

Vol. XI No. 45 (July-September 1998)

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COMING EVENTS



Get Together at Hershey

The Get Together of the Stutz Club will be held again on the Hershey Chocolate Field at Ernie Toth's space CN49-50 beginning at 3:30 p.m., Friday, October 9, 1998. This year this big AACA event runs October 7 to 10. Don't miss this opportunity to talk Stutz and exchange greetings. This "on-the-field" meeting has been well attended in recent years. In 1997 over 40 members attended from 20 states and 5 other countries.



1998 Election of Officers

Members, please complete and mail the enclosed Ballot. Associate members are also entitled to vote.

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THE BALLAD OF A BEARCAT

By: Hugh P Guthrie

WHAT'S IN A NAME

You won't believe this but recent research has shown that Hans Christian Grimm, when originally writing the story of the three bears, had included all the family pets in the story. However the local authorities were not impressed, as it was considered that no animals should be considered to be more exalted than any other, and the common version of this tale omits any mention of pets. Some of the older migrants from Europe may well have remembered the original version (now uncovered by the recent research mentioned above, as the result of some original manuscript found in an old clog) and Harry C was, probably, often told the fairytale of the Three Bears and their Bear-cat. It's true, I tell you! And that must be where the famous name came from - would a Bearcat owner lie to you?

EARLY HISTORY I found my Bearcat in the rear of a country garage near Melbourne, in November 1952. It was a sorry sight. An earlier owner had converted it to a utility truck, and it had sheet metal mudguards, no cabin and was leaning forlornly to starboard, as it was missing one rear wheel and axle. The locals had also given it a hard time as all the glass - little that there was - was smashed, as were the spark plugs. The radiator was without a cap and the radiator badge was missing. The badge, the garage owner told me, had been removed by a collector, which was an act of vandalism also.

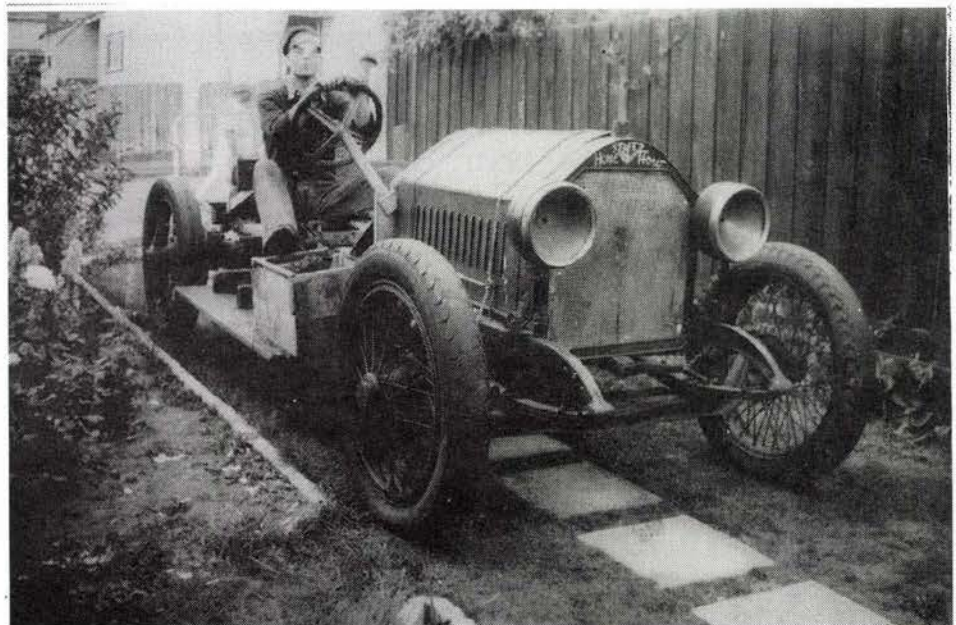
I paid \$25.00 for the wreck. The engine number was AI 1981 and the chassis number 4C-3465

Why did a young fellow (I was some 20 summers at the time) want with a big car like that? Well, I had recently come to the city of Melbourne to become an engineer, and had left my family home on a farm 150 miles away. The train journey usually took 5 hours so I was looking for a sporty (read "fast") car to run home

to see Mum and Dad now and then. I asked a knowledgeable father of a friend what sort of car was a "Stutz"? He told me that the Stutz was a sporty make, so I handed over my money and became the proud owner. I did not find out until a few years later that he was referring to the overhead camshaft models, and had never seen any earlier 4-cylinder models

I trucked the car to my uncle's suburban home, where I was boarding at the time. The reception was less than enthusiastic and word soon got back to my father. He was not at all impressed and issued a stern reminder that I had studies to attend to, and a career to develop. I began the first restoration in the front yard.

The project was interrupted by a call from my father to come home to work on the farm as he was to be hospitalised for sickness as a result of his wartime activities. I could not leave the car in the city, so a mate hitched up my car - now with a new, second-hand axle and wheel - to the rear of his 1937 Chevrolet "sloper" and towed me the 150 miles to the farm. My memory of that tow is hazy, mainly because it was an exhausting trip and fraught with several hair-raising incidents - like falling asleep at the wheel of the Stutz and only being woken by my friend weaving frantically across the road in the tow-car to wake me up! Fortunately, 1953 there was not the volume of traffic on the road we travelled as there is today.



Prior to being towed 150 miles to the family farm- note the emphasis on driver safety and comfort.

1998 Australian Day Rally



Hugh Guthrie of Bulleen, Australia at the wheel of his freshly restored 1916 Stutz Series C Bearcat with visiting member Francis De Prins of Les Rapiéras, Gourdes, France.

Hugh acquired this Bearcat (Engine No. A1 1981, Chassis 4C-3465) in 1952. Many thanks Hugh for sharing "The Ballad of a Bearcat" with us. (Ed.)

My reception at home was not enthusiastic - my father, a man of great courage, refused to travel with me as we tried out the car on our back roads. Admittedly, it had no seats and he had to sit on a wooden box and hang on to the chassis! After some effort, my brother and I managed to make the car run more or less reliably, with the usual impatience of youth. It was not registered for road use when it came time for me to return to Melbourne, for resumption of studies and to return to work. I was suffering from an eye infection at the time so another friend ("friends" figure very strongly in this narrative) agreed to drive it the 150 miles back to my uncles house. This trip, made during the evening and night, was a saga on its own, but suffice to say that after a generally trouble-free run, my friend managed to get to within 20 miles of Melbourne when it overheated due to a leaking radiator. He abandoned the car on the side of the road and hitch-hiked back to his house. I was following along in a modern car, which had some troubles and was some time behind the Stutz. We could not believe that the Stutz could have travelled so well, and were convinced we had passed the car, somewhere in the dark. We were so convinced that we ignored a hitch-hiker we passed, and went home. Yes, that hitch-hiker was my friend and he wasn't very pleased! ! ! I returned the next morning and the Bearcat was still parked beside one of our main interstate highway between our two biggest cities, untouched. Times have changed!

I moved from my uncle's house to a boarding house and was able, after some time, to shift my car into the garage at that address. There the car gradually acquired a body of my design in the general form of a speedster, with cycle guards. I was learning about Bearcats and was a fond reader of an article (which I still cherish) written by Tom McCahill about Tony Koveleski's Bearcat. The finished car, so like many "specials" built around that time in Melbourne, was not a complete restoration, but it was reliable and FAST and VERY difficult to stop! It did carry me, on several occasions, up to the family farm and Dad did condescend to ride in it once or twice (and boasted about it to his mates afterwards, I'm told). It cruised at around 60 m.p.h. and 10 m.p.g., on these trips, and was always a source of interest in my home town.

I entered several rallies conducted by the local Veteran Car Club for cars manufactured before 1918, and won an odd trophy or two, although not for a concours! As a young man with a tendency to show off, I must have been a constant worry to the more



A younger owner, in the 1957 Veteran Car Club Rally. conservative members of that Club. I was reminded now and then that Veteran Cars do not travel at 70 m.p.h., nor do they conduct races down the highway and have their exploits published in the daily press (I was reported as an "Indianapolis Racer" speeding down the highway during a rally at high speed).

Just at this time when my escapades were making life a bit exciting, the patent Stutz transmission, already badly worn when I bought the car, decided that my jack-rabbit starts and high speeds had better stop. The cost of correcting the "rounded" square axle ends and damaged hubs was beyond my means at that stage. The car went into storage in whichever shed or garage I could cadge space from friends, as I moved from boarding house to apartment, to marriage, and finally to my own home with detached garage and workshop.

And then followed 40 years of promises that one day I would properly restore the old girl to her former splendour, and hear once again the throb of that mighty Wisconsin.

THE RESTORATION

I replaced half of the old temporary (25 years!) timber floor of the garage with concrete and covered the new floor with donated carpet tiles. Why was this important? Because this was to be a serious restoration and only cleaned, painted and rebuilt components were to be allowed on the new floor. The old timber floor in the other half had to suffer the indignity of coping with the mess.

The strip-down was relatively easy with, however, growing unease about the wear on almost all components and the lack of knowledge of the form

of some missing parts -especially those related to the body. There was also some drama associated with the weight of components. Although I had rigged a gantry and used a block and tackle, the engine crankcase slipped as I was transferring it from the chassis to a wheelbarrow to convey it out to my trailer. In the instant that it slipped (and all restorers have this vision in that split-second as the precious piece of machinery plummets to apparent destruction) I could see the crankcase splitting into irreparable pieces as it struck the edge of my new concrete floor. I threw myself between the VERY heavy casting and the unforgiving ground and lowered it into the wheel-barrow as ropes and tackle rained down. It didn't suffer any damage but I was forced to take a few days rest to allow my back to recuperate. The joys of working alone (why couldn't I have been interested in motorcycles - or stamps!)

Axles - The square drives at the outer end were in a sorry state as were the hubs. The hubs differed in design as one had been missing when I first purchased the car, and I had been fortunate to obtain another from a local wrecker. Each had slightly different locating and sealing arrangements. The hubs were re-sleeved and the square "splines" on the axles ground to match. The accuracy of the machining is such that it takes considerable patience -and much grunting under the load - to slide the hub and its brake-drum onto the axle. The squares at the differential end of the axles were not sufficiently worn to require attention.

Gearbox - The gearbox had been abused by previous owners, as well as me! The case had been broken and re-welded sometime about 1935. The countershaft bearing had collapsed at one time and the balls of the ball-bearing had been punched out through the case. There were no usable bearings or gears in the box, and the differential pinion was missing one tooth. The gearbox was handed to one of our local experts who invested a fair proportion of the national debt in new components. I was a constant visitor to ensure that the project was not delayed, as this expert was also in demand by others, and he had to be constantly reminded of my need to have a complete gearbox/differential before I could mount the chassis on its wheels.

Accident Damage - Some time in the past - I think around 1935-37, when the car had been converted to a utility truck - the car had been involved in a serious accident. The chassis had been repaired at the front by plates riveted at the front engine mounting, the radiator had been replaced with a modern core, albeit a square profile, the headlights

were 1920s barrel lights, the crank-handle had been rebuilt from several pieces, the front axle was bent, and there was evidence that the front drivers-side engine mounting had been re-welded. The drop-arm from the steering-box was banana-shaped, and I found that the steering box output shaft had about a 15-degree twist!

Chassis - The chassis was delivered to a fine old craftsman called Mac, in the distant suburb of Moorabbin, as I had been told that he was adept at straightening truck chassis. His workshop was a step back in time, as the cliché puts it. The work area was the resting-place of an enormous vintage Thornycroft truck, and old Mac was rebuilding the frame of a vintage Douglas motor bike. He removed the riveted plates from the Stutz chassis and one of the dumb-irons fell off! Obviously it had been a serious accident in the past. He welded and re-gusseted the frame and all I had to do was clean it and paint it, which tedious task was completed with a little family assistance over a couple of sunny days.

Engine - I knew from the previous rebuild that the gudgeon pins in two cylinders had somehow escaped their locking bolts and savagely scored the cylinder bores. I took the two blocks (yes, they are also heavy and when one overturned in the boot of my car. . . but that's another story!) to a reputable restorer with some experience with side-valve Ford V8 engines. After much head-shaking it was agreed that the offending cylinders would be sleeved if sleeves could be located. Fortunately, we found suitable sleeves in Sydney, designed for air-compressors, and the repair began. At the same time the valves were refaced and resealed - not very successfully as we later found out. This restorer found a crack in one of the blocks but we thought that it might be possible to use the car for a shake-down period with the application of suitable sealant. The crankcase went to a dear old retired gentleman close to my home who had been involved in bearing remounting since they put new bearings in the Ark. He required that the crankshaft be crack-tested and then proceeded to lose some of the brass caps into which the bearings were to be poured! After new ones were made we were ready to assemble the engine. This was done mainly by another good friend, John, who had been a colleague since the early days of my Stutz ownership.

Friends and Coincidences - One of my most helpful friends is another Bearcat owner, member Ian Smith (#411) of Buninyong in country Victoria. His advice, and his willingness to lend me parts for copying (where they are common with my car,-as his

is a 1918 Model S), to arrange for castings and to give me parts from his extensive collection, has been an immense help. One day a Belgian gentleman arrived at his door in Buninyong and explained that he had a 1916 Bearcat in France and he had been advised that Ian was knowledgeable about such vehicles. As a result I was given the address of this gentleman, as we had common interests, but were yet to meet. It transpired that a month or so later my wife and I were visiting our son in Toulouse, France, and I took the opportunity to call on member Francis De Prins (#343L). That visit was a goldmine for me as I had never set eyes on another bucket-seat roadster, and was completely at sea when it came to body-work and all those little details that are required to complete the car. Francis was very generous of his time at a very busy period for him, and I came away with a notebook full of drawings and a roll of exposed film, from which I could construct the body frame, seats, trunk, footrest and muffler.

Radiator - Just to show that age does not necessarily bring wisdom, I had an urge to build a square tube radiator, myself. I had taken the one from the car to a few radiator repairers/restorers who had some qualifications in the vintage radiator field, but was made aware of the enormous cost of a new core. I wrote to several suppliers in U S A, and received several pleasant replies but no suitable solutions. After some research, I decided to look for suitable thin-walled brass tube and a suitable craftsman to square the ends and solder the tubes into a core and onto the existing tanks. It took some time but I finally found a supplier willing to provide the tubes cut to the required length. The supplier was in Chicago, but I had faith in their honesty and with a suitable exchange of currency, I became the proud owner of 6000 little brass "toobs", although the Customs people first had to be paid a small fortune to release them - they thought I was going into production, somehow, and was going to turn them into a profit! I placed these tubes in the hands of a firm that build vintage radiators and they promised to do a perfect job. I nagged and nagged but it was a hot summer and they were very busy fixing modern failures and would get around to mine in a day or two.

The Wedding - All this had taken me from September 1996 until early December 1997, at a leisurely pace. Then our youngest daughter announced that she and her young man wished to marry in 6 months and she wanted the Bearcat ready to take her to the church' some 25 kms away! Panic ensued, spurred on by my wife's recognition that if I was occupied in

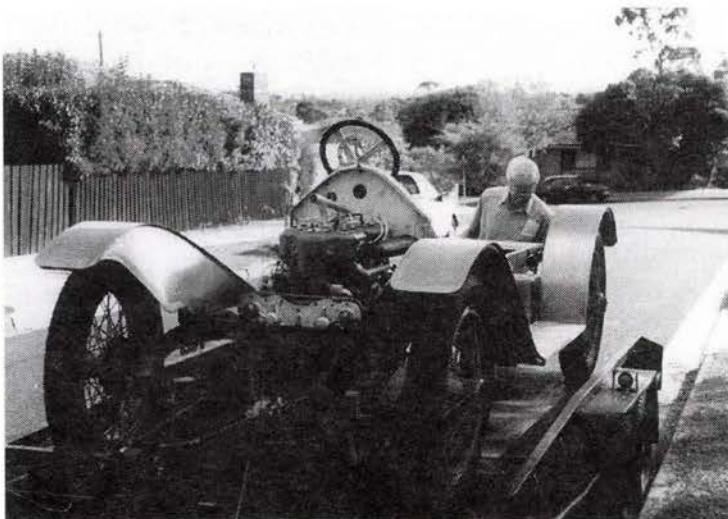
the garage she could get on with arranging the wedding much more efficiently than if I was under her feet. I immediately prepared an inventory of all the parts that required attention and promptly realised that more time was necessary than I had available.

Headlights - I borrowed a headlight from Ian Smith's 1918, and with suitable drawings arranged for a metal spinner to spin headlight bodies and rims. I actually had four made, so that I have spares at present. Ian arranged the casting of mounting brackets from a pattern I produced. I then fitted the reflectors out of the existing, incorrect headlights and arranged for plating. Unfortunately the plater damaged the rims and then compounded the felony by having them repaired by someone who made them worse. Otherwise his performance was satisfactory but my experience on this project is that no-one takes as much interest in doing a good job as yourself. I modified the reflectors to take a modern bulb, and left the off-centre sidelight bulbs in place. As I have not been able to find a pair of suitable headlight glasses, I fitted two circular pieces of shower-screen glass with an obscuring pattern, at a cost of \$US10.00. The pattern on the glass diffuses the internal reflections and the final effect is quite good as an interim solution, until I locate suitable replacements.

Fittings - At the same time I had, again with Ian's help, commissioned brass castings for several fittings that had been lost by previous owners. I used Ian's existing ignition switch to construct a new one, including making the springs - and realised for the first time that the key is removable! This switch was a challenge, but the new switch is indistinguishable from the original. So also is the footrest, which I based on one that Francis De Prins has for his car. The front Hartford-pattern dampers I copied from an original pair still on the car, and fabricated with springs and wooden friction plates. The muffler ends were cast from patterns based on the example I had seen on Francis' 1916. I had patterns made so that these ends can be duplicated, and designed them so that the body of a modern muffler can be clamped between them. This gives a realistic and efficient muffler, but I tested it severely later on. When trying to start the car, I inadvertently allowed the magneto timing to advance a little too far- the resultant explosion completely unwrapped the two layers of muffler body and frightened every dog and chicken for miles. I certainly did not expect the second explosion the next day, after repairing the muffler. A faulty magneto coupling had allowed the ignition to be advanced once again! I check it regularly now.

Bearings - Others may consider this not unusual, but when I visited my local Timken bearing supplier to purchase new wheel bearings, the samples I provided of tapered roller bearings caused considerable interest, but no problems. I received new replacements for all bearings from either Australian stocks or from overseas - all within 2 weeks, even though I had purchased the total Australian stock for some items.

Bodywork - From the sketches I had made of Francis' car frame, I made up a frame and applied the necessary panels. This was no problem, really, as the basic body frame is simple. While not the world's best carpenter or panel beater, I completed the body frame and the two seat frames (again from my sketches of the seats of Francis' car). The car was then transported back and forth to one of this country's best body shops, Blackart Fabrications, so that they could start on the mudguards and valances while we proceeded with the assembly of all the mechanical bit. I had been fortunate to receive, many years ago, a set of working drawings of (we thought) Bearcat mudguards from member John W Jordan in Texas. These provided a good springboard until we found that they were for some other model, not a Bearcat!



Transporting the car became a regular chore.

The Panic - I would like to draw a veil over the period of about two months prior to the wedding, as the rushing from one contractor to another, the nagging and frustration were exhausting. It was only with the support of my family and the efforts of several friends that the car progressed. The body-shop carried out their work admirably and a neighbouring paint shop was very helpful in allowing me to deliver bits and pieces for preparation before they had

even seen the car. Their paint job was excellent as I asked for a contemporary paint finish, not a modern "plastic" look. My next-door neighbour, a talented furniture maker, volunteered to make a trunk and I duly provided a sketch. His handiwork went to the trimmer to be covered in leatherette, and I baffled with hinges and locks. The trimmer's father, retired from full-time work, waved the magic wand that older craftsmen seem to have and I had two seats with diamond-button upholstery in finest New Zealand leather. These seats are soooo comfortable.

Windscreen - My wife insisted that the car should have a monocle windscreen for looks. Ian came good with a suitable set of patterns for a screen clamp and I improvised designs and located a local craftsman of considerable reputation to install the glass. The end result is an excellent reproduction which invariably evinces comment from passers-by. I should recognise that my wife has excellent judgment in these matters!

The Last Lap - In the last weeks before the wedding the car started to come together. However, the radiator, when it finally turned up in the last week (after dire threats) didn't fit! The radiator man was dispatched pronto to come up with an interim solution, which is still in use, albeit not satisfactorily because of looks and performance. The radiator saga rolls on even yet! Although we had started the engine (prior to the muffler explosions), it had only been allowed to run for a few moments as the radiator had not been fitted. On the days prior to the wedding, the lights were wired up and the petrol line connected to a genuine Bearcat petrol tank that Ian had found for me many years ago. A magneto fault was identified and rectified and at about 10 pm on the Thursday before the Saturday wedding, three weary workers agreed that we could - even should - start the car, as it was booked into the registration authority for the next day. Road registration is mandatory in this country, and requires a roadworthiness assessment beforehand.

The Result - Despite all our efforts, the car refused to start! Our daughter, however, was able to be photographed in our carport, in all her glorious finery, on the car ~ and she pronounced herself very pleased to be able to do that. And then it rained! Not much, but quite enough for a 25 km trip with an expensively and exquisitely gowned bride on an open car to be out of the question, in any case.



The bride, the gown and the car.

away from the frantic efforts in the garage, so it was a few weeks before I decided to redress some of the temporary ~quick fixes~ we had employed in the interests of completing the car in time for the wedding. It was then that I found that an earlier owner had modified the wheel hubs so that a newly nickelled set of hub-nuts would not tighten. The hubs were re-sleeved to match the nuts.

The engine was reluctant to start, and close examination showed that the magneto was again faulty. The Bosch ZR4 2-spark is constructed so that the internal connection to the distributor is via a slip-ring and externally-mounted brushes. These slip-ring brush connections must be removed before the internal distributor connections are removed when working on the magneto, otherwise they are damaged. One of the two on mine had been broken in the hands of a previous owner, and repaired at that time. The repair was OK externally but had an internal short-circuit. This has now been repaired, but I am searching for a complete replacement. When the engine was starting reliably, we found that several valves were not seating and so we had to grind them in again. Only then, when the car was deemed roadworthy, did I venture out. Firstly, there was the roadworthiness inspection. The inspection was an anti-climax. The inspector came for a ride to measure braking efficiency (it was acceptable for a 2-wheel brake system) and signed

the certificate without a single problem. I had expected problems as the car is quite different to your everyday auto! The next day, off to the registration authority, a distance of some 15 kms. It was very pleasant weather, and the only problems on the way were the other motorists, who kept asking me what it was, and "what'll she do, mate?". The registration process, normally tedious, was the reverse. The staff wanted photos, and asked questions about all aspects while completing all the formalities for me! I think the visit must have been the highlight of their day as I had an admiring

crowd around the car at all times and every other customer just had to wait!

Today - The car is now rewired and fitted with direction indicators. These additions detract a little from the originality, but are a necessity, I have found, if the car is to be used in today's traffic. The brakes have been relined, as an incorrect choice of differential lubricant allowed copious quantities to escape onto the old linings. The clutch has been a constant concern as it was becoming increasingly sudden in operation. Examination has shown that the sliding centre of the cone had worn badly and the bearing on the spider was also worn, and the tail-shaft was not correctly aligned. The bush is now re-sleeved and the bearing repacked as a replacement is not available in the correct configuration, although I will find a replacement in time for the next rebuild in 80 years time. The car is now much easier to drive in traffic, and I can go about my task of harassing the natives!

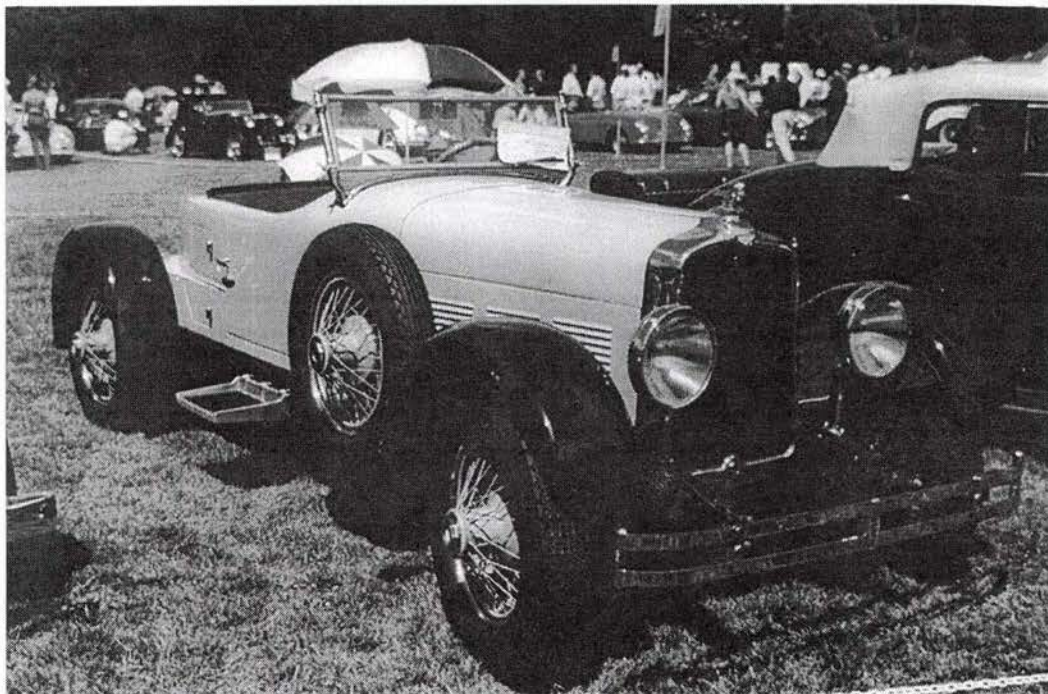
The Rewards - Already, there has been a considerable amount of interest in the car and the first award at a local gymkhana and rally. But that isn't my greatest thrill. That thrill is to drive a real Stutz Bearcat, and when I'm in the driving seat I wouldn't call the King my uncle. Well done, Harry C Stutz.

Stutz Wrench

Replacement of
Zenith 105DC
Carburetor with
Schebler Model S
Duplex

by James D. Crank

Jim's 1928 Stutz BB
Black Hawk Boattail
Speedster on display in
May 1998 at
"Friendship Day" put on
every two years by a
local car club.



My Stutz actually has a 1926 engine in it with mostly 1928 accessories; but I have the correct 1928 engine for it, #87741-C. After a total rebuild, it will be installed in the car.

A little story: When I dismantled the 28 engine, I sent the cam to a local shop to have it reground to a somewhat more aggressive grind, since I intend to do some vintage car racing with it, and there are a couple of friends whom I intend to prune to a fair-theewell. The cam grinder called a week later and told me that I had better leave it alone, as it already had nasty timing and any more would make the car rather hard to live with.

The timing is very different than the stock cam timing and yet the cam is original factory and not an earlier regrind.

Investigation then suggested that the C in the spare engine's serial number did not stand for "Challenger", as I thought; but "Competition". I was told that the term "Challenger" was not used until later. In other words, I may have a LeMans engine. WHOOPEE!!!

If anyone has any really informative data on this business, I sure would like to know about it. I have tried ever since getting this wonderful car, to find out just what the changes were that the factory made to the cars sent over for the 1928 LeMans race; but this seems to be a totally dark area. Someone

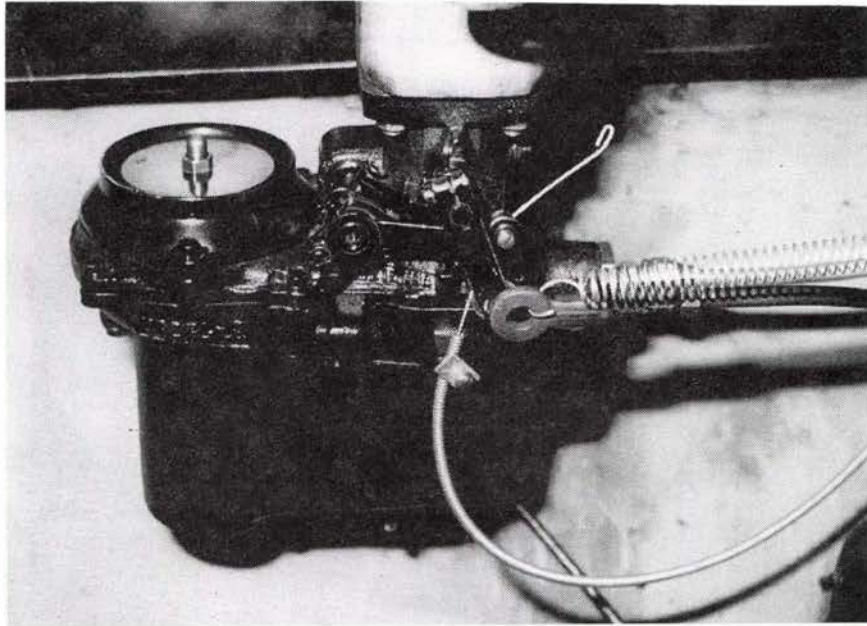
must accurately know if any, and what, changes were made to the engines sent over for the race, or perhaps they were possibly modified after they arrived in France. I certainly would like to clear up this fascinating puzzle.

Look, any car that can lead the entire factory Bentley team for some 4 1/2 hours has to be really super special, since the Bentleys were souped up quite a bit, and the Bentley car was a formidable competitor. Even with that transmission failure, Stutz still came in second, a remarkable achievement for a "Stock" American car of that era. Well, stock my foot, there had to be some changes made; but what?

Perhaps this should be a definitive story for our magazine, yes?

Never mind that supercharged version in 1929, that was a bad joke. I spent a lot of time going over the one that was restored by the Harrah Collection and except for making sure the mixture was thoroughly stirred up, it was useless. Too small and not enough boost and blowing through the carburetor was really bad engineering, Mercedes S Models included. What a yellow brick road that idea was! !

I enclose photos of the Schebler carb I put on my Stutz.



Personally, I absolutely hate Zenith air correction carburetors, and, as far as I am concerned, any pot metal contraption deserves to be instantly thrown in the junk. Mine was an all bronze model; but was more trouble than it was worth trying to keep it in tune.

The carburetor now on the car is a "SCHEBLER MODEL S DUPLEX". It has two 1 1/4" throats. The mixture adjustment can be set from bone dry to full flood, so one can accurately tune it, and once set it stays there. I really like constant vacuum carburetors, I even got along with the S.U.s I had on my MG and Jaguar. Tune it and keep your fingers off, no Saturday morning fiddling.

The Schebler has four mounting stud holes, in place of the six for the Zenith, so the two center ones have to be removed. Also the remaining holes on the base of the carburetor need a touch with a round file to get them to go over the remaining studs, just a touch.

The throttle and choke linkage are not changed, although I lost the hand throttle, since this particular carburetor did not have a hand throttle lever on it, useless gadget anyhow. Although, I cer-

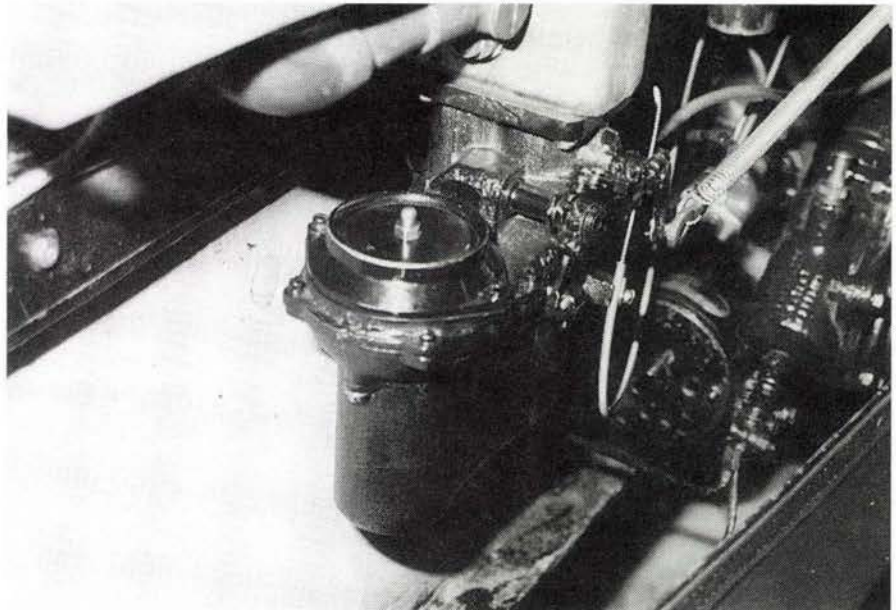
tainly could have added one if I wanted to.

The engine starts instantly, even if the weather is really cold, and has all the pep that a tired 1926 engine can be expected to produce.

Just for your entertainment, the Schebler that is going on the new engine is also a Model S, but with two 1 1/2" throats. It is a bronze-aluminum model off a model J Duesenberg. The late model intake manifold, unlike the present Swan, accidentally fell into the milling machine and it is now 1 1/2" all the way up. This new engine is going to breathe!

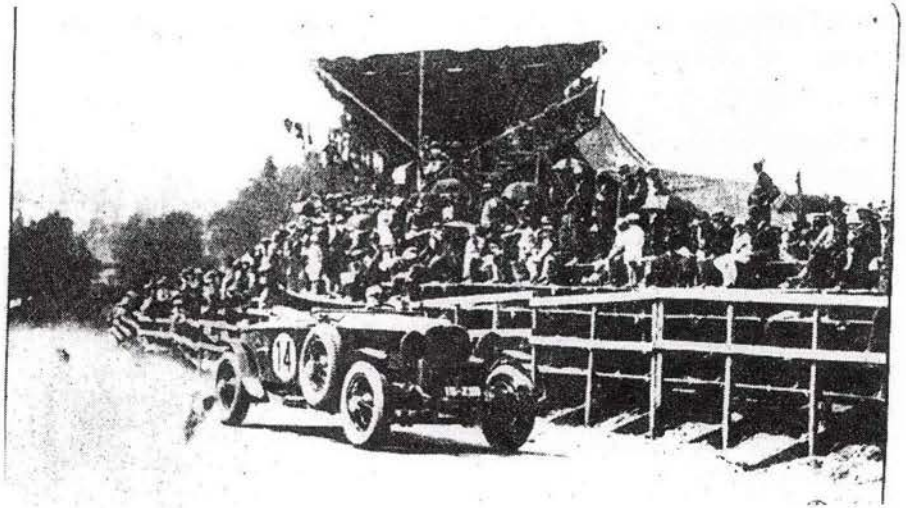
I do follow one rule though, nothing that is modified is done so by welding or cutting on the Stutz, any change is strictly bolt on. I can return it to factory original at any time. It is just that after a lifetime of driving all sorts of wonderful cars, the unlocked potential in the Stutz car just cannot be left untapped. It is just such a great road car.

In my experiences the only passenger car that is in the same league is the H6 Hispano-Suiza, and they cost four times the price of the Stutz.



STUTZ AT ANOTHER FRENCH RACE by Ray & Kitty Katzell

We recently were doing some library research on our Minerva in the French periodical, *La Vie Automobile*. There, in its July 25, 1928 issue, Kitty happened to spot an article entitled "Le Grand Prix de l'A.C.F. des voitures sport," a title that shouldn't need translation. The article reported a 263 kilometer road race run at Comminges, France on the preceding July 1. As that race was not listed in *The Splendid Stutz*, we thought our readers might be interested in this addendum to the Stutz racing record.



For the qualifying trials in the race, the entrants were divided into five classes, depending on engine displacement. In the group with engines of more than three liters was a Stutz driven by our old friend Edouard Brisson. As readers of *The Splendid Stutz* may recall, Brisson was co-driver of the Stutz BB Black Hawk that finished second behind a Bentley in the thrilling 1928 Le Mans 24-hour race. To judge from the accompanying photo, his Stutz in this race was the one that had participated at Le Mans a couple of weeks previously, its stripped gear obvi-

ously having been replaced in the interim. This time, Brisson's Stutz finished first in its class in the qualifying trials, traversing the distance at an average speed of 105 km./hr. (about 63 m.p.h.)

In the final race, the 11 qualifiers ran with time handicaps based on the best time in their class registered in the trials. Brisson and his Stutz finished third behind a Bugatti and a Salmson, although its average speed of 112 km./hr. (about 67 m.p.h.) was actually second best behind the Bugatti.

THE STUTZ COMES TO ST. JOHNS - by Keith Marvin -

When one thinks of Stutz in the early 1920s, the thought is more than likely to conjure up certain images- the Bearcat, unusually high coupes with the spare tire lying flat at the rear and right-hand steering to name a few.

Likewise, their "territory" - places where the cars weren't unusual exceptions in the traffic pattern- New York City, Hollywood and Los Angeles, Palm Beach and Newport might properly be considered home turf to the Bearcat the Bulldog or even a scattering of formal closed models. Whatever, the Stutz generally seemed to gravitate to the affluent and upper eschelon of automotive society. Thus, it is surprising to discover that in 1924, no less than two of the make were registered in Newfoundland, as unlikely a stamping ground as one could imagine!

Newfoundland at the time was a cool, somewhat remote self-governing dominion and the oldest of the possessions in the British Empire, having been discovered by John Cabot in 1498. Its motoring residents bought cars which at once were serviceable, practical and economical, both to buy and to keep in operation. Cars on the Newfoundland scene ran toward the Model T Ford, Buick, Studebaker, Chevrolet, Willys-Knight, Maxwell and Paige cars which were built to last under ordinary conditions and most of which did.

The year 1924 was notable there as it marked the final year in which motor vehicle registrations were confined to the capital city of St. Johns, a total of approximately 626 cars, trucks, motorcycles and a single bus being issued license plates.

Luxury and "fun" cars weren't a part of St. Johns automotive pattern with only a handful of exceptions. These included four Rolls-Royce touring cars owned by H. D. Reid, and two more of the same make registered by Sir Edward Bowring, all of which had been on the island since 1914 having been ordered between 1911 and the latter year by two of St. Johns' leading merchants.

How then, one might wonder, did two Stutz cars get into the picture? A good question but worthy of speculation. We have the following information surrounding them.

The first Stutz was registered by Edgar Bowring, c/o Bowring Bros., on May 15th 1924. The registration cost \$33.00 and Bowring was issued license

number 5308.

On July 7th, Leonard G. Reid paid \$50.00 to register his Stutz which was assigned license number 5647.

This is interesting as it seems obvious that both Stutz owners were connected with the two Rolls-Royce owning families.

The missing link in this glimpse of Stutz history is the absence of information surrounding the model year of the cars or body style. I have tried without success to obtain an answer regarding how the registration was operated by weight, horsepower or cost of the cars in question. At the moment, I'm still trying to get the answer.

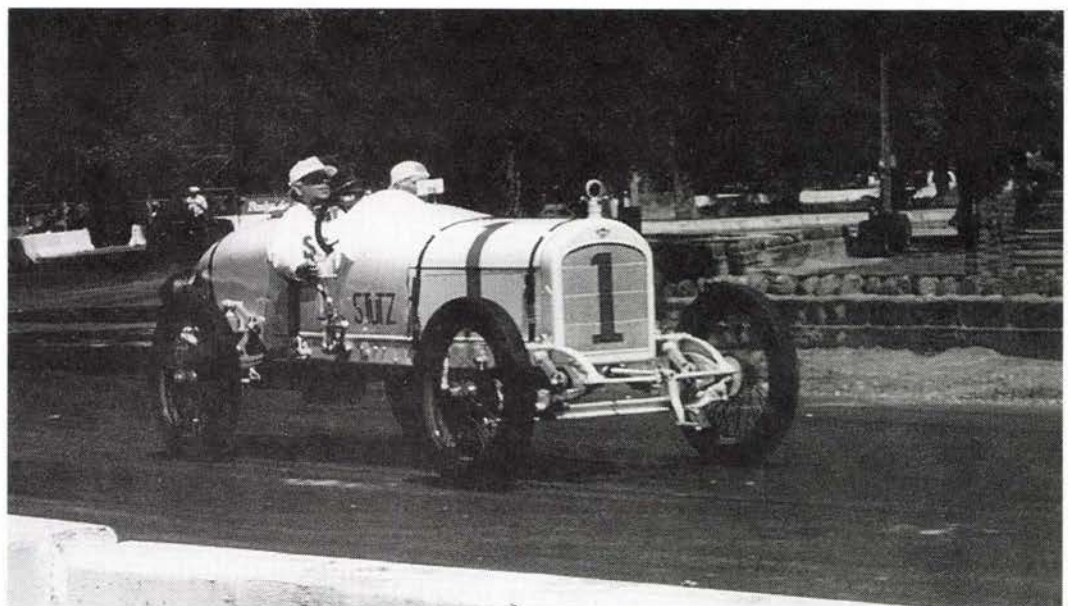
The recreated Visalia Road Race of 1917

by David Cammarano

We first heard of the planned Visalia, Calif. Motorsports festival in the most unlikeliest of places, on the South Island of New Zealand. We had taken our 1964 Scepter sports racer and our 1915 Stutz "Weightman" Spl. down to New Zealand in February to compete along with 6 other U.S. drivers in the 5 race "Southern Festival of Speed". Our hope was to lure the "White Squadron" Stutz in the Wellington, N.Z. collection out to race. While the N.Z. Stutz was a no-show, one of the other U.S. drivers, Brian Blain of Visalia, Ca. talked to us about his group's dream of recreating the Visalia road races held on the 4th of July from 1912-1917. Although at that time, Visalia was a sleepy farming town in the middle of the Central Valley, a major event was held with nationally known drivers drawn to the event by it's \$1000.00 1st prize. Entrants for the original races included Stutz, National, Chalmers, D u s e n b e r g ,

Pope-Hartford, Mercer, Overland and Pullman to name a few.

To recreate the event the organizers were able to recruit 3 Stutz related vehicles, the Stutz powered 1914 Tahis Spl. driven by member Randy Reed of San Diego, member Steve Dean's 1920 Stutz H Roadster and our 1915 Stutz "Weightman Spl.". Others in the field were the 1913 Indy winning Peugeot, 1912 Pope-Hartford (that actually ran in the 1912 Dave Cammarano and riding mechanic Ray Damitio leading the Dean Stutz.





Our Stutz passing the 1912 National with the 1914 Tahis Spl. in 3rd. Note the smoke.

Visalia race) and a 1908 Mercedes-Benz all from the famous Bothwell Collection. Adding to the field were a 1919 Essex racer, a 1912 National, fresh from the "Great American Road Race", a 1924 Fronty Sprint Car and our 1924 Falls 8 race car.

The modern race was to be run on a challenging paved road around a pond in Visalia's Mooney Park. The interesting part of the track was the large tree in the middle of the pavement split on either side by the track. Avoiding the tree caused an interesting game of chicken by the largely Monterey Historic trained drivers. With the Fox TV cameras filming for a documentary, a series of 4 races were run over 2 days with the National, Tahis, Weightman and Falls 8 each taking victories. The large crowd of over 45,000 attended the 2 day event in 97 degree weather and were treated to spirited racing, a photo finish, a protest of "dirty driving" filed by the National team and so much smoke on the track at the end of race that it was difficult to see.

So successful was the initial event, it will be interesting to see what Blain and his crew come up with for next year. For more information on next year's race write: Visalia Motorsports Council, P.O. Box 507, Visalia, Ca. 93279.

We are entered in the August 15 Montana Histories with our 1924 Falls 8 (we ran the Stutz last year). We also have pre-war's grids at Thunderhill in October and at San Diego in November but haven't decided if running the Stutz or the Allard.



The Stutz leading the Falls 8 with the National Essex and Tahis trailing.

The Wisconsin Special was "outlaw" driver's 12.5-liter land-speed-record race car

Back in the '20s, race-car-driver Sig Haugdahl rocketed his razor-slim "Wisconsin Special" over the sands of Daytona Beach at 180 mph! That was 24 mph better than the existing World Land Speed Record then, but his achievement was all for naught.

Haugdahl's runs were not recognized by any official authority. Because of this, the 156.03-mph mark that Tommy Milton's twin-engined Duesenberg held at the time remained on the American record books.

Official or not, the Wisconsin Special was a hot machine of its era. The six-cylinder Wisconsin aero

engine under its long, long hood generated 250 hp. According to reports that emerged after its run on the sand, the car also set a Flying Kilometer mark of 13.8 seconds (162 mph), which would have qualified for the World Land Speed Record if Haugdahl had only repeated it, traveling in the opposite direction, within one hour of his first run.

In addition to being a brave and resourceful driver, Haugdahl also built the Wisconsin Special, which was an amazingly-sophisticated car for its time. Haugdahl's career, and the career of Barney Oldfield, were

managed and sponsored by J. Alex Sloan—a colorful character in early racing.

Although it is named for the Badger State, where its power plant was put together, the vintage race car was constructed in a work-shop in Minnesota's Twin Cities (Minneapolis-St. Paul).

The thinking behind the car was to use science, rather than brute force, to achieve ultimate straight-line speeds. The car featured a minimal frontal area, thoughtful streamlining, and careful attention to the reduction of aerodynamic drag.

The car was based on a production chassis that was "boxed" for extra strength. The body work was made of light-weight sheet aluminum that carefully enclosed and fared-in the cockpit. A steeply-raked wind screen was provided ahead of the driver. At the tail, a bullet-shaped head rest was fared into the deck.

For added speed, the radiator was also covered by an almost-medieval-looking visor that enclosed the nose-mounted radiator. For added smoothness, a full-length belly pan was also provided. The wire wheels carried flush-fitting discs, inside and out, and the axles were provided with aerodynamic fairings to make the car even more wind cheating.

The big motor was manufactured completely of aluminum. It had a five-inch bore and six-and-a-half-inch stroke!

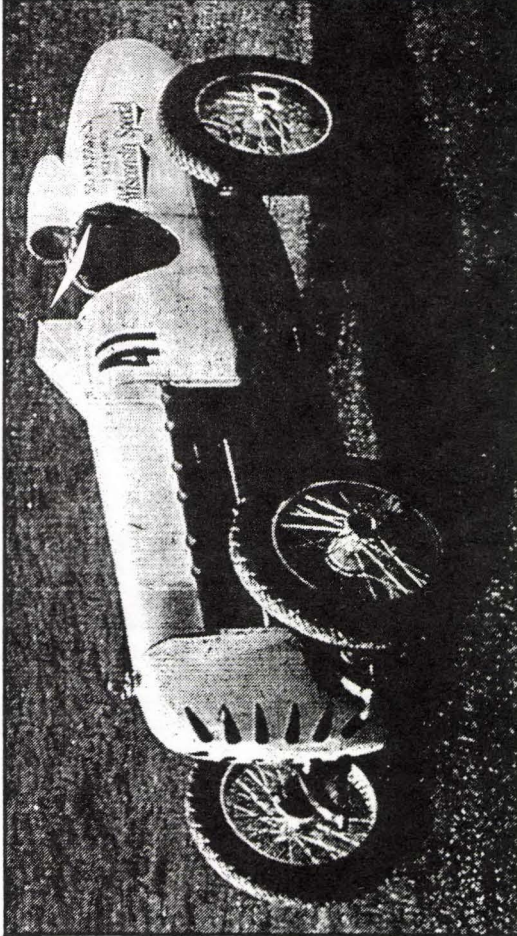
After his Daytona exploits, Haugdahl took the Wisconsin Special on a nation-wide tour of state fairs and small race tracks. He became a spokesperson for the need to balance wheels, after discovering how much the procedure helped him at 180 mph.

Sloan took over ownership of the Wisconsin Special and it survived World War II in good condition. Then, well-known car collector Cameron Peck, of Chicago, Ill., acquired it. Later, it passed to Gene Zimmerman, who preserved it for years in his Harrisburg, Pa., auto museum, then took it to Florida.

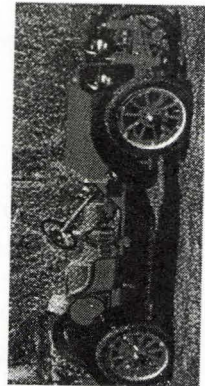
Race-car collector Dave Uihlein, of Milwaukee, Wis., acquired the car next. He plans to sell it at the Brooks USA Auction, Aug. 15 in Carmel, Calif., the same weekend as the Pebble Beach Concours d'Elegance.



Race-car fan Dave Uihlein is the owner of the Wisconsin Special.



The 1922 "Wisconsin Special" has a 12-1/2-liter aircraft engine that unofficially sped it to 180 mph at Daytona Beach, Fla.



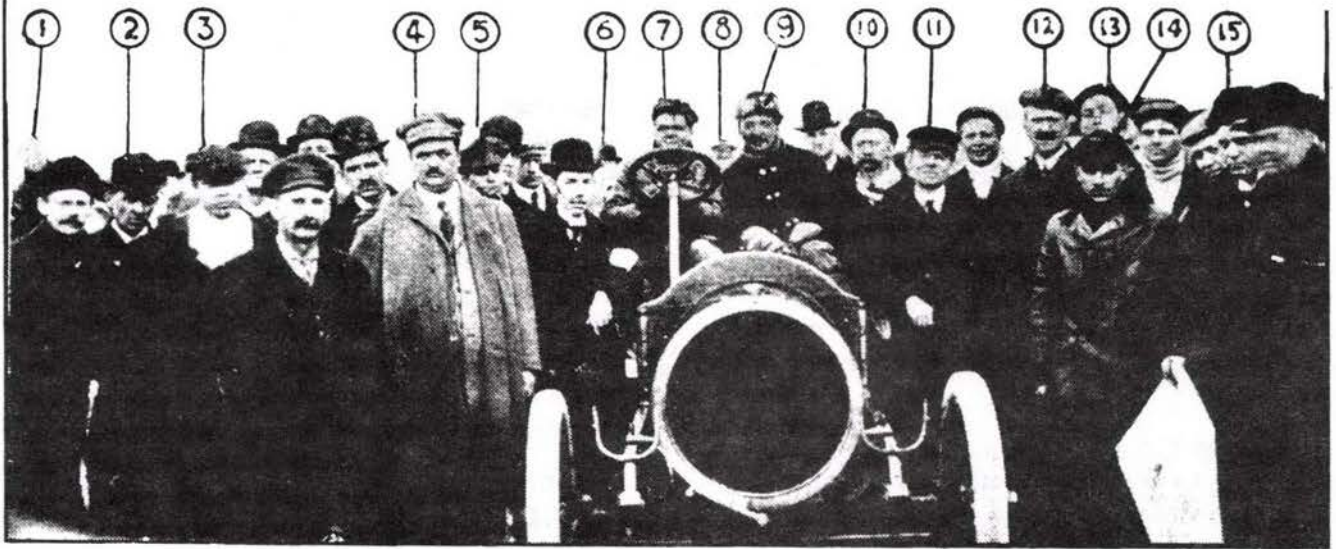
1914 STUTZ BEAR-CAT 6-CYL (left)

Restored Bear-Cat converted from a touring car with the extremely rare optional 6-cyl twin-block Wisconsin engine fitted - only one of its type known to exist. Completely restored some 15 years ago, featuring all the correct appointments.

Charter Member David V. Uihlein (#143) offered several cars from his collection at the Brooks USA Auction held August 15, 1998 in Carmel, CA. His 1914 Series 6E Bearcat (6-cylinder) shown at left was included in the Brooks brochure (Ed.)

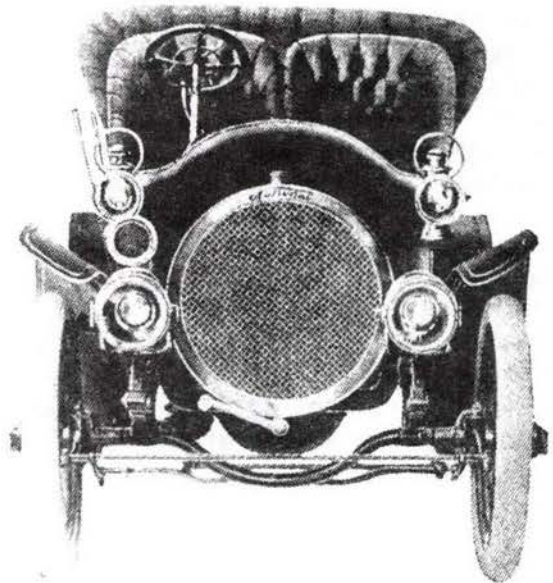
Clippings of Note

We are indebted to member Cornelius W. Hauck for this interesting bit of history reprinted from the National Booklet, *Fours to Twelves*. (Ed.)



1905—Here are the drivers, official score keepers, checkers and time keepers at the then world's champion endurance event

- | | |
|---|--|
| 1 Johnny Aitken
<i>(Speedway Champion) of National Experimental Department</i> | 12 C. F. Smith
<i>of Goodrich Tire Company</i> |
| 2 George Weidley
<i>Builder of Weidley motors</i> | 13 George M. Dickson
<i>General Manager (and President) National Company</i> |
| 3 Howard Marmon
<i>Designer and builder of Marmon cars</i> | 14 Harry Stutz
<i>President Stutz Motor Car Company and designer of Stutz cars</i> |
| 4 Frank Wheeler
<i>Owner of Wheeler-Shebler Carburetor Company
Second Vice-President Indianapolis Motor Speedway</i> | 15 J. A. Allison
<i>Vice-President Presto-Lite Company
Secy.-Treas. Indianapolis Motor Speedway</i> |
| 5 Wm. Guy Wall
<i>Vice-president and Chief Engineer National Company</i> | |
| 6 T. J. Moore
<i>Purchasing Agent, National Company</i> | |
| 7 Charlie Merz
<i>of National racing fame</i> | |
| 8 Carl G. Fisher
<i>President Presto-Lite Company
President Indianapolis Motor Speedway</i> | |
| 9 Jap Clemmens
<i>Now in National Purchasing and Inspection Departments</i> | |
| 10 Harry Moore
<i>Dean of National Experimental Department</i> | |
| 11 A. C. Newby
<i>President (Retired) National Company
First Vice-President Indianapolis Motor Speedway</i> | |



1905 the radiator was made round

Helck or Fellows?

by Keith Marvin

Perhaps I can shed some light on the cartoon used for the Kelly-Springfield tire ad which appears on page 26 in the previous issue, with speculation that it might have been the work of Peter Helck.

Actually this is a sketch by Lawrence (Laurence?) Fellows, an English sketch artist who drew quite a number of these line drawings for Kelly-Springfield during the early 1920s. They may be readily found in the National Geographic during that period.

Although Peter had great admiration for Fellows' style, he never met him. Peter's famous "The Peregrinations of the Pecks" series of ads for Kelly-Springfield in 1925 shows the difference in artistic approach although, as a curious coincidence, Peter also used an HCS for the make of car used by the Pecks in their travels depicted in the succession of ads in 1925. The first of these may be seen on page 21 of the May-June 1988 number of Stutz News in conjunction with my story "The Peregrination of the Pecks Revisited."

It would appear that in all probability, the HCS was used as a model in Fellows' Kelly ad, but it doesn't have the 'authenticity' of the Helck drawing. We know that Peter rented an HCS for his model. Yet, the Fellows rendition doesn't have a genuine 'ring' to it, at least in my opinion.

On the other hand, the sports roadster in the Fellows ad is obviously a Kissel. What bugs me, though, is that on this car the steering wheel appears to be mounted dead center as its driver - obviously a ladies' man - sits behind it, flanked on either side by two flappers. How about that?

Incidentally, if you focus a magnifying glass on the bottom center of the Fellows ad, you may see 'L. Fellows' sketched there.

The editor is pleased to reprint below Mr. Marvin's article referenced above which was published in Stutz News over a decade ago.

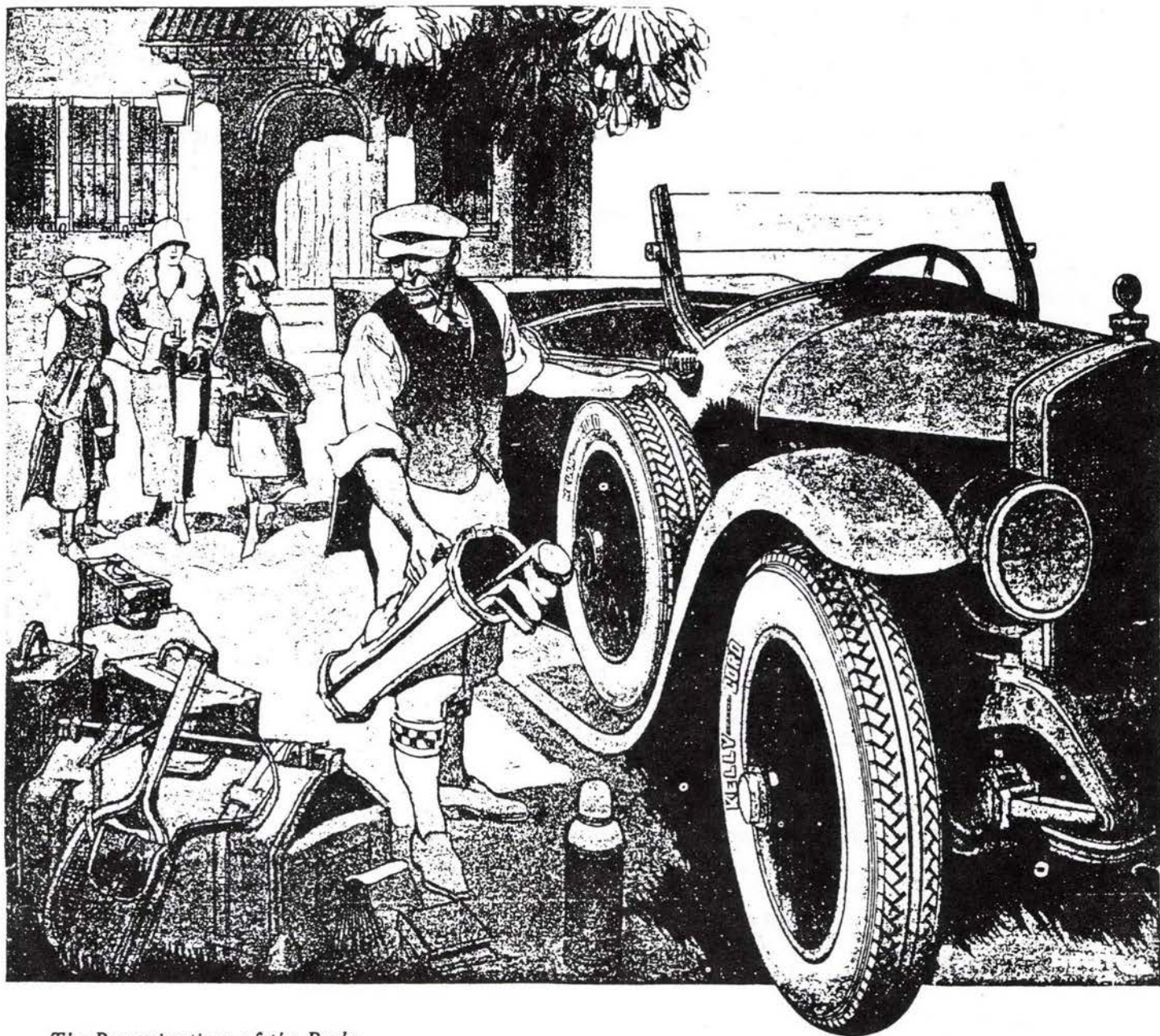
THE PEREGRINATIONS OF THE PECKS REVISITED

by Keith Marvin

Back in 1925, a rather attractive and beautifully drawn series of ads for Kelly-Springfield Tires appeared in various magazines. The series depicted the coast-to-coast journey of the Peck family consisting of a Mr. and Mrs. Peck and their two children and were scheduled to appear every other week, the first of the series debuting in The Saturday Evening Post's issue of March 7, 1925. The series was not as well known as the Kelly-Springfield illustrations by Lawrence Fellows, but it had something which the Fellows ads did not, a continuity on a single theme.

The Pecks owned a rather striking phaeton, duly equipped with Kelly-Springfield tires throughout to assure their safety on the jaunt, and every two weeks, the sketches would take on a new location. Starting with the family packing their cars in the initial ad, subsequent sites included the family crossing the Hudson River on the ferry between New York and New Jersey (there were no Holland or Lincoln Tunnels then, nor a George Washington Bridge); the Pecks arriving at Pinehurst, N.C.; their arrival in St. Louis, and so on.

The KELLY FLEXIBLE CORD



The Peregrinations of the Pecks

The Pecks live in a New York suburb. Jim Peck is the head of a small but successful business; he is also—at least nominally—the head of the Peck family. For three years the family has been talking about a trip to the Coast, and at last they are actually going.

This is the first vacation Jim has taken in five years. Changing tires on the road is one of the things he is NOT planning to do, hence the Kellys.

In subsequent issues of this publication we shall meet the Pecks on their travels.

WHEN you start out on a trip you want to feel reasonably sure that it is going to be made in comfort, and comfort means *riding* comfort as well as freedom from tire trouble.

Kelly Flexible Cords will give you real riding comfort and are dependable besides.

The reason is found in the Integral Bead construction, used only by Kelly. Instead of thousands of *short* cords, each cut off and held rigidly at the bead, the carcass of the Kelly Flexible Cord contains only a few *hundred long* cords, looped around the bead. This makes it as flexible as an old glove and also makes it possible to use a flexible tread.

Try these new Kellys. In addition to their easy-riding qualities, they will out-mile any tire you have ever used.

KELLY-SPRINGFIELD TIRES

What may come as something of a surprise to the reader is that this series was done by Peter Helck, Dean of American automotive art, who passed away April 22, 1988 in his 95th year. And it may be equally surprising to many that the mystery phaeton in which the Pecks made their trip was, in essence, an H.C.S., built by Harry C. Stutz.

This will come as something of a revelation to nearly everyone today and the foregoing explanation of the series appears here for the first time.

In a letter to this writer dated August 6, 1965, the artist, Peter Helck, had this to say about the series:

"Perhaps fortunately few people save magazine ads so the things like the Kelly-Springfield campaign do not return to haunt the perpetrator. Indeed, I remember the series vividly for a number of reasons. It was that rare occasion when I worked direct with the advertiser, my brother having conceived the Peregrinations and selling it to K-S. They were swell folks to deal with. The association was pleasant in all ways.

"However, the ad agency (in no sense in the same class with K-S) obviously resented this artist-client relationship and after the thing appeared in publications, attempted to alter the situation. The attempt was clumsy. Their art director, who many years before when I was a youngster breaking in, had in his fatherly way coaxed me into several weeks work on speculation. This was a total loss of time. This gent, whose poundage equalled the lady who used to baby-sit for you, was designated to personally collect the 15% which my direct contact with K-S caused that much financial loss to his firm.

"After more of the fatherly stuff he told me the reason for his visit. At age 32 I could, on occasion, be pretty spunky. He got out fast ... well, he did have some difficulty in extracting his enormous rear end from the chair he was sitting in, but the departure was hurried. I lost no time in reporting this to K-S and had their assurance there would be no further interference in our set-up.

"By present standards, the Peregrinations were pretty bad drawings, way below the standards set for Fellows. If I remember correctly, Fellows was absenting himself abroad for a year or two. My brother hit K-S at the right instant. Yes, the car was basically HCS. I rented one, made drawings, and had photos taken. If I ever run upon these photos, I'll pass them on to you."

And that's the story.

The H.C.S. car was manufactured by Harry C. Stutz at the H.C.S. Motor Car Co., in Indianapolis after he had departed from the Stutz Motor Car Co., and produced as many as 800 cars in its banner year of 1921. In 1924, Stutz added a taxicab to the line, setting up the subsidiary H.C.S. Cab Manufacturing Co. The last passenger cars were marketed in 1925 and the taxis continued production until 1927 when the H.C.S. operations folded.

The reader will note that the H.C.S. car the artist used as a model has been changed here and there to mask its identity, notably in the substitution of a round radiator badge replacing the winged motif used by the H.C.S.



Editorial Comments

There has been no response to the editor's plea in the past two issues for someone to take over the editing job for the Stutz News. This is rather surprising to "Old Bill" considering that club membership now exceeds 345 members world wide. With that number there must be someone in the club with an interest in becoming the editor. Do let us hear from you soon.

As this issue goes to press, we are making final preparations for our trip to New Hampshire to attend the 11th Grand Stutz hosted by Founding Life Member William B. Ruger at his home in Croydon. We remember so well the great time we had there in 1991 at the 4th Grand Stutz. We look forward to these great moments of Stutz camaraderie. Plans are made also to attend the "Get Together" at Hershey, PA on Friday, October 9th at 3:30 p.m. being held at Ernie Toth's space CN49-50.

In OLD CARS, June 25, we noted with interest that members Richard Belveal and David Reeder were 1998 Great Race participants. We quote from the coverage of the GR published on page 12: "Dick Belveal of Gig Harbor, a town just west of Tacoma (Washington, Ed) is the local entrant in the 1998 Great Race. He's in the navigator's seat of a yellow 1917 Stutz Bearcat (we list it as a 1918 Series S ed.), which he raced in 1997's race. Dave Reeder of Ft. Smith, Ark., is the driver. We also noted that ex-member Jim Neeley of Graham, Texas had to replace the 1921 Paige with a 1929 Ford Model A.

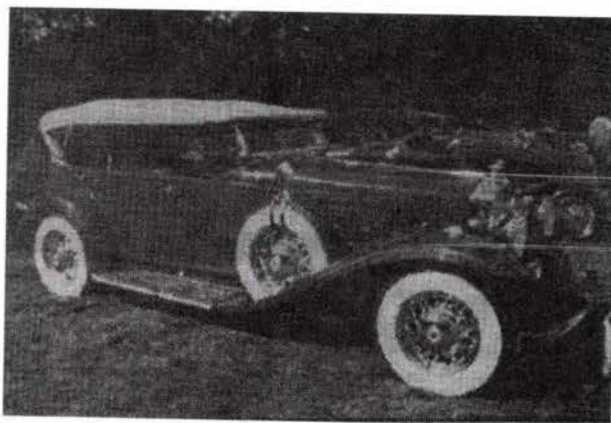
In Old Cars, July 23, 1998, we were delighted by a photo of a 1933 Stutz DV 32 dual-cowl Speedster. Fortunately, the article covering "Eyes on the Classics" Design Car Show on page 28 listed the Show's sponsor. The Detroit Institute of Ophthalmology replied to my inquiry and provided the name and address of the Stutz owner. I wrote to Lloyd Needham of Toronto, Ont. Canada with an invitation to join the club. Mr. Needham called me to acknowledge my letter and I learned that he was one of the people who had paid Turning Point Press for The Splendid Stutz and never received a copy. I suggested he contact member George Holman.

Member David Cammarando of Olympia, Washington has given us a good article on the inaugural Vintage Motorsports Festival in Visalia, California. Now we note that Pete Lyons has a good article on the Visalia race in AUTOWEEK, August 3, 1998, page 18-20. We will request permission to

reprint Lyon's "Race 'n Ride" story in a subsequent issue.

Robert Gray of Beaverton, Oreg. was kind in sending the editor an article from The Oregonian, August 10, 1998 which appeared on page B3 concerning the sales of W. Ray Radford's car collection at the Brooks auction in Carmel, Calif. Mr. Radford's 1927 Lincoln Aero Phaeton is expected to bring \$250-350,000 due to its being one of a kind. I had asked Mr. Gray back in October 5, 1997 what had happened to the 1927 Stutz AA Sedan he had seen in storage. This Stutz is listed in auction as "A fabulous time capsule bought from the original family with 46,000 miles. A lot of barn finds are rusty, but this doesn't have to be restored. Est. \$5-10,000." Ed. says "I'll Take It!!

Another item that got my eye in the August 20, 1998 issue of OLD CARS, page 22. This article by Randy Rundle deals with a new coolant by Evans Cooling Systems, 446 Lancaster Ave., Frazer, PA 19355, (610) 889-9933. This coolant, around since 1983, has a boiling point of 370 degrees and gives freeze protection to minus 80 degrees. It is not mixed with water. The coolant was combat tested in the 1917 Hudson Indy Speedster in which Rex Gardner and Gary Kuck won the 1998 Great Race. There was no overflow during the entire race, even in the mountains, at altitudes above 10,000 feet. Will a member please volunteer to investigate this magical coolant and report results to Stutz News.



A 1933 Stutz DV-32 dual-cowl phaeton.

ONCE UPON A STUTZ -- We Bought A Brick

Many members have visited the Gilmore--Classic Car Club of America Museum in Kalamazoo, Michigan, site of the 2nd Grand Stutz held in 1989. This museum has been rated one of the top ten in the country, and features about 150 cars of all types from the earliest models right up to prototypes of contemporary cars.

I am fortunate to live in this area where I have served on the CCCA Museum Trustees for several years, and am custodian of the library archives. This year the Gilmore Foundation (owner of the property) kicked off a fund drive to raise money for a replica 1920s gas station. By selling bricks for the cornerstones and driveway, plus a grant from the Michigan Council for the Arts and a major gift from well-known Packard collector Bob Turnquist and his wife Sunny, construction is now underway.

On behalf of The Stutz Club, I have purchased a brick with the club's name to show our support and memorialize the Stutz name at the museum. There are now 1919, 1925, and 1933 Stutz cars on permanent display at the museum. If ten or more club members wish to participate by buying a brick at \$30.00 each we will also be entitled to a no-charge brick with the Stutz logo. Your donations are tax deductible as the museum is a tax exempt 501(c)3 entity. For a pledge card, please call me at once, phone (616)375-4844, within the next 60 days before subscriptions close, and I will send you the material.

ELECTION NOTES: With this issue we are enclosing a ballot for the biennial election of officers, and ask you to return your votes as soon as possible. We are remiss in not getting this to you earlier, but hoped some of the newer members would become available to hold office. To keep the club strong and active, other members must step forward and accept nominations in the future. Please keep this in mind when you vote, and let's all plan on some fresh faces for the year 2000 elections. Now is the time to begin thinking and talking about the future of the club, and letting some of us "old-timers" step down. We will all be willing to help and advise new officers take over in any way necessary to keep the club moving along smoothly.

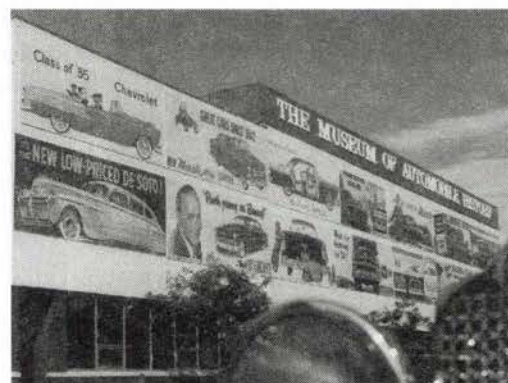
UNIQUE NEW AUTOMOBILE HISTORY MUSEUM IS NOW OPEN!

The long awaited Museum of Automobile History is now open to the public. Reflecting over two hundred years of the world's love affair with the automobile, the museum is located in the heart of downtown Syracuse, at 321 Clinton St. It is the largest museum anywhere dedicated to memorabilia and art related to the history of the automobile.

An estimated ten thousand items reflect every aspect of car history from 1770 to the 1990's. It evokes the world that the automobile left in its wake, in extensive displays of advertising, posters, toys, models, design drawings, fine art, folk art, and more. The museum building itself is already an eye-catching landmark off Clinton Square, as it is lined with 20 vintage automobile billboards, some advertising cars no longer even made.

The Museum of Automobile History will be open every Wednesday through Sunday from 10:00

a.m. to 5:00 p.m., and is closed on Monday, Tuesday, and major holidays. Admission is \$4.75 for adults; \$3.75 for seniors (over 65); and \$2.75 for children (under 16). A gift shop in the museum will offer vintage auto memorabilia and toys, in addition to new souvenirs.



Membership Report

by John Kirkman

Two features of the Stutz Club became obvious while we were putting the Directory together. One, there are not very many of us and, two, we are scattered all over the globe. It is encouraging to realize that Stutz vehicles appeal to automobile enthusiasts in many regions, but somewhat frustrating to realize the limitations imposed by our size.

One of my first acts in this position was to buy a book that covers the subject. ("Keeping Members" by Sirkin & McDermott, ISBN 0-88034-099-1) One point they made is that keeping new members is very important and is also the area where most members are lost. This is primarily because new members feel "left out" and do not renew their membership. One way to avoid this is to make it a point to meet the new member and make them welcome. If you are at a Stutz affair and see someone you haven't met, go introduce yourself, it might be a new member who is feeling "left out" of things. Then too, it might be a long time member from afar whom you simply have not had the opportunity to meet!

My special thanks to those members who sent in the extra donation to help cover the cost of the directory. When you are a small group with a heavy load, every hand that lifts is most welcome.

CHANGES

Phil Johnson has moved. His new address is:
#38 51350 Rge. Road 224
Sherwood Park, AB T8C-1H3
Canada
Tel (H) 403-922-0088 (W) 403-471-8803

Fred Guyton's new home telephone number is: 314-664-2451

Ronald Blair has moved from England to Canada and is now at:
136 Grande All'ee West
Quebec, Que. G1R 2G7
Canada

James Conant's new business telephone number is: 440-333-8008

Jamie McIntyre has sold his London house and moved to Scotland. Reach him at:
Sorn Castle, Ayrshire KA5 6HR
Scotland
U. K.

Harold Worley's correct street address is:
6145 N. Highway 25W
His 1921 Roadster is an HCS Roadster

The Katzell vehicles should be under Ray's name and more correctly identified as:
1920 H Bearcat
1929 M 4 Passenger Speedster

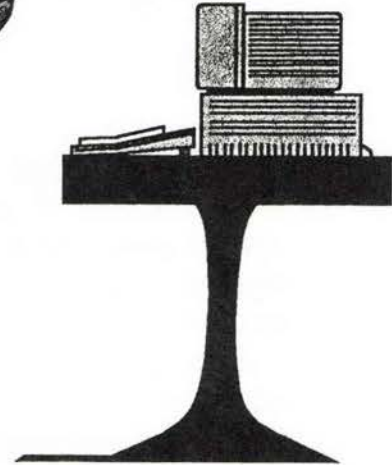
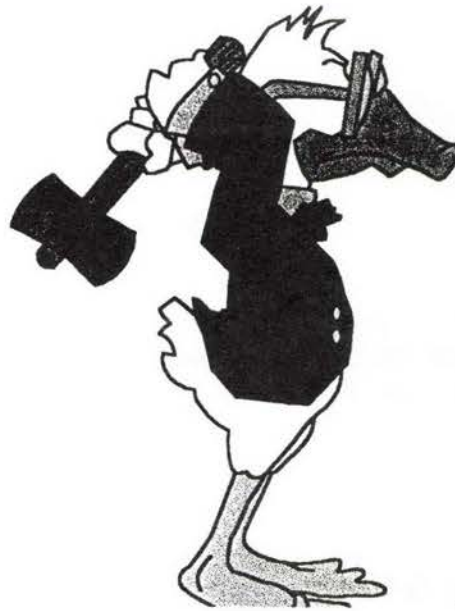
John Bertolotti has a
1923 4DH Bearcat Roadster

And you think you have problems? Elliott Kahn has lived in the same house for thirty years, but the enormous growth of the Florida area results in frequent address changes. His latest is:
58 Verbena Street
Clearwater Beach, FL 33767
Tel. (H) 727-442-6768

Change the
 LA Co Mus of, Nat History to:
 Petersen Automotive Museum
 Curatorial Department
 6060 Wilshire Boulevard
 Los Angeles, CA 90036
 (W)323-964-6342

Robert Hickmans' new street is:
 1815 W. Colter

Wayne Herstads zip is:
 98408



PLEASE WELCOME OUR NEW MEMBERS

David H. Underwood #523
 11520 W. Clearwater
 Kennewick, WA 99337
 (H)509-627-2820
 1920 HCS Special Sport Phaeton

Rantz & Bonnie Aplin #524
 360 Matriotti Ave N
 Sequim, WA 98382
 Tel: (H) 360-683-3043
 1927 Blackhawk Boattail Speedster

Roberto A. Senerchia #525
 Amenabar 1032 7p A
 1426 Capitol
 Federal, Argentina
 (H)54-1-785-4451
 1928 BB-C 6 BB-1 4 Door Sedan

Michael Juneau #526
 P.O. Box 658
 Newport, NH 03773
 (H)603-863-6480
 (W)603-863-2410

B. Len & Jan Harvey #527
 8 Beacon View Rise
 Pakuranga, New Zealand
 (H)649-576-8599
 (W)649-837-0510
 1929 8M Sedan

John Henderson #528
 c/o Alamo Cement Company
 P.O. Box 34807
 San Antonio, TX 78265
 (W)210-208-1880
 1926 Blackhawk LeBaron

Lloyd Needham #529
 520 Dundas Street
 London, Ontario N6B 1W6
 Canada
 (H)519-461-0727
 (W)519-434-9141
 1933 DV-32 DC Phaeton

Treasurer's Report

FINANCIAL REPORT

January 1, 1998 to July 31, 1998

Balance on January 1, 1998 \$29,896.01

Income:

1999 Dues		\$ 90.00	
1998 Dues		6095.00	
1997 Dues		545.00	
Interest Income		798.79	
Stutz books sold	\$10,847.08		
Mailing expense	<u>491.18</u>	10355.90	
Donations		110.00	
Stutz News income		74.50	
10th Grand Stutz profit		812.81	
Sale of Club literature		<u>120.00</u>	
 Total Income			<u>19,002.00</u>

\$48,898.01

Expenses:

Stutz News (print & mail)		\$3730.54	
Administrative expenses		574.06	
Reimburse loans for Stutz book		11003.34	
Treasurer's expense		31.40	
Directory Expense	\$1100.48		
Receipts	<u>305.00</u>	<u>795.48</u>	
 Total Expenses			<u>16,134.82</u>

Cash Balance on 7-31-98 \$32,763.19

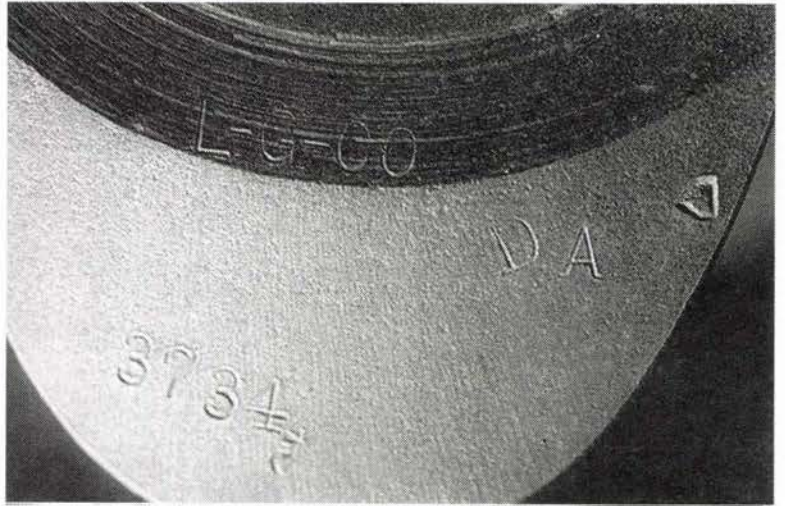
Life Membership Reserve \$14,835.00

Letter's to the Editor

From: Stephen P. Dean, Fresno, CA

Date: June 11, 1998

Here is a close-up photo of markings on a 8 cyl. crankshaft. Maybe someone can interpret these markings. Is the Maker "L-G-Co."? If so, who was "L-G"? Is "3734" the motor number? If so, that would make it 1936 wouldn't it? Is "DA" the craftsman who made it or an inspector's acceptance? Lots of questions. Hopefully a club member can answer them. These are stamped on the first rod throw.

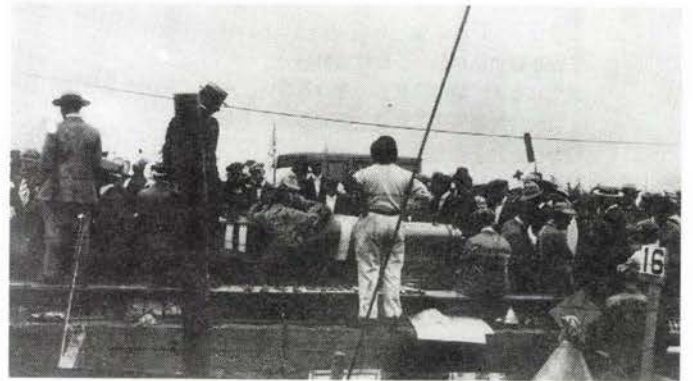


From: Dale Robinson, Editor, The (Jordan) Arrowhead, Guilford, CT

Date: June 16, 1998

Our historian (The Jordan Register), James Lackey, 457 New York Street, Huntington, WV 25704, discovered these Oldfield/Stutz photos in his travels. He believes they are originals, and previously unknown. He wonders why there is a gendarme with a rifle.

He would like you to use them, if you wish, in Stutz News, and send him a copy at the above address. If you wish to keep, he said, he would sure like a discount on The Splendid Stutz.



Ill. road races. August 1915.

Reproduced herewith are the subject two photos with their notations.



Gil Anderson, just after winning the race in his Stutz car at Elgin, Illinois.
Barney Oldfield in his car at the Elgin,

From: James D. Crank, Redwood City, CA (in part)

Date: July 7, 1998

I loaned "Old Reliable" (the 1928 Stutz BB Black Hawk BT Speedster, ed.) to my friend John Brookman, so he could drive his son in the 4th of July parade in Morgan Hill, south of San Jose. Michael was named Civic Employee of the Year.

Yes, I loan my car out to good friends. Why not? Isn't that what our cars are for, fun?

John said that the Stutz was the absolute hit of the parade.

He reported that the Black Hawk just burbled along in the parade in fine style in low gear, while several "Classics" boiled over and had to pull out. Not one hint at overheating, in spite of a very hot day.

That Schebler is really a cure for bad carburetion in old cars like ours.

Cruises to and from Morgan Hill, about 40 miles each way, on the freeway at 60 mph with no problems at all. Why should there be any, it is a good Stutz!!

From: Hugh P. Guthrie, Bulleen Australia (in part)

Date: July 9, 1998

Following on the letter from John Boyle in the Jan/March Stutz News, the TV series "the Bearcats" was shown in this country many years ago. At one time the local TV station was considering bringing Rod Taylor out to Australia to promote the series. I approached the station to see if they would assist me to restore my Bearcat so that it could be used as a promotional vehicle by the station. Their PR people jumped at the idea and I started to arrange for local assistance for the restoration. In hindsight, it would have been a disaster as the restoration would have been too hurried. Nevertheless I received an autographed photo of Rod and Dennis - the centrepiece on the News page 29 - and a bit of local publicity. I have a letter from the station somewhere in my archives that included information about the replicas. In the finish, the series, which I enjoyed immensely, of course, did not rate well and disap-



peared, and nothing came of my foray into the Big Time. I wonder if the tapes still exist....?

Norman C. Barrs, London, England, (in part)

Date: July 17, 1998

I do hope that you enjoyed yourselves (on the cruise in June - ed.) and obviously hope that next time you will be able to spend some time in London. Our weather, June and July, has been the coldest on record with more rain than previously recorded. In one period we had 28 consecutive days of rain. Not good weather for outdoor vintage car shows. Despite the rain, I have journeyed far and wide with the two Stutz cars. A closed car has its advantages.

Next year I shall be very involved with the Supercharged car (the replica "Le Mans" 1929 Stutz Black Hawk with Weymann Super Torpedo body - Ed.) so I have taken the opportunity to visit and support classic car events that are smaller and more localized and often help local charities. As always the Stutz cars create so much interest and we have

acquired yet more cups and trophies to add to the collection. It took me just four (4) hours to drive the 190 miles from North (Wales) to London. Not bad for a 69 year old car still running on its original engine and giving 16 miles per gallon Imperial. We have some further good Stutz news. I enclose a photo of Henry Garnett's 1929 M Weymann. This is an original car, it does have a genuine English Weymann body and Henry says that he hopes to drive it on the road in the near future. Also Colin Crabbe has completed the restoration of his early Bearcat and I hope to see the car shortly and get some photos. Sadly, as you know, Colin Buckmaster has sent his DV 32 back to the USA for sale and that leaves me with the only DV 32 in the UK. I was hoping to attend the Grand Stutz in September but because of holiday arrangements in the group I had to cancel that idea but still hope to attend Hershey.



Member Garnett's 1929 Stutz M Weymann Sports Saloon, photographed July 1998 in Yorkshire, England. Engine No. 31891, Vin No. 30862, Body No. 599.

From: Ian M. Smith, Buninyong, Victoria, Australia

Date: 31 July 1998

The following is an account of a venture that Hugh Guthrie and I undertook this year in order to assist Francis DePrins (France), to bring his 1916 Bearcat to running condition. Francis was a visitor to Australia in late January this year, and since the visit coincided with a static rally held on Australia Day, (January 26th.), Hugh extended an invitation for Francis to ride in the newly restored Bearcat, to the venue at the Treasury and Fitzroy Gardens in Melbourne, where the car was considered to be the star of the 600 plus on display.

Francis has been seeking a Bosch ZR4 Two Spark magneto, and we had been assisting in this quest for some time, but to no avail. They are few and far between here in Australia, and I count myself fortunate that some 20 years ago, I was able to

purchase a similar unit, (a ZK4 -2spk, the correct unit for my 1918 Bearcat), from Maupin Auto Salvage, in Hutchinson, Kansas. Since then I have seen no complete units, only minor parts of same, which I continue to try to purchase, when available.

While the Bearcat's bonnet, (our term for engine cover), was open, I was approached by a long-time member of our Veteran Car Club, Jack Nelson, a former aircraft engineer, vintage racing motorcyclist, and expert in all mechanical devices pre 1931. I was asked if Hugh's car was the same as mine, and in replying, explaining the similarities and contrasts, I eventually came to the magneto. Noticing Francis in the background, and crossing all fingers and both eyes, I asked if Jack knew the whereabouts of a similar magneto in any condition. He replied that he thought that he may have "something like one" in his own collection of spare magnetos, and suggested that I waited a few days and ring him, giving him some time to un-earth the piece.

I waited a fortnight! You can probably imagine my concern when Jack's phone gave an engaged signal for more than 24 hours, when tried at all times of the day. Australia is a big country, even Victoria, the smallest mainland state, measures about 500 miles, East to West. Jack's small country town being some 80 mile to my East, (and 80 miles to Hugh's West). I phoned another friend in Donald, a town 100 miles North West of here, and he had a son who not only knew Jack but lived in the SAME STREET. A visit found that the receiver had been left off the hook, and, that remedied, contact was made. Hugh

and I arranged to meet at Jack's house the following Tuesday at 10.00 A.M.

Made most welcome, we were amazed at the scope of the unique collection, (I spent 8 wonderful hours there), and were thrilled when we eventually were shown the very greasy, very dusty ZR4 Two Spark, appearing in excellent order, but missing the distributor cap. A satisfactory price was reached, and Jack passed over the unit, including a 'foreign' cap from an unknown make of magneto, a 4-cyl. model with two rows of contacts, but slightly smaller in diameter. Could it be used?

Returning to my home with the unit. I approached a Warwick Wentworth, a retired automobile electrician, who was once employed by a good friend of mine, requesting that he investigate its re-constitution. The first task was to clean the unit very thoroughly in order to discover what, if anything, was missing. Assembling screws were found to be fixed with shellac from an early operational 'melt-down', and resisted strongly attempts at movement. When it was finally opened, it was found to have suffered some rough repairs. A very long time past. The collector (or slip) ring had a major crack, and had been rivetted to the shaft of the armature, apparently when a former unknown repairer had stripped the thread used to mount it to the shaft. I was able to supply another slipping from stock; not

new but in excellent condition. The armature was sent to a Melbourne specialist to be rewound, as it had the consistency of a poor Sticky Date Pudding.

At this time, Warwick went on a fortnight camping trip to Central Australia. On return, and collection of the newly rewound armature, Warwick turned an aluminium stepped sleeve in order to fit the smaller cap. This action caused the cap to be slightly further removed from the body of the magneto and a packing piece of accurate gauge was made, and fixed by epoxy to the rear of the head of the double headed distributor 'pencil', so that its position relative to the tracks of the contacts was unchanged.

It was at this stage that I woke up to a startling fact. All Stutz 4 cylinder timing devices are anticlockwise when viewed from the driven end, In our excitement to obtain the magneto, neither Hugh nor I had noticed tha. it was a clockwise model. Back to the drawing boards! Without complaining (audibly), Warwick made the adjustments to the timing and the magneto went to the testbench where it performed superbly for approximately 5 minutes before gradually breaking down on one then both banks. The secondary windings appeared to have 'shorted', but WHY?

Bosch 2-spark magneto sliprings have two fibre pegs surrounding the HT wires where they exit

1998 Ballot Stutz Club

The nominating committee consisting of Ken Beach, Chic Postier, Wayne Saunders, Bill Greer and Dale Wells hereby nominates the following for the election of officers:

President:	Dale Wells	_____	VP Membership:	John Kirkman	_____
	_____	_____		_____	_____
VP Publications:	Ray Katzell	_____	VP Tech Services:	Bill Greer	_____
	_____	_____		_____	_____
VP Programs:	Ray Bowersox	_____	Treasurer:	Ruth Toth	_____
	_____	_____		_____	_____
Secretary:	Tom Cox	_____	Archivist:	Stephen Dean	_____
	_____	_____		_____	_____

(Write in your choice for other candidates in the blank spaces under each name.) Please return your ballot to:

Thoms Cox, Secretary, 3511 Clydwood Avenue, Richmond, VA 23234

the armature and approach the slipring metal tracks for the HT brushes. These fibre pegs act as locating drives to connect the armature and slipring. (Single spark magneto sliprings have only one peg, but possess a complete circumference of brass track, except some single and twin cylinder units where the slipring is used instead of a normal distributor head.) 2-spark sliprings have a track alternately brass and fibre each extending for one quarter of the circumference. To explain our error, you may consider that a clockwise slipring has brass "from 12 o'clock to 3 o'clock and from 6 o'clock to 9 o'clock" and fibre taking up the other parts. We had supplied a clockwise part, and the high speed running on the testbench had overloaded the inbuilt safety gap, and caused the 'shorting' of the newly wound armature. Where to find an anticlockwise slipring?

Warwick made one! The coil rewinding specialist rewound the armature again at no cost. This time the eight leads performed as they should have in every way. Before packing the unit to take to Hugh for dispatch to Francis in France, I decided to take no further chances and soldered a small brass arrow onto the brass oiling flap above the drive end to signify the new direction of rotation. Some use of emery paper and this part looked like a brass pressing.

Time elapsed was about six months. I feel sure that Francis will be happy with his purchase, and Hugh and I, Jack and Warwick all know a lot more about Bosch ZR4 2-spark magnetos. So much so that Hugh and I are working on joint ownership of an emergency Stutz-Delco distributor with twin 6-volt coils to take on rallies. 6 months is a long time to be stranded on the side of an Australian road, waiting patiently for a sick magneto to be filled up with a fresh parcel of sparks!

Ed's Comment: One of the club's key reasons to exist is to enhance communications and networking among members who are interested in the preservation of Stutz. Ian called me on 20 July and mentioned his desire to locate a spare Stutz-Delco double distributor. By chance, Ivan Saxton of Darnum, Victoria, Australia called me the following evening and I mentioned Ian's need. Ivan, then called Ian, which resulted in Ian purchasing the desired distributor in very, very good operational condition on 26 July!



TO: Order Department, The Stutz Club, Inc. 583 Main Street, Wilbraham, MA 01095

Please send me _____ copies of The Splendid Stutz

Enclosed is a check for \$69.95 plus \$5.95 for shipping and handling for each copy.

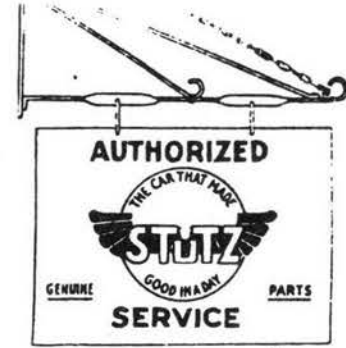
Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (_____) _____

Classifieds



WANTED

George Schuetz
Cricklewood Route 12
Woodstock, VT 05091
Tel: 802-457-4444
Fax: 802-649-8612
e-mail: crick@sover.net

Am interested in Stutz tourer, late teens to early twenties. If you know one that might be available please contact me.

FOR SALE

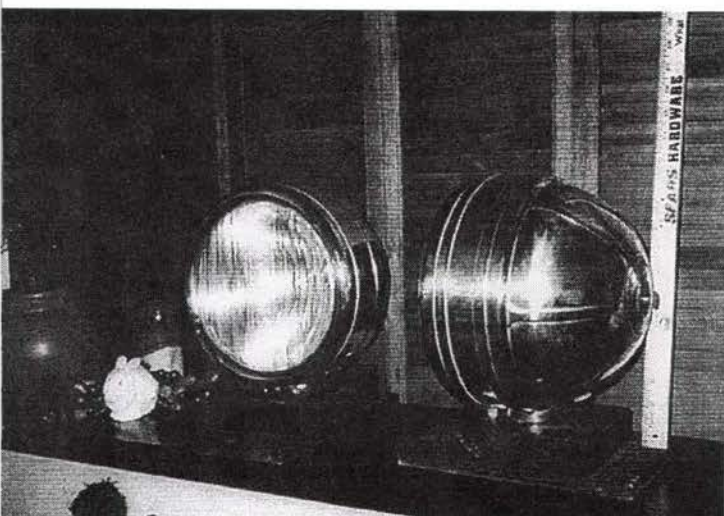
Larry Preadmore (ex-member)
Pottsville, Mich
(517) 645-7860

1928 Blackhawk Speedster Phaeton, award winning fresh restoration. Rare Continental straight-eight model. \$200,000 or offer. Negotiable.

FOR SALE

Philip H. Lanham (non-member)
12850 Westmere
Houston, TX 77077-3716
Tel: 281-497-5063
E-mail: planham288@aol.com

Pair of headlamps in brass, 10 1/2" dia. x 8" long, weight 15 pounds each. At the time of purchase many years ago I was told these lamps came off a Stutz Bearcat. The only markings on them is "AGA" on the back which I have never been able to tie to a manufacturer. As usual with old brass, there are several age hardening cracks in each lamp.



I also have for sale a small collection of whiskey bottles as shown in this photo and as briefly described. Sorry, no Stutz!

1. Ezra Brooks - 500 mile racer decanter, 1940s car, Heritage China hand decorated with pure platinum, manufactured 1971
2. Beam Distillery - Curved dash Oldsmobile 1903 model, Heritage china, manufactured 1971
3. Ezra Brooks- 500 mile racer decanter, 1970s model, hand decorated with pure platinum, manufactured 1970
4. Ezra Brooks - 500 mile racer, 1970s model, Lionstone sculptured porcelain, hand decorated, signed by Al Unser and Parnelli Jones, manufactured 1973
5. Hoffman Distillery - 500 mile racer, 1970s model, sculptured porcelain, decorated "Mark Donohue," McLaren Special, manufactured 1972



LITERATURE FOR SALE

Walter Miller
 6710 Brooklawn Parkway
 Syracuse, NY 13211
 Tel: 315-432-8282
 Fax: 315-432-8256
 Web: www.autolit.com

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

WANTED

Greg Soter (for member Frederick D. "Dutch" Overly 253L)
 Phantom Restorations
 30 S. Horton
 Seattle, WA 98134
 Tel: 206-622-7469
 FAX: 206-622-0477

These items needed for 1929 Stutz "M" 2 Dr with Rumbleseat, VIN M8-23-Sy86H

(see below)

PHANTOM RESTORATIONS, GREG SOTER					
30 S. HORTON					
SEATTLE, WA 98134			<u>PARTS AVAILABILITY AND PRICE REQUEST</u>		August 20, 1998
Tel: (206) 622-7469					
Fax: (206) 622-0477					
Please return (fax) this form or call with parts availability, price, & condition, etc.					
Do you accept Mastercard/VISA? <input type="checkbox"/> yes <input type="checkbox"/> no					
<u>Vehicle</u>	<u>Year</u>	<u>Model</u>	<u>Body Style</u>	<u>VIN</u>	<u>Engine</u>
Stutz	1929	"M"	2 Dr with Rumbleseat	M8-23-SY86H	

Item	Qty	Description	Part #	Condition	Notes, Availability, Price, etc.
1.	2	Cowl light lens (4 9/16" OD)		good	
2.	2	Headlights and brackets		good	
3.	2	Tail light stanchions		good	
4.	1	Hood ornament; "RA"		good	
5.	1	Latch mechanism; rumbleseat door		good	
9.	4	Dash knobs/controls; "H", "C", "W", "M"		good	
10.	1	Lever, hand throttle, "Gas"		good	
11.	1	Lever, hand throttle, "Lights"		good	
11.	1	Thermostat, radiator shutter control		good	
12.	4	Hub caps for artillery wheels (with threads)		good	
13.	1	Tie bar, center vertical, front bumper		good	
14.	1	Tie bar, side vertical, front bumper		good	
15.	1	Regulator valve, brake boost, on dash		good	
16.	2	Rubber pedal pads; brake & clutch		new	
17.	1	4" exterior mirror		new	
18.	1	Wndshld wiper assy; RH w/connectng rod		good	
19.	2	Tire rims & locking rings		good	
20.	1	Front shackle rebound spring; 2"od, 2 1/2" lg		good	
21.	1	Gas cap		good	
22.	1	Knob; rear window lift		good	

Note: Please suggest any other source for parts.

FOR SALE

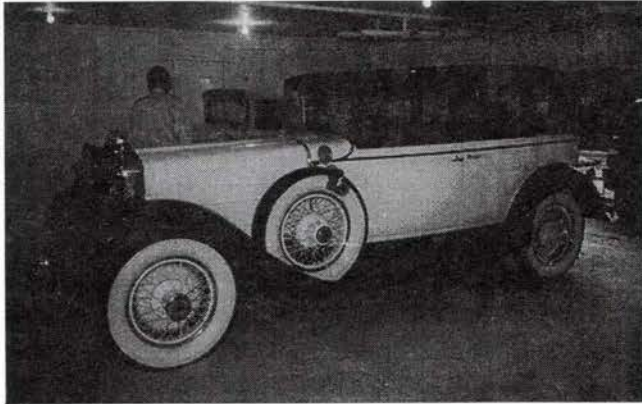
(lead from Wayne Saunders)

1930 Stutz M Sedan

located in Blenheim, Ontario, Canada

Tel: 519-676-2432 anytime

Older restoration. Sidemounts, 134" wheelbase. Complete strong runner. Nice interior \$25,000 Canadian



FOR SALE

Clifford E. "Bud" Jacobs

16615 19th Ave. S

Spanaway, WA 98387

Home: 253-531-3639 (in process of moving to 253-535-4282)

Rare 1925 Stutz Series 694, 120' wheelbase, 2 dr. coupe - asking \$7,500.00 or best offer. Please refer to Stutz News No. 34 (Oct. - Dec. 1995) page 12 for photos and background information.

This is the only known to exist early Stutz Coupe of either 4 or 6 cyl. It is car No. 2820 of the Series 693/694 running 2601-2900 (only 300 cars). The Stutz Six engine is No. 14720, fitting late in the related sequence 14315 - 14772. Deteriorated wood in the Robbins built body has been replaced and a missing bell housing procured. There is a spare engine and all parts are on hand except for two 20" Buffalo wheels pertaining to rear mounted double spares and an easy to fabricate front motor mount. Personal circumstances now prevent me from completing the restoration as planned. This rare Classic Stutz deserves restoration. It may be same coupe that was promoted in early 1925 at the New York and Chicago Auto Shows.

Thanks to Brooks Brierly who found this article in the "Automotive Section" of American Exporter, November 1923.

Luis Firpo Enters Automobile Business

A new phase of the complex nature of Luis Angel Firpo was revealed when, with all the assurance of a man of extensive business experience, he concluded negotiation with officials of the Stutz Motor Car Company for the distribution of Stutz cars in South America, at the offices of Melchior, Armstrong & Dessau, export agents, New York City.

Firpo plans to assume personal direction of his new business enterprise as soon as he returns to South America, following his contest for the world's heavyweight championship with Jack Dempsey on September 14. Meantime he has cabled his bankers to make arrangements at once for suitable salesrooms and service stations in Buenos Aires and Montevideo, capitals, respectively, of the Argentine Republic and Uruguay, both of which are included in his trade territory.

Throughout his negotiations for the Stutz franchise Firpo demonstrated a keenness of business judgment and a knowledge of business detail that proved remarkable. That he expects to vindicate favorable estimates of his ability is indicated by the fact that his initial contract calls for one hundred Stutz cars, with a United States retail value excess of \$250,000.



MOTORISTS WISE SIMONIZ



"See that sparkle? Looks like new doesn't it?"

"It certainly does! You must take great care of it!"

"Simonizing did it. Couldn't run 50,000 miles and look like that without Simoniz. Those words 'Motorists Wise Simoniz' certainly pack a lot of meaning".

Simonizing makes any car bright and new looking. And it keeps cars that way for years.

A trial convinces. With amazing speed the famous Simoniz Kleener removes all spots, blemishes, grime and discolorations and brings out the original beauty of the finish. Then the Simoniz enriches the colors and gives a beautiful lustre all its own. Besides, it forms a hard, sparkling surface of protection that keeps colors from fading and makes the finish last longer. Great products to sell—Simoniz and Simoniz Kleener!

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42 Yorkville Ave., Toronto, Ont.

