

THE STUTZ CLUB, INC.
7400 LANTERN ROAD
INDIANAPOLIS, IN 46256
BILL GREER, EDITOR



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TO:

COMING EVENTS

The Third Annual West Coast Stutz Meet is being held September 17, 1994 at the Yolo Fliers Country Club near Woodland as advertised on page 31 of the April-June issue. Coverage of the meet, coordinated by our new membership chairman, Richard Orr, will be featured in the October-December issue.

The 1994 Stutz "Get Together" at Hershey, PA is scheduled for Friday, October 7th. Plans now are to meet at 4 p.m. at member Stephen Dean's space GAM-83 unless there is sufficient interest in meeting, like last year, in a

room reserved at the Holiday Inn, Harrisburg, East. If you prefer a 7:30 p.m. after dinner meeting on Friday, October 7th, please contact Ernie Toth, Jr. [tel. (316) 338-3565] who is coordinating the "Get Together."

The Eighth Grand Stutz will be hosted by Catherine and Arnie C. (Chic) Postier at Kennesaw, Georgia (near Atlanta) in mid-September 1995. Plan now not to miss a great No. 8!

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The Seventh Grand Stutz

June 30-July 3, 1994

Fort Wayne, Indiana

by your editor

Member George Smith and I left Indianapolis for Auburn before 7 a.m. on Thursday morning, June 30th in order to be present at the Auburn-Cord-Duesenberg Museum by the time the first Great American Race cars arrived for their morning pit stop. By the time we located a parking space and walked to the Museum, a few cars had already arrived. We at once encountered our hosts for the weekend, Paul Freehill of Fort Wayne and Larry Nicklin of nearby Leo. Larry introduced us to Robert Sbarge who took over the directorship of the ACD Museum following Skip Markettis move to California in 1992. We were pleased to see members Max Triplett of Staples, Texas and Harry Windsor of Los Gatos, Calif. there welcoming in the GAR. We found out later that members Tom and Madelyn Cox and Wayne and Mary Saunders were present somewhere in the welcoming crowd.

Paul informed us that Jim Neelley's 1913 Stutz Bearcat had dropped out of the race and had been taken to a shop in Warsaw, Ind. for repairs following which it was hoped the Bearcat could rejoin and finish the race (we learned later that it was unable to continue on to finish.) After enjoying the arrival of many GAR participants we saw member Dick Belveal of Paradise Valley, Ariz.



Mike Green and member Dick Belveal in front of the 1918 Stutz Bearcat upon arrival at the A-C-D Museum on June 30th.

arrive in his 1918 Stutz Bearcat with driver Mike Green at the wheel. We were saddened to learn that they were dropping out of the race due to excessive overheating and loss of coolant. Rather than risk ruining the engine they asked Paul Freehill to put it into his shop until it could be shipped home. Paul accompanied Dick and Mike to his shop and then gave them a lift to the airport.

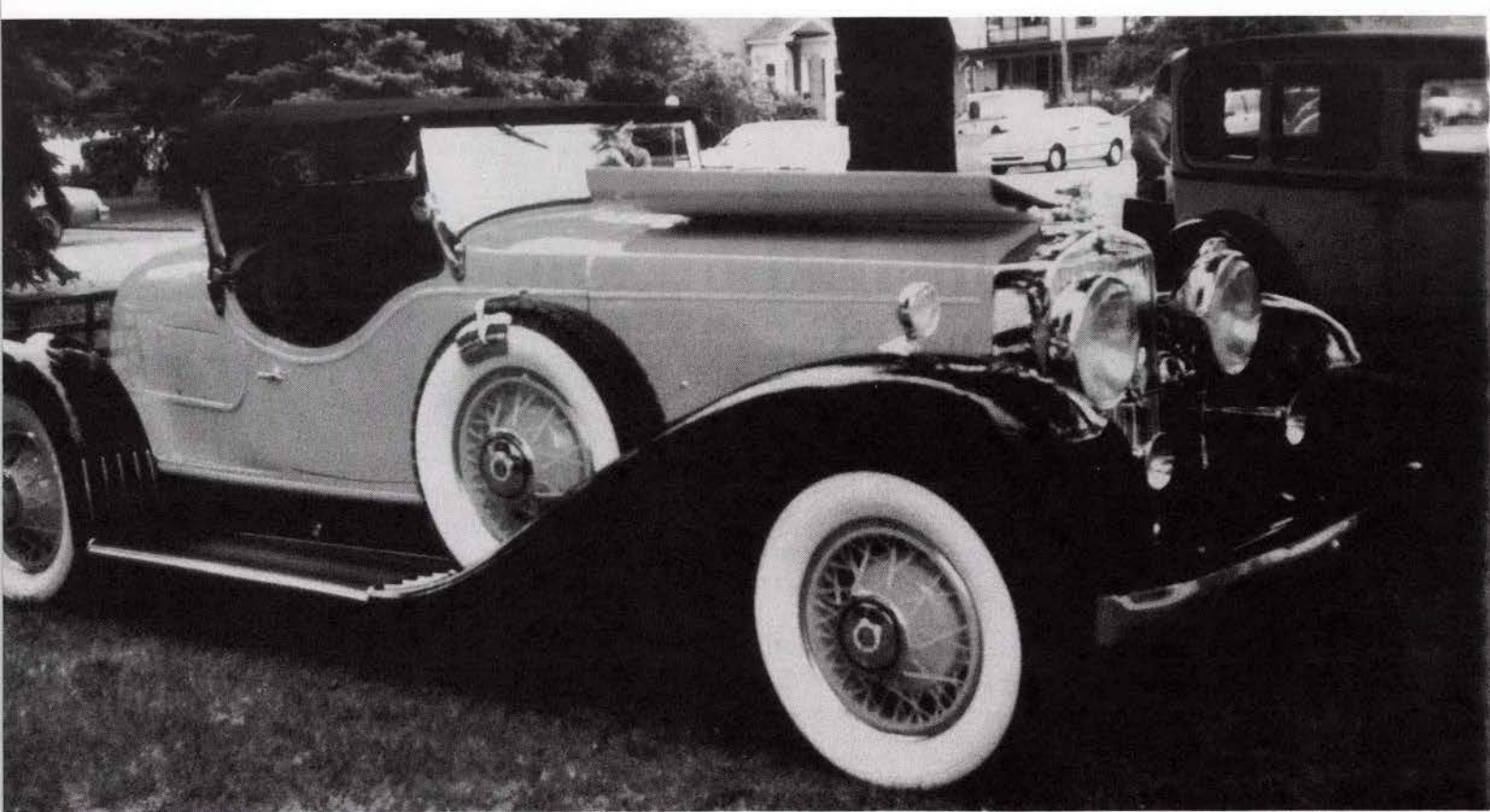
George and I proceeded to the Fairfield Inn at Fort Wayne and upon checking in learned that a few other members had arrived including Ray and Lou Bowersox. Their room was not yet ready so George and I paid a visit to their fabulous motor coach which was parked nearby at the end of a dead end street in front of our motel. After catching up on the news, Ray inquired if we would like to sneak a look at the freshly restored 1932 Stutz DV-32 Bearcat Boattail Speedster. Did we jump on that! When Ray opened the rear gate ramp of the special trailer attached to the coach, the Bearcat seemed ready to break its straps and



Bowersox's imposing coach with trailer is L-O-N-G! While it would appear that they pamper their cars, their classics are 100 points for go as well as show.

leap into the street. What a gorgeous example of the marque — the culmination of years of effort on Ray's part to attain perfection. We looked forward to the pleasure of seeing the Bowersox Bearcat again at Swinney Park on Saturday afternoon.

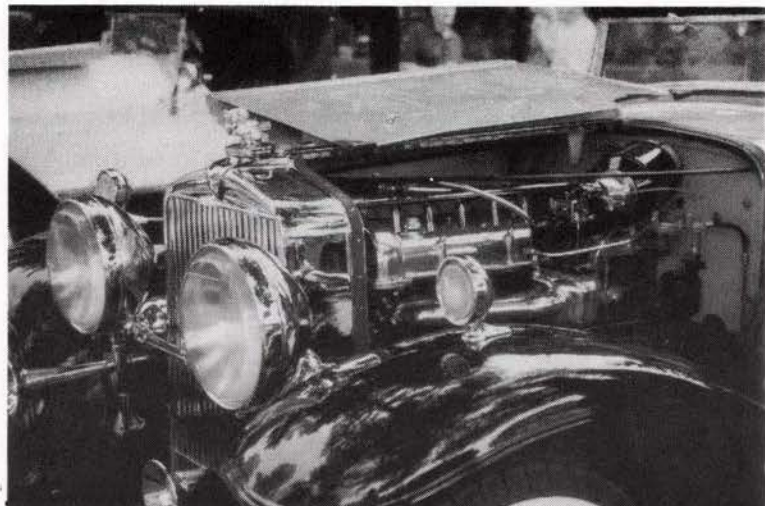
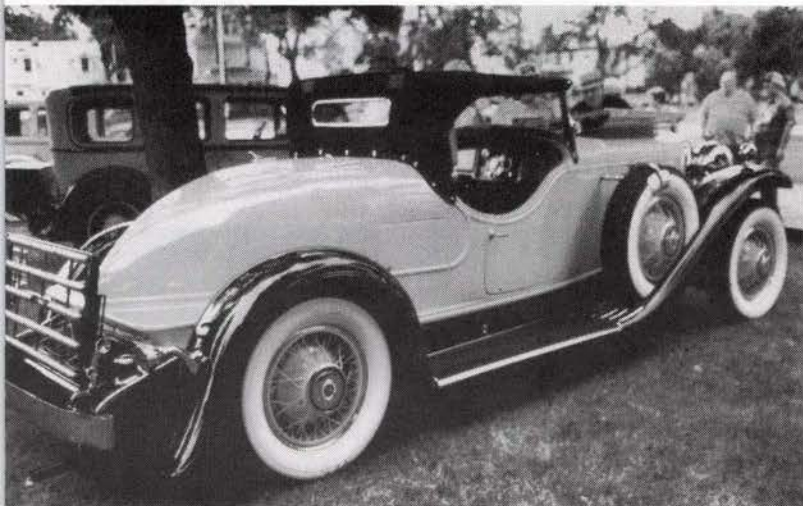
Following a chicken finger lunch at Denny's nearby, George Smith and the writer returned to the Fairfield to see if my wife, Carolyn, had arrived. She had left a message that she was running late and would be at the motel around 4 p.m. Meanwhile, I learned from Paul Freehill that



STUTZ NEWS

William J. Greer, Editor

July - September 1994



Ray and Lou Bowersox's DV 32 Bearcat was awarded the "Best Restored" Trophy at the 7th Grand Stutz. We predict this work of art will take the "Best of Show" wherever it goes.

it would be best for me to pick up my 1922 Bearcat at his shop, where it had been serviced, and bring it out to the motel so that it would be ready to go to the Stutz "Show Off" at the Park on Saturday. Max Triplett and Ray Bowersox volunteered to go with us down to Freehills "Stutz Specialty" restoration shop and then follow behind as we drove the Bearcat back to the Fairfield Inn. The Bearcat ran fine and Max Triplett was a very helpful passenger while Ray and George covered our rear. The route back was right through the heart of Fort Wayne so we had plenty of practice shifting gears. My good fortune prevailed as Ray offered to help me wash down the Bearcat and cover it prior to our getting freshened up for dinner. Thirteen of us early birds enjoyed a pleasurable dinner together at the Cracker Barrel on Thursday evening.

The weather on Friday was delightful and we were up early to enjoy it. During our bogus continental breakfast we solicited a ride down to Freehill's Stutz Specialty in Katzell's new 1979 Bentley. (We had missed that pleasure at the 6th Grand Stutz.) George Smith and Harry Windsor also shared this Bentley experience and agreed with me that the riding quality was superb as advertised. Meanwhile, back at the motel Kitty Katzell was passing out the bulging "goodie bags" which Ann and Paul Freehill had assembled for our enjoyment. They were the best I've ever encountered.

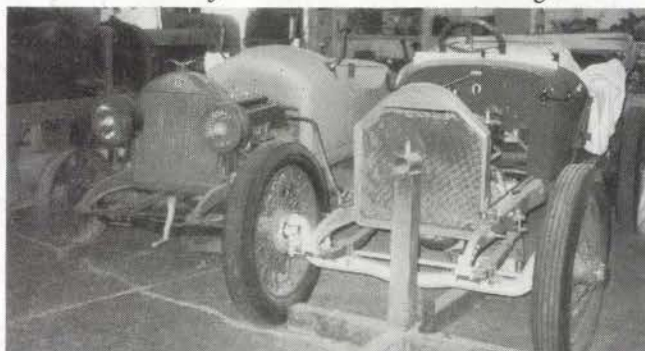
Near the front of Paul's shop a quite original 1920 Stutz Touring, owned by a local non-member, was receiving some needed servicing. Parked to the side of it was Dick Belveal's 1918 Bearcat awaiting shipment home. Further in on that side of the shop we found a mid '20s Auburn roadster in restoration and across from it two early Stutz in the process of coming back to life for a new owner's future enjoyment. Paul informed us that the 1912 Stutz Series A roadster is a duplicate of the 1912 Indy 500 Pace Car in which Carl G. Fisher started the race 82 years ago.

Toward the rear of the shop were several old engines including an early 6-cyl Wisconsin T-head truck engine and a Stutz Speedway Six. One unit that fascinated was the remains of a 1925 Stutz 6-cyl. fire truck.

Paul related that as a boy he had observed this engine running a saw mill in the countryside



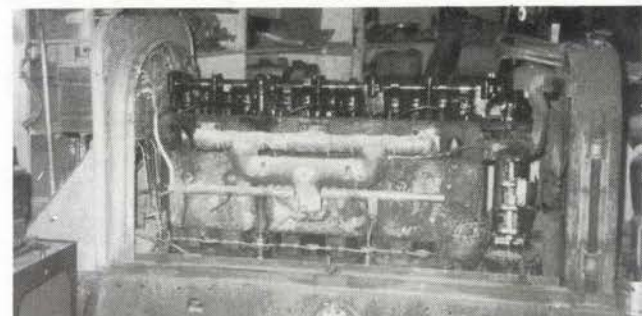
1920 Stutz touring with Ray Katzell about to raise the hood. Note rear of Belveal's Bearcat to the right.



A teens Bearcat on the left. At right a really rare 1912 Stutz roadster.



Max Triplett, Ray Katzell and Paul Freehill admire the size and design of SOHC Wisconsin engine. Note heavy cast aluminum cowl and dash.



The 1925 Stutz 6-cyl. fire truck engine was a real beast of very high quality. The valve cover and lower pan are of heavy cast aluminum. Note the massive overhead camshaft and supporting structure.

near Fort Wayne. Several years ago he found it discarded in a fence row and extracted it from the brush and vines. Unfortunately, one of the spark plugs had been removed thus allowing insects, moisture, etc. to seize one of the cylinders — a pity.

Comfortably returning to the motel in the Katzell Bentley, we soon encountered member Turner Woodard whom we had planned to meet at noon. Turner confirmed that he wanted to see Freehill's shop and talk to Paul about his newly acquired 1926 Stutz AA Speedster (see page 17 of the April-June 1994 issue) so off we went again to Stutz Specialty. We encountered other members visiting the shop including Arnie "Chic" Postier and Glenn Wright and son John. The extra time in the shop provided an opportunity to inspect other areas such as painting chamber, machine shop, spare parts, etc. Also, Paul discussed his project to build running mini-replicas of the 1915 Stutz "White Squadron" race cars. Very interesting.

Back at the Fairfield Inn once again we suggested to all the Stutz folks that it would be best to consolidate ourselves into a minimum number of cars and caravan out to the Nicklin residence where Carmen and Larry met us at the door. The gourmet buffet dinner featured a chicken and artichoke casserole with a wonderful tossed salad, fresh tomatoes, tasty buns, etc. topped off with a fantastic display of pastries. Mind you this was after we had gorged on a great selection of fruits, veggies, dips and cheese in the opening round with a bottomless bar on ice.



In the buffet line: Chic Postier, John Wright in the salad bowl, Mary Saunders, Gail Sbarge, and Harry Windsor's back.



At dinner on the terrace, Kitty Katzell, Harry Windsor, Helen and Ralph Scott, Dale Wells chatting with Diane Woodard, Turner Woodard conversing with Jack Shook (Larry's friend) and Ray Katzell.

We were privileged to see Larry's Design Studio where unique car designs and renderings are created. We twisted his arm to open the stable where considerable sportspower is kept. What a sight! In the first stall sat a 1969 Mangusta by DeTamaso with a high performance 289 Ford and transaxle rear-end. This knockout is a ground hugger only 42 1/2 inches high. We also relished the 1971 Pantera with mid engine also built by DeTamaso. Then, our eyes focused on Larry's 1953 Ferrari 212 coupe (1 of 6) the design of which was influenced by the Mexico. The Nicklin 1952 Ferrari Mexico (1 of 3 coupes) is back on display at the ACD Museum again following its return from the Behring Museum's Ferrari Show. Also, we missed the very classic Mercedes-Benz 500K Sedanca Drop Head now being freshened up at the Levine Restoration shop. Larry's favorite project at the moment is the Nicklin designed hot "Indy" coupe now being built in Indianapolis. It will be incredible.

At 9 a.m. on Saturday I was scheduled to make a presentation at the ACD Museum in connection with the Symposium sponsored by the Indiana Historical Society on July 1 and 2. My presentation, "George A. Weidely - A Noteworthy Pioneer Automotive Engineer" went pretty well in spite of my being around 10 minutes late in arriving at the museum. Mr. Weidely (1870-1948), co-founder of the Premier Motor Mfg. Co. and later the Weidely Motor Co. of Indianapolis, designed and built an array of engines from 2 cyl. air-cooled to V-12. The 4 and 6 cyl. HCS engines and the 1923 Stutz Special Six were by Weidely. I appreciated the support of the many members who attended this lecture on George Weidely, a contemporary and friend of Harry Stutz.

As contemplated, it was a rush to get from Auburn back to the motel, fire up the Bearcat and drive downtown to Swinney Park by noon. Our Stutz was the last one to arrive for the "Show Off" although Joe and Jane Folladori were just unloading their 1925 Speedway Six Sportster as we drove in.

We were fortunate to escape a bad storm with only a few sprinkles. Most of us were touring the old Swinney home and log cabin at the time. Several kind ladies representing the Old Fort Settlers gave us a fine account of the history of the home and later treated us to a custard-like dessert and iced tea.

After the meet at the Park Paul Freehill followed me down to his shop where we left the Bearcat for further servicing. Paul had to make two more trips to get his 1912 Bearcat and 1926 Sedan home. On Saturday evening we caravanned across town to Ernie's Steakhouse for dinner.

List of Cars at Meet, Ft. Wayne, Ind.

| | | |
|------|----------------------------------|-----------------------|
| 1912 | Model A Bearcat | Paul Freehill |
| 1922 | KDH Bearcat | Bill Greer |
| 1925 | 695 5-passenger Sportster | Joe Folladori |
| 1926 | AA Sedan | Paul Freehill |
| 1928 | BB Sedan | Mason Maynard |
| 1930 | MB Cabriolet Coupe | Wayne & Mary Saunders |
| 1931 | MB 7-passenger Sedan | Dale Wells |
| 1932 | DV-32 Boattail Bearcat Speedster | Roy Bowersox |
| 1934 | SV-16 Cabriolet Coupe | Dale Wells |

List of Non-Stutz Cars at Stutz Meet

| | | |
|------|--|---------------------------------|
| 1912 | Simplex 38 | Dave Staadt, New Haven, Ind. |
| 1913 | 2-cylinder Renault | Jim Kruse, Ft. Wayne |
| 1914 | Type 55 Fiat | Richard Staadt, Fort Wayne |
| 1923 | Model T Ford | Lester Zehr, Fort Wayne |
| 1925 | Dodge Business Sedan (All original, unrestored) | Jim Smallwood, Fort Wayne |

Seventh Annual Grand Stutz Meet

June 30 - July 3, 1994, Fort Wayne, Indiana

1. The Seventh Annual Grand Stutz Meet was hosted by Freehills, Greers, Nicklins, the ACD Museum, and the Indiana Historical Society. The business meeting was held at Ernie's Steak House in Fort Wayne on Saturday, July 2, 1994. Bill Greer, outgoing President, called the meeting to order at 8:45 p.m.

2. Joe Folladori gave the Treasurer's report. As of 5/31, there was a cash balance of \$23,059. Life Reserves are \$14,825; the Book Fund, \$5,105.75; the Purdy Fund, \$1,132.

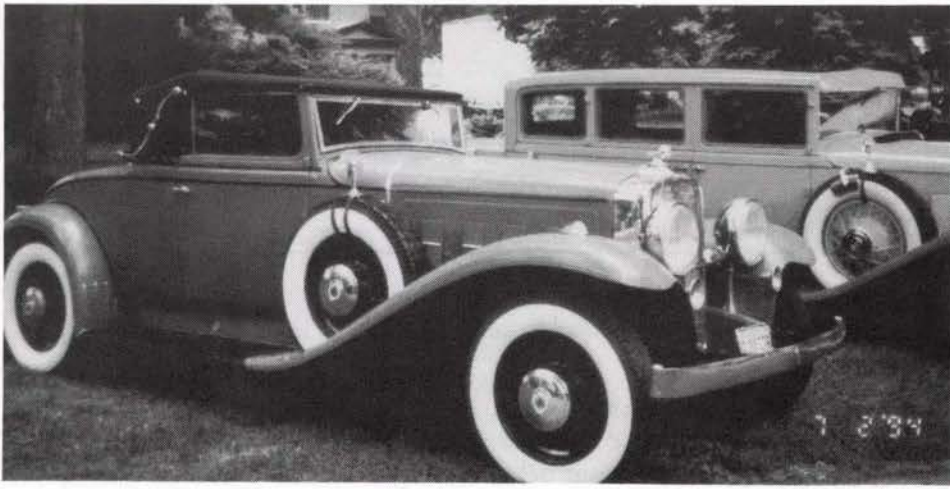
3. Kitty Katzell, Secretary, called attention to the attendance list and asked all present to sign in. She then requested, and those present voted, approval of the Minutes of the 1993 meeting, which had been published in the Oct.-Dec. 1993 issue of Stutz News.

4. President Greer called on Kitty Katzell to report the results of the election of officers. The

new officers of the Stutz Club, who took office immediately, are: Dale Wells, President; Richard Orr, Vice President, Membership; Ray Katzell, Vice President, Publications; Bill Greer, Vice President, Technical Services; Ray Bowersox, Vice President, Programs and Publicity; Tom Cox, Secretary; Joe Folladori, Treasurer; and Stephen Dean, Archivist.

5. Dale Wells assumed the Chair. He expressed warm praises for Greer's leadership and initiative in starting the Club on its present path and keeping it moving ahead. All those in attendance gave enthusiastic endorsement to his words with hearty approval.

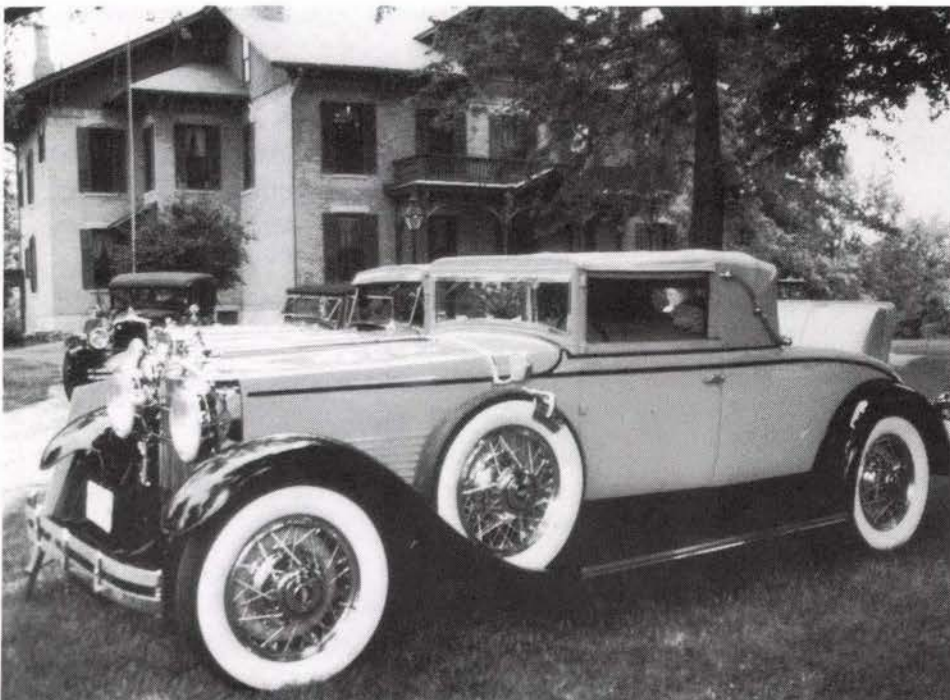
6. Ray Katzell, Vice President, Publications, reported on the status of the Stutz book. (See item his report on the next page.) A deadline of December 31, 1994 was set for receipt of materials contributors have agreed to prepare. He targeted a manuscript completion date of mid-1995, and a publication date by the end of that year.



Dale and Bonnie Wells drove the 1931 MB 7-passenger Sedan and son Steve the 1934 SV-16 Cabriolet from Kalamazoo winning the "Longest Distance Driven" award.



Joe and Jane Folladori look great in their Model 695 Sportster restored at Stutz Specialty some years ago. That's Paul Freehill facing the camera.



Wayne and Mary Saunder's beautifully restored 1930 Stutz MB Cabriolet. That's the Freehill's 1926 AA Sedan facing at left.

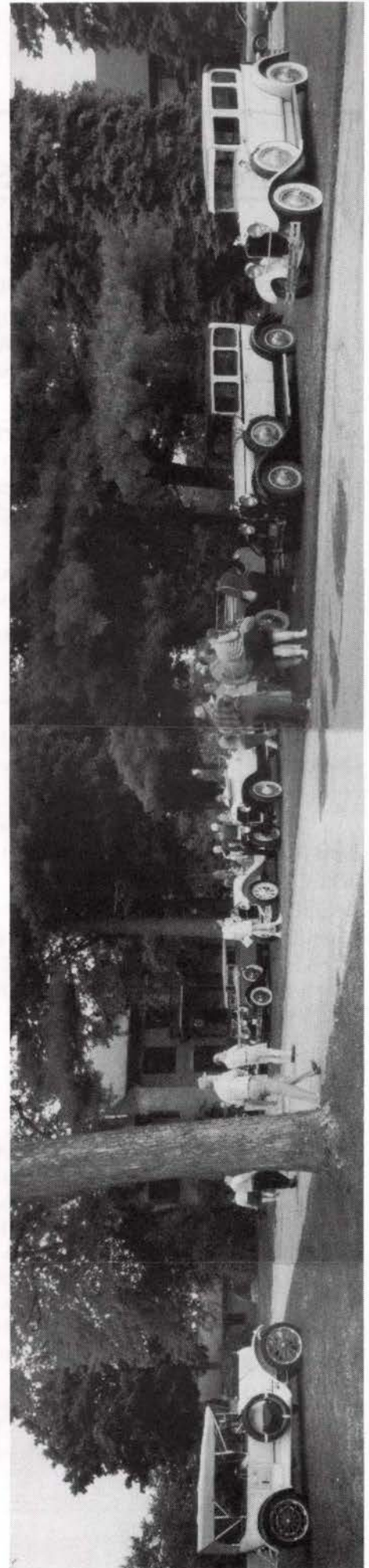


Photo by Carolyn Greer

Progress Report on Stutz Book

Ray Katzell, editor of our book, reported at the Grand Stutz meet that seven of the fourteen chapters are completed or well in hand. Three are partially completed, and the status of the remaining four is up in the air.

It was therefore proposed that December 31 of this year be set as the deadline for receipt of finished drafts of manuscripts. Authors who will not be able to meet that deadline are requested to send Ray whatever they may have compiled by that date so that other arrangements can be made to finish those chapters.

Our goal is to have a completed manuscript for the book in the hands of a publisher by mid-1995, and to have the book in print by the end of that year. It was felt that any further delay will unduly deprive our members and the public of this important addition to automotive literature, as well as being a source of frustration to those contributors who have submitted their manuscripts.

George Holman, who has agreed to serve as business manager for the book, is exploring arrangements for its publication, including raising such up-front funds as may be required prior to sale of the quantity eventually needed to meet our expenses.

Club members are invited to communicate with Ray on editorial matters, and with George on business matters.

7. Dale Wells announced that Membership Directories are available on request, at \$5 per copy.

8. As the outgoing Membership Chairman, Dale Wells reported that the most recent membership number issued was #392, but we have lost 109 members in the past seven years. We have 36 Life Members, of whom seven were in attendance. There are 216 annual members for 1994; 29 of the 1993 members are still unpaid for 1994.

In attendance at some
or all of the Stutz
meet

Ed Adler
Ken Berry
Ray & Lou Bowersox
Alan Conant
Tom & Madelyn Cox
Rachel Daeger
Joe & Jane Folladori
Paul & Ann Freehill
Bill & Carolyn Greer
Ray & Kitty Katzell
Bill Lurvey
Mason Maynard
Larry & Carmen Nicklin

"Chic" Postier
Bob & Gail Sbarge
Wayne & Mary Saunders
Ralph & Helen Scott
Jack Shook
George Smith
Ernie & Ruth Toth, Sr.
Max Triplett
Dale, Bonnie & Steve
Wells
Harry Windsor
Turner & Diane Woodard
Glenn & John Wright

9. President Dale Wells made several announcements. He mentioned that Richard Belveal, a member of the Club, had driven a Stutz in the Great American Race. He also encouraged members to visit the Pioneer Automotive Hall of Fame in Midland, Michigan, where Harry Stutz has now been recognized; Tom Ross is the executive director.

10. Chic Postier offered to host the Eighth Grand Stutz in Atlanta, Georgia in mid-September, 1995. His offer was welcomed, and Chic invited help and suggestions from others. Harry Windsor suggested the Club arrange to hold a meet in California, perhaps in 1996.

11. Bill Greer presented the Club's awards to:

—Paul Freehill, for the oldest Stutz at the meet (a 1912 Model A Bearcat)

—Dale & Steve Wells, for driving the longest distance to the meet (they drove two Stutzes from Kalamazoo)

—Tom & Madelyn Cox, for trailering the longest distance (from Richmond, VA)

—Ray Bowersox, for the best restored car (a 1932 DV-32 Boat-tailed Bearcat Speedster)



Tom Cox receives the "Longest Trailered" Award for bringing his 1928 BB Sedan some 800 miles from Richmond, VA. Seated at left is George Smith, Alan Conant, and Rachel Daeger. That's Paul Freehill standing in the rear. Seated at the right is Joe Folladori. Max Triplett (side view) and Mason Maynard.

Bill expressed the Club's thanks to the Freehills and the Nicklins for their hospitality and local arrangements. He then announced that the annual Peter Helck Memorial Trophy, which recognizes those who have made significant contributions to the Stutz marque and the Club, was being presented to Tony Koveleski, who had originally established the Trophy.

12. Tom Cox exhibited a "Diamond T— Pak-Age-Car" plaque for all to see, and announced that it would be displayed later at the Freehills.

13. There being no further business to come before the members, the business meeting adjourned at 9:30 p.m.



Bill Greer presents Ray Bowersox with the "Best Restored Stutz" Award. Lou Bowersox cheers at right. Behind Lou is Jane Folladori and Ralph Scott can be seen at the rear.

14. The evening concluded with a dessert party graciously hosted by Ann and Paul Freehill at their home. Entertainment included old-time piano music performed by Dale Wells, a videotape of the Great American Race, and a slide presentation of Stutz-related buildings by Alan Conant, in addition to much informal socializing.

Respectfully submitted
Kitty Katzell, 1993-1994
Editor's Comments

Ann and Paul Freehill made certain that the 7th Grand Stutz would end on the highest note possible. The spread of desserts at their home included fruits, cobblers, tarts, pies, etc. truly treats to please a king. We were entertained by Dale Wells on the piano and by Alan Conant's historical presentation. Stutz camaraderie flowed right to the close of our 7th Grand Stutz.



New President Dale Wells entertained us with old-time music at the Freehill's home following the business meeting. Seated are Ruth Toth, George Smith, and Ralph Scott. Freehill's daughter and friend standing.



Some of the treats laid on by Ann and Paul Freehill. Your editor sampled everything! After dessert we adjourned to the family room below to enjoy a slide show by Alan Conant, Indiana Historical Bureau, featuring Stutz related buildings.

Frank Lockhart - Part 1 of a 4 part series

by Thomas J. Kinney

What if? Two little words that can make a world of difference. In this case, what if the Stutz Black Hawk Land Speed Record car sponsored by the Stutz Motor Car Co. had been successful in breaking the record? Obviously, at the very least, the favorable publicity would have meant an immediate surge in business for the company, especially for the model of the same name.

Attempting to break the Land Speed Record is dangerous, risky business, with no guarantee of success and many ways to fail. Why then would the Stutz company and its president, Fred Moscovics, so eagerly get involved publicly and financially in this risky business? The story of the Stutz Black Hawk Land Speed Record car, the reasons leading up to its construction and the eager backing of the Stutz company, is necessarily the story of its driver, Frank Lockhart. To fully understand the story of the car, it is necessary to know about the life and career of Lockhart.

Frank Lockhart: boy genius, the greatest race driver that ever lived, the golden boy of the golden age of sports. These are just some of the ways he has been described. A contemporary of Babe Ruth, Jack Dempsey and Red Grange, Lockhart was just as much the King of his sport as they were of theirs. How sad then that today he is barely known, except to hard core racing historians.

Frank Lockhart was born in Cleveland in 1903 to Caspar and Carrie Lockhart. He had one brother, Bob. When Frank was six, his father died. Shortly after, his mother moved her small family to the west coast where she supported them in near poverty by sewing. Extremely intelligent, Frank barely scraped through high school, being interested only in math and shop courses. He continued his education on his own with technical books and courses. Allegedly, he took the entrance exams for the California Institute of Technology where his test scores came to the attention of Nobel Prize winning physicist Robert Milliken, the man who determined the speed of light. Obviously, the Lockhart family didn't have





two laps ahead of second place and the legend was born! He hadn't even planned on being in the race, but he ended up crushing the competition!

The great Harry Miller offered Lockhart the use of a car for the rest of the season. Lockhart was able to get Ernie Olson to serve as his mechanic, a real coup, as Olson was one of the top mechanics of his day. Together, they finished a solid second in the national standings at the end of the year. Had the future ever looked brighter for an up and coming young driver?

In Lockhart's day, Indy cars were limited to 91 1/2 cubic inch displacement engines. The engines

any money for higher education or know a rich patron to sponsor Frank. No matter, Frank was a race car driver!

He hung around local tracks where his interest was finally noted by some of the drivers who donated their junk parts to him. Out of these junk parts he carefully built up, what else, a junk car. Eventually his driving skill improved to where he was finishing races in decent positions. With better finishes came better dependability. He was starting to make a name for himself. Eventually he was able to get a better car. He won his share of races and was starting to become known as a hot shot dirt track driver on the west coast.

In 1926 he decided to visit the Indianapolis 500 just to see what it was all about. He didn't have a ride, he just came to watch. One of the few people he knew at the track was master mechanic Ernie Olson. Olson arranged for him to take a test drive in a new Miller, the top Indy car of the day. Although he'd never raced on the treacherous bricks before, his test drive was just a few seconds off the track record! He was quickly offered the role of relief driver, should the need arise. In the meantime, another Miller driver, Peter Kreis, fell seriously ill and had to be hospitalized. His ride was offered to Lockhart and the rest, as they say, was history. During the race, a steady light rain fell, making the bricks even more treacherous than usual. At 400 miles the rain increased to a downpour and the race had to be called. At that time, the unknown 23 year-old-kid was more than

had double overhead camshafts (dohc) and were supercharged. A supercharger is quite simply a type of compressor. On a normally aspirated engine, the amount of the fuel/air mixture is limited to what is drawn in by the down stroke of the piston. On a supercharged engine, the fuel/air mixture is forced in the cylinder under pressure from the supercharger, hence, more bang for the buck when the spark plug ignites the mixture. An unwanted and somewhat self defeating side effect of the supercharger is that compressing air or gas heats it. The ultimate example of this, of course, is the diesel engine, which doesn't even have an ignition system; an ultra high compression ratio ignites the fuel/air mixture. In the supercharged engine, the heated fuel/air mixture expands which means not as much gets in the cylinder as would if the temperature was constant.

In addition to this highly sophisticated engine, the smallest in the history of the 500, the car had a lightweight streamlined one man body. Thus, only fifteen years after the first 500, the Indy car had evolved from a crude boxy chugging contraption, into a sleek, highly sophisticated and technically advanced machine.

Lockhart's mechanical and engineering prowess are legendary, but it wasn't all boy genius. In addition to Olson, Lockhart hired two brilliant young engineers, brothers Zenas and John Weisel. Their major contribution was to introduce Lockhart to the theory of intercooling. As stated

The Elgin National Road Races

by Roger Foehringer, Elgin, IL

The first races were held here in 1910, the year the Elgin Road Race Association was formed. This association co-operated with the Chicago Motor Club, which had been formed five years earlier, in the promotion of a national stock chassis road race. The road racing circuit was second to none in the country. The main event was 305 miles in length in 1910, 1911 and 1912. It was reduced to 301 miles in 1913, 1914, 1915 and 1919 after a hairpin turn at the north-west corner was cut back to reduce the chances of accidents and to increase the speed.

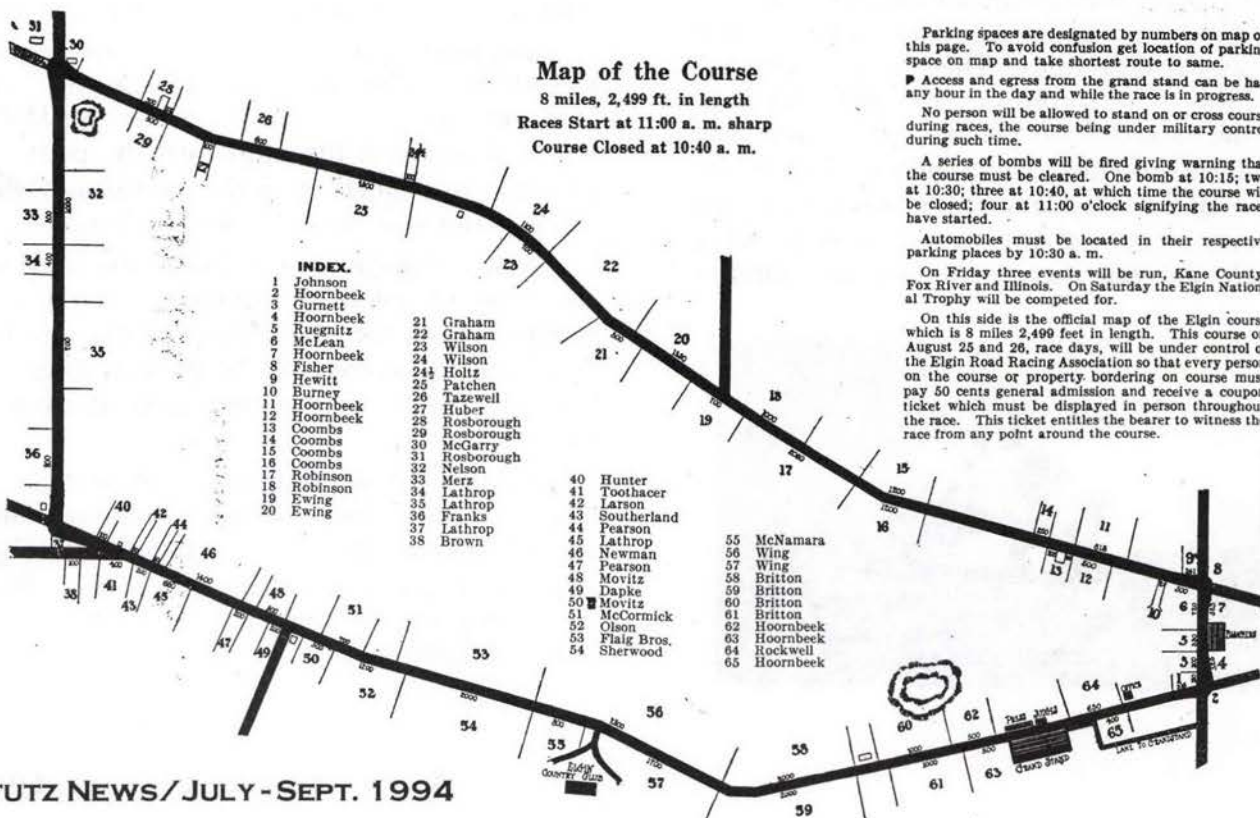
The 1920 race was shortened to 30 laps or 250 miles. There were no races in 1916, 1917 or 1918 because of the effect World War I had on the nation.

The course is approximately one mile from the heart of Elgin, the street car tracks even ran to the eastern edge of the course.

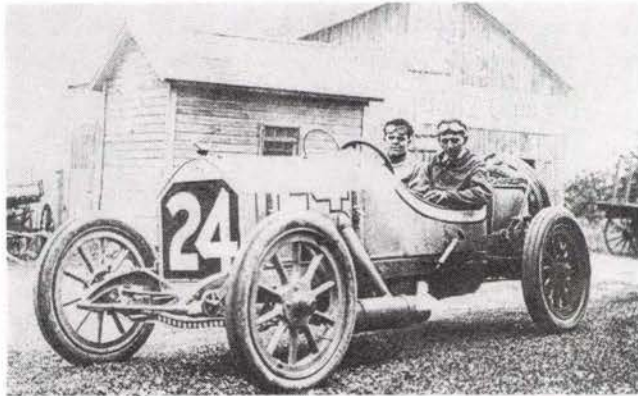
The length of the course officially measured eight miles and 2499 ft. and had four turns to negotiate in counterclockwise direction. The drivers declared that two of the corners could be taken at the fifty mph range, where the other two were taken at a much slower 20 mph. The road was of graded gravel and oiled to keep the dust under



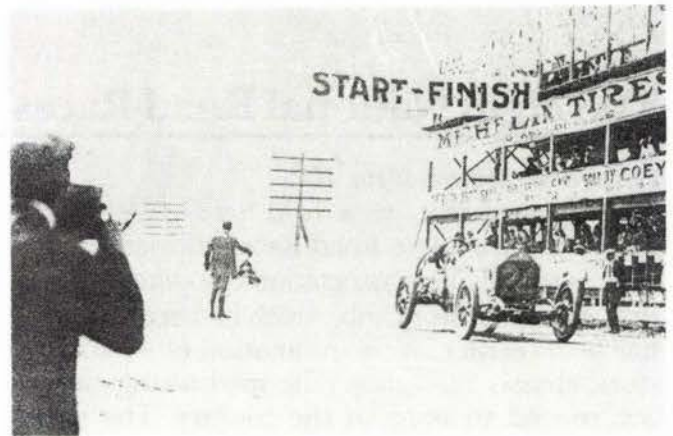
control. At the finish line was a temporary grandstand directly across from a three story judges and press stand. There was another set of bleachers set up at the eastern part of the course. Spectators could buy tickets for the stands or passes which allowed them to watch from anywhere around the track.



Deadman's Curve at the southwest corner was a popular spot. It received its name from the cemetery which is located on the far side. A car flew off the track here in a practice heat, hit the ditch, went airborne and on its way down knocked down a man. Spectators rushed to his aid and were amazed to see him stand up with no physical injuries, with the exception of the mark of a tire tread across his white shirt!



Aviation Hill was also a popular spot as at speed the cars would have all four wheels off the ground. It was located at the north leg which contained a series of slight bends and hills one after the other. The south leg was basically flat and is where the cars wound out their engines. In one race Barney Oldfield driving a Stutz was traveling at such a great rate and not wanting to have anyone overtake him, crashed through the barricades and on down Larkin Avenue where he turned around and continued the race. The barricades were very scant; most of which consisted of farmer's fencelines. The Illinois National Guard was used to control the crowd, mainly to keep the crowd from crossing the course and behind the fenceline during the race. Just before the start of the race a series of cannon fire signaled everyone to get off the course. It is amazing through the years there were no serious injuries



reported to spectators, however, there were a number of injuries and fatalities to drivers and mechanics.

Farmers in the area complained of all the commotion and the interrupting of their fall harvesting. To offset this inconvenience many farmers were compensated by the association for allowing the spectators to stand behind the fences on their property. Many were also paid rent for the use of their farm buildings by auto entries which use them as their base of operations.

The drivers in those days were called auto-pilots and the mechanics were called mechanics. They enjoyed an extreme celebrity status. All of the famous auto-pilots raced here as it was a benchmark. Most of the entries were brought here by rail and driven out to their camp near the course. I have spoken to a number of Elgin residents who remember the races very well.

The roads on which these races were run are all still intact. They are improved now of course. However, one can still drive over Aviators Hill to feel your stomach flip, and turn the corner at hairpin turn then glance at the tombstones while making your way around graveyard bend!

Many of Elgin's young boys were lured out late at night to peek through the cracks in the old barns to watch the mechanics as they reached deep into the bowels of the huge engines and brought thunderous life into these demons of speed.

Where the grandstands once echoed the deep unmuffled throbs of raw power now stands the only trace of what occurred here 84 years ago, a bronze plaque in the shape of a Knox radiator confirming the first winner in 1910 "Smiling Ralph Mulford."

STUTZWRENCH

by Bill Greer, VP Technical Services

It is a pleasure to serve the Club in another area. I see my role in Technical Services primarily as that of coordination, that is, the seeking out of inputs of both general and specific interest from those with the expertise and the dissemination of that information to the membership via this column. I will also field any technical questions coming in from members and help them to find good answers. Certainly one of our sources of expertise will be Paul Freehill who has so faithfully served the club in this area in past years.

We are pleased to share here two fine items which have recently come in, one by Dr. Katzell, VP Publications and another by Mr. Dean, Historian.

The Thermostatic Switch in Delco-Remy Generators

by Raymond A. Katzell

Peculiar behavior of the charge rate in my 1928 Stutz BB led me to examine the innards of its generator and to do some research on the subject. Although my findings may not be novel to all of our readers, they were to me and to enough other hobbyists to suggest that they might interest some of you, too.

It turns out that the Delco-Remy generator contains a bi-metallic thermostatic switch in the field circuit. When the temperature of the switch exceeds 165 degrees F, it opens, thereby routing the current through a resistor of 0.7 ohm; the resulting output is approximately 6 to 8 amperes. When the generator is cool and the switch is closed, a circuit of lower resistance is provided, which results in an output of about 12 to 14 amperes. (These figures will differ somewhat depending on the setting of the third brush, the condition of the battery, etc.)

The purpose of this arrangement is to deliver a relatively strong charge to the battery for a short time after the car gets underway, in order to help restore the battery which lost some charge when

standing idle, starting up, etc. After a few miles, the charging rate subsides so as to prevent overcharging the battery.

If your charge starts out high, but then drops to zero after a few miles, that indicates a burned out (or absent) resistor. The wire can break because the device also serves as a fuse to protect the generator against overload. For inspection, removal of the commutator cover will expose the device straddling the terminals between the third and positive main brushes. I replaced my broken wire with a suitable length of .020-inch nichrome wire. As nichrome wire may be difficult to locate, and copper does not provide enough resistance to be practical, an alternative would be to use stainless steel wire of the length and diameter required for the equivalent resistance. Or you can replace the resistor with a modern one of similar resistance and appropriate power capacity (no less than 10 watts.) Of course, you could try to locate an original thermostat... lots of luck!

TIMKEN Tapered Roller Bearings for Stutz (from 1923 on)

by Stephen P. Dean


I encourage all Stutz owners/ enthusiasts to submit any and all technical and historical information to the Club for dissemination via the Stutz News — Stephen Dean

Editors Note: Members may have noted that Mr. Dean has provided items of interest in almost all issues and we have appreciated his fine support in this regard. In fact, we have on hand at least two other technical articles from Steve which we will be publishing in the future as space permits. We do hope members will respond to Steve's request above and help him continue to enhance the Stephen Dean Collection pertaining to Stutz. This will benefit all those who are seeking information now and in the years ahead.

TIMKEN
Tapered
ROLLER BEARINGS

1934

Bearing Applications in
Passenger Cars
Trucks Busses
Trailers



STUTZ 1928—(Series BB, 131" Wheelbase)
Front Wheel Inner 3381 cone 3320 cup
Front Wheel Outer 2687 cone 2620 cup
Rear Wheel Inner and Outer 355 cone 353 cup
Diff. R. H. and L. H. 3982 cone 3920 cup
Pinion Rear (2) used 44150 cone 44348 cup

STUTZ 1929—(M, Greater Stutz)
Front Wheel Inner 419 cone 412 cup
Front Wheel Outer 316 cone 312 cup
Steering Pivot T-102 Thrust Bearing
Rear Wheel Inner and Outer 359S cone 353 cup
Diff. R. H. and L. H. 3982 cone 3920 cup
Pinion Rear (2) used 44150 cone 44348 cup

STUTZ 1930—(M)
Front Wheel Inner 419 cone 412 cup
Front Wheel Outer 316 cone 312 cup
Rear Wheel Inner and Outer 359S cone 353 cup
Diff. R. H. and L. H. 3982 cone 3920 cup
Pinion Rear (2) used 44150 cone 44348 cup

STUTZ 1929-30-31—(LA and Black Hawk, L6, L8)
Front Wheel Inner 2585 cone 2523 cup
Front Wheel Outer 1755 cone 1729 cup
Rear Wheel Inner and Outer 344 cone 333 cup
Diff. R. H. and L. H. 395 cone 3920 cup
Pinion Rear (2) used 41106 cone 41286 cup

STUTZ 1931—(MA 8 Cyl., 134½" Wheelbase and MB, 8 Cyl., 145" Wheelbase)
Front Wheel Inner 419 cone 412 cup
Front Wheel Outer 316 cone 312 cup
Steering Pivot T-102 Thrust Bearing
Rear Wheel Inner and Outer 359S cone 353 cup
Diff. R. H. and L. H. 3982 cone 3920 cup
Pinion Rear (2) used 44150 cone 44348 cup

STUTZ 1932—(LAA)
Front Wheel Inner 2585 cone 2523 cup
Front Wheel Outer 1755 cone 1729 cup
Rear Wheel Inner and Outer 344 cone 333 cup
Diff. R. H. and L. H. 395 cone 3920 cup
Pinion Rear (2) used 41106 cone 41286 cup

STUTZ 1932-33-34—(Challenger, SV-16 and DV-32)
Front Wheel Inner 419 cone 412 cup
Front Wheel Outer 316 cone 312 cup
Rear Wheel Inner and Outer 359S cone 353 cup
Diff. R. H. and L. H. 3982A cone 3920A cup
Pinion Rear (2) used 44150 cone 44348 cup

STUTZ FIRE ENGINE 1924—(Ladder Truck)
Steering Pivot 3550 cone 3520 cup
Rear Wheel Inner and Outer 779 cone 772 cup

* **STUTZ 1923—(6-60)**
Front Wheel Inner 317 cone 312 cup
Front Wheel Outer 2687 cone 2620 cup
Rear Wheel Inner 3382T cone 3320 cup
Diff. R. H. and L. H. 359S cone 3520 cup
Pinion Front 3193 cone 3120 cup
Pinion Rear 2687 cone 2620 cup
* Serial No. 6-101 to 6-1601

* **STUTZ 1923—(6-60)**
Front Wheel Inner 3381 cone 3320 cup
Front Wheel Outer 2687 cone 2620 cup
Rear Wheel Inner and Outer 355 cone 354 cup
Diff. R. H. and L. H. 359S cone 3520 cup
Pinion Front 443 cone 432 cup
Pinion Rear 23092 cone 23256 cup
* Serial No. 6-1601 to 6-4100

STUTZ 1924-25—(695)
Front Wheel Inner 419 cone 412 cup
Front Wheel Outer 316 cone 312 cup
Rear Wheel Inner 376 cone 3720 cup
Diff. R. H. and L. H. 377 cone 3720 cup
Pinion Front 439 cone 432 cup
Pinion Rear 3191 cone 3120 cup

STUTZ 1924—(690-692)
Front Wheel Inner 3381 cone 3320 cup
Front Wheel Outer 2687 cone 2620 cup
Rear Wheel Inner 355 cone 354 cup
Diff. R. H. and L. H. 359S cone 3520 cup
Pinion Front 443 cone 432 cup
Pinion Rear 23092 cone 23256 cup

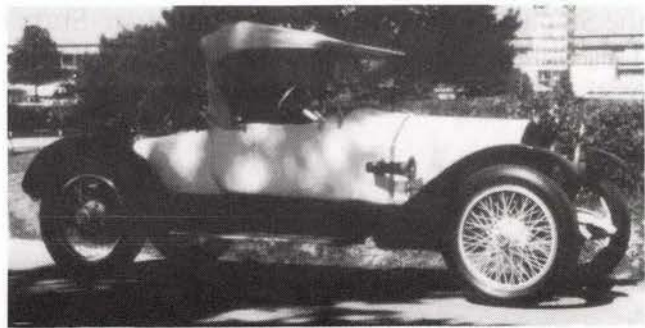
STUTZ 1926-27—(A-A, Passenger Car)
Front Wheel Inner 3381 cone 3320 cup
Front Wheel Outer 2687 cone 2620 cup
Rear Wheel Inner and Outer 355 cone 353 cup
Diff. R. H. and L. H. 3982 cone 3920 cup
Pinion Rear (2) used 44150 cone 44348 cup

STUTZ 1928—(Series BB, 145" Wheelbase)
Front Wheel Inner 419 cone 412 cup
Front Wheel Outer 316 cone 312 cup
Rear Wheel Inner and Outer 359S cone 353 cup
Diff. R. H. and L. H. 3982 cone 3920 cup
Pinion Rear (2) used 44150 cone 44348 cup

Stutz, the early years, 1912 through 1925

This is the first of a regular series that will appear in Stutz News and will bring to you interesting things about the early Stutz automobiles.

This installment will be dealing with your author, Bob Hickman. My first personal contact with a Stutz car was back in 1962 at the Indiana School for the Blind when Don Patterson brought his 1917 R Series Roadster for us to enjoy. I got the distinct thrill of riding in that car and have



been hooked on Stutz automobiles ever since. The purpose of this Series of articles is two-fold: 1. To bring an awareness to the younger members just how great the Stutz automobile really is, and 2. to promote the roster project with a goal to list every known early Stutz and HCS automobile known to exist.

I need Serial numbers, engine numbers, year and body style of each car along with condition. Even though I would like to know the owner, it is not necessary because I respect one's privacy. Any information you have will be appreciated and will be used in the registry.

Please send all correspondence to:
Mr. and Mrs. Bob Hickman
3488 Evergreen Ln. Apt. A
St. Louis, MO 63125
Phone: (314) 894-7315

Stutz at the 1994 BBC Classic & Sports Car Show

Birmingham 30th April - 2nd May 1994

by Norman Barrs

Waiting for the show to open at 10 a.m. on Saturday 29th April, my thoughts went back one year earlier when we had for the first time exhibited the 8 cylinder Stutz motor cars to a public who had not seen Stutz motor cars for some 50 years.

This year we had a pair of gleaming Bearcats, one red and one yellow, and a display that won the Stutz Club a BBC Classic & Sports car show silver award for stand presentation, an acknowledgement that made all the team work so worthwhile.

Invited to participate in 1994 following our success in 1993, my thoughts turned to the earlier Stutz cars of which we have several examples in the UK but only two have completed their restoration. Tim Moore who exhibited and drove his beautiful 1915 Bearcat at Silverstone in 1993 readily agreed to bring the car to Birmingham for this year's Classic & Sports Car Show and Bob Reed who had attended Mike Holt's first Stutz picnic at Oulton Park in 1992 offered his 1916 Bearcat subject only to completion by Paul Freehill and successful shipment to the UK. Tim of course drove his car to the show and arrived at the appointed hour. Bob, however, resides in Swit-

zerland and organized the car shipment and both he and Betty Sue arrived at Birmingham with their gleaming yellow Bearcat on a trailer.

With two Stutz Bearcats standing side by side at a prestigious motor show, little else is needed to make a stunning display and our Stutz nameboards, history and signs produced the desired results.



Bob Reed and Betty Sue with 1916 Bearcat which had just been received following its completion by Paul Freehill.

This year the show floor area was increased by some 50 percent. It is I believe the largest show of its kind in the world, visited over the three day period by over 80,000 people who will see cars exhibited dating from 1896 to 1994. It truly covers all aspects of the classic car era - not only static car displays, but auto jumble, auctions, car sales, entertainment - a truly comprehensive show.

Autoglym, a manufacturer of car polishes and finishes, sponsors the inter-club concours. This is separately exhibited in one of the halls and some 40 cars are entered on an inter-club competition, the classification being small clubs, medium and large clubs with membership in excess of 5,000. In 1993 Colin Buckmaster entered his superb 1931 DV 32 convertible Sedan and it won the award of the most prestigious car at the show.



Tim Moore as passenger in his 1915 Bearcat with John Last at the wheel of Bob Reed's car. Note the "trophy" of Bearcat piston & rod presented by Mike Holt. The Silver Award to the stand and he cut glass vase from the Concours are on display.



1933 Stutz DV-32 at Autoglym Concours. Restorer Mike Treutlen, wife Kay and daughter Louise with owner Norman Barrs (at left behind) Note the Stutz Sweatshirts!

This year my own DV-32, a 1933 Le Baron custom sedan was entered. I drove the car for the first time straight out of the restoration garage in Huntingdon to Birmingham, a distance of some 75 miles. This is the first time that the car has been driven on the road and indeed the first time that I have had the pleasure of driving it.

The full restoration has taken over four years and of course it needs still to be run in, but what a car this is to drive.

Even silkier and smoother than the 1929 Lancefield Model M, the 75 mile journey to Birmingham ended all too quickly in spite of the running in speed.

Judging of the concours takes place on the Sunday by a team of professional judges and late on Sunday afternoon we were delighted to learn that the Stutz had been declared the overall winner in the small club class, scoring a massive 495 points out of a total of 500 - no other car at the show achieved over 460 points. Truly a magnificent achievement for the team that made the restoration possible. Brief coverage by the BBC and Sky TV allowed a far wider audience in addition to those at the show, to enjoy the charisma of Stutz motor cars.

After three busy but interesting days the show closed with an invitation from the organizers to participate again in 1995. What about our American cousins bringing a couple of cars over from the USA to participate in 1995? Now that's an idea isn't it!

As the club European organizer, may I personally express my thanks to Colin Buckmaster, Mike Holt, Bob Reed and Tim Moore who made this show possible, and without their enthusiasm and dedication we wouldn't have had a show.

Not only can we rely on Stutz (the car that made good in a day) but we can also rely on the owners (always there when you need them).



Luxurious interior of the 1933 LeBaron custom sedan

Editors Note: We learned later that since participating in the above show, Norman was asked to take the Stutz to the Louis Vuitton Concours at the Hurlington Club on Saturday, 4th June. He has also been asked to take it to two other prestigious shows, one at Goodwood and one in Paris, and has just learned that the car has been automatically entered for the classic car finals to be held at Birmingham, England in November of this year. Our hearty congratulations, Norman!

Harry Stutz Inducted into the Hall of Fame

Ted & Robert Stutz at the display for Harry Stutz



Bruce Brown, Robert Stutz, Martin Fromm & Elliott Lehman



PROGRAM

Welcome and Opening Remarks

Gene McKinney
President, Automotive Hall of Fame

Dedication of Award for Young Leadership and Excellence

Dan Askey
President, NAPA Distribution Center, Genuine Parts Company

Dedication of Automotive Industry Leader of the Year

Harold A. Poling
Retired Chairman & Chief Executive Officer, Ford Motor Company

Dedication of Distinguished Service Citations

Vaughn L. Beals, Jr.
Chairman of the Board, Harley-Davidson, Inc., Milwaukee

Harmon M. Born
President, Beaudry Ford, Atlanta

Francois J. Castaing
Vice President Vehicle Engineering, Chrysler Corporation

Paul Cole, Jr.
President and General Manager, Cole Motor Company, Bluefield, WV

Robert H. Raff
President & Chief Executive Officer, Parts Warehouse, Inc., Little Rock

Carl Sewell
Chairman, Sewell Village Cadillac, Dallas

Woodrow W. Woody
President, Woody Pontiac Sales, Detroit

Musical Interlude

Tri-City Chorus

Dedication of Hall of Fame Inductee Modules

Martin Fromm, President Emeritus,
Automotive Warehouse Distributors Association

Elliott Lehman, Chairman Emeritus,
Fel-Pro, Incorporated

*William L. Mitchell, Vice President, Styling Staff,
General Motors Corporation

*Harry C. Stutz, President,
Stutz Motor Car Company

*Deceased

Unveiling of Modules

Closing

Reception 6:00 p.m. - Dinner 7:00 p.m.
Ashman Court Hotel

The Automotive Hall of Fame gratefully acknowledges
the sponsors of the 1994 Spring Meeting:

Dealer Policy Board, Ford Motor Company
GenCorp Automotive
Genuine Parts Company
Lear Seating Corporation
3M Company
The Goodyear Tire & Rubber Company
TRW Inc.

STUTZ & ASSOCIATES

Home Inspection Services

2074 Andover Road
Columbus, Ohio 43221
TEL: (614) 487-8717
FAX: (614) 488-1864

July 24, 1994

Bill Greer, Editor
The Stutz Club, Inc.
7400 Lantern Road
Indianapolis, IN 46256

Dear Bill:

I want to report to you for your newsletter about our attending the Dedication Ceremony at the Automotive Hall of Fame on June 16th in Midland, MI at which I helped with the unveiling of the Harry C. Stutz module as he was officially inducted into the Hall of Fame. I am writing to you now as I have been waiting for the photos that were taken at this event which I have just recently received. I have enclosed three of the photos that they sent. Notice that each is nicely labeled on the back side for your cutlines. Also enclosed are two copies of the Dedication Ceremony program for your files and a copy of the Automotive Hall of Fame's "Quarterly" summer 1994 issue which also contains an article on each of the four recent inductees including Harry C. Stutz.

Thank you and your contacts for providing the attractive material that was used in the Harry C. Stutz module. You can only see such from a distance in the enclosed photos, however, it looked very professional once we unveiled it during the ceremony. I was pleased that that they did include my revised text that we reviewed which contained more specific information as well as the reference to the importance that racing the Stutz cars was critical to their credibility in those days. My son Ted and I spent some time looking over the other modules and the Stutz module is very handsome and in keeping with their high standards of excellence.

The ceremony was very nice nestled in the woods in the current Automotive Hall of Fame very attractive facility in Midland, MI. This is located on part of the Northwood Univ. campus, however, Gene McKinney, President of the AHOF, indicated to us that they are preparing to move the AHOF to Dearborn, MI next to the Henry Ford Museum and Greenfield Village where it will enjoy considerably more exposure. The exact dates of the move have not yet been finalized. I do look forward to attending the grand opening of the new Dearborn AHOF and I will let you know of such as I learn more about it.

It was a pleasure to meet Dale Wells at the ceremony and enjoy dinner afterwards with Dale and his wife. We enjoyed hearing of his adventures with his two Stutz cars and my son Ted and I enjoyed meeting many new acquaintances at the reception and dinner. I was pleased to accept and participate in the Harry C. Stutz module unveiling on behalf of Harry C. Stutz, the greater Stutz family, the employees of the Stutz auto companies and of course, The Stutz Club. I hope that many of the Club will be able to attend the grand opening ceremonies of the relocated AHOF in Dearborn and/or visit it after the opening to see the permanent tribute to Harry C. Stutz in the AHOF.

And Bill, I wanted to compliment you on the last issue of the Stutz News. I so enjoyed reading it on the way up to Midland from Columbus. With this last issue, the level of quality and quantity is most impressive! Keep up the good work.

Sincerely,

Bob Stutz

Editorial Comments

Many favorable comments have been received about the April -June 1994 issue of Stutz News published by our new printer KDB Press of Indianapolis. Your editor has been very impressed with the manner in which Mrs. Rachel Daeger and Mr. Ken D. Berry have approached this job. Their work has been most timely and efficient and the quality rendered is truly appreciated. The editor's frustrations have been greatly reduced in the process.

We would like to share some additional inputs received by telephone which, of course, are not covered in "Letters to the Editor." Many of the calls received made reference to Dan Obele's interview with Freddy Patterson and how much they enjoyed the story. We are so sorry that further information will not be forthcoming due to Mr. Patterson's passing on May 7, 1994. This reminds me of a similar occurrence back in mid 1988. We were very excited to have just located Reeves Dutton, age 101, who was Earl Cooper's riding mechanic back in the days of the famous "White Squadron." His partnership with Cooper actually spanned 1913 to 1917 and he stayed in the racing business right on through 1937 when two-man teams went out. Mr. Dutton was an official at Bonneville Salt Flats for land speed record attempts from 1920s to 1950s. Upon obtaining his address we immediately dispatched a letter appointing Mr. Dutton an honorary member. But, we were too late, he died just before my letter arrived and we missed out on a lot of early history.

It was a pleasure to receive a call from member Eugene C. Amoroso (#311) informing that it was his 1926 Stutz AA 4-pass. Speedster shown in "Auction Notes," page 12, of the last issue. Mr. Amoroso said he sold the Stutz to his father to raise capital for a business venture. His father entered the car in several auctions before it sold in Scottsdale and it was the auctioneers who touted "only one known, full resto." Anyway, the infusion of the new capital derived from the Stutz's sale is paying off handsomely according to

Mr. Amoroso and we wish his continued success in his unique launderable LED venture.

Also, in the last issue, page 26, we published a letter from Al McCarthy, Jr. The McCarthy Stutz, a 1929 M Cabriolet is now owned by new member George E. Albright III (#399) - see Membership Report. Just as we go to press, we learned that new members Norman C. Oliver (#396) and Barbara Ann Oliver (#396A) are now the proud owners of Staniszewski's 1933 SV-16 sedan shown elsewhere in this issue. Many Stutz cars are on the move and its quite impossible to follow all of them. We encourage the help of the membership in making sure that all new Stutz owners are properly invited to join the Club.

On page 28 of the April-June issue we goofed. Sorry Jim. The spelling is Petrik not Petrick. Furthermore, we did not credit Jim with the cartoon used on this page. Also, note that it was Jim's father who worked on Stutz brakes at the agency in Davenport. Jim was just a bit too young at that time to be a doing specialized brake work.

There seems to be a slacking of CLASSIFIED ads on parts. Have all the Stutz owners now located everything they need? Are all those shelves of extra spares now empty? Be sure to let us know what you need or have for sale or trade. Lets put Stutz on the road!

Again, we wish to encourage members to send us a story about their Stutz or Stutz experience. Our folder on such articles to be published is nearly empty. Please send us your story for Stutz News.

The cost of screening each photo for printing runs about \$10. Therefore we are unable to publish all photographs received. Although classified ads are free to members, we do ask a contribution of \$10 per photo when ads include photographs.

Membership Report

The 1994 Grand Stutz is now history, and the complete story is reported elsewhere in this issue. I must add my thanks also to those members who made all the arrangements and planning for the weekend. A wonderful time was had by all, and my family and I were privileged to receive the Long Distance Driving Award for my 1931 MB Sedan and 1934 SV-16 Cabriolet (both drivers) which made the round trip from Kalamazoo, Michigan to Fort Wayne, Indiana. Not really a severe test, but the 1931 was suffering generator and fuel pump problems, and gave me some anxious moments. Repairs are now in progress and we expect to make the CCCA Caravan to Northern Michigan as this issue is going to press.

The other honor received at the Grand Stutz was my election as President, and I am indeed honored and privileged to serve you in this office. I hope I am able to bring as much leadership and direction to the club as our first president, Bill Greer. It is your efforts and interests that make the club, however, and my sincere thanks go out to all of you for your continued support and dedication to the Stutz products.

I was pleased to attend the dedication of the Harry Stutz exhibit at the Automotive Hall of Fame in Midland, Michigan on June 16th, and also have the pleasure of meeting member Robert Stutz and his son at the program. We enjoyed a pleasant dinner with them that evening, and are pleased to have Stutz families and relatives in our membership.

As evidence of the continuing fascination and strength of the Stutz name in the world of automobiles, I wish to report the organization of the Stutz Motor Car of America, Inc., and introduce their design coordinator, Mr. Thomas Rose. I have talked with him on the phone several times and know he and his organization have set themselves a tough road ahead. The auto world has seen countless replicas, recreations, and new visions shattered along the way. I can only wish him and his company good luck in their work, and hope the results are complimentary and supportive of the Stutz reputation. His announcement is published in this issue, not as an endorsement or acceptance of using the Stutz name on new

products, but merely as a matter of interest to collectors.

As you will note in the results of the elections of club officers, Richard Orr has now become Vice President for Membership. I will soon get these records closed out and turned over to him for future reports. Please give him your support and cooperation with renewals, mailing changes and recruiting new members. I wish to thank all of you for your help and patience with this job. I know we sometimes lose mailings and addresses, but it is surprising how challenging it can be at times to keep track of all of you. We're here to serve you the best that we can — all for the love of Stutz. And here are the NEW MEMBERS joining us since the last newsletter:

#391

Charles de Heras Home (909) 696-0813
40560 Calle Bandido Bus. (213) 726-9721
Marietta, CA 92562-9144
1930 Stutz M Cabriolet, Le Baron

#392

Thomas J. Kinney Home (317) 291-7729
5744 Elaine St.
Speedway, IN 46224

#393

Jerry L. Burriss Bus. (317) 581-4444
5885 Stafford Way
Indianapolis, IN 46208

#394

Tony George Bus. (317) 481-8500
8030 Springmill Rd.
Indianapolis, IN 46260

#395

Dick Lewis Bus. (317) 844-6666
1705 Glencary Crest
Indianapolis, IN 46208

#396 Norman C. Oliver Home (317) 285-4869
#396A Barbara Ann Oliver Bus. (317) 282-1399
5170 Lewiston Rd.
Lewiston, NY 14092
1933 Stutz SV-16 4-door sedan

#397
Michael J. Martin Home (03) 758-7519
27 Dorothy Grove Bus. (03) 758-7519
PO Box #7
Ferntree Gully
Victoria 3156 AUSTRALIA
1920 HCS Series II roadster

#398
Thomas E. Ross Home (213) 344-1235
Stutz Motor Car of America Bus. (213) 957-9670
6363 Sunset Blvd. Ste. 900
Los Angeles, CA 90028

#399
George J. Albright III Home (804) 620-0750
209 SE 15th Ave. FAX (904) 732-1360
Ocala, FL 34471
1929 Stutz M Cabriolet

CHANGES AND CORRECTIONS

#222
Elliott E. Atkins Home (209) 727-0566
20204 N. Atkins Rd.
Lodi, CA 95240-9715

#27
Norman C. Barrs Home (0181) 340-9087
Osborne House
111 Bartholomew Rd. Bus. (0171) 485-1540
Kentish Town, London FAX (0171) 482-2394
NW5 2BJ England
1929 Stutz M Lancefield Saloon
1933 Stutz DV-32 LeBaron Custom Sedan

#181
Thomas A. Kayser, Director Bus. (609) 692-2233
Gilmore-CCCA Museums
6865 Hickory Road
Hickory Corners, MI 49060

#240
Richard P. Kughn
Kughn Enterprises
50625 Richard W. Blvd.
Chesterfield, MI 48051-2493

#199
Richard Wachsmith Home (509) 966-9593
1960 Old Natches Hwy.
Yakima, WA 98908
1926 Stutz Fire Truck

In Memoriam

George Frederick Patterson, 96, of Tempe, Arizona, a retired mechanic, died May 7, 1994. He was born in Sandborn, Ind. and was a World War I veteran. Survivors include his wife, Mary Elizabeth; sons, Frederick Alan, Dan William, Charles and George; and three grandchildren.

We refer you to the item at the bottom of page 10 in the April-June issue of Stutz News, Mr. Patterson was appointed club honorary member #386H by your president's letter dated March 7, 1994 just two months prior to his passing. Following his move to a nursing home Freddie was unable to respond to the many additional questions about his Stutz company experiences which were raised by the interview.

Our thanks again to member Dan J. Obele for his contributions. Our condolences to Mrs. Patterson and the family.

Financial Statement

by Joseph B. Folladori, Treasurer

This report covers the six (6) month period from January 1, 1994 through June 30, 1994

Balance as of December 31, 1993 \$20,052.36

INCOME

| | | |
|-------------------------------------|------------|-------------|
| Membership Dues and Directory Sales | \$5,520.00 | |
| Interest Earned (Act. #448451499) | 281.23 | |
| Sales of Various Items | 77.50 | |
| Donations (see below) | 30.00 | |
| Misc. credit | 3.00 | |
| | <hr/> | |
| | \$5,911.73 | \$25,964.09 |

EXPENSES

| | | |
|---|------------|-------------|
| Administration | 217.86 | |
| 1994 Directory | 610.58 | |
| Election Cost | 317.07 | |
| Membership | 168.93 | |
| Stutz News, Vol VII, No. 27 (Jan-Mar. 1994) | 1,460.03 | |
| Stutz News, Vol VII, No. 28 (Apr-Jun 1994) | 1,353.70 | |
| | <hr/> | |
| | \$4,128.17 | |
| Balance as of June 30, 1994 | | \$21,835.92 |

Donations

Mr. Brantley Tidmore \$5.00
Wm. J. Greer \$25.00

CLUB RESERVES as of June 30, 1994

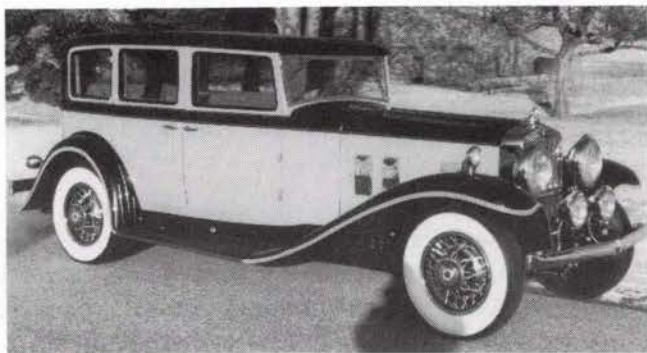
| | | |
|--------------------------------------|-------------|--|
| Life Membership Reserve (36 Members) | \$14,825.00 | |
| Reserve for Book Fund | 5,005.75 | |
| Cordy-Purdy Fund | 1,132.38 | |
| | <hr/> | |
| | \$20,963.13 | |

Letters to the Editor

**From: Stanley A. Staniszewski (#130),
Clinton Twp., MI**

Dated: February 1, 1994
(to Dale Wells, in part)

Enclosed are some snaps of the 1933 Stutz SV-16 5-passenger sedan that I've had for so many years and finally got around to upgrading last year. I had an incentive to restore this car when I saw your nice sedan a couple of years ago. I will likely do some work on the 1931 DV-32 Rollston convertible Victoria this year and maybe complete by next year.



1933 Stutz SV-16 owned by Stanly A. Staniszewski

Photo taken 1/30/94 of 1933 Stutz, Ser No. SV-21-1538 Engine No. 33249

**From: Janet Grigg Bronk (#350),
Mudgeeraba, Queensland, Australia**

Dated: May 25, 1994 (in part)

The 1928 Stutz BB Blackhawk Sports Tourer was advertised in the English Automobile magazine, the May issue.

The 1922 Stutz Speedway Roadster is still being restored - that is the front apron, back and front mudguards and I do not remember if I told you or not but it now has its proper 23", 74 spoke wheels. The engine runs smoothly and starts "nearly" everytime (this is because I forgot to charge the battery) so we probably won't touch the engine before selling. The bright red colour

was being sprayed for the first time today and it looks stunning already, I do wish I could keep it.

The 1928 Stutz drove very well the other Sunday on a rally up past Brisbane. This was approximately 1 1/2 hours away and this car certainly has appeal for when I lifted the bonnet to turn off the petrol, I was suddenly surrounded by people 2-3 deep. I was very proud of my late husband's work and watched from a distance the reaction of admirers. Brisbane and SE Queensland does not have many Stutz on the road; I can only think of 2 others that are driveable, one is new acquisition but has a tired gearbox etc. and the other is my friends 1928 Limo., which has now taken second place to a newly restored 1911 Renault, 4 cyl.

I would dearly like to keep both of mine but my husband said that the 1928 Auburn 8-90 Conv. Sedan would be easier to maintain, particularly the engine so I promised to do as he requested, that is sell both the Stutz's and the 1922 Tipo 8 Isotta-Fraschini. I have driven all these cars and really enjoy vintage motoring.

The Seventh Grand Stutz sounds like an exciting event as 2 1/2 years ago my husband and I visited the ACD Museum and stayed at the Auburn Inn for a couple of days before driving down to the Indianapolis Raceway and then to California. I hope everyone has an enjoyable time. I was pleased to read in the latest issue of the ACD Club magazine the Museum's acquisition of the 1928 Stutz Speedster.

Are you taking orders yet for the Stutz Book that you are writing in conjunction with other members and if so, please may I be placed on the list of purchases?

If it is possible to stay a member of the Stutz Club without owning a Stutz, at a later date, then this is what I would like to do. I will mention the Club to other people that I know of and meet re: membership.

Editors Note: Our reply to Mrs. Bronk was that we are not yet ready to take orders for the Stutz book and that ownership of a Stutz was not a requisite for membership.

From: Richard Belveal, (#316), Paradise Valley, Arizona

Date: June 6, 1994

During the past April my friend Mike Green and I participated in Arizona's Copper-state 1000, in my 1918 Stutz Bearcat. A thousand miles around and thru Arizona in the spring is truly a sight to behold.

The event is put on by the Men's Art Council of the Phoenix Art Museum and is underwritten by Mercedes-Benz, the Dial Corp., the Ruger Firearms Co., etc. etc.

Naturally, Mike and I were both familiar with Bill Ruger's interest in Stutz automobiles as well as the hobby in general (this year he entered a Duesenberg and a Ferrari) and were looking forward to showing our Bearcat to him. We got the opportunity when the entire race was treated



Founding Life Member William B. Ruger and Richard Belveal at luncheon held on the Ruger Ranch.



Dick Belveal's 1918 Stutz Bearcat GAR Special at Stutz Bearcat Drive in Sedona, Arizona.

to a western style barbecue lunch (live country music and all) at his beautiful ranch on the outskirts of Prescott.

He is a long time Stutz admirer. He is very knowledgeable and a nice guy. Stutz can be proud to have a fan like Bill Ruger.

Enclosed are some photos of our luncheon at the Ruger Ranch. Also a picture of my car at the Stutz Bearcat Drive in Sedona, Arizona.

P.S. The Stutz performed flawlessly for the 1,000 miles. This only casualty: our license plate bracket came loose. There was a tune up for our annual run at the Great American Race. Hope to see you in Auburn when we come through.

From: Colin J. Buckmaster (#65L), Brettenham, Ipswich, England

Date: June 14, 1994 (in part)

Many thanks for the excellent new version of the Stutz News; this is a splendid effort - well done.

It is interesting to compare the Victoria by Waterhouse with the same style by Rollston in Automobile Quarterly. It is a pretty body but very awkward when one has to reverse because the rear view is almost nil.

The trouble with my convertible sedan is the performance involved with lowering and raising the hood (top). This needs two quite strong people and it has to be done with care. I have just done a covering which I had thought would last all summer but then I remembered I am supposed to take the Stutz to the Vintage Sports Car Club's 60-year anniversary Concours. If I set off with the hood down and it starts to rain, I am in trouble. One has to be aware of weather trends well in advance of a journey. If I start with the top up and the judges say "lets see it with the hood down" - impossible!

We have just got back from a Rally in Denmark, but no American cars there.

On page 12 of the April-June 1994 issue, why did one Stutz auction at \$36,000 and another over four times that amount?

**From: David W. Braun (#155),
Sacramento, California**

Date: June 23, 1994

I have a few comments about the 1930-31 Stutz Indianapolis race cars mentioned on page 9 of the April-June 1994 Stutz News.

The implication given is that the cars were one and the same. This is a point I have given some thought to at length. I believe a case could be made that there were two cars involved, not one.

The 1930 Jones Stutz Special is basically a stock Stutz. It was a 1929 or 30 Type 28 two passenger Torpedo (also referred to by Stutz as a two passenger "Speed Car.") According to the late Mark Howell, only a few modifications were made to the car including installing a larger gasoline tank, four sets of shocks on the front end and the utilization of stiffer springs.

The car was sponsored by Milton Jones, qualified well-up and finished a respectable tenth overall, covering the full 200 laps at an average speed of 94.130 mph. This accomplishment is considered to be the best ever at Indy for any automobile subsequently to be recognized by the CCCA as a "Classic" in the full meaning of the term.

The 1931 car was sponsored by Stutz Motor Car directly. There are major visual differences between this and the '30 car including the wheels, hood and body. This body was a fabric construction, made I suspect, by Weymann-American in Indianapolis. What is not obvious is that this car was equipped with a DV-32 engine and we even know the serial number, DV32951.

The car did not qualify because it ran too slow. The slowest qualifier which made the race ran 96 mph. and as there were other non-qualifiers running in the mid-90s, I suspect this car did not break 90 mph.

I would argue there are indeed two cars involved here: why would Stutz in 1931 make use of a used race car when they could have easily assembled a fresh set of parts around that DV-motor, which is after all what they were trying to promote, considering the 1931 version of the Speed Car was indeed called the Stutz Bearcat?

If there were any of the Jones Special parts incorporated in the 1931 car, they must have been limited to the frame and axle components.

**From: Smith Hempstone Oliver,
(#974H), Tarpon Springs, Florida**

Date: June 26, 1994 (in part)

The beautiful copy of Stutz News arrived in an envelope on June 6. We both always enjoy so much going through it. It is quite an improvement over the previous issues in appearance (no fault of yours, we know), and you are to be commended for finding the new printer, etc. Keep up the good work! If you hadn't done the fantastic work you did during the first years of the club, I think there would be no club! What do you think?

We are sorry that we can't get to the Seventh Grand Stutz, but I just don't feel up to making such a long trip now. And I'm sorry I have no more articles or pictures for you to use, but that's the way it is!

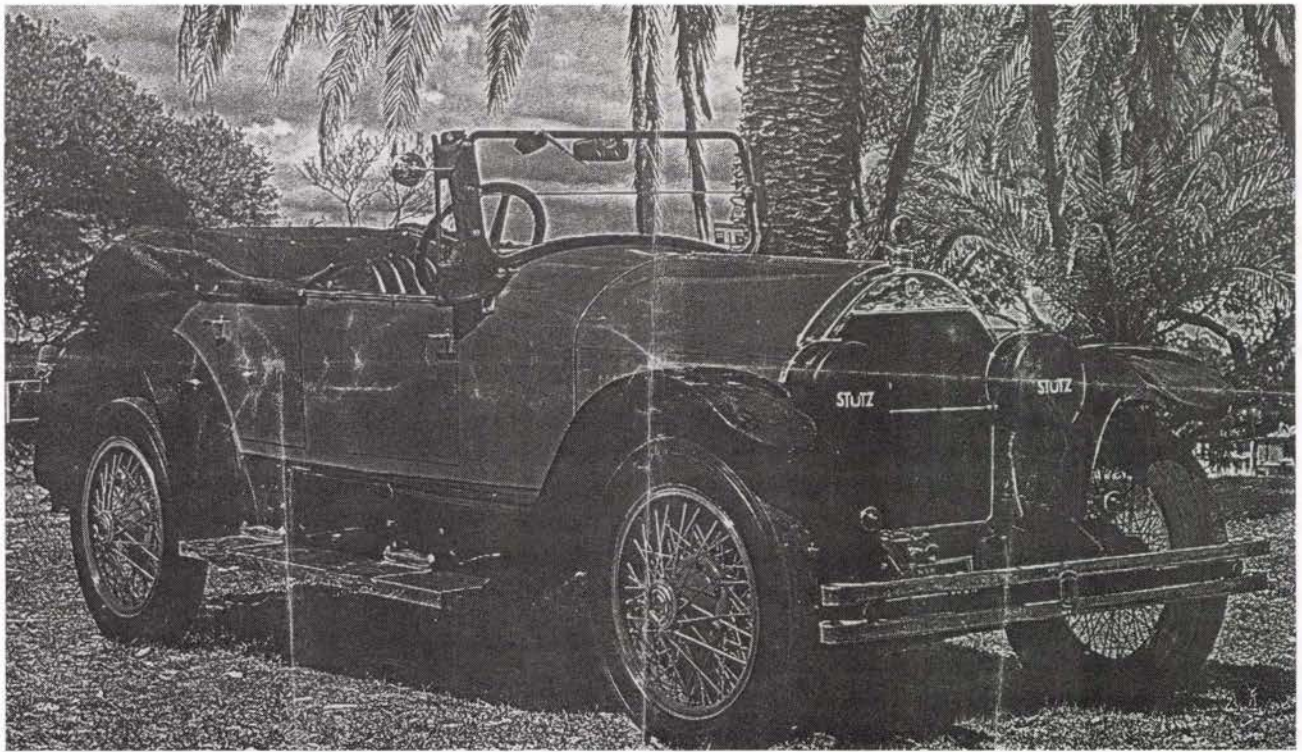
So, please give my best regards to all of our fellow Stutz club members when you stand up before them at the Stutz banquet, and tell them we should love to see them here when they venture down to Tarpon Springs, especially if they arrive in a Stutz! We have loads of paintings and photographs of racing cars hanging on the walls, far more than you saw when you visited. No Stutz or racing enthusiast will be bored once they enter this house!

**From: Raymond A. Katzell (#62L),
Medford, New Jersey**

Date: July 14, 1994

In 1975, John Day published an authoritative book under the auspices of the Bosch Company on the engineering development of the automobile (The Bosch Book of the Motor Car), St. Martin's Press. On page 175 appears the following item in his discussion of power steering, the origin of which he credits to one W.P. Schuyler in 1899. Day then says: "The conception of power-assisted steering lay fairly dormant, except for an essay by Stutz in 1927, until the 1950s."

Can anyone tell us more about that attempt by Stutz?



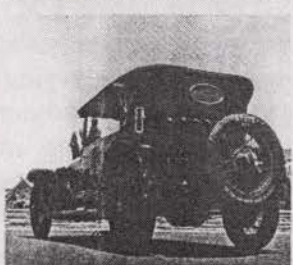
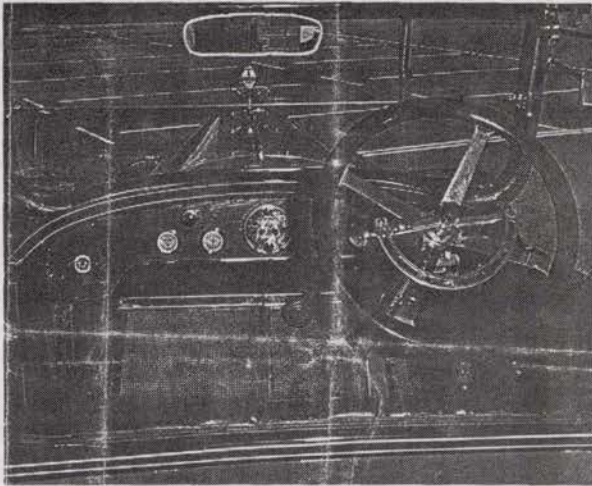
MECHANICAL FEATURES

Engine: Four-cylinder 5.9 litres, twin cam, side valve. Rated at 30.6 HP developing 88 BHP at 2400 rpm. Water-cooling, Stromberg updraught carburettor, twin ignition system. Unusual features include four valves per cylinder and four bolts per connecting rod big end.

Gearbox: Stutz-made three-speed selective sliding gearbox built into back axle. It has a 14 plate multi-disc clutch. Spiral bevel drive.

Suspension: Conventional leaf springs, with Tinkin beam axle at front and three-quarters floating rear axle. Adjustable Hartford shock absorbers.

Brakes: Large 18 inch (457 mm) diameter rear brakes drums with two sets of shoes,



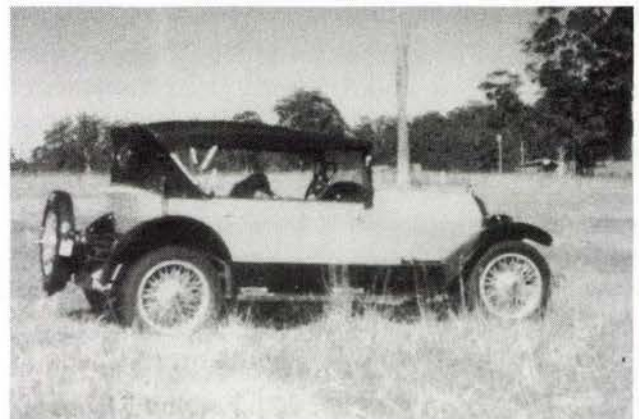
one for service brake, one for parking brake.

Steering: Worm-and-gear with 1 1/4 turns lock-to-lock.

Wheels: Houlke wire wheels, size 23 inch.

Dimensions: Wheelbase 10 ft 10 ins (3300 mm). Track 4 ft 8 ins (1422 mm). Overall length 16 ft 0 ins (4877 mm). Height 5 ft 7 1/2 ins (1714 mm). Kerb weight 36 cwt (1833 kg).

Performance: Maximum speed when new — 82 mph (131 km/h). Normal cruising speed — 55 mph (88 km/h). Fuel consumption at highway speeds — 16 mpg (17.6 litres/100 km).



Member Robert Smith (#288) of Wauchope NSW, Australia, purchased this Stutz Model KDH Bulldog in 1987 from the previous owner mentioned in this article. Robert had first admired this Stutz some 26 years ago when he was 17 and the car had just been restored. He says it is still in good shape today. This Stutz has the detachable head engine which was offered to the trade in late 1921. Mr. Smith would like to adapt twin spares on the back and would appreciate member's input on how to do this.

The Ed Brubecker referenced as providing the sample colour for Doug Grant's restoration is, I believe, Edison S. Brubaker (correct spelling), the grand nephew of Harry C. Stutz. The editor has tried unsuccessfully to locate Mr. Brubaker to obtain family history. He was a member of the HCCA at one time in the late '60s living in the Los Angeles area. We hope some member will help the editor locate Mr. E.S. Brubaker.

Classifieds

Layden F. Butler Jr., 107 St. Jean Court,
Danville, CA 94526, tel. (510) 820-4742

For Sale:

- Set of four (4) Hartford shocks complete \$550
- 23" Houk wire wheel \$100
- For 1917-20 Stutz: gas cap \$20, radiator cap \$50, spare wheel hold down \$65, tail lamp restored \$100
- Stutz model KLDH frame center crossmember with Car no. \$50 and a tail lamp bracket \$15

Will trade for Wisconsin era Stutz parts, original or reproduction

Medford J. Brown, 3750 Rum Row, Naples, FL 33940, tel. (813) 261-4462

For Sale:

- 1925 Stutz Speedway Six Speedster, Engine No. 14477, mileage 80,162
Rebodied some years ago from the dashboard to the rear. The chassis including the engine are original as are the fenders and the body up to fire wall.

The Stutz was appraised on January 21, 1994 as condition 1 1/2 - 2 with a value of \$15,000.

Please make offer.



Medford J. Brown's 1925 Stutz Speedway Six Speedster

George J. Albright III, 209 SE 15th Avenue, Ocala, FL 34471 Tel. 904-620-0730 FAX 904-732-1360
NEEDS HELP

I recently purchased the 1929 Stutz "M" (Engine #31290, Serial # M8245Y59Y) previously owned by Albert J. McCarthy (deceased). This Stutz was purchased from Star Lake, NY Fire Department in 1955 and was used as the chief's car with a non-original rear body section. Mr. McCarthy built the rear body section as shown in the photo. This car is original from the doors forward and is very solid. Any information on this car would be appreciated, especially the body builder, and if it had been a roadster, touring, or speedster body.



I'd like to purchase a correct rear body section and rear fenders. Also, I need a chrome horn button for the center of the steering wheel, a 1929 carb. and a tail light assembly. Thank you!

Joseph Freeman, 121 Mount Vernon St., Boston, MA 02108, tel. (617) 723-2661

Needs to replace

- Prized Stutz Dogbone & Moto-Meter, which was stolen some time ago. The ornament is probably a 1914-1916 vintage. We hope we can replace this item.

Stutz Motor Car of America, Inc.

New York, New York • Los Angeles, California • Torino, Italy • London, England • Dusseldorf, Germany

Attention Stutz Club Members

America's First Sports Car to be America's Next Sports Car

Stutz Motor Car of America, Inc. announces plans for the third coming of this legendary American marque -- the limited edition S3. A high performance sports car intended to be America's fastest production car.

Unlike our second generation, the go-go days of Stutz, which emerged in the 1970s, the S3 will be built from the ground up at home in America and will strive to emulate the pure pioneering spirit of the original.

The S3 Design Team is seeking your help. As Stutz Club Members, you share this generation's passion for *"the car that made good in a day"*. We realize the responsibility and challenge we have inherited. To build a car that can live up to the legend is no easy task.

It is our sincere desire to, not only live up to the legend, but to again establish America as the world leader in automotive design and engineering. To do this, we must reach back to 1911 through you. As collectors of the first generation, you possess the enthusiasm for that era and knowledge of those cars we need in order to adhere to Mr. Stutz' genius and vision.

We invite you to contact us directly with any ideas and information you feel is vital for us to be able to recreate this legend. As participants in this historic project we will keep you on file to receive news releases and design updates for your ongoing feedback.

Our special thanks to The Stutz Club for allowing us to address you in your fine publication and on behalf of Stutz Motor Car of America and the S3 Design Team we wish you all the best.

Cordially,



Thomas E. Ross
S3 Design Coordinator

Direct Lines: 213/957-9670

213/957-9671

Facsimile: 213/464-2040

LOS ANGELES

(213) 464-1100
FAX (213) 464-2040
6363 Sunset Boulevard
Los Angeles, California 90028

NEW YORK

(212) 582-4500
(201) 238-5026
13 Jensen Road
Sayreville, New Jersey 08872



JOSEPH X. FLANNERY

A Big Thrill For Tony K.

My good friend, Tony Koveleski, of 736 Moosic St., has diverse talents. A retired businessman and former pilot and a racing car driver, he also is a musician, song writer and antique collector. But never was he happier than he was on July 2 when he drove his 1914 Stutz Bearcat — one of the rarest antique cars in America — across the finish line of the Great American Race in Wilkes-Barre.

Tony didn't drive the car from California. He took it to Wilkes-Barre to be on hand for the ceremonial end of the race.

While Tony was with his Bearcat at Kirby Park, a woman told him a sad story. Jim Neelley of Graham, Texas, had entered his 1913 Stutz Bearcat in the race but it broke down in Warsaw, Ind. Neelley traveled the rest of the way to Wilkes-Barre with friends. However, his friend told Tony that he would love to ride across the finish line in his Bearcat.

Tony was willing but permission had to be obtained. Tony's son, Oscar, got on the telephone and got speedy approval.

Tony started the car, Neelley came aboard and they crossed the Market Street Bridge as ceremonial winners.

Tony's canary yellow car, which he bought in 1948 for \$3,000, is worth a fortune today. Years ago, he had raced it often but now he uses it mainly in shows.

Still, to cross the finish line in the Great American Race, was a thrill.



Editor's Comments: Just hours after life member AJ (Tony) Koveleski crossed the finish line of the GAR at Wilkes-Barre, Penn. in his 1914 Stutz Bearcat Bill Greer was presenting Tony with the Peter Helck Stutz Memorial Trophy at the 7th Grand Stutz Meet at Fort Wayne, Ind. Tony said July 2nd was one of the finest days of his life and we quote him, "I always will appreciate and I am grateful for the honor bestowed upon me by being awarded the Peter Helck annual trophy." Tony made Jim Neelley, GAR participant, very happy on July 2nd. That's how Tony finds happiness as his card reprinted below expresses. (see page 32)

Happiness
is the art of making
someone else
happy.

ANTHONY J. KOVELESKI

