4235

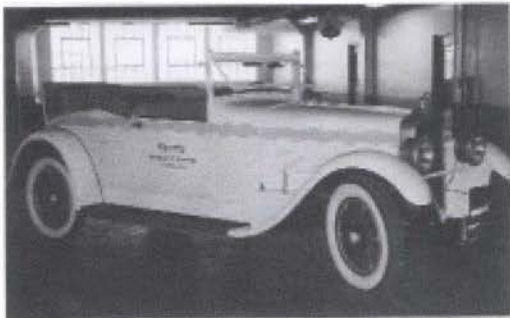
(414-352-1669)

Email: jhaydon@sbcglobal.net



THE STUTZ

# BearChat



## Stutz Tower

The 22-story, all-glass Stutz Tower is moving along. The plans were put out to bid for construction costs—rental and sales could begin as early as July 2007! We'll keep you posted on the progress and as always, we welcome your input.









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## 2007 Grand Stutz September 13-16, 2007 Canton, Ohio

The following is the preliminary itinerary for the Grand Stutz 2007 to be held in Northern Ohio. A finalized version and registration form will be provided for the next issue of The Stutz News.

The host hotel will be the Microtel Inn & Suites suitable located for our Grand Stutz activities. A block of both rooms and suites have been reserved. The regular rooms feature two Queen beds at a rate of \$60.00 plus 12% tax and the Suites one Queen bed, sofa, kitchenette with utilities, dining table, built-in work space and separate sitting area, all for \$70.00 plus 12% tax. Complimentary continental breakfast.

The registration fee for the meet will be \$19.11 per family. This is to help folks remember that the Stutz Motor Car Company was founded in 1911, and that the upcoming anniversary Stutz meet is going to be held in Indianapolis in 2011.

All touring we do with the cars will be done on secondary roads with no freeway at all.

### **Thursday, September 13, 2007:**

Beginning in Canton from the host hotel, we will tour with our Stutz cars to be Cuyahoga Valley National Park situated between Akron and Cleveland. This area has many things to offer including Brandywine Falls waterfall, a canal boat museum, and an abundance of wildlife. The Cuyahoga Valley National Park offers scenic two lane roads with moderate speed limits for comfortable touring in early cars. We may visit a car collection or two en route, arrangements are still being confirmed.

*continued...*



SPECIAL GM ISSUE

# Old Cars

WEEKLY NEWS & MARKETPLACE



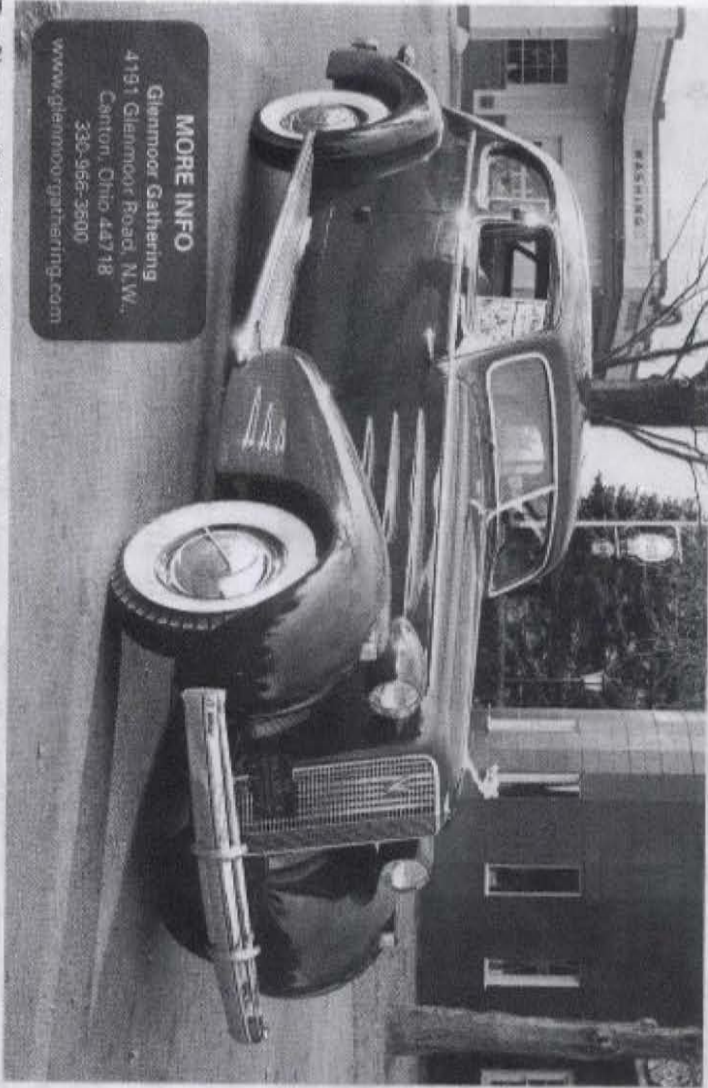
Vol. 36 • No. 6

[www.oldcarsweekly.com](http://www.oldcarsweekly.com)

February 8, 2007 ©

## Calling all Cadillacs

Glenmoor Gathering to feature Cadillac and alternative-fuel vehicles



**MORE INFO**  
 Glenmoor Gathering  
 4191 Glenmoor Road, N.W.,  
 Canton, Ohio 44718  
 330-966-3600  
[www.glenmoorgathering.com](http://www.glenmoorgathering.com)

The Glenmoor Gathering of Significant Automobiles is looking for more Cadillacs to join this 1936 Aerodynamic Coupe on the field during the Sept. 14-16 event in Canton, Ohio. Alternative-fuel vehicles will also be featured.

Organizers of the Glenmoor Gathering of Significant Automobiles are searching for more examples of General Motors' top luxury marque, as well as alternative-fuel vehicles, for the Sept. 14-16 event at the Glenmoor Country Club near Canton, Ohio.

The 13th annual event's themes will be "Cadillac: Standard of the World" and "Alternative Fuel Vehicles: a 100 Year Retrospective."

The concours d'elegance will feature approximately 200 invitation-only vehicles, including antique and classic motor cars, sports cars and motorcycles. But it is more Cadillacs that are sought.

"We are seeking significant Cadillac — and LaSalle — automobiles from 1903 through 1971," said David Schultz, Glenmoor Gathering executive director. "In the coming months, we hope to hear from collectors and historians who have or know of cars that should be displayed in 2007. Several great automobiles have already been secured."

Schultz said he also located several unique alternative-fuel vehicles "from the earliest days of motoring to the present" for the event. The Henry Ford Museum's 1915 Woods Dual Power (gasoline and electric-powered), Thomas Edison's personal electric automobile and several steam- and electric-powered automobiles will be displayed. Schultz noted that modern era electric, hydrogen-powered and hybrid vehicles will also be displayed.



## Friday, September 14, 2007:

We will tour by charter bus to downtown Cleveland and have a short sightseeing tour of the downtown area, highlighted by driving past several automobile dealerships from 1920s and '30s. Included in this will be the dealerships for Cadillac, Packard, Stutz and Winton along with several other points of automotive interest. Following this we will visit the Crawford Auto-Aviation Museum. In the museum collection is a 1914 Stutz roadster which is currently not on display, but the museum promised to bring it out the day of our trip just for our group.

Following the museum tour we will have a light lunch at a cafe on the Lake Erie waterfront. The cafe is housed in a 1920s four story parking garage (now converted to luxury apartments) that was originally used for storing new cars that were shipped by boat from Detroit to Cleveland before the various dealers came to pick them up.

After lunch, we'll tour Lake View cemetery which holds the graves to President James A

Garfield, Standard Oil founder John D. Rockefeller, and crime fighter Eliot Ness.

In addition there are several Cleveland automotive people buried here including Alexander Winton, Walter C. Baker, and Frank B. Sterns. Finally we'll visit Jim Capaldi's restoration shop in Willoughby, Ohio. Jim specializes in pre war cars and usually has several interesting cars in his shop. After this we'll head back to Canton and have our Grand Stutz banquet and business meeting.

## Saturday, September 15, 2007

We will tour with our Stutz cars to the Canton Classic Car Museum. After lunch we may visit either the William McKinley Museum, or visit another private car collector. Details on this area still being finalized. For dinner, some folks may choose to attend the Glenmoor Gathering Banquet.

## Sunday, September 16, 2007

The Stutz Club has been invited to participate in the Glenmoor Gathering. This year the concours is featuring Cadillac and alternative fuel vehicles (steam/electric.) Our Stutz cars will be parked together as a group on the concours. Stay tuned for more details and registration in the next issue of The Stutz News.

If anyone has any questions about the Grand Stutz 2007 please call Mike Barry at 330-730-9498 or Jason Gehring at 216-337-8122.

## GLENMOOR GATHERING ESTABLISHES NEW AWARD FOR LEGENDARY AUTO TRIMMER

A new award has been established at the annual Glenmoor Gathering of Significant Automobiles — the J. E. Roll Award for Best Interior. The award will be presented for the first time at the 2007 Glenmoor Gathering on Sept. 16. The award was funded by Roll's friends, family and customers.

A native of New Philadelphia, Ohio, Roll maintains his business, Tailored Trim, Inc., there today.

Roll upholstered his first vehicle at the age of 14 — a Ford Model A. He estimates that, during his lifetime, he has worked on more than 5,000 vehicles — from upholstery repairs to complete new interiors. Of that number, approximately 500 were show



David Schultz, executive director of the Glenmoor Gathering; Bob Anzalone, R & A Engineering; Jim Roll, for whom the new award is named; and Jon Lebold.

cars with award-winning interiors.

Today, Roll is semi-retired, working "by appointment only." One of his sons, Jan, handles day-to-day operations, while Roll handles the special-exhibit cars.

Roll said he is "honored" by the establishment of an award in his name. The award is especially timely since he celebrates his 50th year in business in 2007.

For more information, contact David Schultz at [dschultz@glenmoorcc.com](mailto:dschultz@glenmoorcc.com), or call 330-966.3600, ext. 322.



# GLENMOOR GATHERING

OF SIGNIFICANT AUTOMOBILES • WINTER 2006-07

## 1914 Locomobile 38 Berline Captures Best in Show Honors at 2006 Concours

A 1914 Locomobile 38 Berline owned by Bill Alley of Greensboro, Vermont was awarded Best in Show at the 2006 Glenmoor Gathering. Alley's Locomobile was also the recipient of the W. K. Haines Best Brass Era Car award.



1939 Packard Darrin

The theme of the 2006 concours was "Great Automobiles of the Great American Designers" and "Packard." The show field was filled with great American automobiles of the 1920's, '30's, '40's and '50's as well as a large display of vintage Packards, from 1900 to 1958.

Serving as 2006 Grand Marshall was Jack Telnack, retired design chief for Ford Motor Company.

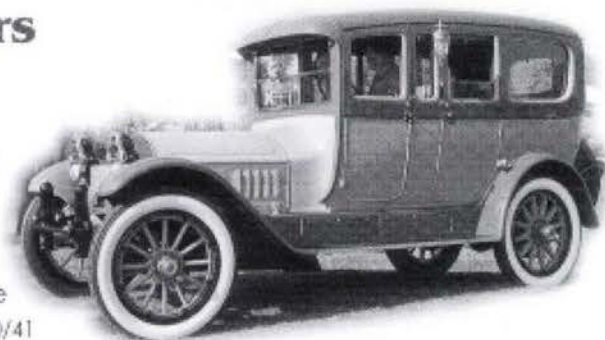
The weekend began on Friday evening with a "Welcome" party on the Glenmoor Country Club patio. On

Saturday morning, many exhibitors participated in the annual Countryside Tour. Among the participants were Judge Joseph Cassini in his 1940/41 Chrysler Thunderbolt, Steve Babinsky in an all-original 1925 Packard Merrimac coupe, Jeff Lane in his 1932 Lancia roadster and Joe Cassini in a 1938 Mercedes-Benz 540K. The tour proves more popular every year.

Saturday evening brought the cocktail party and Artists' Reception on the club's rear lawn, followed by the Gala Dinner in the club's chapel dining room.

On Sunday it was "show time." An extended, early morning fog made the show cars' arrival even more dramatic. The sun finally arrived, however, and a beautiful day followed.

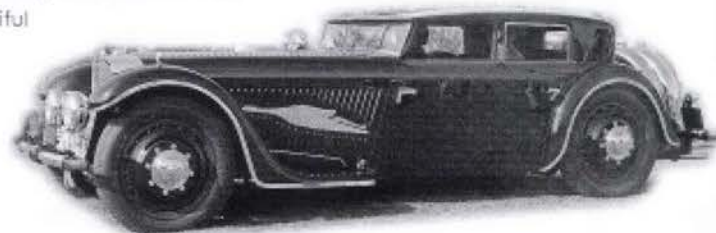
The narrated awards presentation by Bob Joynt was delightful.



1914 Locomobile Berline

A new addition to Sunday's activities was an "exposition tent" containing vintage and collectible automobiles offered for sale by Motorcar Portfolio of Canton, Ohio. Afterwards, everyone relaxed at the Afterglow Party on the Glenmoor Country Club patio—a great ending to a great weekend!

A complete listing of all winners appears on page three.



1932 Buick TAV 12

Photos, Best in Show" 1914 Locomobile 38 Berline owned by Bill Alley of Greensboro, Vermont; 1939 Packard Darrin convertible—the 2006 show poster car—owned by Ralph Marano of Westfield, New Jersey, and 1932 Buick TAV 12 owned by Peter Ministrelli of Troy, Michigan.

GLENMOOR GATHERING • CANTON, OHIO



F. E. MOSKOVICS  
INDUSTRIAL CONSULTANT

605 THIRD AVENUE  
NEW YORK 16, N. Y.  
YUKON 6-7400

January 22, 1964

Mr. Mark Howell  
Clarcona  
Florida

My dear Mr. Howell:

I am trying to reply to your letter, but it is going to be quite a task, particularly as you are so complimentary to my contributions!

Maybe I will do it in a general way. I had, of course, pretty definite ideas of the type of engine, overhead camshaft, relatively high compression at the time, and then came the problem of how to drive the camshaft and, fortunately, I hit upon the double joint which worked out very well indeed.

Of course, I didn't want to have a tremendously heavy car like the Duesenberg—and yet wanted a car as safe as we could make it.

It might interest you to know that I spent a lot of time with and became a very close friend of the elder Bugatti and we exchanged many ideas.

Naturally, the Stutz did incorporate many of my own ideas gained through racing experience and easy car handling, and I was pretty confident that if we made the right choices the public would respond, which I am glad to say they did.

I hate to even think of the Hispano race. There are phases of it which do not cast too much credit on the Hispano people, but that is that and I might tell you how the race took place, which was rather interesting.

While in London, I attended a party at one of the night clubs with Charles Kettering and among the guests were Count Castleross, who was a reporter for one of the London papers; and Charlie Weyman, who was the originator of the Weyman body. Ket made the remark that he could take a Cadillac and beat a Rolls Royce from Detroit to Dayton.

That started a long discussion about relative merits of cars and I entered into it with the Stutz with the result that Weyman and I agreed upon this race. And I might add that it was the only time in the racing experience of the Stutz that a real mishap halted the car, namely, a swallowed valve.

Of course, in designing the Stutz, I had a number of things in mind:

First, good balance—that is, relatively the same amount of weight on front and rear.

Second, good handling—namely, not too much steering gear ratio.

And third, safety with the various things you, know.





The engine itself was a combination of things. Originally it was developed by Pop Grueter, one of the oldest designers in America. But he had a bevel gear drive to the camshaft which I never liked so I developed the double chain which proved adaptable in every way and never gave a moment's trouble and also allowed for the fan drive without additional belts.

It was later that Mr. Bugatti and I became very close friends and he very nearly adopted the double chain drive for his cars. It might interest you to know right here that I got a very valuable tip from Bugatti which I immediately incorporated, namely the totally water-cooled exhaust valve. Up to that time, practically all American engines—particularly the overhead valve type—did not completely surround the exhaust valve with water. When Bugatti pointed out how important this was, I immediately changed it and the result improved the performance of the car immeasurably.

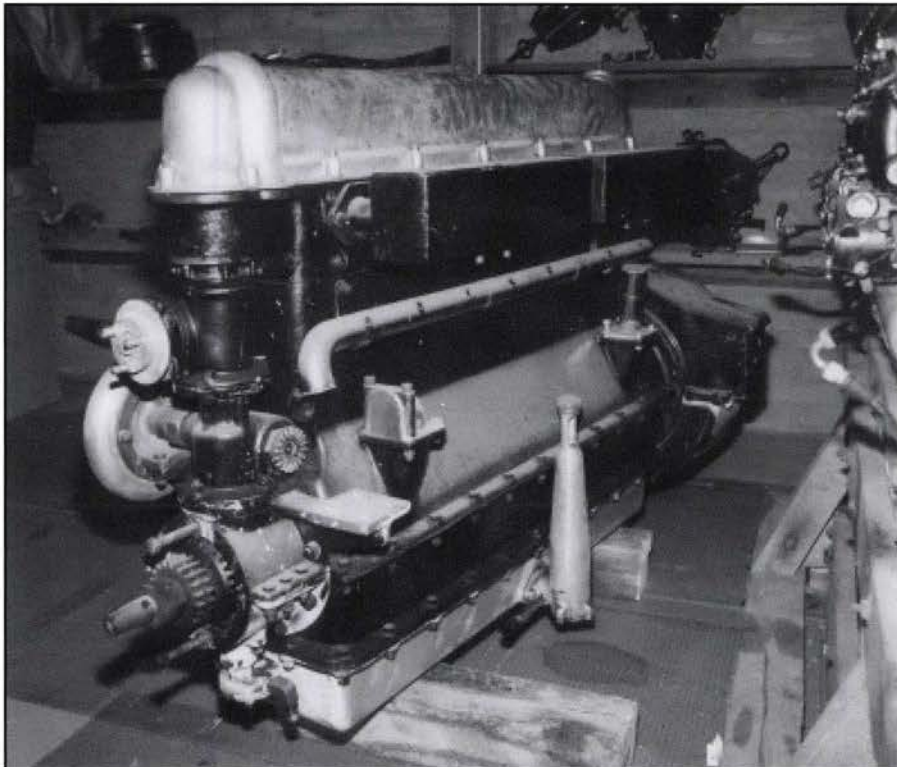
I agree with you about your comments on the Duesenberg. With a car of that weight, it is very hard to have the best performance.

I hope this gives you a little picture of some of the elements in the design of the Stutz. No, Harry Stutz had nothing whatever to do with the car after I became president of the company.

It was indeed nice and in a certain sense inspiring to hear from you because when you get around my age usually the things you did in the past are forgotten.

Very sincerely yours,

*F. E. Moskovicis*  
B.



**Ed's Note:**

*This is one of two letters by former Stutz President Frederick E. Moskovicis to Mark Howell, author of *Racing Stutz* published by Ballantine Books, Inc. March 1972. Our thanks to member George Holman for this input.*

*Could this be Pop Grueter's engine mentioned in Moskovicis letter of January 22, 1964*



# DEPARTMENT OF THE AIR FORCE

DECORATION FOR EXCEPTIONAL CIVILIAN SERVICE

*Frederick E. Moskovics*

## HAS RECEIVED OFFICIAL COMMENDATION FOR EXCEPTIONAL PERFORMANCE OF DUTY

**CITATION:**

*In recognition of his loyalty and service to the United States Air Force as Special Consultant to the Commander, Air Materiel Command, from February 1952 to June 1954. Through his special studies of the B-52 and J-57 programs, he recommended production methods and materials which enabled manufacture in mass production at reasonable costs and estimated costs which were of vital importance in budgeting Air Force funds. Mr. Moskovics has greatly contributed to the defense capabilities of the United States Air Force.*

*James A. ...*  
SECRETARY OF THE AIR FORCE

**Ed's Note:**

*Mr. Moskovics first name was "Frederick"*



F. E. MOSKOVICS  
INDUSTRIAL CONSULTANT

605 THIRD AVENUE  
NEW YORK 16, N. Y.  
YUKON 6-7400

February 10, 1964

Mr. Mark Howell  
Clarcona  
Florida

My dear Mr. Howell:

I will try to answer your letter of February 6 somewhat in order of your comments.

First of all, it was not true that the trouble with the Stutz in the Hispano-Stutz race was due to a broken connecting rod. You can imagine that a swallowed valve is hard enough to take care of.

Regarding the story of Stutz in "Car Life" which I did not see, let me say I don't really recall of any Dural rods breaking. Now bear in mind one thing, that if a rod bearing seizes on the crank shaft, whether it is steel or aluminum makes very little difference. In the case of the steel rod, the chances are the rod would bend, which would make it inoperative and it is more than likely that the same thing would take place in the aluminum rod. Or it might even break, but the damage to both would be about the same.

Yes, I was very confident in the Stutz-Hispano race and I don't think the size of the Hispano, whether it was 6 $\frac{1}{2}$  or 8 liter, made a great deal of difference because in my opinion the big factor was balance, ability to hold the track and acceleration out of the turns, in all of which I thought the Stutz was superior. It was not that that I complained of as unfair but a little matter of their forcing us to use an inferior tire on a pure technicality.

Re your writing some historical data regarding the Stutz, I have no objection providing you stick to the facts. So far as I am personally concerned, I really have no interest in it. It was long ago and I paid my debt to society (?) if that is the proper phrase, and I assure you it will cause me no pain.

Thanks for your kind letter.

Very sincerely yours,

*F. E. Moskovicis*  
B.



## Clippings of Note

# HILTON HEAD CONCOURS brings out the nation's finest

By Jamie Christie

**T**he Hilton Head Concours celebrated its fifth anniversary Nov. 2-5, expanding its event to four days of diverse motoring activity, including a vintage track day, a Classic and collectible car auction, two completely different automobile shows and several other events.

The action began Thursday, Nov. 2, at Roebing Road Raceway in nearby Bloomingdale, Ga., with Formula 1 and Boss cars, as well as American muscle cars turning parade and hot lap rides with professional drivers. Indy 500 race drivers Lyn St. James and Janet Guthrie were featured guests.

On Friday, Nov. 3, there was a public preview of the auction of approximately 100 Classic, muscle, sports and collectible vehicles presented by The Worldwide Group; the Southern Belle Fashion Show at Sea Pines Country Club in the tradition of the original European concours and a continuation of activities at Roebing Road Raceway.

Saturday, more than 150 vehicles from car clubs throughout the Southeast took the Honey Horn Plantation show field for the Car Club Jamboree. The auction was conducted nearby, from the 120-foot by 265-foot canvas-and-steel tent, with more than \$3.1 million in sales for a 60-percent sell-through rate. The Quest for Speed and Style display of Indy race cars; the Speed Channel's NASCAR simulator and other speed-oriented vehicles were set up adjacent to the show field. A collection of Stutz and Marmon, as well as Cord and Duesenberg automobiles, in keeping with the theme of the concours, "Cars of Indiana," also appeared in this area.

An automotive artists tent was set up for spectators to visit. In addition, several vendors, a 1956 Chrysler 300B (campaigned at NASCAR events by the Kiekhaefer team and driven by 1956 NASCAR national champion Buck Baker) and a 1950 Crosley Hot Shot roadster, both brought by The Henry Ford, were also featured.

A seminar by Lyn St. James and a driving tour of vintage automobiles throughout Hilton Head Island and Beaufort, S.C., also were conducted on Saturday. BMW provided special exhibits and their "Driving Experience."

An outreach program to the Hilton Head Boys' and Girls' clubs, "Driving to Success," was also held Saturday. The in-

spiration for this effort was the program of the Pray Achievement Center in New York, headed by collector and Hilton Head exhibitor Malcolm Pray, Jr. It is designed to provide mentoring, goal setting and hands-on participation, using an interest in automobiles as the basis for a relationship between sponsors and young people.

Sunday, the judges began their work on more than 150 invited vehicles in 22 classes. The Best of Show was an eggplant-hued 1931 Chrysler Waterhouse-bodied convertible, owned by Ethel Lamaux of New Orleans. The People's Choice Award was presented to Bill Alley of Greensboro, Vt., for his 1914 Locomobile Berline.

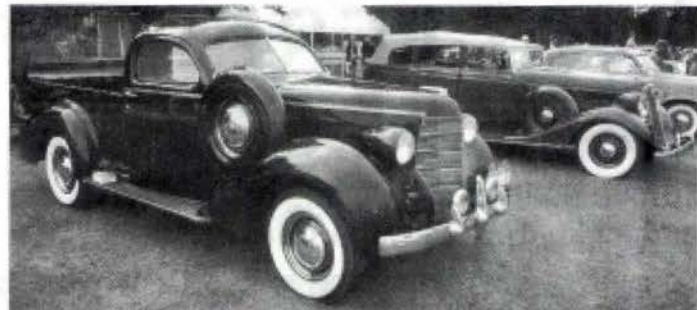
Class winners included a 1903 Marr runabout, 1915 Buick touring, the 1914 Locomobile Berline, a 1940 Buick Limited four-door Convertible Phaeton, 1959 Mercedes-Benz 220 SE coupe, 1937 Delahaye 135M, 1955 Ford Thunderbird, 1955 Oldsmobile 98 Holiday Coupe, 1954 Jaguar XK120 drop-head coupe, 1960 Jaguar XK150S, 1957 Mercedes-Benz 300 SL, 1955 Chrysler C-300, 1969 Ford Mustang Mach I, 1935 Nash Advanced 8 Aero Sedan, 1931 Duesenberg J convertible, 1931 Marmon V-16 sedan, 1970 Avanti II, 1957 Mercury Turnpike Cruiser convertible pace car, and a 1937 Ford woodie wagon.

Consistent with previous Hilton Head Concours events, there were several, seldom-seen marques on display, which included the 1911 Breese, 1913 Lozier, 1912 Garford, 1909 Kissel, 1921 Daniels, 1917 Interstate, 1939 Lagonda Rapide and 1962 Sabra.

A real crowd pleaser, the diminutive aqua-and-white 1957 Nash Metropolitan station wagon, brought by Dale and Cindi Adams and their daughter, Haley, from New Market, Va., was presented the Family Participation Award.

Another diminutive vehicle, the 1976 AMC Pacer DL with the Indian Basketry Print interior, was judged Best Unrestored car.

The concours is staffed by more than 300 local volunteers, mostly retired business and professional persons who sign up to be parking lot attendants, show field marshals, ticket takers, etc. Post-event surveys of car owners and other participants regularly rate the friendliness and helpfulness as the best of any show attended.



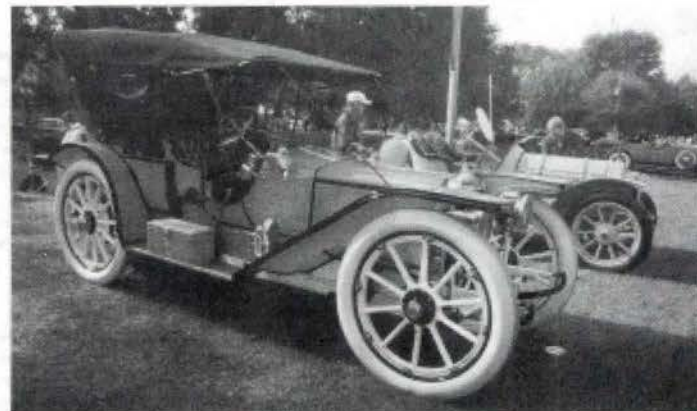
A 1938 Studebaker Coupe Express, displayed in Class 10C, Studebaker, and part of the "Cars of Indiana" exhibit, is joined by a 1935 Studebaker four-door convertible prototype produced in Canada.



This 1956 Chrysler 300B NASCAR race car, driven by Buck Baker, was brought to Hilton Head by Patricia Mooradian, President, The Henry Ford, in Dearborn, Mich. She was also the honorary chairman of the 2006 Hilton Head Concours d'Elegance.



This 1941 American Bantam and 1937 Ford were displayed in Class 1Z, Station Wagons, in Sunday's concours.



Among other brass-era cars in Sunday's show was this 1910 American Traveller, which appeared in Class 1B, Brass Pre-1916 Multi Cylinder < 35 hp.



# Tell Me The History

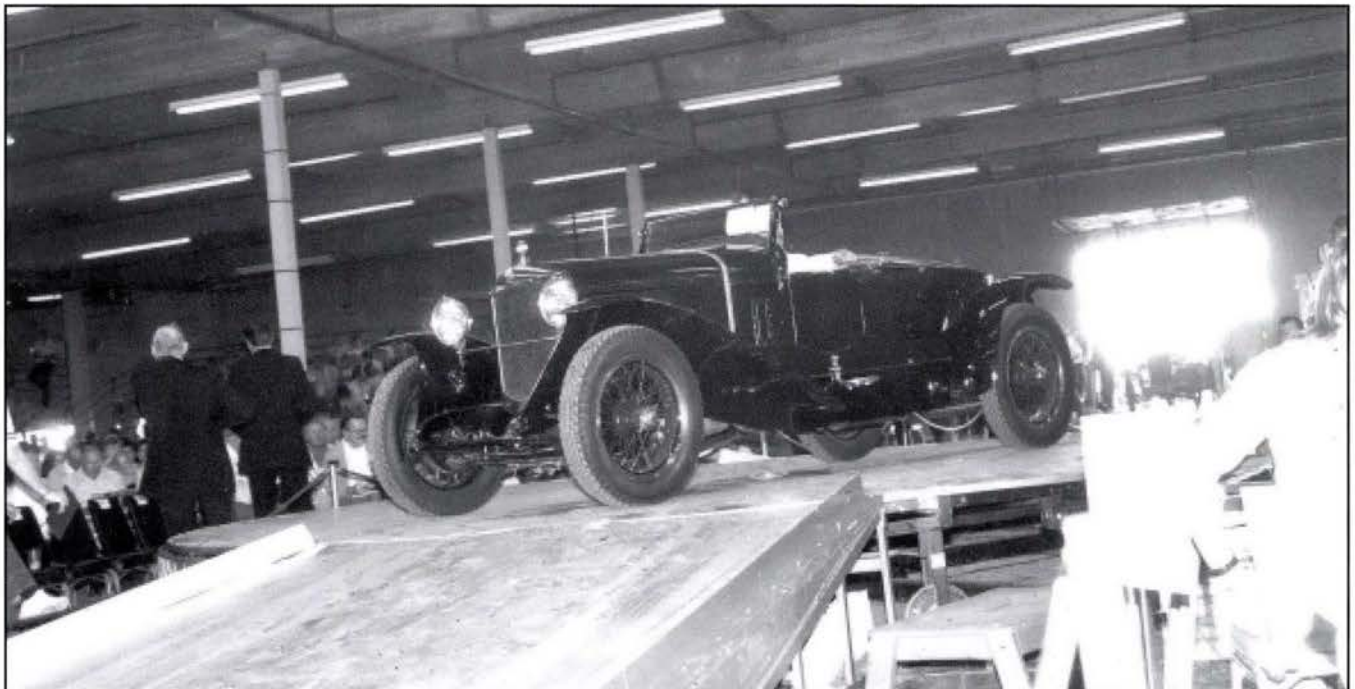
*by Bill Greer*

Recently, while checking Stutz archives for Weymann body information, I discovered the photo shown below. It is identified on the back by "III 85 HA 21."

Knowing how our ace photographer codes her shots I interpret her nomenclature to mean "The Third Harrah's Auction held in 1985, her 21st exposure."

Did I get it right Bobbie 'dine?

My goodness, that was over two decades ago!



Now, dear members - tell ye olde editor what this Stutz is.

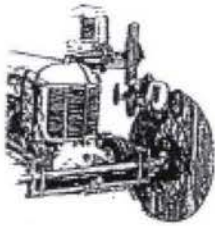
Year, type chassis, who fabricated the body and where?

What was it built for and what did it garner?

Also, where is it now if it still exists?

Here's a recent photo of member Bobbie 'dine reprinted from page 24 of the February 15 2007 issue of OLD CARS. The subject article "Class Act" was authored by member Shawn Miller of Indianapolis.





1926 Front Drive Miller

## THE HARRY A. MILLER CLUB, INC.

P. O. Box 1008  
Germantown, WI 53022  
Telephone (262) 253-2661

David V. Uihlein, Founder  
Brian Brunkhorst  
Herb Lederer  
Richard Freshman

January 29, 2007

### FOR IMMEDIATE RELEASE

David V. Uihlein, Founder Brian Brunkhorst Herb Lederer Richard Freshman

CONTACT: Lenore Heinzelmann 262/253-2661 Herb Lederer 708/606-5828

The Harry A. Miller Club is pleased to announce their 13th annual *Millers at Milwaukee-Vintage Indy Car Event* to be held July 7-8, 2007 at the Milwaukee Mile racetrack, located at the Wisconsin State Fair Park in West Allis, WI.

The Millers at Milwaukee event has become one of the most impressive gatherings in the country of Pre-W.W. II and Post-W. W. II Indy Champ Cars, Indy Roadsters and Laydowns. Vintage race cars designed by Miller, Duesenberg, Mercer, Alfa Romeo, Kurtis, Bugatti, and Studebaker participate in this unique exhibition. All front engine pre and post W. W. II Indy cars and Champ cars are invited to attend, along with Indy Roadster and Laydown cars - no rear engines. The 2006 event featured 42 vintage race cars, including nine rare Miller-designed cars.

The gates at the Milwaukee Mile will open at 8 a.m., with these exciting cars running the oval track from 10:00 a.m. to 4 p.m. on Saturday, and 10:00 a.m. until 3 p.m. on Sunday. A vendor's area will also be set up outside the track. All spectator passes are available for purchase the day of the event. The fees are \$25 for adults (covers admission both days) and \$5 for children under the age of 16. Children are not allowed in the pit area when cars are on the track (after 10 a.m.).

Entry fees for this historic event are \$200 per entrant (not per car). To request an entry form or obtain additional information, please write the Harry A Miller Club at P.O. Box 1008, Germantown, WI 53022 or call Lenore at (252) 253-2661.

The Harry Miller Club was founded by David Uihlein, Sr., with the help of Buck Boudeman, Mitch Rasansky and the late Charles Davis and the late Bob Sutherland. Their goal is to honor Harry A. Miller (1875-1943), considered to be the greatest and most influential of American racing car designers. Miller based cars and/or engines dominated championship competition in this country during the 1920s, winning 39 Indianapolis 500 races!

# # #

*A club founded to honor the achievements of the distinguished engine and race car designer, Harry A. Miller.*



## Editorial Comments

To begin, your editor must point out two painful and regrettable errors in his coverage of Grand Stutz 2006 in the October – December issue of Stutz News No. 78 pages 13 and 16. On page 13 he failed to list Larry R. Bailey (No. 606) as missing from the group photo and then in the caption for the photo at top of page 16 he states that member Bailey is a non-member. This is unacceptable reporting and editing and your editor should be fired! Takers for this job please come forward.

On page 20 we are pleased to reprint an article from the December 21, 2006 issue of OLD CARS by

Jamie Christie which presents another view of the Hilton Head Concours held November 2 – 5, 2006. The March 2007 issue of CAR COLLECTOR had a colorful five (5) pages on the Hilton Head Concours but not one photo of Stutz. Concours d'Elegance offer great venues for Stutz meets. We hope a large number of members will be able to participate in the Masterpiece and Glenmore Gathering Concours being promoted in this issue.

This article in OLD CARS pertains to cars owned by club members Miller (No. 624) and Kershaw (No. 105L). Since Shawn Miller lives nearby, your editor has had the pleasure of viewing his rare 1922 Model A Duesenberg R/S Coupe, Fleetwood on many occasions.

## ACD Museum adds early Duesenbergs

**AUBURN, Ind.** — Two one-of-a-kind Duesenbergs were recently placed on exhibit at the Auburn Cord Duesenberg Museum in Auburn.

The first is a 1922 Duesenberg Model A Fleetwood coupe owned by Shawn and Tammy Miller of Indianapolis. The Duesenberg Model A was the first production passenger car to bear the name Duesenberg. It was also the first American production car to offer four-wheel hydraulic brakes. Not only is it a fine example of a very early Model A, it is the only Duesenberg believed to be built with a Fleetwood rumble seat coupe body. It is a largely unrestored car and is the oldest Duesenberg currently on exhibit at the museum.



Two Duesenberg Model Y prototypes were built in 1927; this is the only example left. This phaeton is

The museum also acquired a 1927 Duesenberg Model Y phaeton owned by Royce Kershaw, Jr. of Montgomery, Ala. The Model Y was a transitional model between the Model X and J. Because the Model Y was a prototype, Augie Duesenberg purchased the car under the premise he destroy its chassis after the testing was completed. He did destroy the chassis, but kept the body and mounted it on a Duesenberg Model A chassis and added non-Duesenberg wheels. The Model Y prototype is believed to be the first Duesenberg to employ design and styling characteristics that were eventually used in the timeless Duesenberg Model J design.

The Auburn Cord Duesenberg Museum currently has 11 Duesenbergs on display. This is the world's largest collection of publicly displayed Duesenbergs. The museum has a variety of the many different types of Duesenbergs that were produced; a 1927 Duesenberg Indianapolis 500 race car; a Model X; several Model A examples; an assortment of Model Js, including a rare example that was originally purchased by William Randolph Hearst in the early 1930s; and a Model J speedster.

The other featured cars in this display are: 1932 Duesenberg Model J Conv. Cpe., Murphy and a 1936 Cord 810 Beverly Sedan from the A-C-D Museum, a 1929 Elcar Model 8 – 91 roadster courtesy of the Khans of Elkhart, IN and a 1931 Marmon 16 cyl. Conv. Sedan loaned by dennis Chookagian of Chicago, IL.



On November 26, 2006 Mike Barry, VP Membership informed me by email that Mrs. Herbert (Anita) Dimondstein (No. 541) had sold

their 1932 Stutz DV-32 Cabriolet on the Club's website. Does anyone know who purchased it? It was appraised above \$150,000.

The following illustration appeared in the August 2006 issue of the CCCA BULLETIN, page 19. Can anyone tell me if this LeBaron bodied Stutz sport touring roadster was actually built.



**CLASSIC  
AUTOMOBILES**  
MADE IN INDIANA  
DURING THE  
20'S & 30'S

The Studebaker National Museum is pleased to present *Hoosier Made: Indiana's Auto Makers*, a special exhibition featuring classic automobiles from the 1920s and 1930s, considered to be Indiana's finest automotive era. The exhibition features five magnificent automobiles complemented by period fashions from the costume collection of the Center for History.

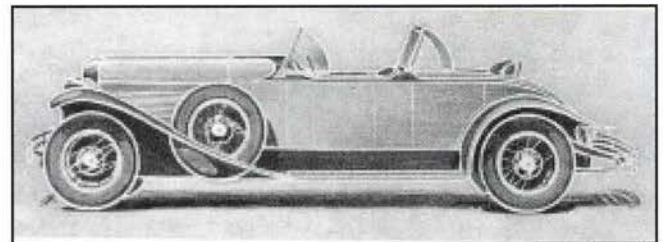
**FEATURED  
AUTOMOBILES**



**1922  
STUTZ  
BEARCAT**

Harry C. Stutz began automobile production in Indianapolis with the 1911 Model 20. The famous Stutz Bearcat was introduced in 1912 and was an immediate success in the sports car field. Its appeal benefited from Stutz's triumph on the race track, including a 3rd place finish in the 1912 Indianapolis 500. The company set a sales record in 1926, but like many other manufacturers, the Great Depression took its toll and production ended in 1934.

*This vehicle is exhibited through the courtesy of William Greer of Indianapolis, Indiana*



Looks like it would provide seating for 6 or 7 passengers.



1930 Stutz Cabriolet Convertible  
All original, rare find

Finally, who bought the all original, rare find, 1930 Stutz Cabriolet at the Kruse Auction held at State Fairgrounds – Phoenix, Arizona, January 25-28, 2007.





# Membership Report

## February 2007

By Mike Barry, V P Membership

Due to an over site in the last issue the membership numbers for Daniel Ellis (Membership #0734) and R David Kincaid ( Membership #0735) were omitted. Please accept my apologies. This will be corrected in the new roster.

Please join me in welcoming the following new members to the Stutz Club in 2007.

#0736

Bruce D Robbins  
263 Old Ranch Rd  
Sierra Madre Ca 91024

# 0737

Dan Nease  
3044 Pavlova Dr  
Cincinnati Oh 45251  
Phone: 513-463-4142 Fax: 513-346-4308  
E-mail: [dnease@jpiloorng.com](mailto:dnease@jpiloorng.com)  
1930 Stutz Speedster M-8  
Vin #30672 Eng# M8245V32E

#0738

Antoinette Ipavec  
3773 Mayflower Oval  
Brunswick Ohio 44212  
Phone: Day: 440-580-3129  
Evening : 330-225-9065  
E-mail: [toni.ipavec@strongsville.org](mailto:toni.ipavec@strongsville.org)

#0739

Dan DiThomas  
5795 O 'Connell Court  
Dublin Ohio 43017  
Phone: Cell 614-832-0066  
Evening: 614-336-2739  
Fax: 614-336-3072  
E-mail: [dandithomas@gmail.com](mailto:dandithomas@gmail.com)  
1924 Stutz Model 693  
Engine:14489 Vin #2631

#0740

Leonard H Jarvis  
4540 SE 120<sup>th</sup> St  
Bellevue Fl 34420  
Phone: 352-307-0789  
E-mail: [lenj30@aol.com](mailto:lenj30@aol.com)  
1929 Stutz Model M Roadster Vin #30325

#0741

Nyle Reed  
41430 Avenue 11  
Madera Ca 93638 Phone: 559-431-0469  
E-mail [nyleeloise@cvip.net](mailto:nyleeloise@cvip.net)  
1928 Stutz Engine # 80534

Please make note of the following contact information on the following members

#0101

Ken and Carol Beach  
28073 NE Raspberry PI  
PO Box 2143  
Kingston WA 98346  
Phone: Day: 360-297-2369 Evening : 206-740-4755  
E-mail: [kenwbeach@aol.com](mailto:kenwbeach@aol.com)

#0433

Ronald Kneebone  
4914 Spanish Oaks Circle  
Fernandina Beach Fl 32034  
Phone: Cell: 608-212-3502  
E-mail : [rknee10372@aol.com](mailto:rknee10372@aol.com)

#0405

Walter Miller  
c/o Met Miller  
11049 Wildlife Trail  
Tallahassee Fl 32312

#0638

Carl Jensen  
S 110 W25415 Hunters Run  
Vernon WI 53149-0287  
Phone: 262-662-0287  
E-mail : [cajensen2@aol.com](mailto:cajensen2@aol.com)

**THE NEW ROSTERS ARE COMING !**

...be sure to send in any changes to :  
[stutzclub@mpbarry.com](mailto:stutzclub@mpbarry.com)



## Letters to the Editor

**Date: January 26, 2007**

**From: Harold G. Peters, (No. 660),  
Eugene, OR**

Dear Bill:

Having finally had some free time to catch up on my reading of the Stutz News, I read with interest the responses to your query (since Dec 2005) regarding the Stutz Special race car pictured on the back cover of issue #74. This car has a fascinating link to Stutz, Duesenberg, Miller, and to great drivers of the time.

Back in early 2004, I received an inquiry on my Miller website from a gentleman in Argentina. Amongst his questions was one regarding a Duesenberg race car that came to Argentina in the early twenties. Further correspondence with him identified the car, and its history, as the car you are asking about. I discussed this new information with Joe Freeman back then, and at the time it was a new discovery that the car had in fact gone to Argentina, as our Duesenberg historians thought it stayed in America, there being very identical car for sale in the '30s.

I was therefore very happy to see the letter, newspaper article, and photo from Jorge Penedo (issue #76), which adds a bit more information to this story. Also that Randolph Reed and Tom Kinney dug into the question. I have examined many photos of drivers of the era, and agree with Donald Davidson's opinion that the driver in your photos is likely Tom Rooney (he was a Stutz team race driver in the teens). There are a few photos of Rooney in The Splendid Stutz.

The race car in question is a 1920 Duesenberg, one of two of the team cars fitted with mechanical front brakes for the Elgin road races (possibly Tommy Milton's). It is not one of the French GP cars, which had hydraulic brakes. The engine in the car is the 183 cu. in. SOHC straight 8 that Duesenberg created for the 3 litre formula (1920-

1922). The only visible changes to the car, from being a totally stock Duesenberg, is the Stutz scripting and logo on the radiator, and the angled shield below the frame in front of the rear tire (which is missing in the photo taken in Argentina).

The car was actually purchased by Martin "Macoco" Alzaga Unzue and imported by Luis Angel Firpo into Argentina. It raced as the "Stutz Special" because Firpo was the Stutz representative in Argentina. The car went to Argentina in May or June, 1924, so the photo will have been taken in spring of 1924.

Alzaga had been racing a 4-cylinder car (looks like a converted Stutz passenger car) in Argentina around 1923. Before he went to race at the 1923 Indy 500 (with Bugatti), he gave this car to Eduardo Luro. Eduardo had already been racing a converted Packard V12 (also from Alzaga). Alzaga had a bad Bugatti experience at Indy and was extremely impressed with the Millers. The Indy winner in this race was Tommy Milton racing a Harry C. Stutz sponsored car, the H.C.S. Special (a re-badged Miller race car). Alzaga bought a two-seater Miller (along with Zborowski and Murphy) and went racing in Europe for most of 1923. Alzaga came back to America in fall and it will have been at that time that the deal for the "Stutz Special" Duesenberg was probably completed.

My opinion for the choice of a Duesenberg to re-badge as a "Stutz Special" is that these 183 Duesenbergs were the top American, if not worldwide, race cars of their time. They won nearly every race entered, including the French GP, and were driven by the best drivers. For Eduardo to get one would be huge bragging rights, and finally a real race car. Since the car was no longer competitive post-1923 due to the formula change to 2 litres, it was a perfect choice. Rebadging as "specials" was common at the time. Many Millers of the 183 era were also modified and raced under a new owner's "special" banner.

What Eduardo failed to realize was the huge



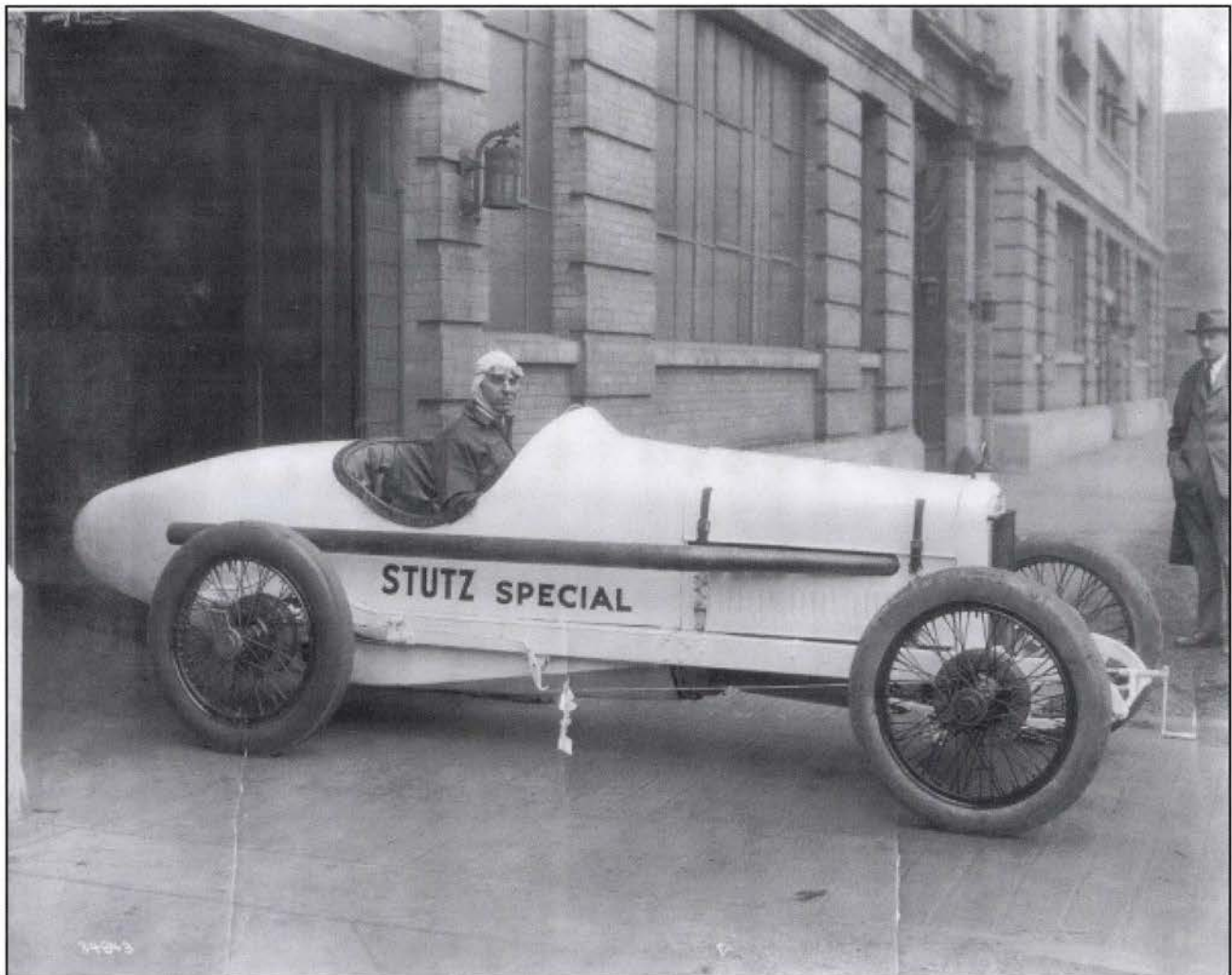
difference between a home-made race car and a real race car. Being rich enough to afford a race car didn't automatically mean you were a good racer and many wealthy drivers of that era died racing beyond their ability. (Expert drivers died too, as high-speed tire and mechanical failures were common.) Photos of Eduardo Luro's crash show horrible devastation - no wonder his brother buried the remains. The handful of parts dug up in mid-1967 was returned to America and are not identified with any collection or restoration.

On another note, I continue with my '29 Stutz s/c Bearcat project, and so appreciate the stories and technical information that you publish in the newsletter.

*Ed's Comments: We deeply appreciate member Peter's letter. He is the publisher for the Miller/Offenhauser Historical Society.*

*For new members who did not receive Stutz News No. 74, we are pleased to show here the "Stutz Special" (1920 Duesenberg) featured on the rear cover of issue No. 74.*

*Ed. noticed an article in the Jan - Feb 2007 issue of the Mercedes Benz STAR magazine authored by Karl Ludvigsen in which he states that three Miller Indy type cars competed in the 1923 Italian Grand Prix at Monza. One was driven by Jimmy Murphy who came in third and another was driven by Count Zborowski. Can we presume the Alzaga Unzue drove the third Miller? Fiats came in first and second with Carlo Salomono winning in an SC805.*





**Date: January 28, 2007**

**From: R. David Kincaid (No. 735),  
Goldendale, WA**

Dear Mr. Greer

I want to thank you for your letter dated 1-18-2007.

At this time I have received the directory along with an issue of the Stutz news. So at this point I am a full member. I am an owner of a Stutz car. It is a 1930 Model M two door coupe with a rumble seat. The car was what you would call a barn find. I located car in Metaline Falls Washington and was owned by a Stutz member by the name of Ben Thurman. The car was in the back of a shed and

had been there for quite some time. The car is now in Goldendale at my home in its own building waiting for restoration that will start in about the first of May of this year. The car has not run for about 50 years so it will require a complete frame off restoration. Since I retired; I have built a complete shop just for restoration projects and have completed a few. So I am looking forward to this project. I will be contacting some of the members at different times looking for parts.

Anyway thank you for your letter and feel contacting me any time. My contact numbers are as follows:

Home: 509-773-6173

Cell: 206-696-6075

E-Mail: Kincaid@gorge.net



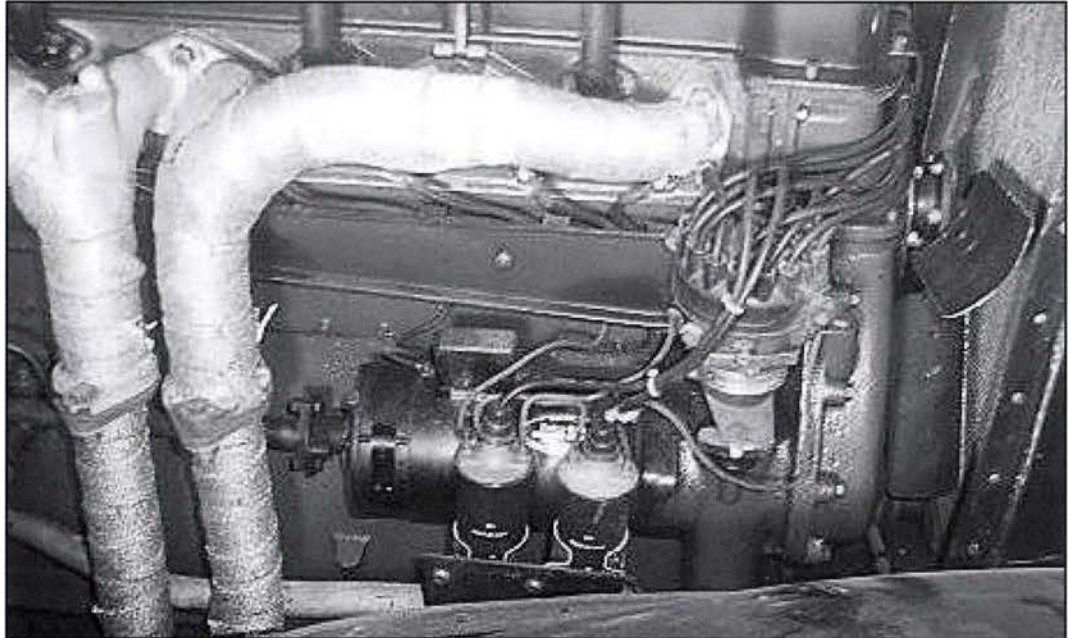


**Date: January 29, 2007**

**From: F. Todd Warner (No. 730),  
Mound MN**

Enclosed please find the photo you requested (*Ed. See rear cover.*)

I purchased the car from a California collector who acquired it in Pennsylvania. I also heard someone saw it at Hershey two or three years ago. If you GOOGLE my car, a 1930 Stutz Model MA Weymann Versailles, is featured and was listed on 9-13-03 and updated 06-21-05. Appears it may have sold on EBay. I have not

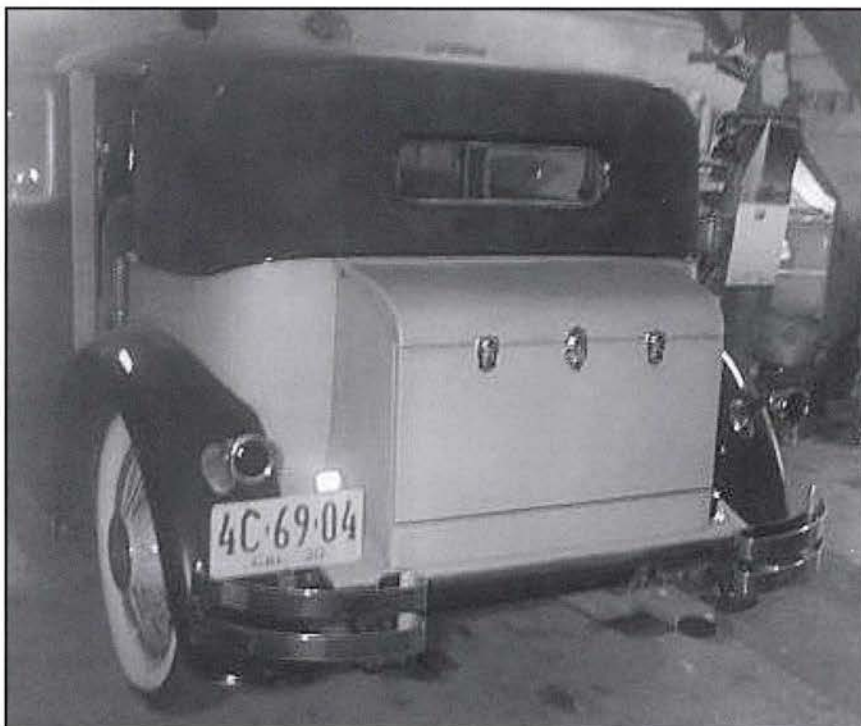


made contact with the company that listed it but I'm checking and sending what I found:

Original condition with 34,000 miles, Serial # M836SD195, Engine No. 32327. Source in Pennsylvania is Watsontown.

Sales information states that 1038 Stutz cars were made in 1930. Original price of the Weymann Versailles was \$3945.00

I would love some help on parts (*Ed. See classifieds*). It was great to meet the members at Hilton Head. They were all helpful and friendly. See you in Milwaukee.





## Classifieds

### Wanted:

F. Todd Warner (No. 730)  
 2642 Commerce Blvd.  
 Mound, MN 55364  
 Tel: 952-495-0007 Fax: 952-495-1237  
 Email: [ftodd@mahoganybay.net](mailto:ftodd@mahoganybay.net)

### For 1930 Stutz MA Weymann Versailles:

I would love some help on the following parts:  
 Correct radiator figurehead (ornament)  
 Bud vases  
 Cover for door lock  
 Air cleaner for carb  
 Door handle knob  
 New leather straps for side mount tire mirrors  
 Manuals – sales kit  
 Left rear taillight post (stanchion) in chrome

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 Restore

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 World

2642 Commerce Blvd • Mound, Minnesota 55364

F. Todd Warner  
 CEO

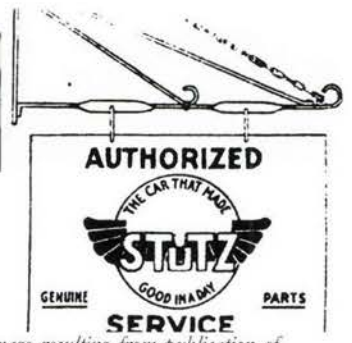
Phone: (952) 495-0007  
 Fax: (952) 495-1237  
 Cell: (612) 414-5242  
 E-mail: [ftodd@mahoganybay.net](mailto:ftodd@mahoganybay.net)

### Wanted

Hugh Guthrie #0429  
 33 Vista Street  
 Bulleen VIC 3105 Australia  
 61-398504462  
[bearcat@jeack.com.au](mailto:bearcat@jeack.com.au)

### Hudson Miniatures (Old Timers) Model of 1914 Stutz Bearcat

Prefer unassembled model with box and assembly details but may be interested in assembled if box and assembly details included



*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.*

### Wanted:

William L. Snyder (No. 273)  
 3565 Red Cloud Tr.  
 St. Augustine, FL 32086  
 H 216-656-9811 (FL) or  
 330-656-9811 (OH)

### For Stutz M or DV-32

New or good condition 4.5 ratio rear end gears.

### LITERATURE FOR SALE

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

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

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## Ode to Stutz

Ah, finally it's Spring;  
 The world's bursting into bloom.  
 Our Stutzes know its time to sing,  
 To emerge from winter's tomb.

It's time to put the battery in;  
 Change oil and put in gas.  
 To wash away old winter's dine,  
 And polish up the glass.

Creaky joints need lubrication;  
 Gap those plugs with proper care.  
 Check his timing for hesitation,  
 Top up the tires with air.

Don't forget to flush the block;  
 So your Stutz won't run hot.  
 Adjust the brakes and set the clock  
 Is there something we forgot?

Now look your Stutzie over good;  
 Isn't he a beauty to behold.  
 Jump in look down the hood;  
 Why your chariot is not so old.

He's feeling strong, quite eager to please;  
 So start him up and let him run.  
 Engage the tranny, let out the clutch with ease  
 And, you're on your way to great Stutz fun.

*Bill Greer, February 20, 2007*



*Ohio Region ACCA  
 Spring Tour 1958*

*Tom Lester's circa  
 1920 Stutz Bulldog  
 at Cedricsville, Ohio*

*Photo credit...  
 member Cornelius W.  
 Hauck (No. 22)*



F. Todd Warner's (No. 730) 1930 Stutz "MA" Weymann Versailles