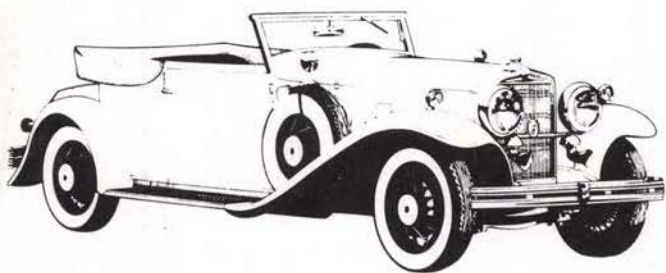


July-Sept. 1991

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

TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

LET'S GO STUTZING!

Dear Member:

As we work on this issue, our thoughts focus in on New Hampshire and the 4th Grand Stutz being held around Newport on October 4-7, 1991. We look forward with much enthusiasm to seeing a large number of the membership at this forthcoming event in New England being hosted by Founding Life Member William B. Ruger. Lyle Patterson has organized a delightful agenda for us as published on page 2 of the April-June 1991 issue and we hardly can wait to enjoy it. For those of you who are unable to attend the 4th Grand Stutz, we promise to dedicate several pages in the next issue to share this experience of great Stutz fellowship with you.

Ray Katzell, Managing Editor of the Stutz Book, wishes to thank the over 90 members who have so kindly responded to his request of April 19, 1991 for a listing of Stutz material available for reference in writing the book. If you have not provided Ray with the information requested, please take a few minutes and do so now. If you misplaced the April 19 request, ask the editor for a copy.

Ernest J. Toth, Jr. has advised that the Stutz Club get-together at the A.A.C.A. Hershey Meet will be held at Member Stephen P. Dean's space GAM-83 on the Green Field, Friday, October 11, 1991 at 4:00 p.m. Don't forget!

REMINDER





Golden Quill Award

This award is presented annually to automotive club sponsored publications and is tendered in recognition of outstanding efforts in the communications field of the old car hobby. The editors of Old Cars News & Marketplace honor

Stutz News

as a 1990 recipient in the category of

Non-Affiliated Club Publications



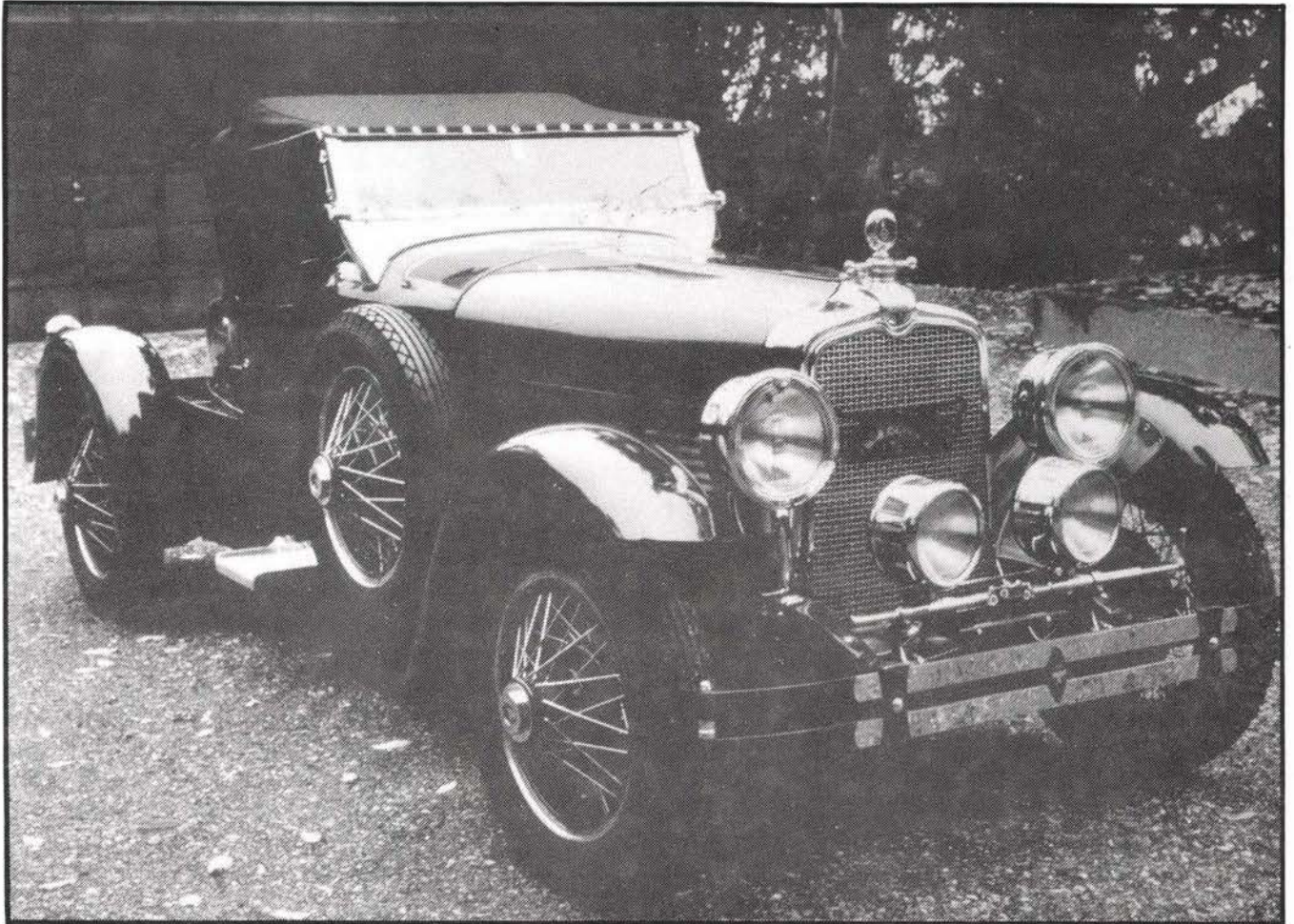
John Samuel

Publisher

Greg Bour

Editor

A MID WINTER'S MADNESS



1927 STUTZ AA BOATTAIL SPEEDSTER

Read the delightful story of how member Alvin J. Harris, M.D. acquired this sleek, powerful, ready-to-race machine that evokes the pride of ownership of a rare and magnificent beast. It takes more than a bit of madness to create a silk purse out of a hapless collection of rusted junk. Ed.

A MID WINTER'S MADNESS

by Alvin J. Harris, M.D.

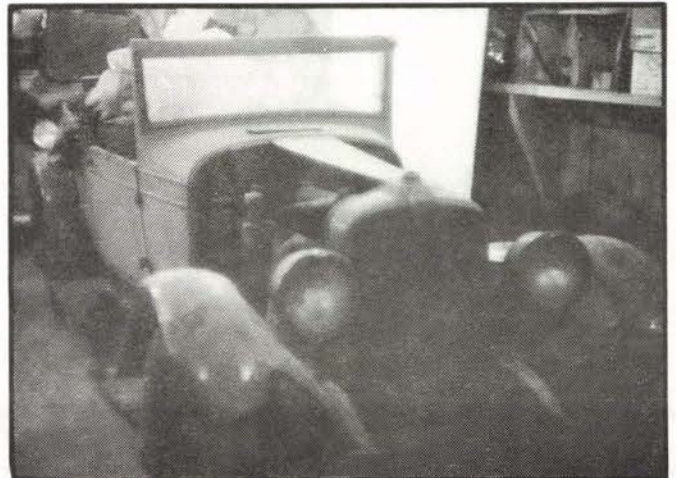
One of the hobbyist's most exciting and intriguing experiences has to be the almost unbridled sense of anticipation arising out of the pursuit, the quest and final discovery of a veritable jewel; an unrecognized gem sequestered in a remote and unlikely hiding place. And, if one had to travel to the ends of the earth, so much the better. Along the way there might be the rewarding, camaraderie and conviviality he shares with others having similarly insane interests.

The germination of this odyssey started in November of 1974 when I read an ad in Hemmings; one of those cozily familiar and euphoric ads that seems to jump off the page and sing out, "How are you today, I am great and so is my whole family and have we got a car for you!" *The* car was a 1927 Stutz roadster which was described as a large complete classic at a truly affordable price awaiting inspection at a Midwestern farm. As a Stutz aficionado on constant alert, I placed a long distance call to the owner who advised me of the condition of the car and its location in Iowa. He indicated that if his memory served him correctly, there was some rust at the lower ends of the cowl as well as some damage to the rear fenders and possibly one or two flat tires. Well, I thought, complacently there was no big problem there.

Suppressing excitement and eagerness, I discussed the possibility of going on an inspection tour with my old friend Bob Locke, a mechanical wizard and a Stutz guru. My good and loving wife resignedly gave her consent as she had on a number of occasions before. Hurred plans to visit this uncharted town were made. We consulted three maps before locating it at a point about 120 miles from the nearest commercial airport which was Minneapolis.

Upon our arrival at the airport, I called the former owner's widow to ask for directions to the car's location. She gave me general road instructions and then said that once I arrived in town I had only to ask anyone around where she lived. At approximately 8 p.m. we found ourselves on the main street of this darkened and silent village where the only other living forms were two men chatting in the middle of the road, one in a pickup talking to another standing beside him. Sure enough, they were able to tell us where to find our party in that minuscule town of 180 population.

We knocked at the door of this modest home and were greeted cautiously by an elderly woman who peered at us suspiciously from a partially opened door. After we identified ourselves as the men who had come from California to see the Stutz, she abruptly closed the door telling us to wait. Bob looked at me and shrugged. After a few moments she joined us and peremptorily advised us to follow her as she drove her car several blocks to a metal structured garage. When she switched on the lights there appeared an array of cars, parts and machinery. My eyes quickly scanned this barn-like structure as my pulse quickened and my heart raced



"My eye caught something.... I thought this can't possibly be it!"

in anticipation. My eye caught something but my mind refused to believe what I saw. I thought, this can't possibly be it. There had to be another one around here, hidden behind or obscured by something. But no, there it was -- a derelict in all its miserable disrepair, the remnants of a corroded, worn-out, battered, flat-tired, mud-encrusted hulk held together tenuously by wire and string. It had a barnyard paint job of pumpkin orange and black, suggesting a youngster's Halloween prank of many years ago. The musty upholstery was ripped and the horse hair stuffing was scattered while the few remaining seat springs stuck out at crazy angles. There was no trace of the fabric top. The radiator and shell had been completely eaten away in the lower one-third. The splash aprons were non-existent. The wire wheels showed deep pitting.

It was obvious that the car had been languishing in a creek or ditch for years since there was a water mark across the remaining dash gauges indicating a high immersion level. Holes from the missing gauges looked like hollow orbits in a skull. The parking brake handle was reduced to a thin, rusted, grotesquely twisted post, while the remains of the steering wheel consisted of three weather-beaten, broken, dried wooden spokes

"... the remains of the steering wheel consisted of three (2 shown here) spokes of unequal length jutting out of the hub."



of unequal length jutting out of the hub. The fourth one was found later in the remains of the battery box. What wood remained was rotten or pulpy although the fire wall, strangely enough, was preserved and there were indications of the pre-existing electrical wiring pattern. Only the merest hint of running board substance was found but the



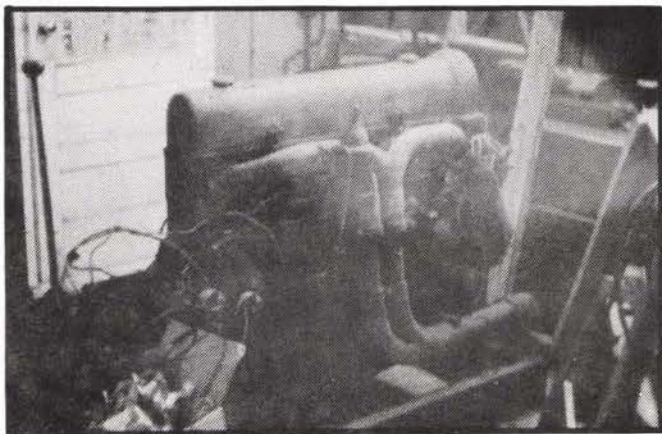
"Only the merest hint of running board substance was found...."

floor boards were gone. Close inspection revealed the heavy steel frame to be deeply pitted in some areas while the gas tank had been ravaged like a moth-eaten fabric along with the entire exhaust system below the manifold. Nothing that I saw in those first few terribly revealing moments held a glimmer of hope for a reasonable restoration.

My heart was heavy with disappointment. I felt betrayed; I had envisioned something entirely different. At least, I thought, it might have been more presentable. After all, I had travelled over a thousand miles (as if that made any difference). When compared with the other vehicles in the garage my resentment mounted. Much care had been lavished on three completely and professionally restored vehicles. An immaculate white 1910 Buick touring, an enormous 1919 gray Chandler touring and a charming red 1902 curved dash Olds seemed mocking in their restored states. In addition, there were two undistinguished, but intact

Graham sedans, a 1930 and a 1935. But even they were complete and presumably driveable.

To make the sale of the Stutz more palatable, there were offered a few good extra parts plus a complete engine mounted on a steel stand. It had been used as a generator on the farm for many years. A 60-lb. pulley had been attached to the drive shaft just behind the transmission. I looked at the Stutz again as we walked toward the door.



"It had been used as a generator on the farm for many years."

I was convinced that my first impression was right. It was a damnable wreck; it would be an aggravation to haul 1200 miles, it would cost a bloody fortune to restore and besides, why would I want it anyway? It's lines were ungainly, the body style appeared to be an 11th hour decision by some misguided, penny-pinching designer who took a hack saw to a closed coupe and merely sawed off everything behind the thick vertical windshield posts. To this was added a tall unattractive soft top, giving the car about as much panache as a tow truck. (My apologies to those who have restored and obviously enjoy this model.)

The widow, who by now had become slightly more friendly, mentioned wistfully that the Stutz was to be her husband's next restoration project. It was to be the culmination of a number of years of searching, hoping and planning.

We pondered the condition of the car as we travelled through the night to our lodgings near the airport. Bob was thoughtful and certainly more sanguine in his assessment and attempted to ease my disappointment by enumerating all the pluses in an otherwise very negative picture. There were, he indicated optimistically, almost all of the essential parts plus important extras including the additional engine, a radiator and radiator shell, as well as a water manifold. With a little luck and a lot of scrounging, we could perhaps find the missing parts. To fully appreciate Bob's optimism, it is necessary to have some understanding of the man. He has always had an irreverent attitude toward those who would allege that old car problems are insolvable. One has only to tell him that some job is impossible and he will quickly accept the challenge and usually find a solution. Despite this, I remained skeptical.

Serious consideration could lead to only one irrefutable conclusion: there would be no economic sense to the restoration. Resurrecting a big old ugly, all but demolished car, no matter how rare, could not make it anymore desirable and I could not foresee the possibility of ever recapturing the investment. (This of course was sheer rationalization since sound economics was never a guiding principle in my mania to acquire a particular car.) The severely corroded body and fenders needed complete replacement. We both agreed to that.

Then the gloom slowly disappeared as I thought of a way that just might make the project worthwhile. Why not, I conjectured, put a desirable, authentic reproduction type of body on the chassis? I had admired and even secretly hoped to have a 1927 Boattail Stutz speedster since I had first seen one at Harrah's. I knew that since there were originally only a handful made, the chances of finding one were rather remote. The one on

display at Harrah's Car Museum was a magnificently brutish yet sleek, no-nonsense type two-seater with a low rakish windshield, cycle fenders, twin side mounts and a long tapered tail. The husky overhead cam eight cylinder powerhouse was neat, clean, and well proportioned. Very few other cars at Harrah's stirred my imagination like this one. This, to my way of thinking, was truly the American standard bearer for racing -- the sine qua non for glory at Le Mans (1928) or anywhere else in the world.

At home, the decision to acquire the chassis was strengthened once again by another ad appearing in Hemmings stating that the owner had four 1928 Stutz wheels and a front and rear axle plus other parts, all in very good condition. These parts were in Champaign, Illinois, my old college town, which is approximately 210 miles from the location of the Stutz in Iowa. It was now December and much of the Midwest was blanketed with a light snow. Why we had to go after all of this stuff at a time of the year when travelling is hazardous, I'm not quite sure except to say that like most enthusiasts we were gripped with that sense of excitement and anticipation which intensifies and feeds on its own madness. Then, there was the conscious or unconscious fear that if the thing were not acquired, it might never be available again. (God forbid another crazy might want it!) Fortified with this questionable logic, we made plans to pursue our quarry. We flew to Chicago, then took a commuter flight to Champaign, rented a truck with a 21 foot box and rolled out.

I had not seen Champaign in about 25 years and forgot how narrow the bricklined streets were, particularly, when we tried to negotiate them with this seemingly massive truck.

After one or two misadventures with this truck including a vexing failure of the lighting system, we located our seller. The four wheels

and axles he owned were in excellent shape as were the tires, but unfortunately they were an integral part of a well made wooden manure spreader which had been used until recently. Without pause we loaded the spreader into the truck together with other assorted hardware and parts obtained from the youthful owner and his wife. The brief visit was fascinating since this young and enthusiastic couple had an eclectic collection of numerous objects from the turn of the century as well as two early '30s cars displayed in a large, garage-like structure which was their personal museum. Small items such as toys dolls and other memorabilia were set in glass cases for the appreciative viewing of neighbors and friends. One item of considerable interest had caused disagreement among the couple. The wife showed her obvious distaste for a small morbid looking enclosure insisting it was a casket for an infant while the husband reassured her that it was merely a salesman's sample of an adult-type coffin. So much for the exotic tastes of the hoarding instincts of homo sapiens.

The following morning, in a drizzling rain we headed toward our second destination to acquire the chassis and other parts in Iowa. As the day progressed and we headed northward, the weather became increasingly unfriendly. Snow began to fall steadily and as the evening approached it fell in larger flakes as the wind started gusting. At the limits of visibility, a car about 50 feet in front of us had stopped in the middle of the highway as a passenger alighted. The brakes on the truck were pumped cautiously but the snow and ice on the road plus a strong tail wind had caused the truck to slide like a giant sled. We skidded sideways as we were carried menacingly forward. Miraculously Bob guided that behemoth around the car. For the next hour, I sat stonily on the edge of my seat until we were safe at the motel.

The temperature had dropped to zero

while the wind brought the chill factor to a minus 30 degrees F. In this biting, unbearable cold we climbed into the rear of the truck, dismantled the manure spreader, and neatly piled the wheels and axles against the front end to allow space for the car which was to be picked up in the morning. I learned quickly that handling metal in sub-zero weather can cause the most penetrating and painful sensation in the hands, feet, nose and ears. Living in Southern California for 25 years I had forgotten the inconveniences of frigid weather.

The following morning was a brilliantly clear, sunny day with the temperature still hovering at zero. The truck engine balked. After a number of slow groaning attempts it finally started and we headed cautiously for the farm.

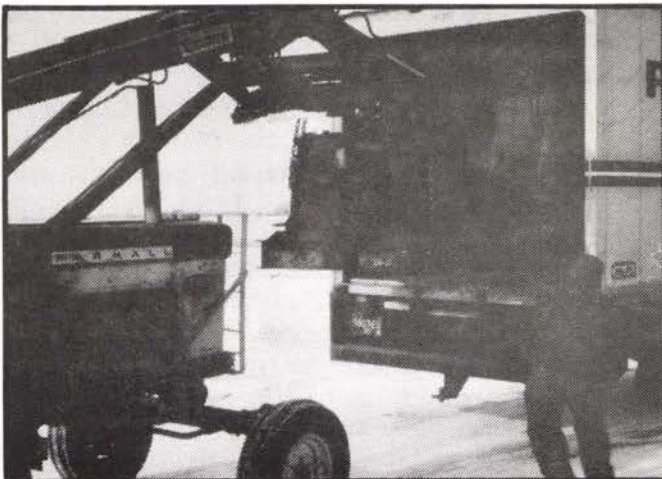
The widow invited us in to meet some of her neighbors who were obviously curious about us. It was a Sunday morning after church services -- a coffee klatsch was being held and we were invited to participate. I could not help but think that these people must have regarded us as two eccentrics who left the salubrious climate of Southern California to come to this isolated place with its seasonably inhospitable weather just to haul away an old car and associated junk.

Meeting us at the garage were three neighboring farmers who were summoned by the widow. One was oper-

ating a large tractor with a scoop. All were dressed in padded clothes and wore hats with ear flaps.

Getting the spare engine, that is the generator, into the front end of the truck was our first chore. This was done with the tractor working as a hoist. Next we had to move the Stutz which occupied space in the middle of the garage. This necessitated moving two other cars as well as parts. We welcomed the physical activity to generate body heat. The Stutz, however, could not be moved on its very flat tires which seemed to meld into the cold cement floor. One of the men suggested pumping air into the tires with a nearby compressor. That might have worked but the compressor motor was frozen and completely unyielding even though a heating unit was placed near it.

The only solution was to jack up the car and then put on the wheels from the manure spreader we obtained in Champaign. Removing the wheels from the Stutz was difficult as the grease and oil around the hubs formed a viscous frozen glob. Increased activity and breathing created puffs of steam from each of us. With the other wheels on,



the car was pushed toward the door and then a chain attached from the tractor pulled it further forward and out onto the snow covered road. The problem was how to get it into the truck since there was no loading platform anywhere around! Then, as though providence rewarded us for our straining efforts, we were able to take advantage of two fortunate circumstances. One, the field adjacent to the garage was at a level of approximately 3 feet below the street surface. Bob drove the truck into the field and backed the rear end as close as he could to the higher street level. A gap of about 6 feet existed between the truck body and the street. Our second break occurred when we noted remodeling construction in progress at a nearby turn of the century house and some loose timbers on the ground. Some measured 2" x 10" x 10 feet long. We piled several of these across the gap from the truck to the street. The tractor which had pulled the car had now gone behind it as we directed the car onto the wooden planks. With the scoop on the tractor the car was gently nudged onto the creaking, bending timbers.



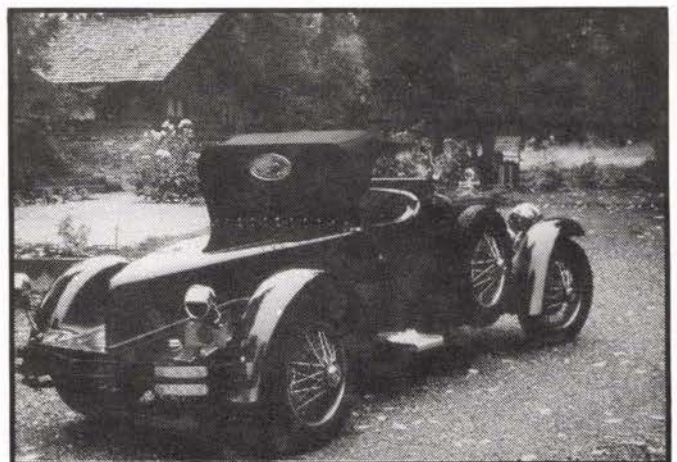
"... the car was gently nudged onto the creaking, bending planks."

This was risky, since the car might have slipped, or the wood planks might have cracked and broken. We were relieved as the rear wheels moved into the truck bed. A 2 x 4 was nailed to the floor of the truck behind the rear wheels of the car to prevent its moving. The overhead rear door of the truck barely cleared the rear end of the car.

With our cargo safely ensconced, we thanked the helpful farmers and bade the widow goodbye. At first the truck slipped in the snow and the wheels spun futilely, but finally gained traction and we were able to get onto the road.

We contemplated the events of the past 3 days and reflected on the individuals. They were a quiet, undemonstrative, almost somber people who perhaps were saddened somewhat not by the loss of an old reclusive car from their small community, but by the unfulfilled dream of a well respected neighbor and friend who had hoped to restore that which was to be the prize of his much loved auto collection. We hoped they took some solace in the knowledge that we promised to create a car with the kind of care and conviction which characterized the skills of the late owner.

Having been involved in the resurrection of several cars, I can say that none has caused more grief, consternation, and frustration and none has been the source of greater pride, satisfaction and accomplishment. But the telling of that saga will have to wait for another time. Suffice to say that seven years later there metamorphosed from a hapless collection of rusted junk a sleek, powerful, ready-to-race machine that evokes the pride of ownership of a rare and magnificent beast.



"Seven years later ... a silk purse ... from a hapless collection of rusted junk."

ONCE UPON A STUTZ -- WE ALL HEADED FOR NEW HAMPSHIRE

by Dale K. Wells
Membership Chairman

In the last issue of the Stutz News we had advance information on the 1991 Grand Stutz meeting scheduled for October 4th to 7th by member Lyle Patterson, and host, William Ruger. They have an impressive program lined up, and it will be exciting to visit New England in the fall and see some of the cars that may not have been to previous midwestern meets. A separate mailing has also been sent out for you to make reservations and sign-up for the various activities. We must also begin thinking about the club's organization and the new constitution. Although it is great fun getting together and socializing, for the strength and continuity of the club, we need to have a basic structure and form in place.

In addition to the usual officers, committees, etc., we should here concern ourselves with the nominating and election procedures, since we are functioning at present merely by volunteer officers. The constitution provides for elections of two year terms by mail ballot in every even-numbered year. In the odd-numbered year (1991, for example) we are to have a nominating committee not to exceed five members who will prepare a slate of candidates for each office.

Now is the time to begin planning for getting our club into a formal structure, and hopefully, we can address this matter at our meeting in New Hampshire. Please come prepared to make nominations, suggestions, or be a volunteer to work as an officer or on a committee.

Here are ten new members to add to your directories since the last newsletter:

#311 Eugene C. Amoroso
23658 N. 44th Lane
Glendale, AZ 85310

Phone: (602) 492-0778

It has been a real pleasure and a thrill to watch this club grow to over 300 members in such a short time, and to be a part of this organizational phase. Let's all work to keep it going and growing, and see if there are 400 Stutz admirers out there.

As membership secretary, I have been pleading for each of you to pay your 1991 dues, and find to date, that barely half have done so. We have tried to do this by relying upon each of you to look in your checkbook and see if you have sent in payment. There have been some problems where payments were sent to Indianapolis before I had a chance to mark you paid on my books, but Bill Greer and Joe Folladori have done an excellent job in keeping their records and notifying me when they collect funds. However, it appears we will have to insert a formal dues statement in the year-end newsletter, or do a special mailing of reminders as most clubs do in order to make a stronger impact. However, you will save the club postage and printing costs if you will look up your payments now, and send in that check if you have forgotten to do so. I will bring the records to New Hampshire to catch you there, or at Hershey where we usually try to gather at Ernie Toth's booth on Friday afternoon around 3:30. In the meantime, I will also try to get a final delinquent notice prepared and on the way since all of you obviously cannot attend these events.

#312	Jorma Ray Keto 15021 Maryland Line Rd. (Rt. 2) Antrim Township Greencastle, PA 17225	Phone: (717) 597-9563 1927 Stutz AA2 Speedster
#313	Phil Grisham 4053 W. Mercer Way Mercer Island, WA 98040-3319	Home: (206) 232-3190 Bus.: (206) 628-7135
#314	Bob Randolph 910 5th Avenue Longmont, CO 80521	Home: (303) 776-4205 Bus.: (303) 776-4686
#315	Henry Austin Clark, Jr. Long Island Auto Museum Meadow Spring Glen Cove, NY 11542	
#316	Richard Belveal 1122 E. Lincoln, #207 Orange, CA 92665	Phone: (714) 998-9783 1918 Stutz Bearcat
#317	Lamar Wasserman 1516 W. Mc.Gormley Rd. Freemont, OH 43420	Home: (419) 334-8748
#318	Larry Fickeisen 61 N Sunset Drive Camano Island, WA 98292	Phone: (206) 387-0863 1928 Stutz BB Speedster
#319	Barry William Brown 18 Dumas St. Hull, Quebec, CANADA J8Y 2M6	Home: (819) 778-2141 Bus.: (819) 771-8504 1926 Stutz 7 Pass. Sedan
#320	Medford J. Brown 3750 Rum Row Naples, FL 33940	Home: (813) 261-4462 1925 Stutz Speedster

Here are a few file changes and corrections for you in case you have been trying to reach members at old addresses. We don't want to lose any of you, so please send along changes as soon as possible.

# 46	Robert M. Buckley	Phone: (716) 689-4043
# 48	Henry Petronis 6561 Hopkins Neck Road Easton, MD 21601	
# 64	Arnie Postier, Jr.	Zip code should be 30144

And closing with two more new life members who have been with us for some time, but are now thoroughly addicted to **Stutz News**:

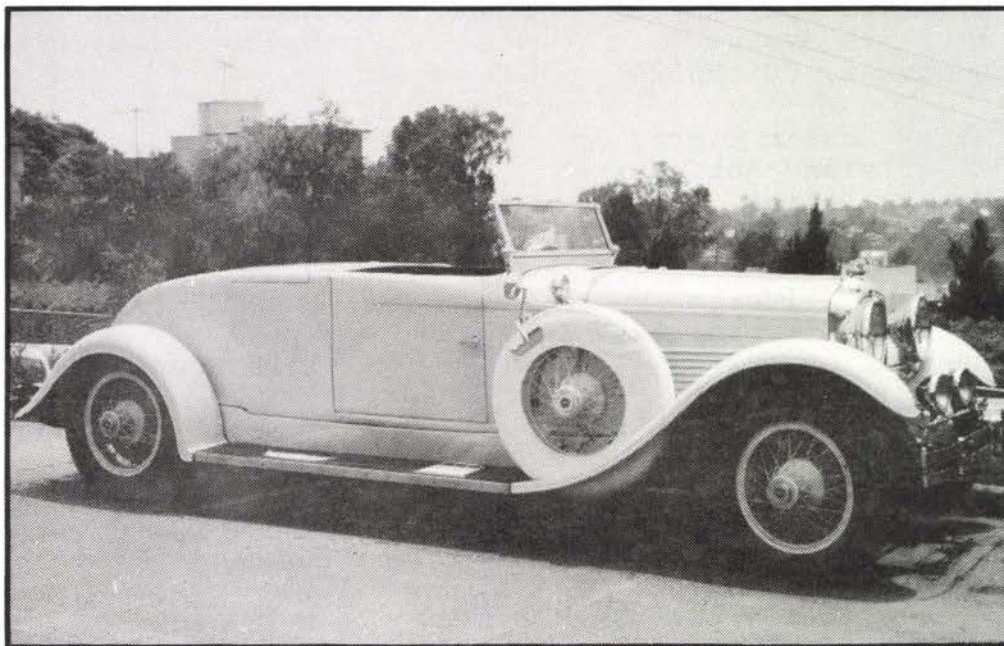
# 11L	Gus Ludwig
#149L	Terry Rogers

THANKS FOR YOUR CONTINUED SUPPORT AND ENCOURAGEMENT. SEE YOU IN NEW HAMPSHIRE AND HERSHEY?

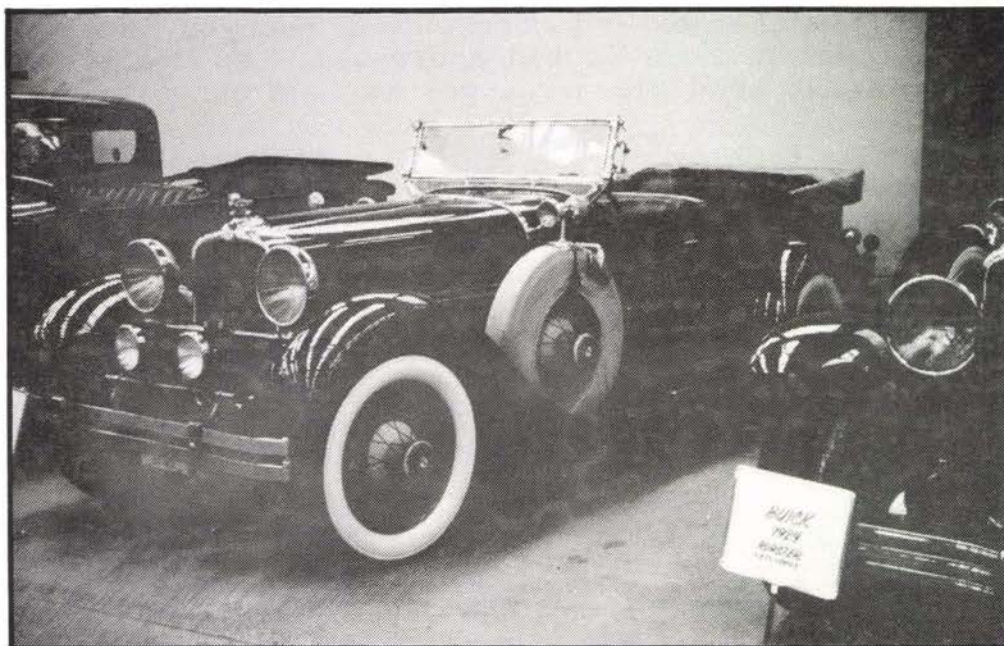
STUTZ IN MEXICO

by Jean Garjot

On one of my recent trips I took photographs of a couple of Stutz I saw in Mexico City. The first picture shown below is of a 1928 Boattail Speedster, Engine No. 92161 owned by new member Juan Souza (#310) who I signed up. This Stutz was originally a phaeton and has been rebodied. No one knows when or by whom.



The other is an original 1928 phaeton, Serial No. 92006 owned by Guillermo Acosta Oriza which is in a private museum called "Museo del Automovil" owned by Arturo Perez, and where owners can leave their cars when not using them. Guillermo Acosta was a club member, but did not continue his membership.



VERTICAL EIGHT: AN UPDATE TO THE PRODUCTION TOTALS

by DAVID W. BRAUN

I would like to thank everyone who took the time to call or write Editor Bill Greer or myself concerning my article on the 1926-1935 production totals, which appeared in the October-December, 1990, issue of the *News*. This article, in part, was done with the idea that there would be later corrections, updates and comments from the readers and perhaps would be an on-going discussion. In any event, I present in this article the updates to this point in time.

After the article was printed, I noted with some chagrin my occasional misspellings and lapse of proper grammar here and there. I have resolved to be a much better proof-reader in the future. Probably a little more serious were my arithmetic errors. As Elliott Kahn pointed out, I am generally off by one number all the way down the line (1001 to 1393 represents 393 units, not 392, etc.). So, in addition to the poor spelling, I have to do a little remedial work on my math skills, as well!

One entire section was somehow omitted or dropped. This was in connection with the sentence at the bottom of page 26, where I said "see also my comments regarding cars sold after 1935." I had intended to write a paragraph concerning these later cars and would have done so for this update, except it began to dawn on me that in reality this is a subject for an entire article. Briefly, what I wanted to discuss and will do so at a later date, is the fact that some Stutz cars were sold after 1934, and despite their being actually made in say, 1931, were registered as 1935 or 1936 automobiles. And moreover, many of these later cars were 1931 or 1932 production updated with 1933-style fittings.

I also made a mistake bottom of page 27, when I briefly discussed the car numbers for 1926-1930. Despite what I said, all of course are FEDCO numbers. And this oversight led to another article, finished this past spring, on FEDCO and the Stutz numbers. This new article was done in association with fellow Stutz Club member Fred Roe, noted author of *Duesenberg, The Pursuit of Perfection*. The title of the article is *FEDCO: The Cryptography of the Stutz Car Numbers, 1926-1930*.

The two highest known 1930's engine numbers, DV-33319 and DV-17599 are still just that, as no higher numbers have yet been uncovered. Of the earlier numbers, we most certainly did come up with some new ending, or highest known, numbers:

For 1927, we now have engine 87315, in an all-original car owned by the same family for the past forty years. This number is considerably past my original ending number of 87225, and serves to kick up the possible starting number for 1928 by at least that amount.

For 1928, I had speculated the ending number would be over 90000. While I was correct in that assumption, I had no idea just how far beyond 90000 Stutz went with the numbers. From various sources, we now have 91343-91410-91921-92117-92118-92235-92441-92685-93414-93477. And since these numbers are fairly close together it would appear we are seeing sequential production. This then means at once that 1928 car production was far different than originally thought. If we are to take 87315 as a possible last 1927 number, and 93477 as a possible ending 1928 number, we have 6,162 units. That figure is well over 2500 units beyond my maximum original estimate. Obviously to go a little further with this, we need to find 1927 and 1928 cars beyond the above numbers, if indeed they exist. We also need to find very early cars with corresponding low numbers, serving as a double-check. The observation can also be made that these very high totals might imply Stutz' skipping blocks of numbers, but I am not

ready to commit either way at this point.

For 1929, we now have Blackhawk car, engine 16910, car 16902. This car was purchased March 22, 1930 from Charles Motors, the Stutz dealership in New Jersey. The car is owned by the daughter of the original purchaser and has been in storage for 41 years. This very high 1929 number and a corresponding low 1930 number I just received, 17118, now leads me to believe that the Blackhawk numbers are in sequence, with no numbers skipped. It appears there really were a thousand or so of the Blackhawks produced, at that.

At least four readers commented that some primary data can be found in the contemporary trade literature of the time: **Branham, Red Book, WADA Used Cars**, etc. This is very true, but only up to a point. The reason I say that is in the 1926-1930 era, the car numbers were FEDCO. These used car books then, are showing the decoded FEDCO numbers (without the complicating alpha-numerical sequences), not engine numbers, and certainly with no assurance that the FEDCO sequences were run to ending numbers (i.e., that actual cars were built to these numbers). I would use **Branham**, etc., with some caution.

One reader (I assume citing **Branham** or **WADA**) said there were parallel sequences of engine numbers, as for example 1926 with 70000- and 80000-series. Again, these are decoded FEDCO numbers, not engine numbers. If anyone knows of a 1926 engine block stamped with a 70000-series number, I most certainly would like to know about it!

Past 1930, I did not receive much new data or comment. It now seems there were at least two 1935-titled cars in the United Kingdom, thanks to Keith Marvin's information. Actually, there was a 1938 Stutz, as the auction of October 11th featured a brand-new sedan of unknown type. It was undoubtedly a left-over, but I would bet the new owner registered it as a 1938 automobile. We also have some evidence that the Tuxedo Cabriolet (seen in #15) was sold as a new car and registered as such in New York state, as a 1936 automobile. Concerning DV-32 production, Ernie Toth, Jr., said he had information showing DV- cars as being available in March of 1931, instead of the April 30th date I cited.

Please keep your input coming as its rather obvious we still have a ways to go in fixing the numbers. The FEDCO article cited above should help on car serial or VIN numbers, and clear up some of the confusion that still surrounds the Vertical Eight cars, 1926-1935 (or '36 or '38 ?!).

---Dave Braun

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CORRECTIONS -- APRIL-JUNE 1991 ISSUE NO. 16

One of the displeasures ye olde editor has is to list those bugs that crawl into print in each issue. We must do so, however, because misunderstandings can creep in if corrections are not made. You will note a bit of humor in some of these changes as you make them.

- Page 4 -- column 1, line 3: "Worchester" should be "Worcester"
- Page 6 -- column 2, line 10: "Care" should be "car"
- Page 7 -- column 1, bottom paragraph, line 6: "334" should be "337"
-- column 2, line 1: "cart's" should be "car's"
- Page 9 -- column 1, first line of third paragraph: "Cam" should be "came"
-- caption of bottom illustration: "Authentic" should be "magnetic"
- Page 17 -- column 2, third line of second paragraph: "auction" should be "action"
- Page 24 -- column 2, line 4: "1936" should be "1926" (as per next page)
- Page 25 -- column 1, first paragraph of article The Hand Throttle, line 9: "parrafin" should be "paraffin" (kerosene to us Americans)

We know there must be other bugs in there, if you find them please swat them! and then inform the editor.

HINTS FOR STUTZ VERTICAL EIGHT

(as seen by Ray Keto)

SPARK PLUG WRENCH:

Lacking a spark plug wrench designed for the "Challenger" engine, I have broken porcelains and cussed in trying to remove plugs close to the manifolds with modern plug wrenches. I have finally obtained a ratchet wrench which works like a charm, taking no more height than the plug itself, because the plug passes through the wrench! O-RATCHET, Inc., 1918 A Street, Ada, OK 75920, (405) 332-4042 manufactures this 3/8 inch socket set. Although it normally is fitted for modern plugs (5/8 and 13/16 inch) they can supply a 7/8 inch which fits the AC 87C plugs I buy off the shelf at the local farm tractor store.

REPLACING VALVES:

If you finally find a heavy equipment (truck) machine shop that can handle the long Stutz head for inserting new valve seats, befriend the shop foreman ahead of time so that he will listen to you rather than doing the job like modern heads:

1. If you pulled the head off its mating block and the gasket face of the head is not damaged, do not have it planed. The head fit the block, and will fit again without being planed. Inasmuch as the gasket surface is large, the compressive stress is distributed on this side. However, the head nuts concentrate the compressive stress locally under the washer, causing some distortion locally with lateral stress. When the head is removed the release of the localized lateral stress may produce slight bending of the head. If the head is now planed flat, the camshaft bearings will still be aligned along the bent head, and may cause binding inasmuch as the head will no longer fit the block identical to when it was removed.

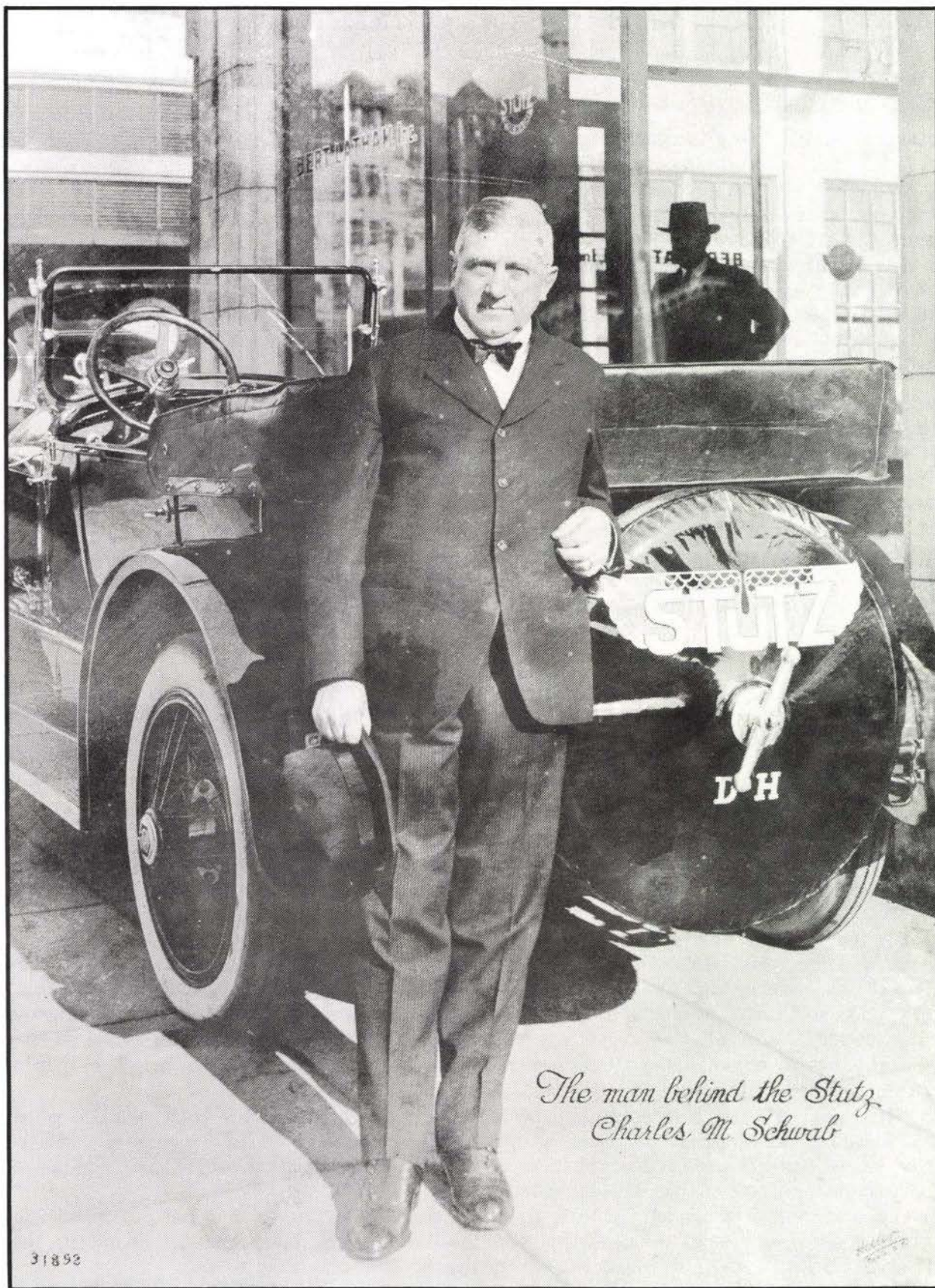
If the gasket surface is bad and needs planing, Check the alignment of the camshaft bearings and correct if necessary.

2. Machine shops like to plain the head to have a true surface from which to locate subsequent operations, such as boring for inserts and reaming for oversize valve stems. But they are not experienced with the Stutz design overhead camshaft. The cams always strike the valve piston from the same side. The valve piston is the major valve guide, being relatively large and precisely fitted with good lubrication, suffers little wear compared to the valve stem guide which runs hot without good lubrication. The conditions are such as to cause the wear on the stem guide to become one sided (off center) and out of round. If the stem guides are reamed from the gasket side of the head, the reamer will self adjust to center itself by averaging the off-center wear. It will then guide itself from this starting off center condition, averaging as it proceeds, exiting according to any less severe wear at the valve piston end. As a result, the reamed valve stem guide will be at an angle and off center relative to the more precise larger valve piston guide, causing binding after proper assembly.

To avoid binding, a reamer guide which precisely fits the valve piston guide and extends to the top of the stem guide is inserted and the stem guides reamed from the valve piston end. Then the head is turned over and the valve seats made normal and concentric with the reamed stem guides.

An alternate approach is not to use oversize valve stems, but to knock out the stem guides and bore them in a precise collet chuck, press in a bronze bearing sleeve which is then diamond honed to the precise clearance.

We were pleased to receive this article from new member J. Ray Keto (#312), a youngster of 73 and a retired mechanical engineer who designed for a precision machine shop. Ray has just finished doing a valve job on his 1927 Stutz AA2 which he has owned for 24 years. We hope Ray will share more of his experience with us in future issues. Ed.



*The man behind the Stutz
Charles M. Schwab*

The above Hiller, S.F. photo (circa 1922-23) at Bert Latham, Inc. is from the Cordy Purdy collection. Note that this Stutz is "Left Hand Drive" which was optional on some 1922 models. Perhaps the DH on spare tire cover stands for "Detachable Head" fitted on the KLDH series 4 cyl. engine?



FINANCIAL REPORT

by Joseph B. Folladori, Treasurer

This report covers the period of April 17, 1990 through July 17, 1991.

It is a pleasure to welcome Gustav W. Ludwig (#11L) and Terry Rogers (#149L) as the 28th and 29th Life Members of the club. Contributions to the Cordy Purdy Memorial Fund are being reported for the first time. These derive from the sale of various items donated to the club by Mrs. C. McCord Purdy.

BALANCE as of April 17, 1990		\$6,236.13
INCOME		
Membership Dues (4/17/91 - 7/17/91)	960.00	
Interest Earned (CD 162.48, M/M 81.03)	243.51	
Sales	62.00	
Donations/Contributions (see below)	<u>247.50</u>	\$1,513.01
EXPENSE		
Administrative Expense	247.93	
<i>Stutz News</i> , Vol. IV, No. 16	1,494.92	
Stutz Book Report/Request	<u>160.64</u>	\$1,905.49
BALANCE as of July 17, 1991		<u>\$5,843.65</u>
FUNDS are held in the Treasury as follows:		
1 year CD #44845106	\$10,000.00	
Money Market Acct. #44845149	\$ 5,843.65	

DONATIONS

	<u>Stutz Book Fund</u>	<u>Purdy Memorial Fund</u>
Matt S. Browning	\$ 20.00	\$77.50
A.J. (Tony) Koveleski	\$ 50.00	
Dale K. Wells	\$100.00	

STUTZ ON THE MOVE

CCCA Spring Grand Classics:

by Bill Greer

A number of Stutz hit the road early in 1991. Those who showed up at the CCCA Grand Classics on April 6, 1991 did well indeed.

At St. Louis, MO

- o Norman Hiser took 2nd place (94 pts.) in Primary with his 1927 Stutz AA Rumble-seat Coupe
- o William S. Abbott exhibited his 1932 Stutz DV-32 Boattail Speedster, Le Baron

At West Columbia, TX

- o Joe Tamborello took 1st place (99.5 pts.) in Senior with his 1928 Stutz Black Hawk Boattail Speedster
- o Noel Thompson took 1st place (100 pts.) in Senior with his 1932 Stutz DV-32 Convertible Coupe

Indiana Concours d'Elegance:

Bill Greer's 1922 Stutz KLDH Bearcat represented the Marque at the Third Concours held May 4-5, 1991 at the American Trans Air Hanger in Indianapolis

Stutzing - Northern California:

by Harry Windsor

Marshall Mathews made an extended tour through the Gold Country in his 1914 Bearcat, 4E. As Marshall succinctly put it, "a piece of cake."

At The Hillsborough Concours Stutz was well represented. Jacque Harguindeguy had his brilliant 1930 Monte Carlo, Weyman; and the Windsors' their 1932 DV-32 Sedan, LeBaron. You would have no trouble finding Jacque's car -- just look for the crowd. This car took the much coveted Hillsborough Cup for the most elegant of the show -- no mean feat.

Next show as The Silverado Concours. In addition to the above two Stutzes, Otis and Valerie McGee brought their outstanding example, a 1928 BB Weyman Victoria. Again Jacque took The Most Elegant Award of the several hundred cars, the Windsors received First in Class in the Classic-Closed class. The McGee car, in the same class was not shown for judging by their choice. However, if it had been judged, there would have been some spirited internecine competition.

Eastern Concours d'Elegance:

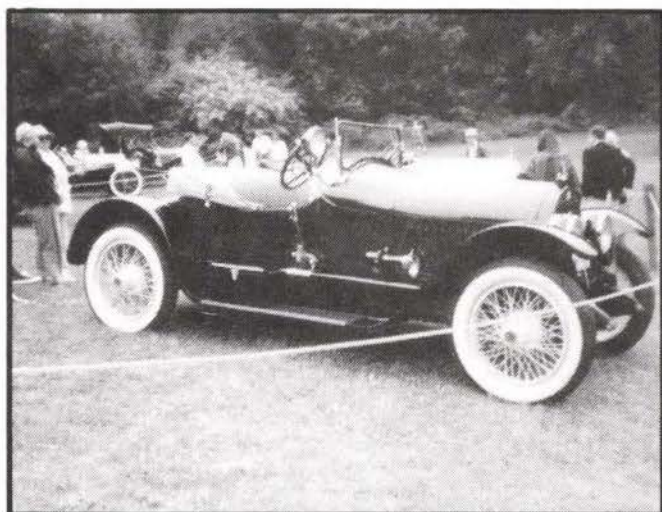
by Ray Katzell

The 1991 invitational Concours d'Elegance sponsored by the Burn Foundation in Reading, PA was held on May 18. This year's theme was "Romancing the Roadster."

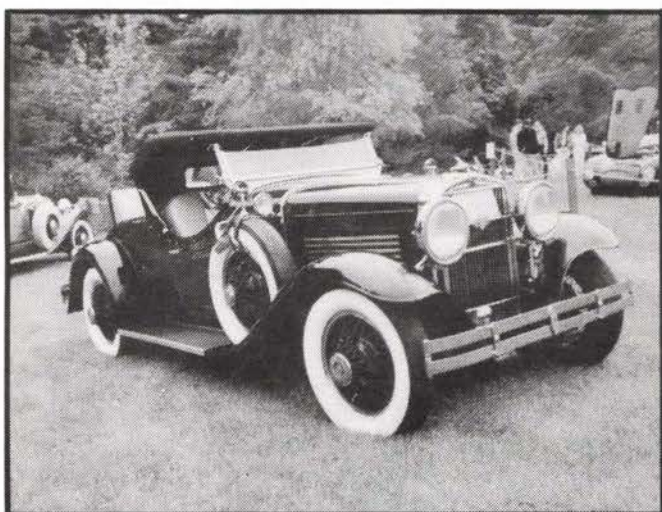
Among the 85 spectacular open and convertible roadsters that were invited were 3 Stutzes: Noel Thompson's 1932 DV-32 Convertible Coupe, John E. Morgan's 1929 L-8 Blackhawk speedster, and Raymond Katzell's 1920 Series H Bearcat. (In extending the invitation to Ray, the Concours director noted that they couldn't envision "romancing a roadster" without having a Bearcat. Amen.)

The blue-ribbon panel of judges, headed by our own Beverly Ray Kimes, honored our marque by selecting as best in show Thompson's DV-32. This maroon beauty was formerly owned by Robert Bahre, and received a fresh restoration in 1990. The award was especially significant in view of the excellence of the rest of the field and the fact that judging was based on the French system, which considers overall aesthetic appeal rather than just perfection of condition. Heartiest congratulations, Noel!

It may also be of interest to note that, in terms of number of invitees, Stutz again beat Mercer, this time by a 3 to 2 margin.

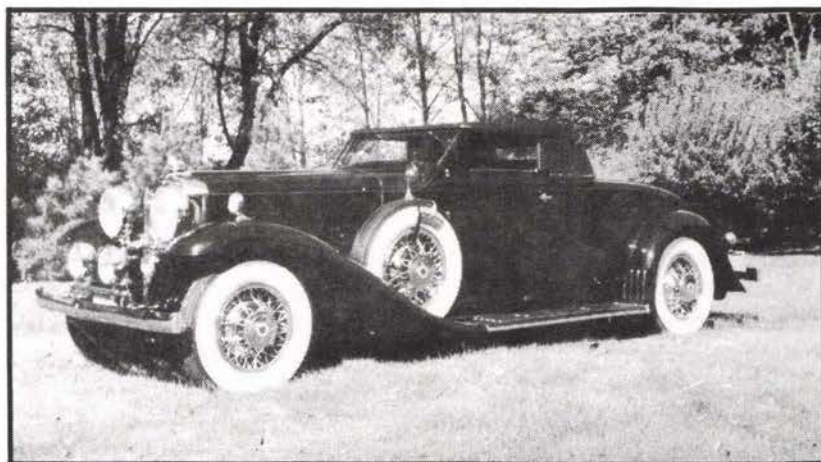


o Raymond Katzell's 1920 Series H Bearcat



o John Morgan's 1929 L-8 Blackhawk Speedster

- o Noel Thompson's 1932 DV-32 Convertible Coupe (For other photos and info see Oct.-Dec. 1990 issue, pages 3-5. Ed.)



LETTERS TO THE EDITOR

From: Smith Hempstone Oliver (#97H), Tarpon Springs, FL dated June 7, 1991 (excerpt).

The latest *Stutz News* (No. 16) arrived on Wednesday, June 5. I am very pleased with it and all the inputs by everybody. Thanks so much for your continued good work as Editor. Without a good publication, such as *Stutz News* is, no small club could exist. You make it so.

I was very happy to see on page 15 Dave Braun's comments on my DV-32. I would sure like to know who the Floridian is who supposedly might be the present-day owner of that car! I guess he is not a Stutz Club member. Do you have any idea who it might be, and where? In the meantime, member A. K. Miller has never made any comments on whether or not he ever became the owner of my 1920 Bearcat that I owned in 1933. Why not?

The back cover picture submitted by Charlie Betts is quite interesting. I can throw no light on the mystery. He comments on the small diameter of the brake drums. True. I comment on the fact that the drums are made with fins for better cooling, such as the drums on Model 734 Packard Speedsters, on some models of Pierce-Arrow and, of course, Stutz.

(Please help Mr. Oliver find the current owners or prior owners of the Stutz he mentioned above. Ed.)

From: Ivan Saxton (#205), Victoria, Australia dated 13 June, 1991 (excerpt).

The April newsletter has just arrived and two historic photos need some comment. The LeMans car (pg. 19) is very interesting. It has no supercharger, so that must have been an English extra -- note my previous remarks about the super-



charged BB Black Hawk photo which was originally published in 1929, and inserted with the wrong caption by the publishers of Mark Howell's book "RACING STUTZ." I cannot imagine why they would substitute Rudge Whitworth wheels for the original Buffalo wheels shown in the photo. As you know, I have cars with R. W. wheels as well as cars with Buffalo, and I consider the Buffalo to be superior in all ways.

Mr. Betts is very likely correct about the origin of most of the "Stutz Special" on the back cover (April-June 1991 issue). Most details match very closely the 183 cu.in. Duesenberg's as used at Indianapolis 1920-1922. You can see the shadows of the four rear exhaust tubes on the side of the bonnet beneath the main pipe. In 1923 Duesenberg changed the front mounting of the rear springs to a compressed rubber type, so the car predates that. The early Duesenberg 183's had smaller diameter rear wheel brakes that appear to be operated by cable like this car. That would likely date it as 1920, or early 1921 if the front brakes were Duesenberg rather than Stutz. The lack of compensation would not be designer's proudest achievement; and probably explain why Duesenberg introduced their elegant hydraulic brakes, or why Stutz never bothered with front brakes before the AA Series. The 183 cubic inch Duesenbergs were raced as Revere and Meteor, as earlier 4 cylinder cars were raced as Roamer and Kenworthy. Maybe Stutz thought they could win good publicity by racing a top car;

and maybe it came to naught because it was dangerous to handle with those uncompensated front brakes. I once had a front brake lose block on my 1953 Lancia, and it would change lanes instantly if you braked hard; and that was pretty exciting in traffic!

From: Dick Parrett (#274), Royston Herts, England dated 18 June 1991.

What an excellent 32 pages No. 16 is, so much so, I can't omit one or two comments.

Firstly on Stutz at LeMans. We really shouldn't forget one other American car manufacturer whose performances in Europe at the time were considerable. I refer to Chrysler. At LeMans between 1924 and 1931 Chrysler managed a 3rd, 4th, and 6th and twice 7th. In the other 24 hour races at Spa, Belgium they finished 2nd, 3rd and 6th in 1928 and in the same event won their class in 1931. Chrysler may not have the glamour of Stutz or Duesenberg but, they proved to have what it takes when comparing their performance and reliability of their day.

Now, to superchargers. In 1929, at LeMans, Car No. 5 Brisson/Chiron ran with blower. It didn't retire with a split fuel tank either! No. 6 car Eyston/Watney suffered this fate. The blown car suffered many problems, some due to the complicated system of balancing the fuel pressure in the carburetor. The car caught fire following re-fuelling, Brisson receiving serious burns but Chiron took over the car and continued until a combination of bearing failure (rear main) and clutch slip forced retirement.

The car which finished the race is probably the one pictured on page 19. "Philippe" is in fact the gentleman in the center of the picture. Interestingly the car has its full lighting equipment, three heads and two spot lamps and is without supercharger. If it wasn't for the fact that the car does not have the Rudge knock off hub caps

fitted just prior to the race, I would have said this photo was taken after the race, when the car returned home. Also according to David Braun the cars had the superchargers removed in England or France just prior to the race. Was this the only one of the three cars which returned to the factory?

Apparently the Eyston/Watney car went back to England, was checked over, had supercharger refitted and ran blown in the 1929 Ulster Tourist Trophy race in Ireland. It subsequently was road tested in 1930 by the Autocar magazine but disappeared in the late thirties.

What about the Brisson/Chiron car? Is this the ex Harrah car? I live only 10 miles from Rodney Healt's farm where this car (?) was found by Paul Gist in the early 1970's. Rodney Healt had owned the car for nearly twenty years before Paul bought it or, is this the Eyston/Watney car?

Now, on to Weymann bodies. The Lancefield Stutz owned by Norman Barrs could well be built under Weymann patent but if it is it would have evidence of the Weymann insignia (logo) on items such as door locks. In England a Weymann bodied car is quite possibly not actually built by Weymann but by a coach builder under the license or patent. I own such a car which is totally original, down to the fabric, and bodied by Harrington & Brighton (sp? Ed.) with Weymann logos all over it!

Now, on to worms. I believe that this system of gearing does have high inertia rates if the incorrect oil is used. Their mineral oils do not have a sufficiently high slip content for this form of drive. If you want to obtain the best performance from either worm drives or skew gear drives, then it is best to use a vegetable based oil such as Castrol R. I can confirm that much longer life can be obtained using this oil because it has a much greater slip factor, and you need "slip" with worm drives.

Finally, I refer to that superb photo on the back page of the April-June 1991 issue. The driver is Pietro Bordino, the "crack" Fiat works driver, and the fastest Grand Prix driver of his day on the European circuit.

In 1922 Bordino was campaigning a 1921 Tipo 802 (8 cyl.) Fiat in the USA, with varied successes on the West Coast. Perhaps he visited Indianapolis and had his photo taken in the Duesenberg (Stutz Special). The car is a 3 litre Duesenberg but an early 1920 year car, the same as the Elgin race car, with cable operated small drum brakes, not the hydraulic brakes used in the 1921 French G. P.

Why the car appears to be "out of date," i.e., why doesn't it have larger hydraulic brakes for road racing by 1922 or without front brakes for track racing, I can't say -- someone out there knows the answer -- did Bordino drive a Stutz Special in 1922? He was back in Europe for the French G.P. at Strasbury (sp? Ed.) in June as he put in the fastest lap and retired whilst leading the race. He put matters right in September of that year winning the Italian G.P. and some time later returned to the USA for the Indianapolis "500" in 1925, driving a monoposto Tipo 805 Fiat in which he finished 10th.

Whatever, the driver (in the Stutz Special shown) is certainly Bordino, the rest I can't be sure but thank you for a really excellent publication and more power to your elbow.

From: James A. Conant (#21), Fairview Park, OH dated July 3, 1991.

You keep coming up with great articles in the *Stutz News*. Dorothy and I look forward to receiving them. The last issue was particularly of interest to us because of the article by Hemp Oliver. I think he did an outstanding job on it because as you know, he is a wonderful story teller and has an incredible memory that always proves to be accurate

for names, dates, places, events, etc. We are anxiously looking forward to the next installment of the continuing story of "My Fifth Stutz." Thought you would like to see a copy of the letter I wrote to Hemp after the last installment.

As you know, we are the current owners of the wonderful 1914 Bearcat having bought it from a Harrah auction in 1976 after Harrah's had acquired it from the Rockefeller estate at Petit Jean Mountain, Arkansas. I certainly hope it will be in the July-September issue so that too much time does not elapse between the installments.

We hope this year we will not have an interference so that we will be able to go to the Stutz Meet in October. However this Saturday, July 6th, we are leaving for Williamsburg, Virginia with our 1913 Locomobile to drive it to Vancouver, British Columbia and then down to the San Francisco area. If everything goes well and we are not too "antique car'd" out, we hope to make the meet.

Keep up the good work. We are all appreciative of your good work!

From: John Fossette (#77), Sacramento, CA dated July 5, 1991 (excerpt).

I'd like to thank you for your help in my search for a brake pedal awhile back. One did turn up for my 1927 Touring Brougham, and I nabbed it.

Also, I'd like to compliment you on the quality of the *Stutz News*. A club's publication is its point-of-sale advertisement to its members and prospective members, and I'm sure that your efforts as editor are directly reflected in the membership topping 300 now. I think that is remarkable, and would seem to include nearly every extant Stutz vehicle. For certain, my Stutz, with its major brake parts now in captivity, is more nearly extant that it once was.

MY FIFTH STUTZ

(Last Installment)

by Smith Hempstone Oliver

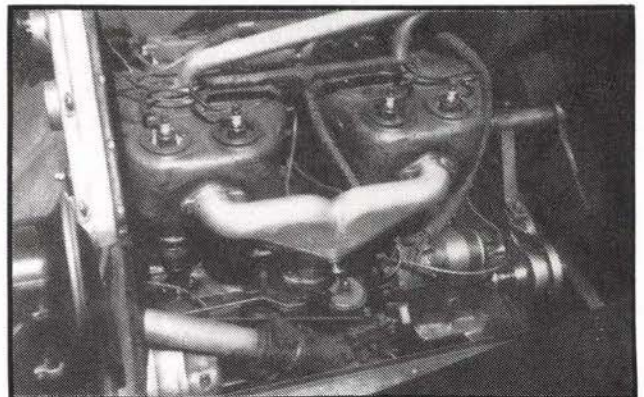
As owners of early Stutz cars know, the "dog bone" radiator cap is of aluminum. This screws into the brass, internally threaded neck of the radiator, not a very good metallic juxtaposition, especially so where water is present. Accordingly, the externally located threads on the cap were considerably eroded, and the cap really couldn't be tightened. What to do? Well, I then worked for the Arma Engineering Company in Brooklyn, a large factory with a huge machine shop that made ordnance equipment for the United States Navy. One day the shop superintendent did me a great favor and had one of the best machinists turn down completely the eroded aluminum threads, shrink a properly sized brass bushing thereon, pin the bushing in place with two pins diametrically opposed, and then thread the bushing to fit into the radiator neck. Eureka! A perfect repair job! I was elated. Jim Conant, examine the radiator cap on your Stutz now, and you will see this ancient repair job, I feel sure.

Sometime in 1937 I obtained a nice large used Boyce Moto-Meter for 50 cents -- the going price then at junkyards -- for the above-mentioned radiator cap. I contacted the maker and was able to obtain the insert showing the Stutz nameplate in color. Again, I was delighted. At the same time I obtained another insert showing the Mercer nameplate for the late Nils Mickelson who then owned a 1922-or-so Mercer raceabout. For these two inserts the bill from Boyce was zero! Such friendliness! There have probably been no insert requests made upon Boyce since the one I made. By the way, is Boyce still in business?

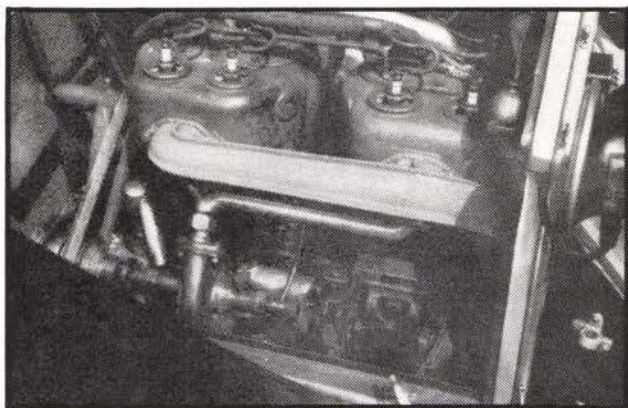
Because of the rust in the gas tank I installed a glass-bowl fuel filter that was easily screwed into

the outlet at the bottom of the tank. And it had to be removed and cleaned quite often, you can bet! Furthermore, because of the principle of gravity, I had to install an electric fuel pump -- an Auto-Pulse -- in the line between the tank and the carburetor. You see, when the tank was very low on fuel and the car was going up a steel hill, the level of gas in the tank was lower than the gravity-fed carburetor, and so the engine would stall. Also, when the fuel was low, a very fast acceleration in low gear would cause the gas in the fuel line to surge backwards toward the tank, again starving the carburetor and stalling the engine. In one of the illustrations shown here, the Auto-Pulse can be seen on the right just below the plunger that operates the exhaust cutout. A bypass line incorporating a shutoff valve can be seen. This was for use if the pump failed for lack of electricity or otherwise, in which case the fuel supply would again be good old gravity as originally. This feature was never used, however.

Another alteration to the car was my addition to it in very late 1941 of a set of four Hartford-Truffault shock absorbers. Incidentally, I hope your readers will now remember



Intake side of engine No. AI-779 of 1914 Stutz, May 7, 1938.



Exhaust side of engine No. AI-779 of 1914 Stutz, June 18, 1938.

that at the end of the first installment of this article I left you with a test of your powers of observation. What I wanted to find out was if anyone had noticed that my Bearcat had no shocks, as is evident from my photo of the front suspension of the car. And they had not been removed either, as no holes for mounting the brackets necessary for the installation of shocks had ever been drilled into the frame. Well, good luck was with me, as in October 1941 Alec Ulmann had bought a 1912 series 35-C Mercer raceabout out on Long Island, and Charlie Stich and I had gone out to the car's storage garage in Alec's station wagon and towed the Mercer back to Charlie's garage where it was to undergo a complete restoration, including the mounting of modern Monroe telescopic hydraulic shocks! Alec graciously gave me the old Hartfords, and I installed them on the shockless Stutz at Stich's shop. What an unbelievable difference they made in the riding qualities of the Stutz! Don't anyone ever think that friction-type shock absorbers can't really do anything. They can. I know from personal experience.

Just before my 1938 vacation trip to New England the tire of the left rear wheel was hit hard by a car coming from behind while I was stopped at a traffic light. It must have damaged a ball or two on the huge wheel bearing, as after I arrived in New England I noticed problems in that area. A diligent

search in the local junkyards near Scituate, Mass., turned up a Stutz half-shaft axle with its bearing still pressed in place. It's easy to change the back-axle shaft on a 4-cylinder Stutz, and so I effected the replacement after thoroughly cleaning and greasing the newly acquired bearing. There was never any trouble there after that, the \$2 junkyard purchase being quite adequate. Boy, talk about the good old days!



Hemp Oliver's father watching repairs being made to radiator of Stutz, April 29, 1939. Observe cars in background.



Bob Bohaty posing by engine of Stutz at his home in Bay Shore, Long Island, NY, May 14, 1939.

In May of 1939 I was contacted by the West Coast Sound Studio, located on Manhattan's west side near 57th Street. They were interested in renting the use of the Stutz for making a short advertising moving picture for Exide Battery. I was offered \$30 a day for 2 days! I accepted and duly drove up to Craigsville, N.Y., where the film

was to be made outside an old, weather-beaten blacksmith shop on May 22nd and 23rd. I had lots of fun watching the action, and I made quite a few photos. Several months later I saw the movie one evening. It was then being shown to all the Exide dealers and employees in New York City. I wonder if that film is available today. A letter to Exide might produce that information. Oh, yes!, I recall when they paid me my \$60 they withheld 60 cents for Social Security! Well, I've gotten that about back many times over.

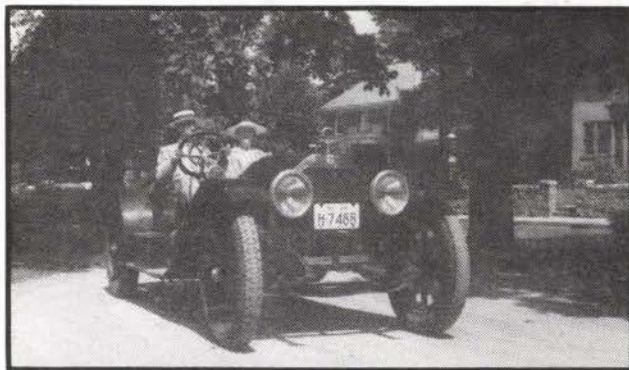


Actors and Stutz outside blacksmith shop at Craigsville, NY, May 22, 1939. Observe 1914 New York license plate furnished by studio.

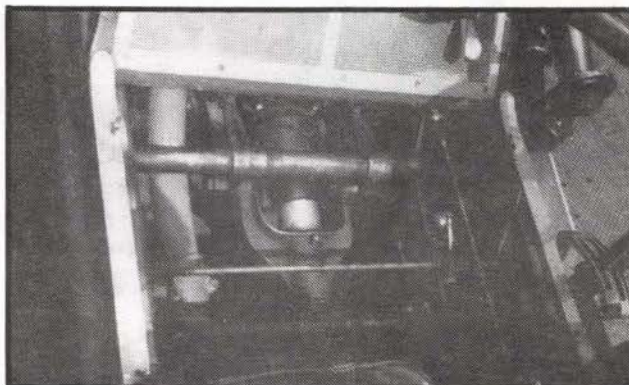
Sometime in the very late 1930s or early 1940s I stopped by the home of the original owner of the Stutz to say "Hello." I found him to be in bed, very sick, but happy to learn that I had come in the Stutz. He arose from his bed and came to the front window, looked longingly at the car, and said something akin to, "My dear old Stutz, how happy I am to see you again." It was really quite touching. A few months later I read of his death.

Another bearing problem arose in 1940 when the double-row ball bearing supporting the shaft of the pinion of the differential gave out. Again a junkyard came to the rescue, this time being the fabulous such place of the famed racing-car owner, Mike Caruso, out in Hicksville, L.I., N.Y. I remember having seen an aluminum transmission cum differential case hidden

away in the yard, so went out there in my 1933 V-12 Lincoln convertible, found the case, and removed the shaft with pinion and bearing. All that I wanted was the bearing, of course. Back at Arma, using a heavy press, I disassembled the thing. In my garage I removed the offending similar unit and swapped the bearings, again using the press at Arma. I had to retain my old pinion because only it would mesh properly with my ring gear. All of the work was finally done, although how I ever performed that hard work, most of it all alone, I'll never know. Never again, you can bet! And what happened to the aluminum case? Our fellow club member, A.K. Miller, learned about my experience somehow, sent me one of his famous penny postal cards, and asked me to tell him where I had found it. I did that very thing, and I guess that he might own the case even today.



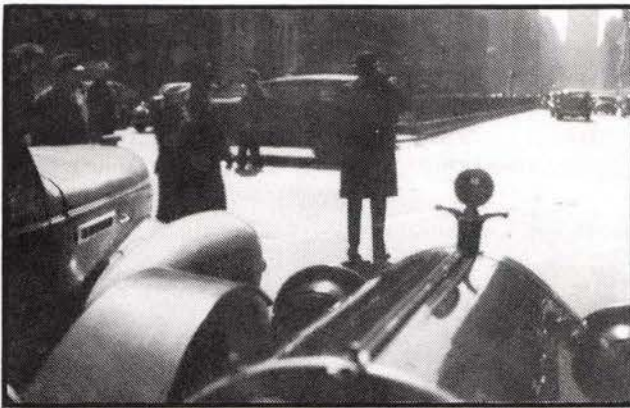
Hemp's parents in Stutz in front of home at 36 Kay Street, Newport, RI, July 28, 1939. Hemp's care always used a RI license plate.



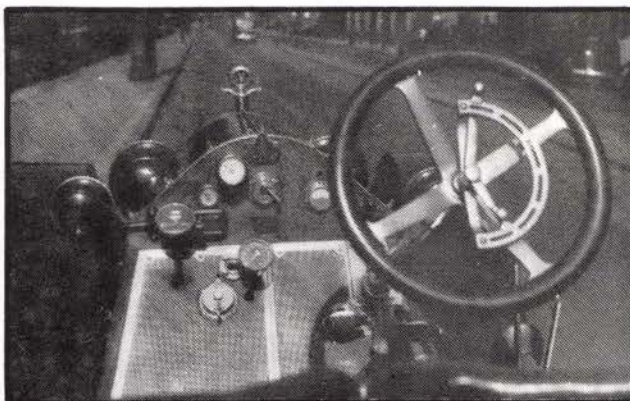
Beneath floorboard of Stutz, showing muffler cutout on left, universal joint in center, and Auto-Pulse on right, August 2, 1939.



Hemp's Stutz, and Charlie Stich in his 1909 Mercedes in front of Stich's garage at 337 East 64th Street in Manhattan, September 22, 1939, just before leaving for VMCCA meet to be held at Framingham, MA.



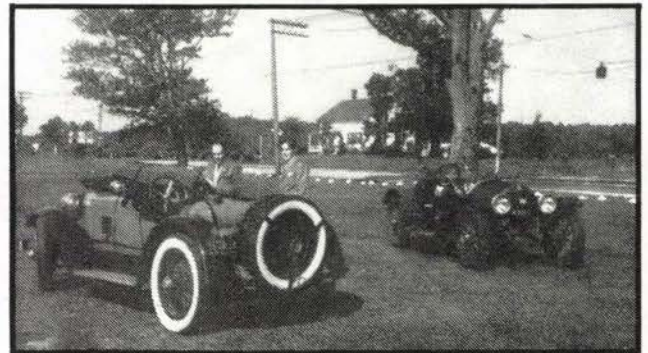
Herbert Fales photographing Hemp's Stutz on Park Avenue, Manhattan, during Easter Parade, March 24, 1940. Hemp's photo, shown here, was made over hood of Stutz.



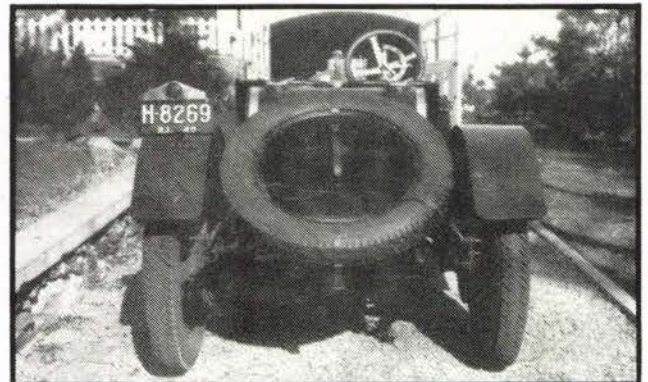
Instrument arrangement of 1914 Stutz, summer of 1940.

In September 1940, while en route to the second annual Veteran Motor Car Club of American (VMCCA) event at Framingham, Mass., I, in the Stutz, and John Libaire in his

series 5 Mercer raceabout, had a minor, high-speed collision while near Portland, Conn. We were tearing along, accompanied by Bill Armstrong in his modern M.G., when, while taking a sweeping turn to the left, John, on my left, tangled his right rear hub ring with some of the wooden spokes of the left front wheel of the Stutz. Wood chips flew, not enough to threaten the wheel, but enough to show that something had happened. But wait, that's not all! A policeman had been chasing the three of us, unknown to us, and so while we were stopped to look at the damage, the law pulled up to chide us and give us speeding tickets. We duly went to the house of a justice of the peace, paid our fines, and slowly continued on to Framingham.



John Libaire's Mercer and Hemp's Stutz in West Warwick, RI, en route back to New York City from Framingham meet, September 22, 1940.

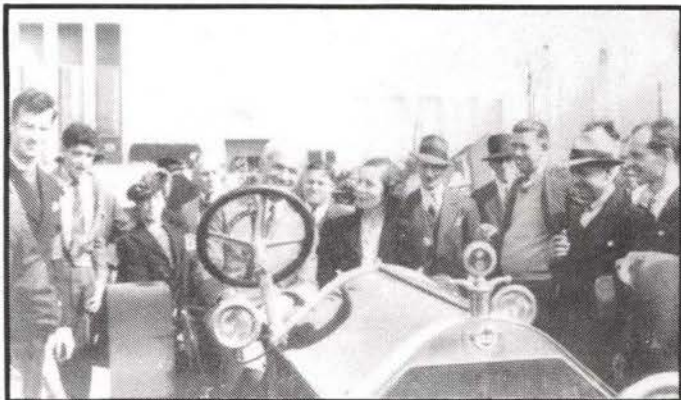


Rear view of Stutz parked in driveway of Alec Ulmann's home in Rye, NY, summer of 1940.

In the fall of 1940 the Stutz was entered in two different activities at the New York World's Fair. The first of these two events, held on September 29, was one put on by the

VMCCA, and was strictly for old cars. Many contests were planned, many cars were entered by VMCCA members and a few interlopers, and a good time was had by all.

The other event was the October 6 "Race Around the Houses," put on by the Automobile Racing Club of American (ARCA), predecessor of the Sports Car Club of America (SCCA) of today. The Stutz was to be the pace car for a few laps before the flag dropped to start the event for the modern racing cars. Ralph De Palma was to be the driver and I, his passenger. I was in heaven! Here was I, being driven in my Stutz by none other than the world-famous Ralph De Palma, winner of the 1915 500-mile Indianapolis race in a 1914 Grand Prix Mercedes, leading a pack of snarling racing cars about to enter the fray. We pulled off the course at the proper time near the starting line, and the race itself commenced, being won ultimately by the late Frank Griswold in an 8-cylinder Alfa Romeo. What great days they were! Thus ended 1940 for Stutz activities, with a vicious war raging in Europe, but with the United States not yet embroiled.



1914 Stutz at New York World's Fair after the ARCA race had ended, October 6, 1940. Hemp stands at far left, Ralph and Marion De Palma are seated in car, and Ted Mickelson stands at far right.

I've always liked to carry spare parts in a car; little things like fuzes, spark plugs, and the like and there was not much space in the tool box on the left running board,

what with the jack and its handle and the large hand tools (many of which bore the name "Stutz" on them). I had often eyed the space under the passenger seat on the occasion when I lifted the cushion. There could be seen a rectangular piece of sheet wood that invitingly asked to be removed. Upon my doing so one day I realized that I could make a wooden box (unfortunately not too deep, because of control rods, exhaust pipe, or something passing from front to rear) that I could secure in the area discovered.

Once the new tool box was in place I could fit into it all kinds of goodies that I had accumulated, one of which was a nicely greased and packaged rear-wheel bearing that Earl Jacks had thoughtfully given me from the supply of new spare parts at Headington Motors, where he worked. Another small, but very important item that should always be available in a car fitted with a 2-spark dual magneto was the complicated distributor rotating brush holder, a very rare spare part to find. I'll bet you dollars to doughnuts that none of the proper Stutz tools and parts I have listed are still with the car, awaiting possible need. How about it, Jim, can you find any of them today? The jack was a fancy, compact French-made one that I had removed from the French-bodied silver ghost Rolls-Royce touring car I had junked in late 1936. Too many people had access to the car between my owning it and Jim Conant's owning it today.

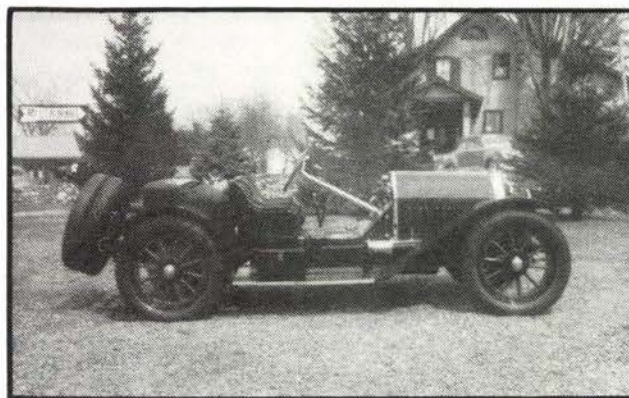
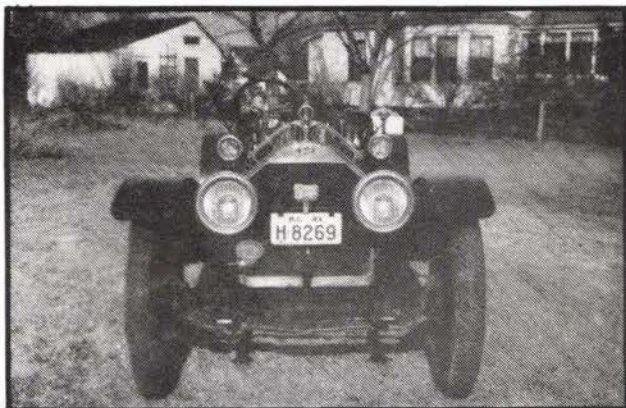
I even carried a spare back-axle half shaft (without bearing) securely fastened under the left running board. After all, one never knew when an axle would snap, as happened to many a Mercer, for instance. And where would the unlucky motorist be then, without a spare shaft? Incidentally, on the 4-cylinder Stutz the left and the right shafts were identical, and therefore interchangeable, necessitating the carrying of only one shaft as a spare, whereas the unfortunate Mercer tourist was

saddled with a car that was fitted with a pair of shafts of unequal length, so had to carry two shafts if he wanted to be properly equipped for the bumpy roads found then.

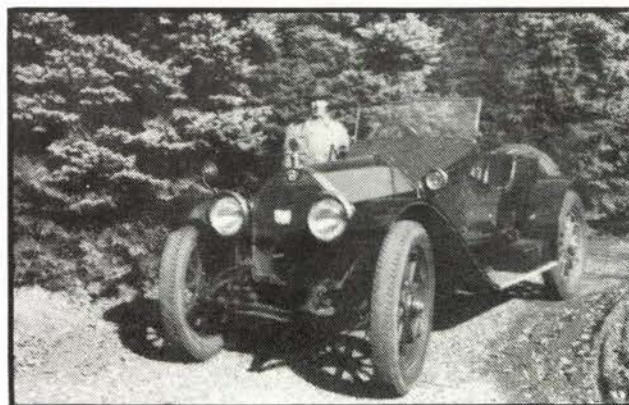
A still further thing that I did to the Stutz was to substitute for the original speedometer a nicer, larger instrument -- I think it was a Warner -- that I had removed from a junked Crane Simplex. This had the Crane Simplex nameplate, in miniature, in color printed on the face of the instrument, the only one I ever saw so equipped.

Furthermore, to the right of the Bosch Type A coil I placed a home-made tachometer, one that I created from a brand new World War I analog-type speedometer that I had picked up for 50 cents at a surplus store on Canal Street in Manhattan. It had been made for use in Russia, by the way, as the printing on the dial was all in Cyrillic. I substituted an aluminum dial properly engraved to indicate revolutions per minute for the original speedometer dial. On the shaft that drove the generator I placed a gear, and I mounted a Stewart-Warner speedometer swivel gearbox, with a properly sized gear, adjacent to the first gear mentioned. A typical speedometer cable connected the swivel gearbox to the tachometer. At last I had a tachometer on a car of my own, and it worked properly. Both of these

Front view of 1914 Stutz at Amityville, Long Island, NY, March 23, 1941. VMCCA and AACA badges can be seen here.



Right side view of 1914 Stutz, April 5, 1942, after Hemp had sold the car to Jack Fetterolf of Lahaska, PA, because of Hemp's imminent joining the United States Navy. Observe Stich-designed-and-built method of mounting spare rims and tires. A master job!



The late Thomas McKean V and the 1914 Stutz that he had bought from Jack Fetterolf. Here on, February 3, 1946, can be seen the custom windshield and lap protection created shortly before by Derham.

instruments can be seen in one of the pictures.

Some time after World War II had ended I had occasion to visit a car-collecting friend who lived in Wardour, Md., a suburb of Annapolis. During the visit he and I walked a few hundred yards away to see a neighbor of his. While the three of us conversed, Ray happened to mention to his neighbor that years earlier, prior to World War II, I had owned an early Stutz Bearcat. His friend said that he used to know a man who also had owned one, a fellow from Rhode Island who served at the nearby Naval Academy as an instructor and

who used to come to his house in the Stutz and park it in the driveway, right where we three were standing. I asked for the Stutz owner's name. "Why, he was Thomas Ives Hare Powel," the neighbor said. I couldn't believe it! Here I was, standing on hallowed ground without even knowing it until the revelation to me of the name of the Stutz owner. I almost cried as I stood rooted to the spot. What a coincidence! What a small world!

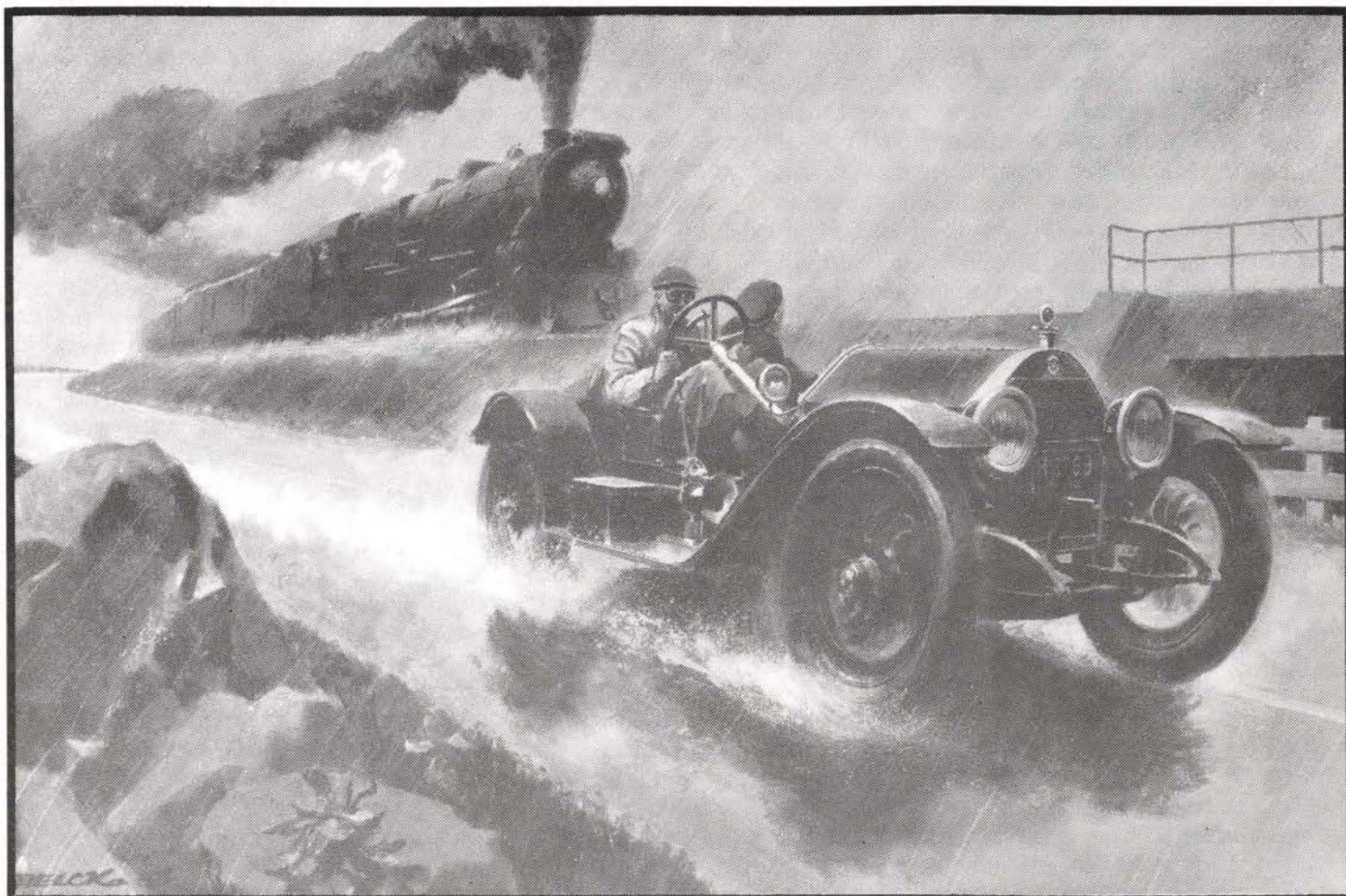
I could go on and on with many other little facets of information regarding my ownership of the 1914 Bearcat, but in consideration for

the readers I think I shall stop at this point.

Thus endeth my tale of my beloved 1914 Stutz Bearcat. I do hope that it has been of interest to our 300-plus readers, and even might have revealed some formerly unknown and useful information to some of you. For those recent joiners of the Stutz Club who have not seen my famous Peter Helck painting of the Stutz in action as shown in *Stutz News*, you are respectfully referred to the March/April 1988 issue, Volume I, No. 2, page 3. Please take good care of my beloved Stutz, Jim Conant.



Mr. Oliver edited Peter Helck's first book, The Checkered Flag, and, in appreciation, Mr. Helck painted Hemp Oliver in his 1914 Bearcat racing a train in the rain! This painting, to most of us, captures the essence of STUTZ as a sporting machine and the feeling of those, like Hemp, who lived and breathed STUTZ.



This painting, by noted author and artist, Peter Helck, was presented to Smith Hempstone "Wheels" Oliver in 1963 and now hangs in his home in Tarpon Springs, Florida.

EDITORIAL COMMENTS



If you have not been able to get through to the editor recently, there are reasons -- good reasons. The news has been so uplifting lately that I've been almost unapproachable up there on "Cloud 9." This lighter than air condition started to generate when Old Car News & Marketplace announced that Stutz News had been honored with a "Golden Quill Award" for 1990. You will find this special award proudly displayed on page 2 of this issue. My bloated situation expanded further when letter after letter came in from you good members praising me highly for my editorialship. I'll steal an expression from one of our great Stutz enthusiasts, "I hate publicity like sin." So, you will find a number of these well-deserved compliments published herein under Letters To The Editor. The final push that propelled me up and away was the extraordinary news received from Honorary Member Smith Hempstone Oliver. Hemp selected me, ye olde editor, as the Godfather of he and Barbara's new low-weighted, sleek and beautiful "Jack Russell" terrier speedster which they named "STUTZIE." That, said simply, put me over the top!

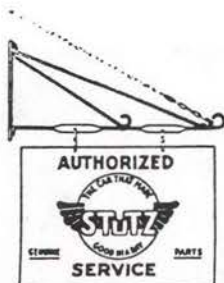
We had hoped to have some good coverage of the "Great American Race" in this issue as members Dick Burdick and Joe Sexton are enthusiastic participants in this big event. Dick has run strong in all eight previous races and is the "winningest" driver in the GAR. He won back-to-back victories with his 1924 Bentley in 1989 and 1990, an incredible feat. Joe Sexton has been entering three 1932 Auburn 100's (2 coupes and a cabriolet). He told me the other day that he was running strong and cruising merrily along in this year's race when the Auburn 100 he was driving threw a rod near Pocatello, Idaho.

He was unable to repair that Auburn but the other two finished. It's great to hear about all the Stutz on the move.

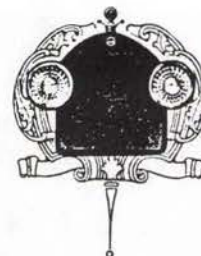
Thanks to Ray Katzell and Harry Windsor we are able to share some of this news. You club members are very active in the hobby and it's not possible to report all you are doing, but do tell us about your Stutz activities.

A number of you requested that Part II (The Last Installment) of Hemp Oliver's "My Fifth Stutz" be published in this issue rather than a later one. We are pleased to comply and know that you will fully enjoy the conclusion of this fine article. You will also find the fascinating story "A Mid Winter's Madness" in this issue. We had originally planned to publish this great one by Dr. Harris in the last issue but ran short of space. So, you get both of these super articles in one bang. We are disappointed that none of you have come forward to help undertake the completion of data for the 1912-1925 Stutz cars. This entails reviewing Dale Wells' computer file and then contacting members for missing information such as Serial No., Engine No., model, and other descriptive nomenclature. Please, someone volunteer some time for this project. Another interesting project available is to obtain a list of all Stutz vehicles in the hands of non-members. Most good private or museum collections include a Stutz and many owners just don't join clubs. Just a couple of weeks ago the editor found a beautifully restored 1916 Bearcat in Peoria, Illinois.

In parting allow me to tell you how to keep the editor afloat -- just flood him with Stutz news. Do help!



CLASSIFIED



LET'S PUT STUTZ ON THE ROAD!

- o Timken Water-brake bags -- Ivan Saxton (#205), Victoria Australia advises that new bags for the early AA cars can be obtained through Ken Stuchberry, 4 Highbury Road, Burwood, Victoria, Australia, phone (03) 808-1404. Current price is around \$100 Australian per bag, which is A\$500 per complete set.
- o Charles Jones (#6), 9 Palomar Place, Woodland, CA 95695-5309 (phone 916/666-2250) has for sale:
 - Stutz Weymann fabric body with firewall and seat cushions. Very restorable. Will fit 127½" Blackhawk and 134½" Stutz chassis. Set of fenders and hood for 1929-30 Model "M". Would like to sell the lot but will separate. Best offer over \$3,000.00.
 - 1926-27 Stutz tail light complete with license bracket and mounting stand, excellent condition, best offer.
 - Pair 1929-30 Stutz and Black Hawk head lights, complete excellent condition \$600.00.
 - Stutz Buffalo wire wheel wrench \$125.00
 - Above prices plus shipping
- o Jolyon Hofsted (#307), PO Box 66, Shady, NY 12409 (phone 914/679-9601) needs pair of good front fenders for his 1922 H.C.S. Series 3 Sport Touring to complete its restoration.
- o The Stutz Club, 7400 Lantern Road, Indianapolis, IN 46256 (tel: 317/849-3443) has for sale the following additional items from the Cordy Purdy collection which were not listed in the April-June 1991 issue:
 - Reprints of "Twenty-first Annual Report" of the Stutz Motor Car Company of America, Inc. for the twelve months ended October 31, 1936 for \$3.50 each (includes postage). Upon reading this Report one of our distinguished members so aptly commented, "It would bring tears to the eyes of Attila the Hun. The Sacking of Rome by the Vandals was more cheerful."
 - Copies of these drawings can be supplied at cost plus a \$10.00 handling fee for each item.
 - *Blackhawk Body Builder's Chassis dated 9/12/29.
 - *Part #20005-G Camshaft, Original for Series AA, Sheet 1 dated 7/18/25 & Sheet 2 dated 10/27/25.
 - *Part #20006 Crankshaft, Original for Series AA dated 5/7/25.
 - *Part #17693 Differential & Pinion Assembly (Full Scale), As Purchased -- Warner Gear dated 7/29/23.
- o Non-member John P. Smalley, Box 14, Glen Ridge, NJ 07028 (tel. 201/783-2610) has for sale: 1920 Stutz, Model H, 7-pass Touring car, a 1988 A.A.C.A. Senior. Restored in bright red with black top and black leather interior. Equipped with dual rear spares. The wheelbase is 130 inches, engine is 4 cyl. with 16 valves rated at 80 H.P. Reasonably priced at \$53,875.



If you can tell the editor the year of this Stutz, Model, Body Builder and name of person proudly holding it, you will win a special prize. If you also tell us where and when the photo was taken you win the Grand Prize.