

Vol. XIII No. 53 (July - September 2000)
 The Stutz Club, Inc.
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TO:

Announcements



A Stutz Get Together will be held again this year on the Hershey Chocolate Field at Ernie Toth's space CN49-50 beginning at 3:00 p.m. on Friday, October 6th. Don't miss this opportunity for great Stutz camaraderie!

The agenda will include a report on the recent Grand Stutz 2000 Meet hosted by Ray and Lou Bowersox, held September 7-9. Norman Barrs of London plans to be with us to discuss the itinerary for Grand Stutz 2001 to be held in England from August 24 through September 6. Reserve this period on your 2001 calendar now.

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1929 STUTZ Convertible Victoria Hibbard & Darrin of Paris

by Judge Joseph C. Cassini, III

By admission of Thomas L. Hibbard, creator of this "one-off" 1929 Stutz, the car was once owned by King Gustave of Sweden. Additionally, it is well documented that the car was owned by Andrew J. Mellon of Pittsburgh, Pa., who was secretary of the Treasury under Presidents Harding, Coolidge, and Hoover.

Mellon, who managed to amass a fortune in his lifetime, was instrumental in the promotion of many new metals, one of which was aluminum. He later founded the Aluminum Co. Of America (Alcoa). It is not surprising, then, that he chose to purchase a car which was made almost entirely of aluminum. In this way he could aid the promotion of the metal that was to revolutionize the auto industry.

It is interesting to note that Mellon was also investing in the famous Seven Springs, Pennsylvania resort about the time of his purchase of the car, and it seems reasonable to conclude that he drove his new Stutz from his Pittsburg home to the elegant and popular resort more than once.

The car was sold by Mellon and passed through about a half dozen hands until winding up in my collection. The car underwent an initial restoration in 1971-1972. It was a superb job, however, many of the car's original features were omitted (i.e. color change, door handles incorrect, rivets in the fenders left off). The car none-the-less received awards but has not been shown for almost 30 years. The car has recently gone through a total body-off/frame-up restoration to return the car to its original color and grandeur as when it was "born" at the Hubbard and Darrin Carrosserie in Paris.

The body itself is of close-coupled design, meaning that it ends on or about the line of the rear axle, giving of the car a European look which was very popular during that period. Although Hibbard and Darrin's Showroom was located on the Champs Elysees in the heart of Paris, their shop was on the out-skirts of town. Here, they were employing the use of Sylentlite castings covered with a skin of aluminum, as

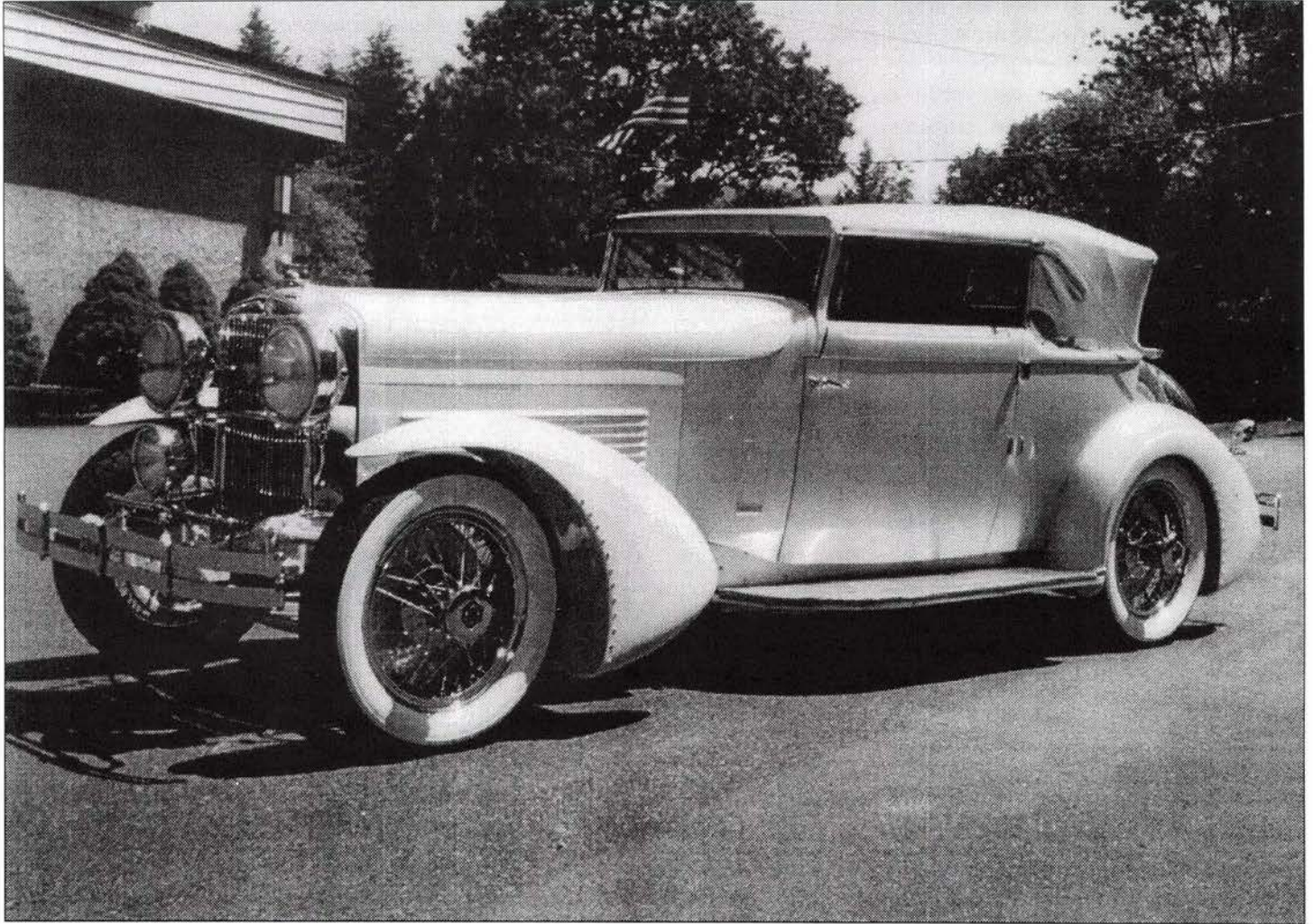
opposed to the bulkier wooden frames that the most coach-builders were using for some years. These new lightweight castings enabled them to produce a thin profile on the doors. Most of these castings had the moldings or reveals cast integrally into its design so it served a two-fold purpose; When completed, the body was lightweight, strong, and versatile, meaning it could be adapted to other chassis readily.

A very important part of the body design was the large trunk that nestled between the rear fenders just behind the close-coupled body. The trunk is made entirely of wood and covered with roof canvas. It has recessed panels covered with natural tan cowhide and the same stitching designs as the interior. It should be noted that the trunk does not open in the conventional manner because of the imposing bulk of twin rear-mounted spare tires. Therefore, parcels were loaded from the side.

Another interesting feature of this car, and a Hibbard and Darrin exclusive, was the opening rear quarters of the top assembly. As the car was of four place design, the rear passengers were afforded a better view by way of a -v- panel on each side of the top just behind the door window opening. The panel was shaped like an arrowhead and was in keeping with the fender design.

It might be noted here that the passenger seat cushion is fitted with four rollers that allowed it to roll forward approximately five inches when the front backrest tipped forward. This gives the rear seat passengers much more room to enter and exit the back seat. There deep wells built into the rear floor to accommodate the feet of the rear passengers and gives them quite a comfortable ride in a close-coupled body. The body is channeled over the frame rails about four or five inches, giving the car a very low profile.

continued



Member Judge Cassini, III of West Orange, New Jersey has been in the process of restoring this "one-off" 1929 Stutz for the past 18 months. It is finally nearing completion as shown in the photo above. The Stutz will debut at Pebble Beach Concours in August.

Some of the features that were just mentioned were extremely ahead of their time. To add to the list, let me make mention of hydraulic brakes with a vacuum booster, equipped with an adjusting valve on the dashboard to compensate for wet and slippery roads. There are thermostatically operated louvers in front of the radiator core to warm or cool the engine according to its needs, and bumpers made of spring steel mounted against brackets of the same steel to cushion the impact of any small and some large mistakes. The twin ignition set-up allowed virtually no chance for misfiring and assured that most all of the gases would be burned up in the engine and not shoved, unburned, out the tailpipe. The single overhead cam design with threaded valve stems and valve pistons about 1 1/2" in diameter virtually eliminated wear on the valve stems or valve guides.

There is also a foot operated lubricating system that greased every vital part of the chassis with a single stroke of a handle under the dash,

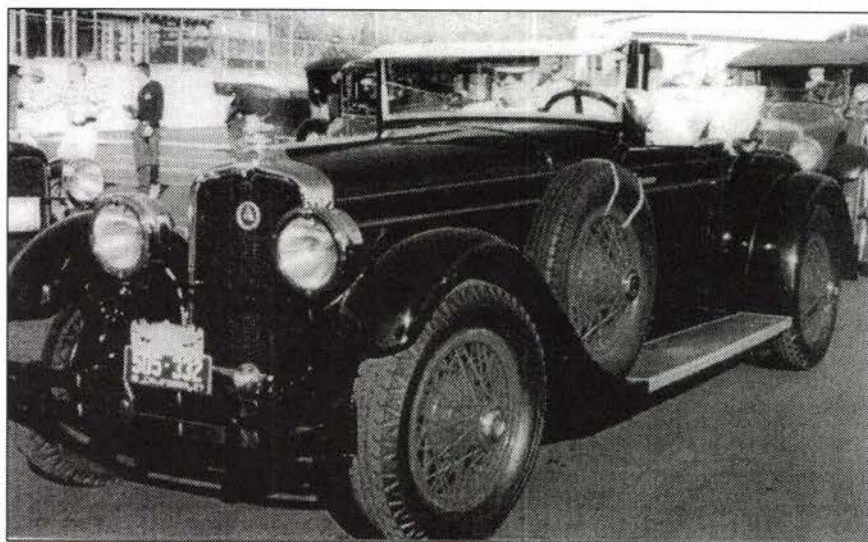
and a no-back device to hold the car from rolling backwards when stopped on a hill. There are access holes in the top of the cowl to allow mechanics to work on the back of the instrument cluster without standing on their head, and Pilot-ray accessory head-lamp that turned with the steering in the direction of the car's path to light the way at night.

Always advanced for its times, Stutz produced a car worthy of a Hibbard and Darrin body. The combination of Stutz chassis, and the sleek, custom body made an automobile that stopped people dead in their tracks when it was debuted at the New York Auto Show of 1929, and still does today.

Eighteen months of steady work has culminated with one of the finest restored examples of the Hibbard and Darrin school of design, a grand classic by any standing. The Stutz represents yesterday's memories for today's enjoyment.

Who Are the Owners?

Member Bobbie'dine Rodda of Glendale, CA supplied these two great Stutz photos. The old license late shows California '27. Is this Series AA a roaster or a convertible coupe?



This rumble seat roadster looks to be a 1929-30 Series "M". What does ZYV941 stand for?



READ IT AND WEEP

by Keith Marvin

When I was a boy I spent a good deal of time visiting used car yards, talking with their owners and observing the transactions as well as keeping a weather eye on the cars that came in and frequently went out in a matter of minutes. This was in 1932 through around 1936, the ebb of what we know as the Great Depression. At the time, many needed everyday transportation but had slim pocketbooks. Thus a great number of old cars, many dating back to World War I days, were a viable part of the economy. Many of them shouldn't have been allowed on the road but at the time cars weren't checked for safety and insurance wasn't compulsory.

Early on, I got a grasp on why some cars were in greater demand than others. An older car of a make still manufacturing was an asset. There was certain visual appeal, overall condition and presumed reliability and the inevitable scale of supply and demand. I lived in a college town and undergraduates at the Institute made do with a great variety of orphan makes of virtually every description. Indeed, the city's traffic pattern was replete with Flints, Jewetts, Kissels, Davises, Velies, Dianas and Bay States to name a few, most of which permeated the used car lots with seemingly reckless abandon priced anywhere from \$25 to \$100 or less. And there were those which stood out from the rank and file. Such a car was the Wills Saint Claire. And another was the Stutz. Any Stutz.

Why the Stutz? Well, there were a number of reasons. If the car was only three or four years old, perhaps, it had received tender loving care from its previous owner or owners. Too, it was good looking and still in style. And a third reason- Stutz was still in business. It is important to look at this closely. The average used car tradesman knew this because it appeared on the contemporary auto rosters. What he didn't generally know was that a meager output of 130 cars had been sold in 1933. Total production for 1934 would peak [!] at a mere half dozen! But the fact that all of them looked great was a desirable asset in his business.

And there were a good many ins and outs in dealing with these older cars as they could, as a rule, generally be bought low and sold high. Another advantage manifested itself on those rare occasions when an older Bearcator even a Bulldog appeared on the lot. These were sporty and greatly liked by the college boys...and the ladies who kept then company.

A glance at a used car value guide of 1926 aptly illustrates this. Look at it and join me in shedding a tear or two. A 1921 right-hand driven Stutz Bearcat with a listed factory price of \$3,500 was valued at \$250. The more prosaic touring car listed new at an additional \$100 was worth only \$100 on the used car lot! And these were boon times! The picture five years later was another story.

Let's consider the used car value for Stutz in general during 1931, as applied to 1931 Stutz cars- no more than a few months old and presumably with very low mileage. There was a wide turnover in that market as more and more theretofore motorists of affluence fell victims to the dire economy.

The factory-listed prices were \$2,690 to \$7,495. Their comparative values: \$1,286 to \$1,852. How's that agoin? Top figure at \$1,852? My God! Yet, it was so. A one-month-old Model 5-80 town car which cost \$7,495 was only worth \$1,749. Yes, alas, it was true. But in 1931 the market for town cars was all but non-existent and a second hand example had about as much appeal as a second handle on a chamber pot!

But Stutz was, after all, a low-production product at best. True, it may have been better built than its stablemates from the larger corporations or even the more successful independent companies. It was a case of "the better they may have been, the harder they'd fall." Let's compare the price range of Stutz as new cars and on the used car market based on the above figures with their automotive peers of 1931: Consternation in the marketplace!

Cadillac: \$2,795 to \$9,200 [\$1,337 to \$3,643]; Cord: \$2,305 to \$3,295 [\$954 to \$1,337]; Lincoln: \$4,400 to \$7,400 [\$2,158 to \$2,676]; Packard: \$2,385 to \$4,285 [\$1,055 to \$1,852] and Pierce-Arrow: \$2,685 to \$6,400 [\$902 to \$2,365.] Priorities are evident in the comparisons. To look a bit deeper into the window of what used car prices were all about, it is interesting to note the absence of Cunningham, the splendid high priced luxury car from Rochester, N. Y. But there was a stigma on some of the finest expensive cars which had recently folded their tents, notably Stearns-Knight's '30 7-Passenger Sedan, initially priced at \$5,800 and in 1931 valued \$125 as a used car! Duesenberg's Model J appears only in its chassis form at \$8,500 or \$9,500 but no used car value. Marmon's impressive V-16, debuted in 1931, though listed, is without any second hand estimated value. The stunning Locomobile "90" cabriolet- \$7,750 two years old was valued as a used car at \$250!!!

I feel that close scrutiny of the hit or miss economics of the used car marketplace in the depths of the Depression is significant in a slipshod sort of way.

Concerning the older cars, still quoted in 1931, with very few exceptions these were consigned to the scrap heap- literally- by the lone word "salvage." In today's market comprising private sales or at auctions, it seems almost unbelievable that such cars as the Dagmar, Daniels, H.C.S., Revere and Roamer were

considered junk. But they were. A notable exception was Ford, doubtlessly because they were easy to maintain, parts were readily available and they got the owner from here to there most of the time. Their value as used cars? Would you believe \$4 to \$10 for 1925 models? I've written this with Stutz as a focal point by presenting what supply and demand were all about at a time when a Herbert Hoover dollar determined how much one could buy at the lowest price. The used car dealer had his niche in the field and sold what he could for as much as he could get. Few cars commanded top dollar, most of them available at rock bottom prices. Alas, Stutz was one of them.

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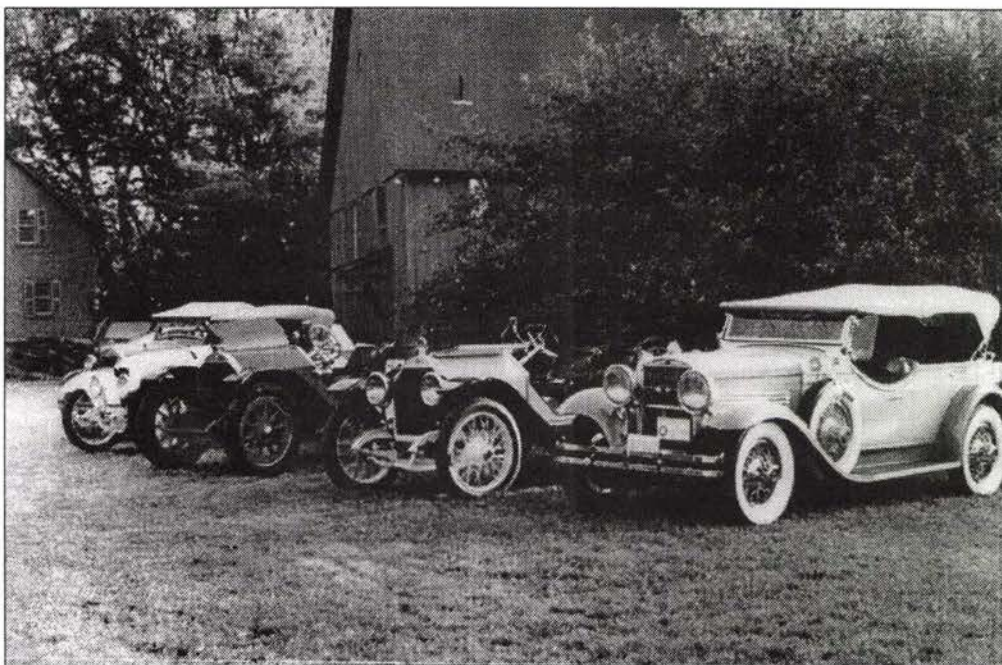
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Stutz on Parade at 11th Grand Stutz in 1998 hosted by William B. Ruger (founding life member).

Will You Just Look at Me!

by Allyn E. Smith

My personal part of the story began only a few weeks ago when, during a car show in Chamberlain, SD, someone dropped a flier in my car window. The flier advertised that a 50 year collection of "teens" 20's and 30's Chevrolet parts and parts cars would be auctioned in Pierre, SD on Father's Day. The flier also listed a "mostly complete restorable 1928 Stutz."

The flier went on to say that some of the family had not decided to part with certain things so if there was an interest in a certain thing to call ahead.

My initial reaction was that the advertised automobile was probably a Studebaker rather than a Stutz but since my weekend hobby/business is finding, buying and selling old restorable cars, I made contact with the family which was holding the auction. I was told that the car WAS a Stutz and WAS NOT being held back by the family. The car was described as a 3 passenger coupe.

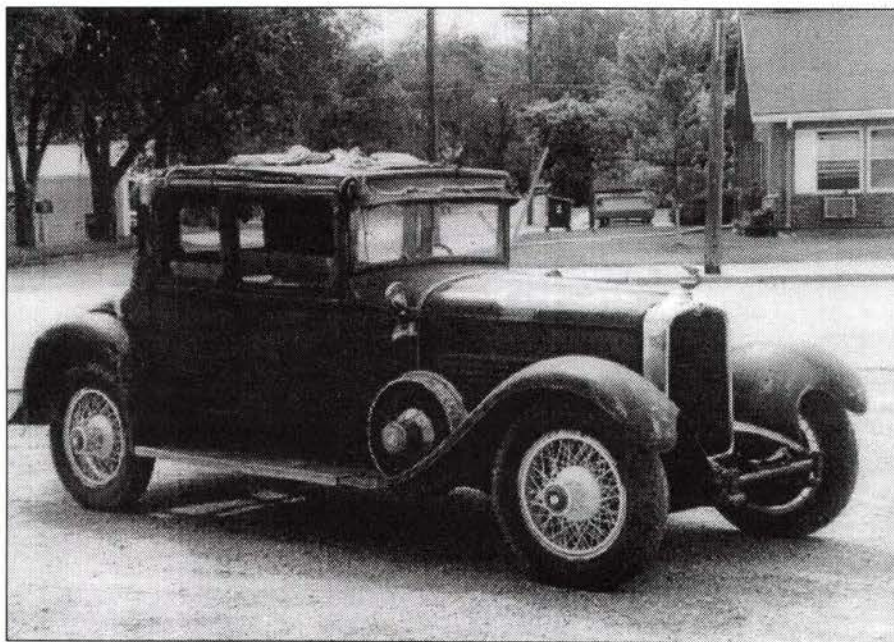
I knew a gentleman (the owner of the trucking firm which employs me and who lives in Pittsburgh, Pennsylvania) who had once expressed a desire to own a Stutz. At that time I had told him that my chances of finding a Stutz were pretty dismal in the population challenged Dakotas. This is a country where Plymouths, Chevies and Fords ruled the roost. The most exotic unrestored cars that I had ever bought and sold were a 1939 Packard 110 or a 1918 Briscoe—certainly nothing like a legendary Stutz.

My boss ~ was indeed interested in owning a Stutz. Repeated attempts to receive e-mail photos of the car from the owners failed so I made plans to drive the 200 miles to Pierre on Saturday to view the car. In some portions of the U.S. I am told that 200 miles is a long distance--on the Great Plains it is just a jount for a cup of coffee.

Some automobiles call to you. The Stutz yelled. As I drove into the cluttered farmyard where the old Stutz sat under a tree I believe that the Stutz cupped an invisible pair of hands into a megaphone and shouted "WILL YOU JUST LOOK AT ME?" I did—for over two hours and three rolls of film. I was smitten.

I learned from Pat and Gary Redden, two sons of the former Stutz owner, that their father had been a carpenter whose true love was restoring cars. He would work very hard at carpentry jobs which fed his large family (eight children) and would then take time off to restore cars. Being a woodworker, he had an affinity for early Chevrolets—the cars with a tree in every automobile.

I viewed their piles of parts and was privy to the old hangar where the cars the family was keeping were stored. There was a nicely done '27 Chevy roadster, a '36 Chevy coupe which had



been restored after driving it to Alaska and back, and a '38 Chevy panel delivery. There were several partially restored Chevies from a brass-radiated 1914 to twenties era coupes and roadsters. There was a 1914 Mitchell and a 1922 Dodge Brothers screen side as well. Seeing these

cars made the trip worthwhile in itself.

Upon my arrival home I e-mailed my boss and prospective buyer with photos and a glowing description of the car that he would own in a week if he would just get out his checkbook. Within the hour he e-mailed me back that the car didn't interest him. "DIDN'T INTEREST HIM??" How could this old Stutz NOT interest anyone with a beating heart?? I was crestfallen.

On Sunday, Father's Day, my wife and I went to the auction, anyway- just to see how things would go. There was a fairly complete carcass of a 1925 Standard Buick roadster which I thought may go in my price range and there was a huge lot of Chevy parts and sheet metal just like the flier had said.

As sale time drew near I hoped beyond hope that the localized advertising which had been done for this sale had not reached any real auto afficianados. The Stutz was scheduled to sell at 2:00 p.m, sharp along with a turn-of-the century 8-passenger Alaska stagecoach. The schedule was for benefit of telephone bidders. As the hour approached and the poor Redden family watched their father's possessions disappear at too-low prices I ventured to my wife that if that Stutz goes under XXXX dollars I was going

to take it home. She stated matter of factly that I didn't have that much money. I stated just as matter of factly that I knew that fact but I was bidding anyway and then going to beg my banker or anyone else ~ knew to keep me out of jail for a bad check. I received one very dirty look!

The auctioneer strode over to what he described as a Stutz Bearcat (what did he know?) and began the bidding at ten thousand dollars, then dropped to seven and then to five thousand dollars. After several long moments I raised one finger. "Five thousand" he barked. "No, ONE thousand" I replied. "I can't start it there" he replied but after several more fruitless moments he pointed in my direction and growled "one thousand". Someone bid two and I raised a finger at three thousand. After long begging from the auctioneer Gary Redden bid "thirty two fifty" on his father's car. One more raised finger, a silent prayer and the beautiful old Stutz belonged to me.

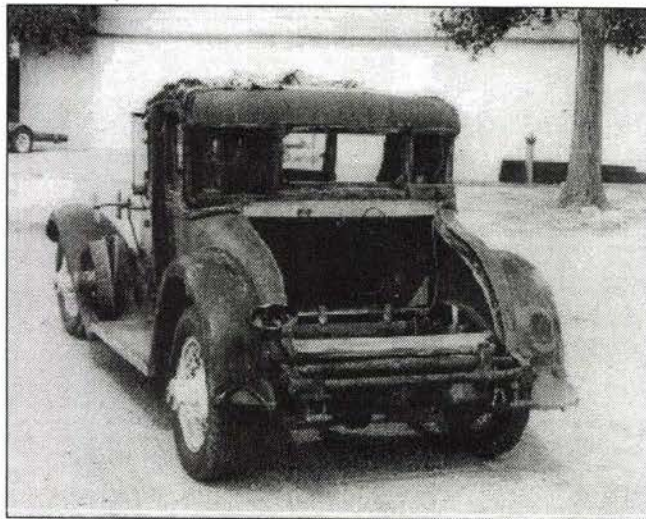
After several moments of after glow I noticed my wife was nowhere to be seen. She was

clear across the field. As she approached she said "Oh, did the car sell?" I handed her the hood ornament and gloated "Thirty- five hundred" Her shocked look changed to a hint of a smile. I know she was counting profits in her mind and I didn't have the heart to tell her that this car probably was not for sale.

Philip Redden had purchased this car in Gettysburg, SD on August 14, 1953. The file which came with the Stutz revealed at lost a little bit of its history. The back of a Potter County checkblank served as a hand written bill of sale. It states "Sold today one old Stutz Car as is for one hundred dollars Kimotte ~ Sons by Jacob Kimotte". A mimeographed copy of an earlier registration was dated April 5, 1948. The car was described as a 4 passenger coupe and was owned by Edwin H. Appletoft of Gettysburg.

Gary Redden, who learned the woodcrafting business helping his father restore cars, told me that his dad was still in his teens when he purchased the car for the six wire wheels. According to him it was bought off of a used car lot. (Would a used car lot use the back of a check blank for a bill of sale-I don't have any idea?)

An elderly gentleman named Dudley (I didn't get his last name) attended the auction. He had helped Mr. Redden bring the Stutz back the 70 odd miles from Gettysburg to Pierre 47 years ago. Dudley says they drove it most of the way until it quit. Then they pulled it the remainder of the way behind Dudley's 1937 Willys. "Now, that was a sight!" he laughed. The trunk or rumble seat area of the car had already been removed from the car when Philip Redden bought it. Members of the family believed that a



previous owner had intentions of building a wrecker out of the big car. Dudley concurs that the trunk was never with the car when they brought it home.

When it was discovered that the wheels would not serve Mr. Redden's purpose the car was placed in a building. It is believed that the Stutz never left Mr. Redden's property again until the time of its sale. One local did tell me that the Stutz had been stored in an old hangar building at the Airport until the hangar collapsed or blew down. The Stutz wasn't harmed but was moved to a better building.

Mr. Redden kept a file of articles and pictures he had found of Stutz automobiles. He also kept eight separate pieces of correspondence which he received from (as my research now tells me) the legendary A.K. Miller. Each postcard or letter was type written (some with typewriter ribbon which was so faded you can barely read the words which attests to Mr. Miller's penny pinching ways).

It was evidently early in 1955 that Mr. Redden first contacted A.K. Miller. Mr. Miller responded that he owned 40 Stutz "Easiest car to work on there is, if properly done". He lists the parts he has for sale, tells Mr. Redden that he knows of Stutz cars in North Dakota and ends with detailed instructions of how to remove the head.

A letter from A.K. in March listed "a great many parts for all model Stutz cars both from factory stock ~ also other new and used parts."

Three months later Mr. Miller sent another post card. He said "It is a long time since I heard from you ~ I wonder how you are progressing with your Stutz car." He wanted Mr. Redden to know he was going away for a while in case he needed parts such as sets of points for \$1.50, gasket sets for \$20 or tailpipes for \$12.50 etc. At this time Mr. Miller lived in Montclair, New Jersey.

Over twenty years passed, it would seem, until Mr. Redden gained a renewed interest in restoring his Stutz. Receipts show that he had four of the wheels and the head cleaned (sand-blasted) and had the head planed and the valve seats ground. (The head was never replaced on the engine and now resides, along with the overhead cam, in my spare bedroom.) Mr. Redden painted the wheels and purchased four brand new 6:00 x 20 tires from Coker tire. The

tires show no weather checking and look excellent today.

Mr. Redden again contacted A.K. Miller, who was now in Vermont, for parts. sets of points were now \$3.50 and gasket sets had soared to \$75. Mr. Miller implores Mr. Redden "Don't wait too long to order-my associate died Sunday."

It looks as if Mr. Redden had sent a sketch to A.K. of the car as he proposed to convert it into a roadster. I am led to this conclusion by the very nicely done sketch of a 1930 Studebaker President Speedster Boat Tail which is in his file and by the three photos of a Stutz roadster (front, rear and interior with other cars and parts in the background) which I have to believe were sent by Mr. Miller to Mr. Redden, and by A.K.'s comment "I wish I could sketch or draw as you can. I have to build a body for a 1913 Stutz and I can't sketch it at all."

In a short letter which probably arrived with the three photos A.K. says "you are far beyond me when it comes to making a body. Wish you were here to make one for my 1913 Stutz, the Study looks good but if you make one for the Stutz why not make a speedster Stutz body, just like they made when they made your car. I have pictures of them then your car will be standard and valuable, as it won't be homemade. They look good too. Rounded tail."

In his next letter A.K. again discussed plans with Mr. Redden "I, too think you make yourself a more valuable car if you restore it as per original. I don't know anyone who has a Monaco now. The Monaco was a custom job ~ cost a lot of money in 1928. There weren't too many of them. If you make a convertible it will look nice ~ be nice but the value won't be so great when you sell it and the Monaco is really a nice looking car."

What is probably A.K.'s final post card to Philip Redden sounded very exasperated "It is now almost a year since you wrote saying you were engaging in restoration of your Stutz car. I am surprised that I have not heard further from you, in view of the fact that I have the remaining stock of factory parts Please advise the extent of your interest."

In a letter to Paul Freehill of Fort Wayne Indiana (whose card says "STUTZ CARS ~ PARTS") Mr Redden writes that he has a 1928 Stutz which he is starting to restore. He describes

it as a five window coupe on a short wheel base chassis with six wire wheels. He states that the right seat appears to have been clear back to the rear window and only went half way across.

On the back of the same letter Mr. Freehill answers that he once had a "27 Victory coupe like you describe. 5 window. Driver's seat fixed, RH front seat was a "jump" type that folded forward under the dash. The rear seat was 2 people wide with wide vanity case on left side. Other companys called this a opera coupe but Stutz called it a Victory."

Hopefully, with the help of the Stutz club and the literature I will be receiving, I will shortly know if this car is a three passenger coupe, a four passenger coupe, a five passenger coupe, a Monaco, a Victory (Victoria) or just exactly what it is! Which ever model it turns out to be it is ~ a great car.

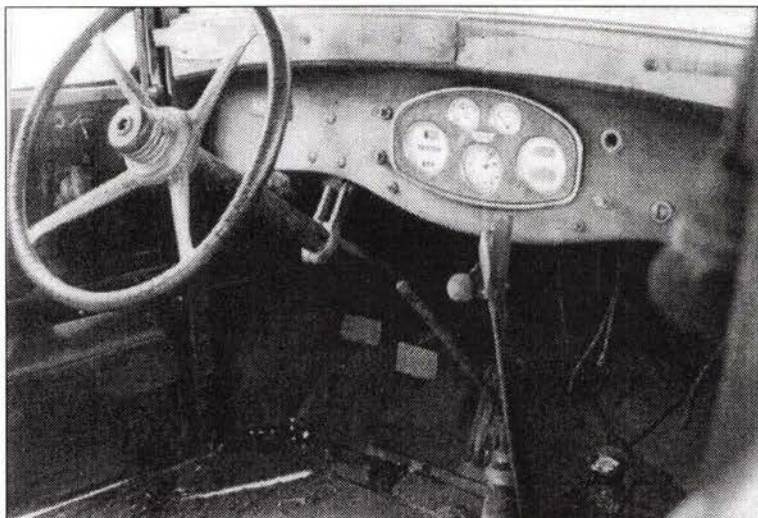
The hood ornament puzzles me. It is a bronze male figure with flowing hair unlike the RA or Sphinx ornaments which I have seen in all pictures and ads for 5tutz. I will include a photo.

Most of the wood is good enough to restore, in my opinion. The top slats are good but the sides and the sheet metal to the rear of the top are shot. Even the floor is good except for the boards that were discarded from the trunk floor when whoever was going to build their "classic" wrecker. Only the rear tips of the rear fenders are seriously damaged but they can be saved.

This is not the first "barn fresh" restorable that I have discovered in South Dakota but it is surely the most exciting. I look forward to being a member of the Stutz Club.

Ed's Note:

On August 1st the editor had the pleasure to meet new members Allyn and Glenda Smith who passed through Indy on their way home to Newell, SD. Their deep interest in the car hobby was evident during their short visit. Please note Allyn's need for parts in Classifieds, page 31.



The Stutz is missing only a few small parts beside the seats and the rumbleseat section. It seems Mr Redden tried unsuccessfully to find an outside half (spade) for a spare tire holder. The guage to the right of the eight day clock is gone (for the life of me I can't think of what it should be) although the housing still exists. I suppose more miscellaneous shortages will appear later.



The History Channel Great Race, day by day (part 2)

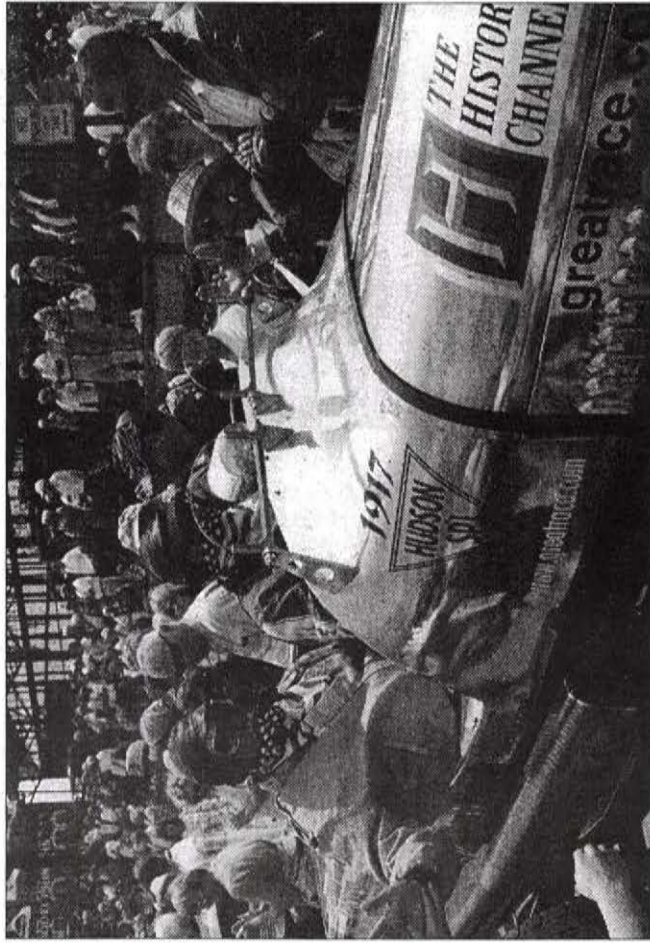
All along the route, old-car fans, potential enthusiasts, and those just looking for a good time turn out to see the cars and meet the drivers of the 18th annual cross-country endurance rally that is The History Channel Great American Race. The Great Race started Sunday, June 11 in Boston, Mass., and will finish 4,000 miles away in Sacramento, Calif., June 24.

The cars, a rolling museum valued at over \$3-million, including a rare 1949 Volkswagen Hebmuller and a 1943 Ford Army jeep, are traversing America. Great Race team members range from a Fortune 500 corporate executive to a plumber. In addition, nine high school teams from around the country are competing in the X-Cup Division.

The History Channel Great Race is a world-class rally-race, offering more than \$275,000 in prizes.

Announced June 25, the route for 2001 is scheduled to begin in Atlanta, Ga, June 17 and finish in Pasadena, Calif., June 30.

For scores log on to www.greatrace.com; for information on participating in the Great Race next year, contact Greatrace LLC, 114 N. Crockett St., Granbury, TX 76048; (817) 573-7223.



Rex Gardner and Gary Kuck, in a 1917 Hudson speedster, arrive at the noon stop in front of the John Deere Pavilion in Moline, Ill., June 17. In adjacent parking lots, local enthusiasts displayed a large selection of vintage John Deere tractors and collector cars.

perfect time, one second better than Nebraska native Gary Kuck who, along with Rex Gardner, are the two-time Great Race defending champions. "We smoked 'em," exclaimed Kearney's Daren Royal, navigator for his team. "We dusted the pros!"

The team from Kearney is in the X-Cup Division competing against seven other high school teams for \$25,000 in college scholarship funds in the 18th annual transcontinental rally-race. The students are driving a 1948 Dodge four-door sedan they restored as a school project. The kids take turns in the navigator position, the instructor, Brad Jackson, remains behind the wheel.

Before the June 18 overnight stop in Grand Island, Nebraska Governor Mike Johanns led an enthusiastic crowd of more than 15,000 in Lincoln's Hay Market Square in welcoming 93 vintage vehicles. Johanns arrived at the finish gate disguised as "Speedball" in a 1922 Model T racer.

Garner and Kuck in No. 1, a 1917 Hudson speedster, maintain a shaky lead. They are only 47 seconds off perfect rally time after more than 2,000 miles from Boston. Two teams are tied for second place, only one second behind. Dick Burdick and Wayne Bell in car No. 120, The Thermon Special; and Curtis Graf and Bruce Gezon in No. 2—The History Channel roadster will not go away.

The following day, Monday, June 19, saw Great Racers catching up on sleep, doing laundry, or making mechanical repairs during their day off in Grand Island.

"Spirit of Event" surfaces

PEORIA, IL From its inception, competition has taken a back seat to the Golden Rule in The History Channel Great Race. A helping hand from competitors is a long standing tradition, one established in the very first Race in 1983 by Dr. Robert Fuson of Warsaw, Ind. Fuson assisted in the repair of another competitor's vehicle, knowing the act would cost him the first place prize of \$25,000. The 18th running of the transcontinental rally upheld that tradition Friday, June 16, in Peoria.

Curtis Graf of Irving, Texas and Bruce Gezon of Murrysville, Pa. in the No. 2 Roush Racings 1934 Ford roadster, opened their lead in Pro Division to :11 seconds over teammates in No. 46, the Ford/Yahoo/Roush Racing 1934 Ford Indy car driven by Frank Currie and navigated by Wayne Stanfield. Graf was more concerned, however, with a competitor's problems than celebrating his lead.

Three-time Great Race champions, Dick Burdick and Wayne Bell, in No. 120, The Thermon 1916 Hudson speedster, began the day in third-place, just three seconds behind Graf. The Hudson blew its transmission shortly after the day's lunch stop in Danville, Ill. and arrived in Peoria on the back of a trailer.

Burdick and Bell are among the most formidable Great Race teams. Instead of reveling in the hope one of his toughest rivals may be out of the competition, Graf and several other racers prepared to work into the night to get No. 120 back on the road by Saturday morning.

In Pro Division, competitors may "DNF" (Did Not Finish) once and remain eligible for awards. Friday marked only the third time Burdick has not finished a day in 18 consecutive years of Great Racing.

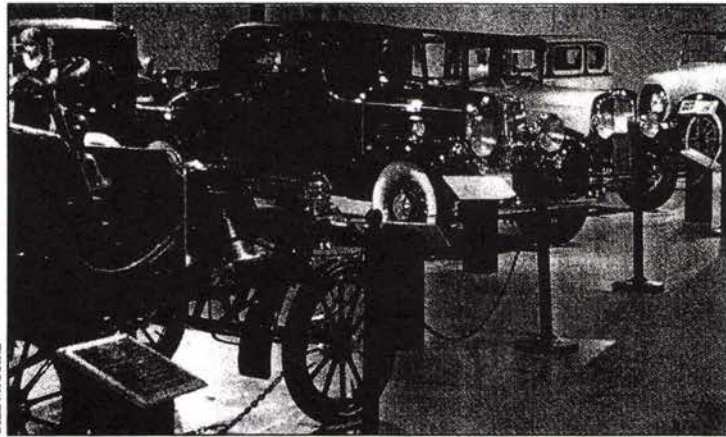
High school kids beat the pros

GRAND ISLAND, NE A high school team from Kearney (Neb.) High School bested the two-time defending champions on day eight of The History Channel Great Race. The Kearney X-Cup team rolled into Grand Island just :08 seconds off

Clippings of Note

Norwich by Northeast

After taking in a race at The Glen, meander over to this gem of a museum



BILL MCGUIRE

Northeast Classic Car Museum, 24 Rexford Street, Norwich, New York (607) 334-2886 (www.ascent.net/neccm). Open 10 a.m. to 5 p.m. seven days a week.

If you could snap a string due east from Watkins Glen over to little Norwich, New York, it'd stretch barely 70 miles. But over the road, the journey winds and weaves nearly a hundred miles, roller-coastering through some of the most breathtaking scenery in the country. Apart from the drive itself, there is another reward: Norwich is the home of the Northeast Classic Car Museum.

The museum is smart and spanking new. It was opened Memorial Day 1997 by a group of Norwich civic leaders looking to attract year-round tourists to an area hurt by the rust belt recession of the 1980s. The group rehabbed an old building close to downtown, then the two buildings next door, and now there is ample room for a rotating display of more than 100 cars and special exhibits.

According to director Michael Tobey, the program has been a complete success. Norwich's museum hosts several regional car meets and has become a touchstone for community activism. "The local planning commission holds all its meetings here," Tobey says. "I think the place is a pleasant reminder to everyone of what people can accomplish."

Local resident and dedicated enthusiast George Staley provided most of the cars

Note the tribute to member George E. Staley of DeRuyter, NY who provided most of the cars in the Northeast Classic Car Museum including the rare 1925 Stutz Series 693 roadster. (Ed.)

and gradually became the project's major benefactor, as well. The first thing visitors will note is that Staley—with an eye for all the classics—clearly has a thing for Franklins: Here is the largest collection of the make in existence.

Franklins were built in Syracuse, about 50 miles north of Norwich and the farm where Staley grew up, but that's not his spiritual connection to the unusual cars. In World War II, Staley was a top aircraft fuel-systems specialist and was called in to tune up the Enola Gay for her infamous flight. After the war, Staley made his considerable fortune in the aircraft business. Like the big radial aircraft engines he looked after in the Pacific, Franklins are air-cooled, and therefore the apple of his eye.

There are two dozen Franklins on display, from the third-oldest known example, a 1903 model with a transverse four-cylinder engine, to the Reo-based Olympic of '34, the last year of production. Looking over the exhibits, not only did their air-cooled engines make Franklins different; the carmaker nearly always went its own way. Well into the late '20s, Franklin's frames were not steel, but laminated wood (the first composite). Every Franklin, from the first to nearly the last, used full-elliptic leaf springs on all four corners. The company was also a pioneer in using aluminum engine components and enclosed bodies.

The Franklin looked unconventional, too. It had no need for a radiator, the signifying chrome edifice that identified all other cars. So early on, the Franklin "barrel-nosed" cars evolved—the engine resides in what looks like an oil drum laid out in front of the cowl. Then from 1912 to 1920, the cars were chisel-nosed, similar to Renaults of the era, with a one-piece hood that hinged forward for service.

In 1921, Franklin gave its first nod to conventional design and introduced a sloping horse-collar front end. Not until 1925 did H.H. Franklin finally cave in to the dealers' pleas for more familiar-looking merchandise to sell, adopting a plated vertical "radiator" shell like every other automaker. But behind the facade there was no radiator; the engine remained air-cooled.

These later Franklins—whether designed in-house by Frank De Causse or equipped with coachbuilt bodies—had all the style and presence of a Cadillac or Packard, which can be seen when the Franklins are viewed alongside the impressive array of other classics. There are a dozen Packards here, including a 1924 Single Eight and a magnificent 1936 V12 Convertible Sedan. Two Duesenbergs—a bright red Derham Tourster and a Holbrook Town Sedan—are presented, as well as a 1937 Cord 812 Sportsman and an Auburn Speedster. There are three Lincolns: a 1930 dual-cowl phaeton perhaps used by FDR, and two hulking K-V12 models. Other classics at Norwich include the only known 1925 Stutz 693 roadster, a 1930 Pierce-Arrow and a 1938 Cadillac V16.

There are a slew of Model A and T Fords, all styles, and a 1932 Ford Woody. Cars of the teens and '20s are well represented, with many extremely rare models on hand, including a 1915 Scripps-Booth and a 1921 Holmes. The Holmes was another air-cooled car, manufactured briefly by a former Franklin chief engineer before a vice president absconded with the company's funds. Only four are known to survive.

Although cars of the 1950s and '60s are not really the museum's focus, there are some here. Among them, a '57 Buick Roadmaster convertible with leather seats and wire wheels, and the obligatory '59 Cadillac. The most recent acquisition is a 1968 Jaguar E-type Series 1 1/2 roadster.

The Northeast Classic Car Museum is well worth the pleasant drive from Watkins Glen—or anywhere, perhaps. By the way, if you're exploring the area, Norwich is about halfway between The Glen and Cooperstown—and the Baseball Hall of Fame.

—Bill McGuire

The Rockies await

CHEYENNE, WY It has been battered and blown for nearly 2,500 miles, but the oldest vintage machine competing in The History Channel Great Race is ready to climb the Rockies towards its California home and the June 24 finish in Sacramento. The 1915 Model T speedster is the oldest of the 100 cars that began race.

This event marks the third consecutive appearance for the Model T owned by navigator John Foley of La Paz, Mexico, and driven by Ralph Ricks of Huntington Beach, Calif. The diminutive Model T's engine only produces 20 hp, which made it extremely difficult to overcome the headwinds encountered driving into Cheyenne.

"We can't maintain speeds," said Ricks, "but she's like an old horse headed for the barn. The closer we get to California, the better she runs!" Ricks purchased the car four years ago specifically to run in the Great Race.

The T's signature monoco windshield disappeared into in a high wind in Illinois and left Foley and Ricks defenseless against a merciless wind on the Nebraska plains. "We wanted something that was the spirit of the race," said Foley. "But this may have been a little more spirit than I wanted!"

On June 20, Wyoming Governor Jim Geringer roared through the finish gate in the legendary Indy Rocket Car driven by Great Race Founder and President Tom McRae. Earlier in the day, virtually the entire town of tiny Kimball, Neb. (population 2,574) turned out to welcome the racers.

The Lincoln Highway was kind to Nebraska native Gary Kuck, of Lincoln, Neb. and Kansas native Rex Gardner in car No. 1, the 1917 Hudson speedster. Their cumulative score of .47 perfect rally time puts their lead in Pro Division at four seconds over car The History Channel's 1934 Ford Roadster. Three-time champions Dick Burdick and Wayne Bell, who are another second back in third, have a long night ahead of them. Their 1916 Hudson speedster, The Thermon Special, clanked its way into Cheyenne with a broken ring gear. The Thermon team is attempting overnight repairs to make Wednesday's 450 mile run to Salt Lake City.

Intense competition

ELKO, NV It looked like a parade of 90 vintage machines out enjoying the majestic scenery between Salt Lake City, Utah, and Elko, Nev. Looks can be deceiving. Amid the majestic serenity, a fierce competition awaited the competitors over a course through the Great Salt Lake and over the Humboldt Mountains July 22.

"There's three teams who can win it," said Rex Gardner, who is looking for an unprecedented third consecutive Great Race victory. Gardner, of Stillwell, Kan., and navigator Gary Kuck of Lincoln, Neb., are building their lead in Pro Division, driving car No. 1, a 1917 Hudson racer. Their .16 seconds off perfect rally time score on Thursday, brought their cumulative score to 1:19, Gardner continued, "I'm worried about making a dumb mistake. Today, the throttle linkage fell off. I fixed in :54 seconds, jumped back in the car, waited another six seconds and then made up the minute."

Only .09 back, lurking in second, are three-time champions Dick Burdick and Wayne Bell, in No. 120, the Thermon 1917 Hudson speedster. "It would be more satisfying to win this year because of the problems we've had," said Burdick, who has replaced the transmission and a broken ring gear during the race. "We're here to win it. You don't play unless you plan on winning the game."

And the champions are. . . .

SACRAMENTO, CA The past came alive Saturday for 25,000 fans on Sacramento's Capitol Mall as 88 vintage cars took the checkered flag. One hundred cars took the green flag in 13 days before in Boston.

PRO DIVISION: No. 120 Dick Burdick (Rosanky, Texas) and Wayne Bell (Winter Springs, Fla.)

Human spirit overcame mechanical problems as driver Dick Burdick and navigator Wayne Bell erased a .05 second deficit on the final day of competition to deny two-time defending champions Rex Gardner and Gary Kuck an unprecedented three-peat. Burdick and Bell's final cumulative score was 1:37 seconds off perfect rally-time for the transcontinental crossing. Burdick and Bell topped Gardner and Kuck in car No. 1, a 1917 Hudson, by .05 seconds. First place is worth \$80,000.

It is the fourth championship for Burdick and Bell and the first in car No. 120, the Thermon 1916 Hudson speedster. The Hudson was beset by serious mechanical trouble most of the race. Fortunately for Burdick, championship scoring drops each competitor's worst two days. Burdick lost a transmission early in the race. Four days later, the Hudson broke a ring gear. Just last evening, the Hudson was on jacks at midnight in the parking lot of The National Auto Museum in Reno, Nev. Thermon's mechanic, Ray Terry, repaired a cracked overdrive housing.

X-CUP DIVISION: No. 104 White Water Tech Center of Connersville, Ind.

The X-Cup Division, exclusively for high school students, needed an algebra equation to decide the winner. After rally-racing for nearly 4,000 miles, White Water Tech Center of Connersville, Ind. finished with in dead heat with the defending champions, Oklahoma's Ponca City High School.

Both teams scored an identical 1:27 off of perfect time for the three-day championship run. The first tie breaker in Great Race rules award the victory to the oldest car, but both teams ran 1930 Ford Model As. The tie was broken by a special X-Cup rule which awards a handicap based upon the amount of vehicle restoration completed by the students. White Water Tech Center was awarded the victory.

EXPERT DIVISION: No. 4 Dave Reeder (Fort Smith, Ark.) and Jack Christensen (Northbrook, Ill.)

Great Race veteran Dave Reeder drove to his second championship, this time with navigator Jack Christensen in the cockpit of his 1934 Ford rumble seat roadster. Reeder, a GMC dealer, won Sportsman Division in 1992. The margin of victory was a thin .02 over good friends from Tennessee, G.R. Pike and Bobby Hadskey in a 1917 Hudson Indy car. Reeder/Christensen were :33 off perfect rally time for a three-day Championship Run.

Our congratulations to member Dirk Burdick and his partner Bell upon winning the Great Race in 2000, his fourth championship and a fantastic performance.

Member Gary Kuck and his partner Gardner placed second missing a three-peat in PRO Division by only :05 seconds. Note too that former member Dave Reeder drove to his second championship in the expert division. Your editor recently enjoyed a good visit with member Burdick who was in Indianapolis attending the Brickyard 400 NASCAR race.

Ruger experimental auto displayed at National Firearms Museum

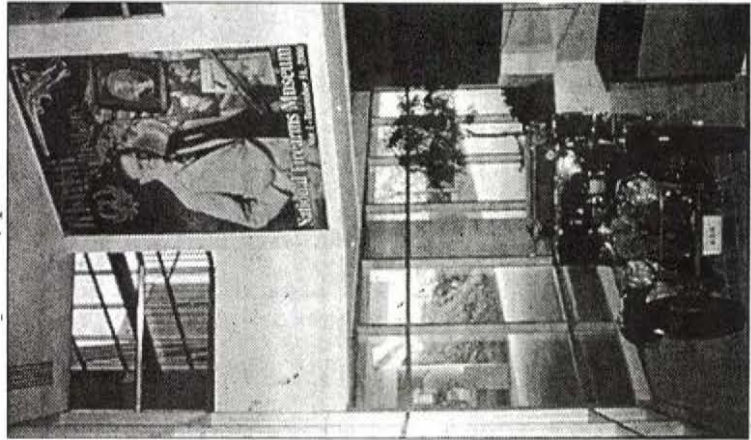
The Ruger Tourer, an adaptation of classic automobile designs, built under the stewardship of firearm designer William B. Ruger, is currently on public display at the National Firearms Museum in Fairfax, Va. The car, one of a pair of prototypes intended to fill a specialty market niche in the early-1970s, has the appearance of a British-built Bentley of the 1929-'30 period.

Despite its appearance, the Tourer does not replicate any automaker's product. Rather, it is its own automobile. To build it, Ruger engaged the services of Erwin Weiss, 40-year veteran of Packard Motor Car Co.'s engineering and design staff. Weiss concocted a combination of old and new—old construction methods such as the steel, box-section frame, forged, one-piece front axle, leaf springs, and 18-inch wire wheels, and new materials such as the fiberglass body, stainless steel in the exhaust system, and cast aluminum doors. The power plant, emulating Bentley's 4.5-liter engine, is a 427 cubic inch Ford V-8, originally a racing engine, never produced in quantity.

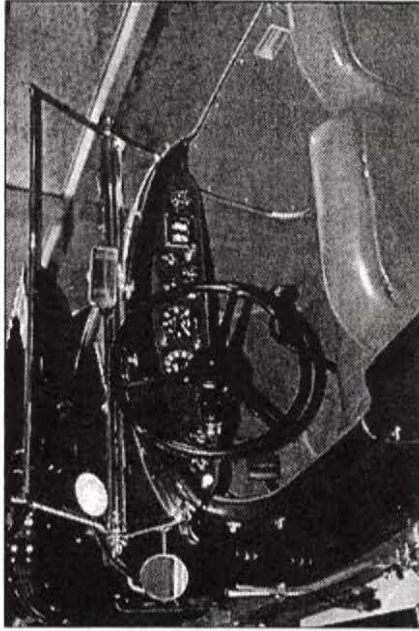
If it seems odd that a man like Ruger should sponsor the building of a car such as the Tourer, consider this: Ruger is an inventive genius. His firearm designs have set the standard for others armasmakers in this century. His company, Sturm, Ruger & Co., is arguably the most continuously successful armsmaking firm in U.S. history. His interest in automobiles is a natural extension of his fascination with mechanically sophisticated, finely crafted products—products that are built to last. He built the Tourers to drive, which he has done, and to sell. For whatever reason, the sales program was never forthcoming, even though a preview, published in *Motor*

Trend magazine for December 1970, detailed sources of components and listed a retail price of \$13,000.

Ruger's car and some 72 firearms from his personal collection of antique and designer's models, will be on exhibit in the National Firearms Museum through Dec. 31, 2000. The museum is open seven days a week, from 10 a.m. to 4 p.m. For information on the museum or on the Ruger exhibit, including the Tourer, call (703)267-1600, or visit the museum's web site at www.nrahq.org. A photograph of the Ruger Tourer is available upon request.



The Ruger Tourer on display at the National Firearms Museum in Fairfax, Va. (Photo courtesy NFM)



Close-up interior and front views of the Ruger Tourer on display at the National Firearms Museum in Fairfax, Va. (Photos courtesy NFM)

14 OLD CARS June 1, 2000

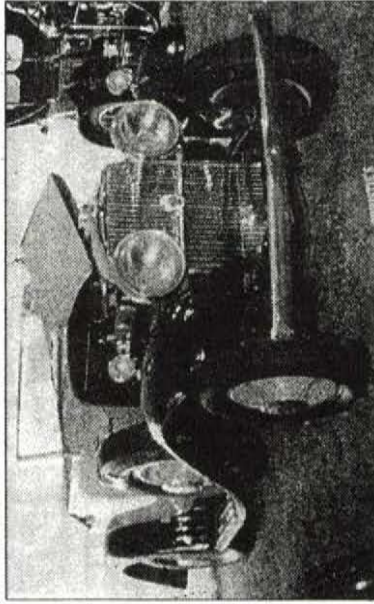
EXPRESS LINE

THE NEWS BEHIND THE NUMBERS

BY RON KOWALKE



Tarrytown "Line" Drive: Merksamer said, "Whatever their vintage, there's always room at Christie's for cars with real history behind them such as the mustard yellow 1932 Stutz DV32 Super Bearcat. (There are less than 10 known survivors of this short-wheelbase model with the factory-guaranteed 100 mph top speed.) [This Stutz] was displayed in Briggs Cunningham's museum for more than two decades [and] sold for \$210,000, or well above its \$125,000-\$200,000 pre-sale estimate."



This 1932 Stutz DV32 Super Bearcat that once belonged to Briggs Cunningham sold for \$210,000 at Christie's April 29 auction in Tarrytown, N.Y. (Gregg D. Merksamer photo)

Mr. William B. Ruger is a Founding Life member of The Stutz Club. (Ed.)

Clippings of Note

The Mystery Victorian Stutz By Peter Shepherd

Whilst browsing in a newsagency when on holidays recently I looked through a copy of Restored Cars, issue #138. My attention was drawn to the Candid photo on the inside front cover. I think you will be interested to know that I owned the Stutz in the background of this photo, at the time of the 1958 Kalorama Rally.

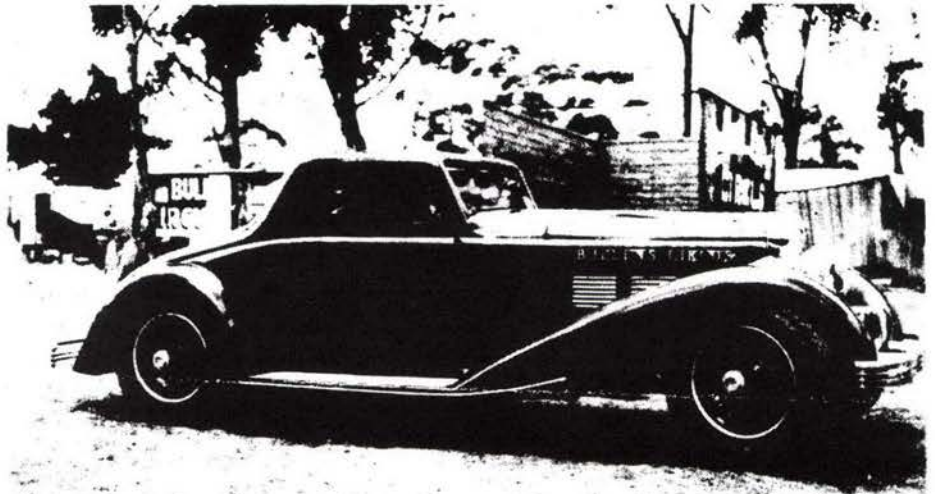
The 'sloping radiator' you referred to in your caption is an illusion, possibly due to the fact that a wire mesh stone guard was mounted on the radiator shell. Some of the Stutz cars that were raced in European competitions were fitted with similar guards.

The car is a 1928 Series BB 4.9 litre 50HC Vertical Eight, the chassis #BB C12 BA29Y. I no longer have a record of the engine number but I recall that it ended in the suffix 'HC' indicating that it was a high compression motor. It was fitted with light alloy connecting rods.

It was a short chassis (131 inch) model and being a C12, I believed it was originally fitted with a two passenger speedster body known as the Black Hawk, not to be confused with the 1929 L series Blackhawk (one word) produced by the Stutz Motor Car Company as a lower priced model. The L series cars were equipped with either a Stutz built 6 cylinder OHC engine or a Continental 8 cylinder sidevalve unit. I had an L series with the Continental engine. It was good looking but seriously lacking in performance.

The Black Hawk speedsters were highly successful in American and European competition, their reputation being marred only by the disastrous defeat in the match race against the Boulogne Hispano-Suiza Special held at Indianapolis on April 18, 1928.

My coupe came to Victoria from South Australia where I understand it was owned by Wyndham Hill-Smith of Yalumba Wines fame. It is likely that he had the 1930s style body fitted, my guess being during the early 1950s. Why it was fitted and who built it I know not, but it was very well made and appointed. It was finished in a deep navy blue color and retained the original Stutz wired safety glass modified to fit its windows. It was quite heavily constructed and when coupled with the massive Stutz chassis, the car weighed 2½ ton. As the bodywork did not overhang the sides of the chassis, it was quite narrow and consequently it was strictly for two people and two people



Maybe this photograph can jog a few memories as to what eventually happened to this car, and who did the body upgrade. The Stutz looks much more modern compared to any US built models, built up to 1935, even though this one was based on a 1928 model.

only. The boot contained the large spare wheel and not much else but there was a compartment for golf clubs behind the cabin. I used to take my mother shopping in the Stutz and after she had loaded up the groceries there was no space left for her and she would have to walk home.

The car was acquired by a performer in Bullens Circus, a clown in fact, who brought it to Melbourne towing a large caravan. I first saw it when driving my L Series Blackhawk in Alexandra Ave, and soon after I tracked it down to the park in Swan Street, Burnley, near the Hawthorn railway bridge, where the circus was performing. The smaller photo I enclose was taken there and you will see that the Stutz was used to promote the circus.

A few weeks later it was offered for sale by a dealer in Burke Road, Camberwell. I bought it for a princely sum of £500 in 1956.


The Stutz gave me five years of fabulous vintage motoring, albeit expensive at 10mpg. I belonged to the Sporting Motor Club (the yellow badge on the right hand side of the radiator grille) and the Vintage Sports Car Club. I was successful in gaining a number of trophies in rally, concours and touring car class sprint events. Vintage motoring in the 1950s was wonderful. Practically anyone could afford to own and restore a fine quality car and even use it for day to day travelling if required.

Early in 1961 my company transferred me to New Zealand and as I was to be married just prior to this, the Stutz, regretfully, had to go. Also tyres were impossible to obtain. I purchased the last of the Dunlop 7.00 x 20 six ply and with the onset of the 1961 credit squeeze, nobody wanted vintage cars. I was lucky to get £250 for it.

In due course it was acquired by a gentleman named Kennedy. By then its paint work was getting rather thin and he finished it

in a rather unfortunate iridescent blue.

It seems to have now disappeared from the Australian scene, and as you suggest it has probably gone overseas. It would be interesting to find out. Hopefully it had fallen into good hands.

Although it is nearly 40 years since I last drove my Stutz, I often dream about it, it seems to haunt me, and now it has turned up in your magazine. I just wish it was still in my garage. 

We are indebted to member Janet G. Bronk of Mudgeeraba, QLD Australia for sending the above, most interesting story about the life of a 1928 Stutz. (Ed.)

Editorial Comments

Member Layden Butler and Cornelius Hauck have identified the car with Harry C. Stutz at the wheel on the rear cover of the April - June issue No. 52 as a Marion of 1911 vintage, not an EMPIRE Model 20 as stated by the editor. My apologies to member Mrs. Laura Butler of Columbus, Ohio, great granddaughter of Harry's sister Almeda, who shared this previously unpublished photo with us. Your editor was misled in the identification by the photo on page 16 of The Splendid Stutz showing Harry driving an EMPIRE Model 20. Mr. Hauck points out that the MARION was a much larger car and different as shown on pages 883-4 in Kime's Catalog (2nd Edition) versus page 510.

While on the subject, here is a recent photo of Laura Butler and her husband Warren. We look forward to meeting them in person at Grand Stutz 2000 in Milton, PA, Sept 7-9.

Laura has been very active in researching the family of Almeda Stutz Brubaker and has



agreed to share her discoveries with us in an article for Stutz News. Recently, in a response to her message posed on one of the geneology websites under Stutz, she made contact with a Madalyn Dietz Ammons whose grandfather was Clara Dietz's brother. Harry Stutz married Clara Dietz in 1989 and they remained together until 1925 when Harry married Blanche Clark Miller. We await Laura's story with great anticipation.

In the April 2000 issue of Car Collector, page 42, you will find an article by Carl Bomstead on "The Evolution of the Car Radio." On page 44 there is a reference to Stutz and I quote:

"In the late 1920s, Stutz offered transistone radios as optional equipment; however, the price was as high as \$250 - more than 10 percent of the price of the car. These early radios consisted of a battery that was mounted in a weather-proof box under the floorboards, an antenna that was woven into the fabric roof, a control head often mounted on the steering column, a magnetic horn speaker, and the receiver." Does any member have a Stutz so equipped? Bomstead mentions that you can enhance the sound emanating from your vintage collector car by purchasing a Radio Shack part (#273-102), a "choke" wrapped around the power lead, placed as close to the radio as possible. This eliminates static and the number of stations received are greatly increased. Try it and report on the results.

Our thanks to Layden Butler of Danville, Ca for submitting the very interesting photograph issued on the rear cover of this issue. The Stutz with 1921 California Licene No 440-177 appears to be a 1918 Series S Bearcat, Serial No. 203 but Layden believes it to be a 1917 Bearcat with Wisconsin engine. What do you think?

The photo is further identified with the name J.M. Weaver, Tioga Hotel, 325 B St., San Diego, CA. How many Stutz cars are shown in this photo? Note the presense of white wall tires! The editor has been led to believe that white walls were rarely used on vintage cars. This photo from 1921 does not support that view.

On August 20, 2000 at Pebble Beach, CA Christie's International Motor Cars will auction the 50 car collection of Matt and Barbara Browning, of the Browning firearms family. These rare and historically significant vehicles will be sold at no reserve. Mr. Browning, now deceased, was a founding life member of the Stutz Club.

Oh yes, member John Boyle of Abilene, Texas informs that Howard D. Williams has a website listed as "www.stutzbearcat.com." It is worth your time to look it up. (See the Jan-Mar

2000 issue of Stutz News page 18 for more info on Mr. Williams.)

We are pleased to note in the July 2000 issue of CAR COLLECTOR, page 12, that member Raymond Katzell Club VP Publications promoted Stutz at the 100th New York International Auto Show by exhibiting his 1920 Series H Bearcat.

Member Beverly Rae Kimes again served as Grand Marshal of the 11th Annual Concours d'Elegance of the Eastern U.S. on June 17 as reported in the August 24th issue of OLD CARS, pages 34 and 35.

In 1999 we began forwarding copies of Stutz News to member Gerald Perschbacher who writes "Club Clips" column for OLD CARS. The result was being presented with the GOLDEN QUILL AWARD. Our thanks to Ken D. Berry and Rachel Daeger of KDB Press for their efforts in making our Stutz News an award-winning publication.



Membership Report

by Mike Barry, VP Membership

Since my last report I have sent personal letters to members that records show that as of August 1, 2000 we have not received membership dues for 2000. Response since the letter has been encouraging and renewals are once again coming in. We do not interrupt the Stutz Newsletter or remove members from our list because we hope non-payment has been an oversight.

I am however including a list of members in this report that my records show as not paid-up members for 2000. Please understand that this is being published as an additional means of communicating to members about the lack of payments received. Many of these names are long time members who have supported the Club in the past and we hope will continue as paid-up members.

I will for the upcoming year 2001 include the membership numbers on the renewal forms as well as names.

We have been trying to contact longtime member Stephen Dean - Does anyone have any idea where he is? Please call Bill Greer or myself and let us know.

New Members: WELCOME

563 Allyn E Smith
PO Box 452
Newell, SD 57760
1928 BB 4 Pass. Coupe
Home: 605-456-2947
Bus: 800-237-6815

564 Mike Pavletic
12885 21st St.
Zion, ILL 60099
874-872-5959

565 RM Classic Cars
One Classic Car Dr.

Blenheim, Ontario, Canada N0P 1A0
Phone: 519-352-4575

566 Juan Pascual Nadal
Pol. Ind. RioGallego, D/D nber 10
50840 San Mateo De Gallego (Zaragoza)
Spain
1929 Stutz M Roadster
Phone: +34976694530
Fax: +34976690968
e-mail: juanjose@sta.es

Address Change:

550 Laura L. Butler
e-mail: bye_cuspid@yahoo.com
(not: bye_cupid as previously listed)

051 Gene R. Byrnes
4376 Viewcrest Rd. S
Salem, OR 97302

029FL Joseph B. Folladori
13978 Croton Ct.
Jacksonville, FL 32224
Home: 904-821-1364

527 B. Len Harvey
11 Harlech Court
Castle Hill, NSW 2154 Australia
Tel: 612-9659 7818
Fax: 612-9659 7838
e-mail: beaconview@bigpond.com

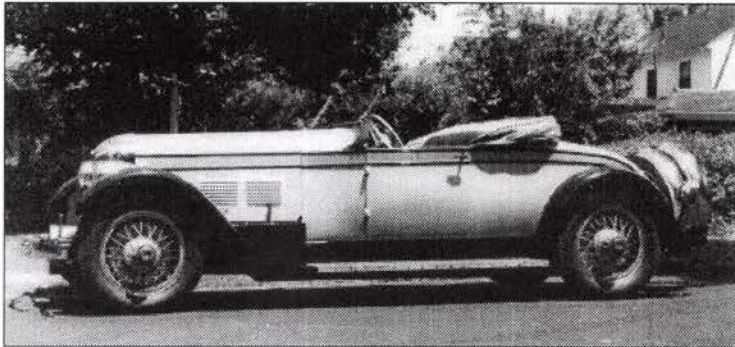
301 David A. Lovell
Electra Corporation
321 N 300 W
Greenfield, IN 46140-8496

442 Sterling B McCall Jr.
PO Box 1886
Cypress, TX 77410-1886

Non-paid members as of 8/30/00

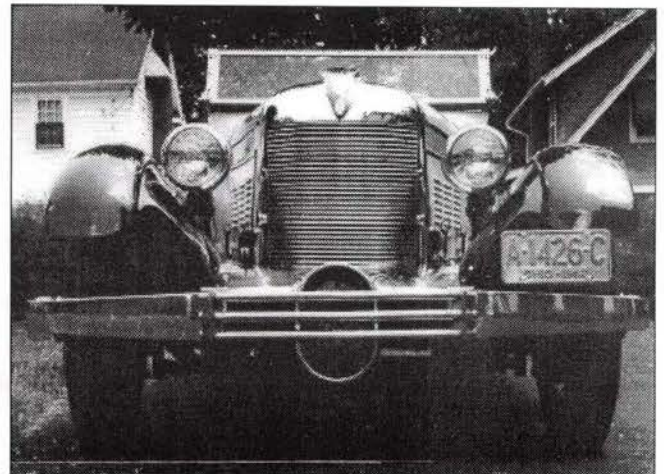
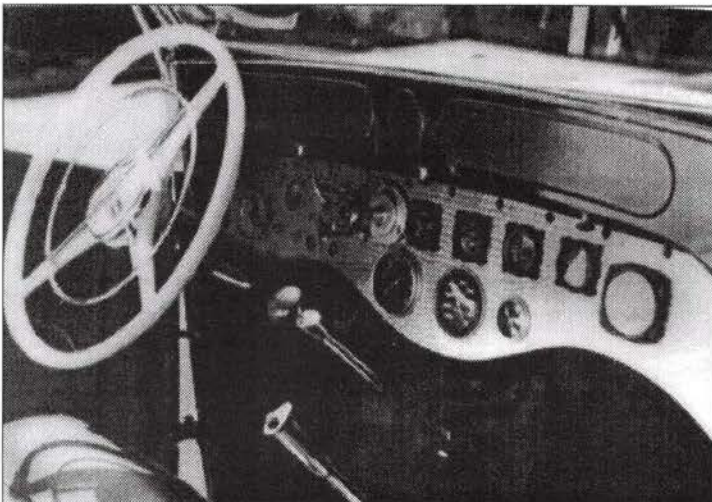
No.	Name:
0001	Walter Klein
0014	Donald Vesley, MD
0018	Ced Pearce
0024	Gerald Landoll
0038	G. Windsor
0039	Heritage Plantation
0052	Robert Gottlieb
0069	Keith Canouse, MD
0108	Robert Locke
0109	Richard Raczuk
0118	Felix Carpenter
0134	Page Wensel
0156	James Davis
0163	Fred Guyton
0171	Robert Feingold
0176	Stephen Dean

0304	Timothy Moore
0334	Eric Verdan-Roe
0351	Constance Lindeman
0352	John Courtney
0363	John Allen
0391	Charles Deheras
0415	James Beck
0420	Dag Oppegaard
0425	Mark Wallach
0434	Keith Carden
0452	Brian Brooks
0457	Tor Haugen
0461	John Rees
0464	James Crank
0466	Thomas Carey
0470	Norman Messier
0483	Thomas Taylor



One Hot 1927 Stutz AA Speedster
by Jason Gehring

I came across some negatives of this 1927 Stutz AA roadster with modifications at a local swap meet a few months ago and had some prints made up. This car was owned by Elvin Wolf, mayor of Brunswick, OH, in the 1960s. The negatives are dated June 6, 1960. Modifications include the radiator shell, headlights, front bumper, dash board, steering wheel, and installation of a supercharger. This car still exists and is owned by a club member in Texas.



Once Upon a Stutz - The President Makes Travel Plans

Here it is time for another Stutz News, a busy summer is coming to an end, and this writer is busy making travel plans. First up, a long awaited cruise to Alaska, then a Grand Stutz visit in Pennsylvania, and shortly thereafter the annual pilgrimage to Hershey. If that is not enough reality in travel plans, there is the 2001 Grand Stutz plans for our first international venture as we begin to set aside time for a visit to England.

The Alaska cruise is something Bonnie and I have talked about for many years, and hear tales from many family, friends, and acquaintances about how much they enjoyed the trip. Well, now that Bonnie has completed chemo therapy and has a clean bill of health, we have decided to make that fantasy come true. By the time you read this, we will have sailed up the west coast from Vancouver, B.C., visiting various ports along the Alaska coast, and then after arriving near Anchorage, we will spend the second week bussing and training our way to Fairbanks. From there, it is flight time back to Michigan. (Wonder if we will see any antique cars up there ?)

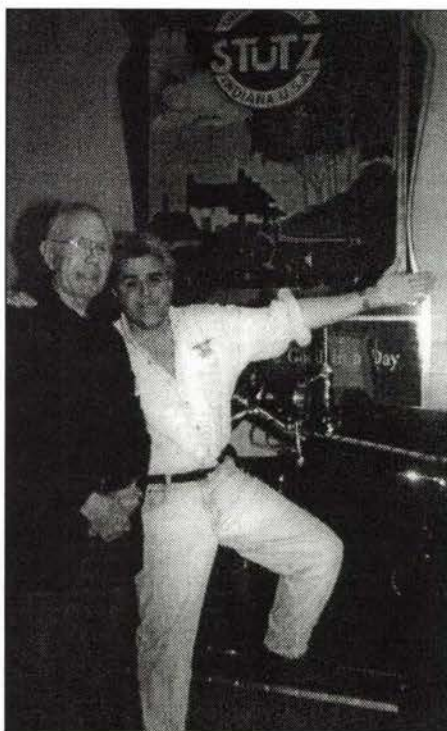
All of you received information about the Grand Stutz hosted by the Bowersox family in Pennsylvania, and we hope many of you were there to enjoy their hospitality and the sights of that beautiful state. It is now history, having taken place while this newsletter was printed.

Hopefully, you will receive this newsletter in time to make plans to visit fellow Stutz enthusiasts at Ernie Toth's space in the Hershey swap meet. It is always a fun time, even when we have rainy days, but alot more fun when the sun is shining and the ground is dry. We will have more information there about the 2001 Grand Stutz - England, and then pass that along to you in the following Stutz News. Begin looking at your calendar for 2001, and let us know as soon as possible if you plan to attend. For such an overseas jaunt, long term planning will be very important.

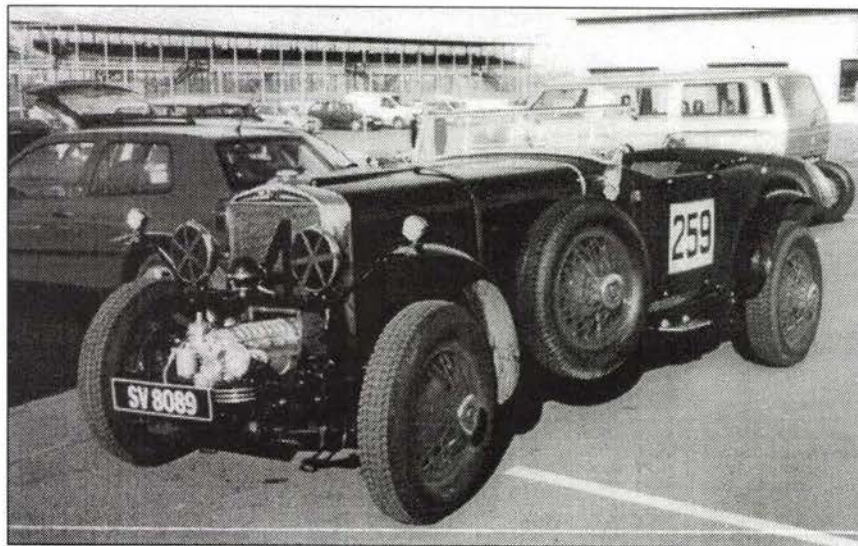
Pictured here is the Stutz Blackhawk racer built by Norman Barrs, and the highlight of the

England visit will be to see this and other Stutz race cars in competition. Norman tells me the road holding and the operation of the brakes has exceeded his most optimistic expectations during test laps at the Silverstone track. He says, "Bentley beware!"

Enjoy your travels—we will do the same, and hope to see you and your Stutz somewhere on down the road.



We are reprinting the photo of club President Dale Wells with Jay Leno (p. 25 of Stutz News No. 52) as the previous reprint was rather small and dark.



Treasurer's Report

FINANCIAL REPORT

January 1, 2000 to June 30, 2000

Balance on January 1, 2000 \$21,307.66

Income:

1999 Dues		\$ \$35.00
2000 Dues		7017.00
Interest Income		312.77
Stutz Books Sold	\$2828.55	
Mailing Expense	<u>78.14</u>	2750.41
Donations		30.00
Posters Sold		91.52
Stutz News Copies Sold		<u>175.00</u>

Total Income 10,411.70

\$31,719.36

Expenses:

Stutz News (print & mail)	\$2673.88
Administrative expenses	190.86
Directory expense	226.84
Debentures redeemed	4,000.00
Bank charge (NSF check)	<u>10.00</u>

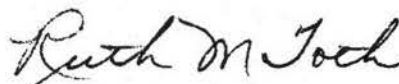
Total Expenses to date 7,101.58

Cash Balance on June 30, 2000 \$24,617.78

Life Membership Reserve \$14,835.00

The Club has four debentures to be repaid.

Respectfully submitted,



Ruth M. Toth
Treasurer

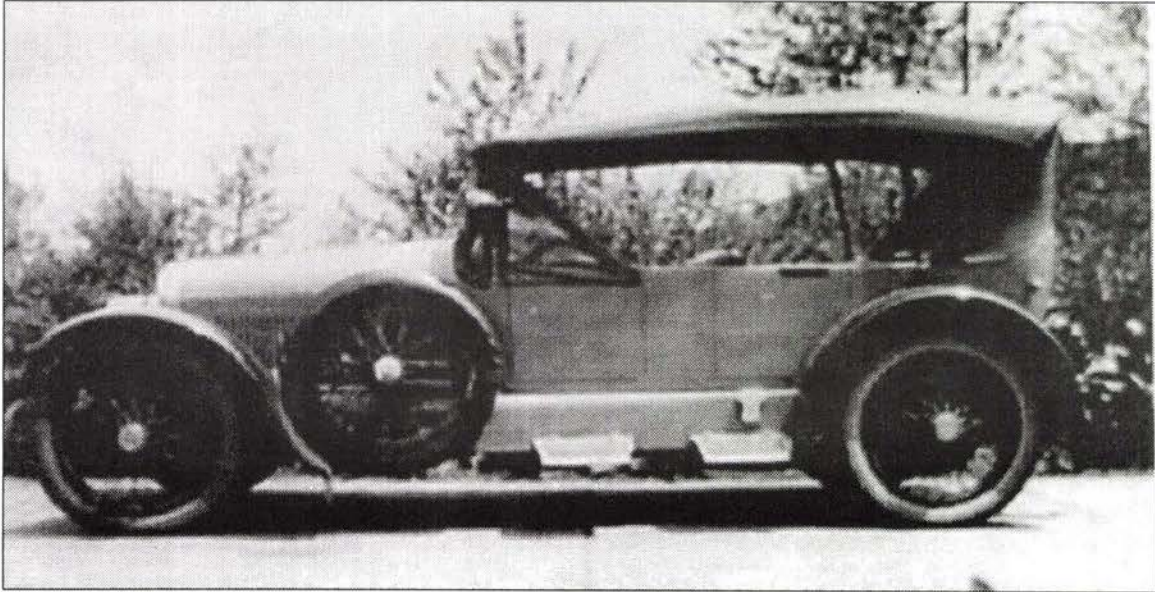
Letters to the Editor

From: George J. Schuetz, Woodstock, VT

Date: April 24, 2000

I bought this picture on the Internet. On Ebay. It was advertised as a picture of a Stutz. Its more like an HCS, right? What year? What model?

Your editor believes its a 4-cyl HCS noting the pair of step plates. Is it a Series II, III or IV and what year 1920, '21, '22, or '23?



From: Francis DePrins, Gordes, France

Date: 30 May 2000

Enclosed is a photograph of my daughter in our 1915 Bearcat on the way to her wedding which took place on the 8th of April on a beautiful sunny day. Her proud father is the driver.

The three badges on the cross bar are:

The Antique Automobile Club of America; Federation Internationale de la Voitures Anciennes; Royal Veteran Car Club of Belgium (my club for over 30 years)

cont.





Also enclosed please find a match box which was printed in hundreds of thousands but—with a wrong legend. In fact I was regis-

tered in the World FIVA rally with one of my DIATO in case the Stutz would not have been ready. Finally I used the Stutz but in one of the circulating lists of participants the other car was still mentioned - thus the error which was not my fault.

Regarding the Grand Stutz 2001 at Silverstone could you announce the date as soon as possible because next year is going to be very busy. I will be in Africa for something like three months but will of course participate in the Stutz meet if I am around at that time.

**From: John and Mandie Fossette,
Sacramento, CA**

Date: June 7, 2000

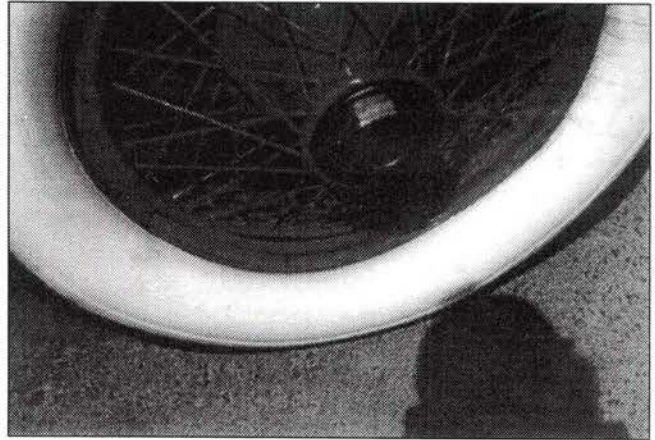
I enjoyed seeing the piece in the last Stutz News about our completing the 1999 CCCA Arizona Roadrunner Caravan, stated as converying some 800 miles. As Paul Harvey would say , "Now your're going to hear the rest of the story..." We did indeed complete the caravan but we also made the trip from Sacramento to Phoenix and return under our own power. This

was not quite as brave (or foolhardy) as it may seem since we joined up at our place with friends who were trailering their 1930 Studebaker from Washington.

Their trailer, as you can see, looks like something out of science fiction and was immediately dubbed the Starship Enterprise. As it turned out, we each had a CB radio so we whiled away the long miles across the desert chatting back and forth. "Starship Enterprise, this is satellite one. Come in, Mother Ship." "Roger, Wilko, over and out."

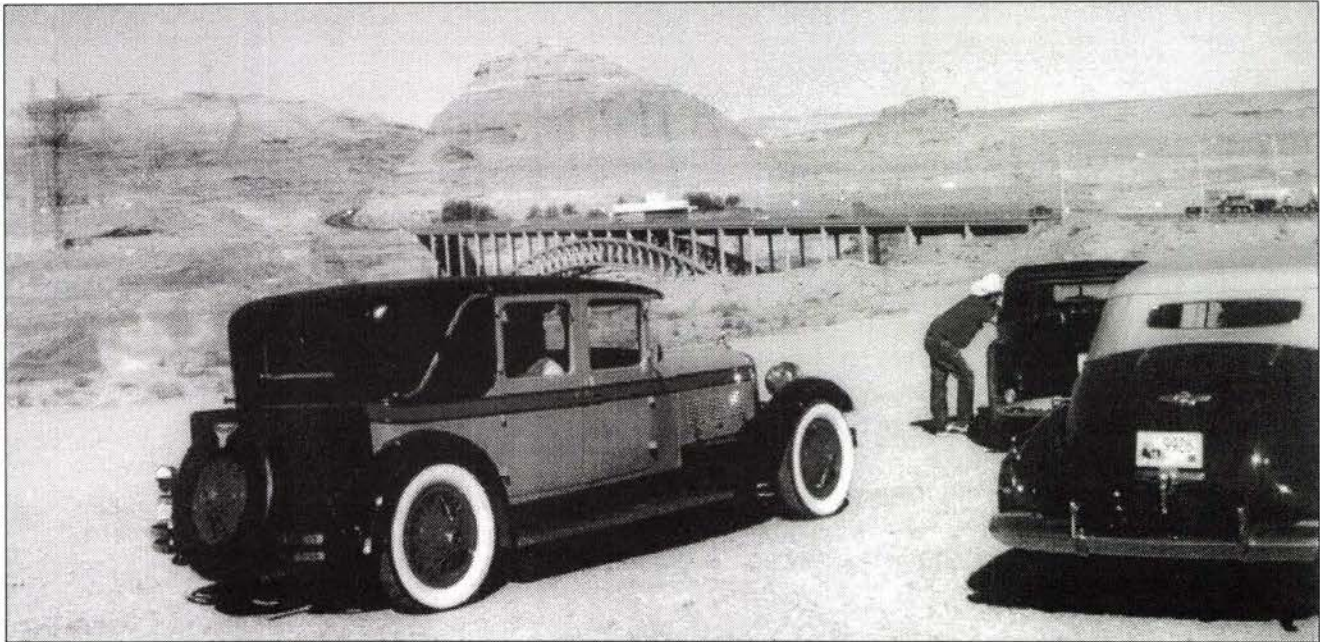
The truckers must have thought we were lunatics and they were probably right. Buck Rogers lived on for the duration of the that trip.

Our only mishap revealed itself at a trading



post in Cameron, Arizona. There I discovered our right rear wheel rim had badly split. Since our spare tire is a diamond tread Goodyear nearly as old as the car I had to break down both the spare wheel and the damaged wheel and switch tires, all





to the amusement and delight of busloads of tourists that afternoon. I could have sold tickets to the performance.

That little delay meant I had to miss a scheduled rafting trip on the Colorado River that afternoon. I sent Mandie on with our friends in the Studebaker as she could relax on the river as I toiled. But that was okay: this will all become part of my application for the Congressional Medal of Honor. When the mileage of the Arizona trip is added to that of a little tour we joined in the San Francisco Bay area the weekend before, a sort of shake-down cruise, our total mileage for that month, slightly exceeded 3,000.

The car does well. It loves to run. When all that machinery gets warmed up and up to speed it buzzes happily along at 50 to 55 mph. We enjoy it immensely and it was worth all the effort involved to get it in shape to do this.

The other three pictures were taken at Parker Dam in Northern Arizona. The head on view was taken on the dam itself. We all gathered there for a group photo. And now you know the rest of the story... good day!

**From: Ian M. Smith, Buninyong, VIC
Australia**

Date: 9 June 2000

The STUTZ/LIGNUM TRANSAXLE, Mk I.

About 1974, I travelled with a friend through an area of Victoria that is called "The Otways", a

cool temperate, high rainfall area' known for its hardwood timber and dairying, looking for the remains of any pre 1918 vehicles, especially Stutz.

One semi-hermit, having told me that I was one property short of what HE considered I would call a gold mine, (I didn't"), asked what make of car was looking for, specifically. When I mentioned the name Stutz, he became quite excited, and mentioned a very large open car with huge wooden wheels and a large petrol tank high up behind the two seats. "Nothing like the 8-cylinder Stutz of the 1920s!" Apparently it was driven by a young timber cutter/rabbit trapper whose wife and child lived some 60 miles away, on the outskirts of Geelong, Victoria's second port city at that time. Unfortunately this was back during the 1930s Depression which started in Australia in 1929, and only began to lift with the outbreak of World War II, in 1939. This young man worked solidly for 6 days, then drove to his Waurm Ponds home (near Geelong) each Saturday night, returning to the Otways area early on Monday morning, towing a 6' x 4' wooden trailer, loaded with his personal items, tools and camping equipment.

One Saturday night in summer, he broke a half-shaft at Gellibrand' about 10 miles from his starting point. With the assistance of a local, a half-shaft was fabricated from good old long-grained Australian hardwood, (probably "Mountain Ash". The square ends would have made this easier, but I wonder how the hub was retained? Possibly a rough mortise with a tenon wedge, a 6-inch nail and a dray-load of hope? I was told by a number of locals that the car man-

aged the trip of about 50 miles, with the "axle" lasting until the car was "about 300 yards from its destination at Waurm Ponds". The young man was back at his work area the following Monday, but no further sightings of the car were made. He worked in the Colac/Otway area until the outbreak of war, but none of the locals could remember either surname or Christian name.

I returned home, partly dismissing the story as another "Urban Myth", however I did try the area around Waurm Ponds for any information with no success.

In 1972, my younger son's godfather, who at that time lived in Geelong, had given me a Stutz transaxle, (No. E 4128, 49/16: 1, built and stamped by 'J.W.B.') with axle tubes cut off at the inner steel casing, and also in front of the steel casting, housing the gearbox input shaft. For this gift I will be eternally grateful. His words were "I got it from Norm Preston, (Motor Wrecker in Geelong). He wrecked a couple of Stutz."

In 1976, when visiting the donor at his new residence, I was given a set of Stutz spark/throttle controls from the same initial source. To carry this home in the boot of a Volvo 1227 necessitated gently 'springing' the long tubes. The following morning I was visited by another friend who asked what I was doing. Always with a (so-called) smart answer, I replied. 'I am taking an elderly Stutz part out of a fairly elderly Volvo.' Russell, inspecting the relic closely, stated 'I have a set of those at home. I got them from Norm Preston. He wrecked a couple of Stutz' A swap was eventually arranged, however this set was somewhat shorter than the gift set from Geelong, indicating the difference between Bearcat and Touring steering column lengths. One of Norm Preston's wrecks had been a Bearcat!

NOW to March' 2000! A chipped spider gear in my transaxle, found during rebuilding, caused me to 'rob' the spare unit, E 4128. While I was about it, I decided to roughly clean the unit, and this involved trying to knock out a broken half-shaft. It came out easily, smoothly, and QUIETLY. You guessed it! It was (heavily oil-stained) hardwood!

I know that this does not prove that this was the 'Depression Bearcat's' transaxle, but what option would there be for a struggling labourer,

other than to dispose of a rare but severely disabled and inappropriate vehicle to a wrecker, and one who was located in a city no more than ten miles distant? The mind boggles when one considers the anguish caused by the combination of wooden half-shaft, a big 4-cylinder motor, Victorian gravel roads of the 1930s, a laden wooden trailer, AND A CONE CLUTCH! *

I have kept the remnant of the half shaft and it is available for inspection at my address. Hugh Guthrie, having seen it, has instructed me to write this for the Stutz News, and straightaway headed into hiding in France. Come back Hugh. I'll take the blame for this. *(Would any member know the approximate date of manufacture of transaxle E 4128, and whether it would be fitted behind a cone, or early multiplate clutch?)

From: Ronald J. Benach, Lake Forest, IL

Date: June 12, 2000

Thank you so much for your kind words of welcome to the club. I received the Club decal and the Stutz News issues for 2000.

My Stutz was purchased by a Dr. O'Brien of Reno, Nevada from a used car lot in California sometime in the mid 1950s. He stored the car for all those years hoping, one day, to restore it. Unfortunately, Dr. O'Brien died in 1991. His wife kept the car for "auld lang syne" until 1997 when I bought it. It was sent directly to Fran Roxas in Alsip, Ill. who proceeded to disassemble and prepare the Stutz for restoration.

The car presented considerable hurdles because of the rarity and shortage of parts. Luckily, Bill Ruger Sr. has a similar car and provided some measurements and details. That was a great help! The Lockwood family in nearby Mokena, Ill. also helped with parts, shop drawings and much moral support.

The Stutz DV-32 Super Bearcat with Weymann Body Serial No. 33043DV

The Super Bearcat was shown at Meadow Brook, Pebble Beach and Amelia Island. It took "Best of Class" in 1999 at Pebble Beach and has

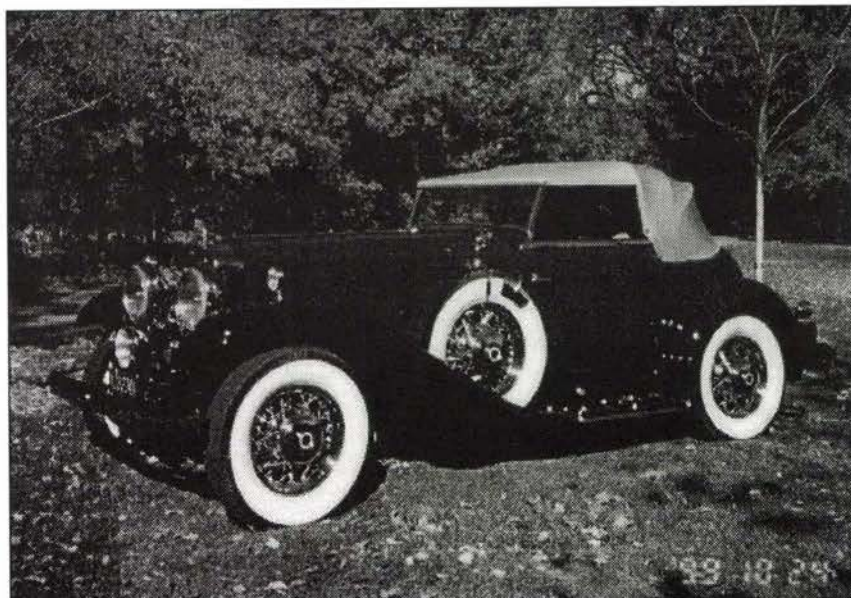
attracted crowds and excitement whenever and wherever shown. Its fun to drive and a joy to own.

Ed's Note: Our thanks to Bill Snyder of Hudson, OH for his diligence in helping the club locate Mr. Benack, new member No. 562.

From: Thomas J. Kinney,
Indianapolis, IN

Date: August 14, 2000

I thought the Black Hawk LSR replica article (see April-June issue of Stutz News, page 18) seemed chopped off since it mentioned the builder's last name with no further explanation. As luck would have it the Indianapolis Public Library does have the Car Collector magazine and sure enough there was an-



other page to the article. I enclosed a copy of it. Now I know the builder's name (Jim Kelsey, Ed.) and where to look for his phone number. Thanks for sending the reprint with the magazine name.

The tiny 181-cubic-inch power plant consisted of a pair of Stutz eight-cylinder engines grafted together using connected driveshafts and a common crankcase. Lockhart boosted the horsepower by adding twin superchargers, and then counteracted their heat buildup with one of the first automotive intercoolers, which was visible atop the hood of the car. The combination provided an unheard of 525 horsepower to the driving wheels at 7,500rpm. Army wind tunnel testing showed the awesome power plant had the potential to push the streamlined car to a theoretical top speed of 330mph.


In February 1928, less than eight months from the time initial design work began, the car was ready for its first run. In the meantime, Sir Malcolm Campbell had raised the bar to 206mph, but Lockhart was convinced the record was his. The weather at Daytona Beach was rainy and the visibility poor, but thousands had paid to see Lockhart run. Late in the afternoon on the last day the timing lights would be available, he fired up the engine and began his assault on the record. Experts estimate he was exceeding 225mph when he hit a patch of soft sand, flipped the car twice, and skipped it into the sea like a flat rock across a pond. Miraculously, Lockhart survived the crash but nearly drowned, trapped in the skintight cockpit. Rescuers got him out and hauled the car ashore. Aside from injuries to his hand, Lockhart came through virtually unscathed and was soon rebuilding the only moderately-damaged car at the Stutz factory.

By mid-April, he was at Daytona Beach again, this time with the eyes of the world following his progress. He made three runs, increasing his speed dramatically after each one. His third, clocked at 198.29mph, still stands as the American Class B record for the flying mile, for engines of 122 through 183-cubic-inch displacement. On the fourth pass, spectators saw a spray of sand shoot from the right rear tire as it blew. Traveling at more than 220mph, the car flipped several times, and a fatally injured Lockhart was thrown from the cockpit landing within 50 feet of his new bride. Lockhart's legacy lived on after his death, and his early race cars remained virtually unbeatable on the circuit. The 16-cylinder engine he designed was purchased and stored for 12 years until it was used to power a new Indy racer. On its qualifying run, the car set a new lap record of 129mph!

The vehicle you see in the photos is a full-size reproduction of Lockhart's Land Speed Record car, painstakingly constructed by Jim Kelsey, Director of Klassix Auto Attraction in Daytona Beach. Klassix has a collection of automotive wonders, including the star cars of George Barris such as the Batmobile, Greased Lightning, and the Flintstone's foot-powered special. In addition, they have about two dozen rare Corvettes, more than 30 vintage Indian motorcycles, a large assortment of Harleys, and a fascinating selection of classics and muscle cars. And if all this beauty and raw horsepower make you yearn for a

new addition to your garage, Klassix always has at least 30 collector vehicles for sale.

To round out the list of attractions at Klassix, Kelsey wanted to add a Land Speed Record car to the collection. Unfortunately, original LSR cars are not only extremely rare and high-priced, they are also generally too big to fit through most doorways. Kelsey felt the Lockhart car was one of the most unique ever to run on the sand, and its small size was an additional advantage. After 20 years of working on Corvettes, he was already skilled in the use of fiberglass. Using a set of sketches and a photograph found in an old automotive journal, he built a model of the streamliner from wood, then fiberglassed it and had a mold made. The beautiful aerodynamic wheel pants were shaped from high-density foam, sanded, then fiberglassed once the contours were correct. The part-time effort took five years.

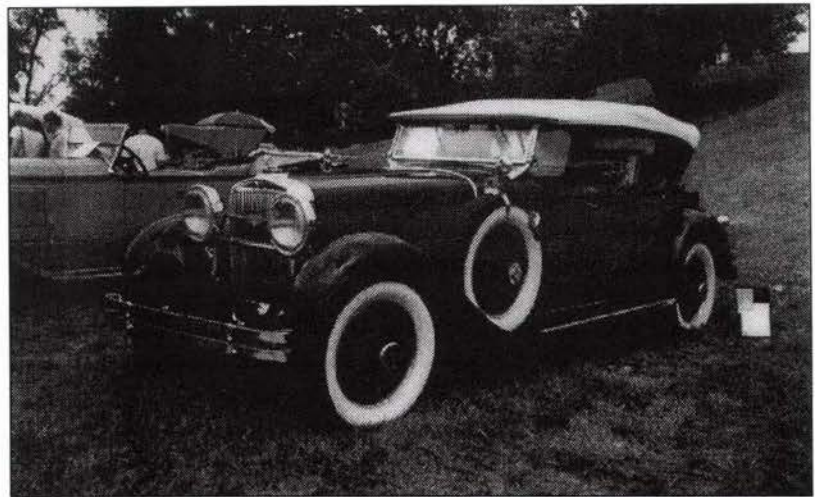
About the time the car was completed, Bobby Moore, a good friend of Kelsey's, opened his Race Rock Cafe in Las Vegas. Since the theme of the cafe was Land Speed Record cars, you can probably guess the outcome. Kelsey shipped the first Lockhart replica to Vegas where it is now prominently displayed on the wall with a dozen other legendary race cars. Kelsey is now hard at work creating a second Lockhart replica, which will one day have its own unique display at Klassix. 

From: Cornelius W. Hauck,
Cincinnati, Ohio

Date: July 22, 2000

As you requested, enclosed is a photo of Turner Woodard's 1929 Stutz "M" Dual Cowl Speedster at the Cincinnati Concours in June.

A nice looking and sporty Stutz still showing well!



From: Thomas J. Kinney,
Indianapolis, IN

Date: July 23, 2000

It was good to see you at the Historical Society and to see the good turn-out of Stutz and H.C.S.

I know you asked a couple questions: about the 500 pace cars and drivers, so I just copied the page from the Indianapolis News 500 record book.

Pace Cars

Year	Car	Driver	Year	Car	Driver
1911	Stoddard-Dayton	Carl G. Fisher	1959	Buick	Sam Hanks
1912	Stutz	Carl G. Fisher	1960	Oldsmobile	Sam Hanks
1913	Stoddard-Dayton	Carl G. Fisher	1961	Thunderbird	Sam Hanks
1914	Stoddard-Dayton	Carl G. Fisher	1962	Studebaker	Sam Hanks
1915	Packard 6	Carl G. Fisher	1963	Chrysler	Sam Hanks
1916	Packard 6	Frank E. Smith	1964	Mustang	Benson Ford
1919	Packard V-12	J.G. Vincent	1965	Plymouth Fury	P. Buckminster
1920	Marmon	Barney Oldfield	1966	Comet GT	Benson Ford
1921	H.C.S. 6	Harry C. Stutz	1967	Chev. Camaro	Mauri Rose
1922	National 8	Barney Oldfield	1968	Ford Torino	W.C. Ford
1923	Duesenberg	F.S. Duesenberg	1969	Chev. Camaro	Jim Rathmann
1924	Cole V-8	Lew Pettijohn	1970	Olds. 4-4-2	Rodger Ward
1925	Rickenbacker 8	E. Rickenbacker	1971	Dodge Charger	Eldon Palmer
1926	Chrysler 8	Louis Chevrolet	1972	Hurst/Olds	Jim Rathmann
1927	LaSalle V-8	Bill Rader	1973	Cad. Eldorado	Jim Rathmann
1928	Marmon	Joe Dawson	1974	Hurst/Olds	Jim Rathmann
1929	Studebaker	George Hunt	1975	Buick	Jim Garner
1930	Cord 8 (fwd)	Wade Morton	1976	Buick	Marty Robbins
1931	Cadillac	Bill Rader	1977	Oldsmobile	Jim Garner
1932	Lincoln	Edsel Ford	1978	Corvette	Jim Rathmann
1933	Chrysler	Byron Foy	1979	Ford Mustang	Jackie Stewart
1934	LaSalle	Bill Rader	1980	Pontiac	Johnnie Parsons
1935	Ford V-8	Harry Mack	1981	Buick Regal	Duke Nalon
1936	Packard	Tommy Milton	1982	Camaro Z28	Jim Rathmann
1937	LaSalle	Ralph DePalma	1983	Buick Riviera	Duke Nalon
1938	Hudson	Stuart Baits	1984	Pontiac Fiero	John Callies
1939	Buick	Chas. Chayne	1985	Oldsmobile	Jim Garner
1940	Studebaker	Harry Hartz	1986	Corvette	Gen. Chuck Yeage
1941	Chrysler	Toby Couture	1987	Chrysler	Carroll Shelby
1946	Lincoln V-12	Henry Ford II	1988	Oldsmobile	Gen. Chuck Yeage
1947	Nash	Geo. W. Mason	1989	Pontiac	Bobby Unser
1948	Chevrolet	Wilbur Shaw	1990	Chevrolet	Jim Perkins
1949	Oldsmobile	Wilbur Shaw	1991	Dodge Viper	Carroll Shelby
1950	Mercury	Benson Ford	1992	Cadillac Allante	Bobby Unser
1951	Chrysler	Dave Wallace	1993	Camaro Z28	Jim Perkins
1952	Studebaker	P.O. Peterson	1994	Mustang Cobra	Parnelli Jones
1953	Ford	W.C. Ford	1995	Corvette	Jim Perkins
1954	Dodge	W.C. Newburg	1996	Dodge Viper	Robert A. Lutz
1955	Chevrolet	T.H. Keating	1997	Olds Aurora	Johnny Rutherford
1956	DeSoto	L.I. Woolson	1998	Corvette	Parnelli Jones
1957	Mercury	F.C. Reith	1999	Monte Carlo	Jay Leno
1958	Pontiac	Sam Hanks			

The photo from The Golden Age of the American Racing Car 1998 SAE shows author Griffith Borgeson behind the wheel of his mother's H.C.S. at the **same time Tommy Milton was burning up the race tracks** with his H.C.S. sponsored Indy car. Borgeson was a distinguished author of countless automotive and racing books and articles, including an acclaimed biography of E. L. Cord of Auburn-Cord-Duesenberg fame.

The final offering is a reprint of a Chevrolet Brothers catalog for their factory at 410 W. 10th St. Since the Stutz factory took up the entire 200 block of W. 10th St., that means the Chevy brothers factory was only a block away, The existence of this factory is briefly touched on in "The Scripps-Booth Affair" on page 159 of The Splendid Stutz. After his; new car design was turned down by Stutz, James Booth simply took his plans a block away to the Chevrolet brothers and had them build a prototype chassis. When the new Safety Stutz appeared it was suspiciously similar to the Booth car and a lawsuit soon followed.

The Chevrolet brothers also built a 4-cylinder air-cooled DOHC airplane engine, but their real bread and butter was, irony of ironies, building hot rod parts for Model T Fords! Louis Chevrolet, of course, had helped to found the auto company bearing his name, but the volatile race driver and seat-of-the-pants engineer soon had his fill of overbearing GM honcho Billy Durant and sold out his interest much too early and much too cheaply.

He also built the 1920 and 1921 Indy 500 winners By the time this catalog appeared in 1929, Louis had already gone on to other (unsuccessful)

It would appear that Griffith Borgeson came by his interest in American Racing at a young age (Ed.)

cessful) business ventures. He died virtually penniless in 1941.

The catalog shows a complete line of parts and accessories for any level of competition or pocketbook. They range from simple overhead valve conversions to single overhead cam and the ultimate double overhead cam conversions! Note that a complete turnkey race car capable of challenging anything on a dirt track or top ten finishes at the Indy 500 cost less than \$3000. To put that in perspective' at the same time a state of the art Miller Indy car cost \$10,000.

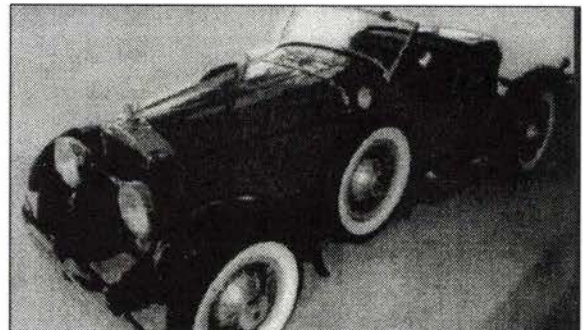
This is an interesting look at an active, vital business in the neighborhood at the same time the Stutz factory was humming along.

P.S. The Historical Society has an earlier catalog under the Frontenac name in the Wallace Spencer Huffman collection.

The Frontenac Catalog is truly fascinating (Ed.)



Our thanks to Member Larry Nicklin of Leo, IN for pointing out that these two 1930 Stutz are to be auctioned by Kruse at AUBURN 2000.



1930 Stutz M Boattail Speedster - Pure and correct original, SV 16, complete restoration classic ready for National show or tour, body by LeBaron



1930 Stutz Dual Cowl Phaeton - Frame off restoration, wire wheels, dual side mounts and trunk, formerly of the Homer Fitterling and Ed Weaver collection.

Arthur Chevrolet
Aviation Motors Corporation

Formerly
Chevrolet Bros. Mfg. Co.
410 West Tenth Street
INDIANAPOLIS, IND., U.S.A.

Cable Address—"FRONTY"—Indianapolis"
(Codes: ABC 5th Ed. 15 letters)
Bentley—Lieber

May 15, 1929
Catalog No. 82



Frontenac
CYLINDER HEAD

Exclusive Manufacturers of
"Fronty" Racing Cars
"Frontenac" Cylinder Heads
Speed Specialties and Racing Units
for Fords, Chevrolets and Whippets

This voids all former catalogs

Classifieds

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107 St. Jean Court
Danville, CA 94526
Tel: 925-820-4742

FOR SALE:

1915 Sales Catalog \$285
Series E,F,C Parts List \$150
Series G,H Parts List \$150
1916 Pamphlet "Details of Construction" \$150
Will photocopy any 4-cylinder parts list for \$30

WANTED:

4 cylinder literature
I dont have factory photos, period photos of Bearcats!
BUY SELL AND TRADE - Wisconsin era parts

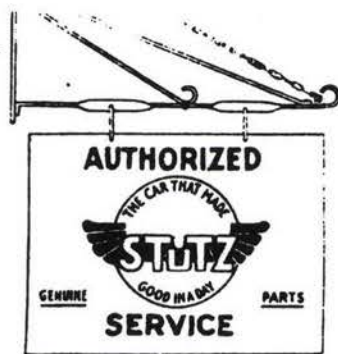
FOR SALE:

Set of Baker wood wheel hardware complete
1912 Transaxle
1915 Headlamps
LHD Steering Box
H-3 Carburetor and steering column mount mixture control, more!
What pieces and bits does anyone have left over from a restoration?

Tom Holthaus
Tel: 408-778-0501

IMPORTANT NOTICE

Am making "new" cast iron brake drums 14" diameter for 1912 and 1913 Stutz. One time run - let me know what you need now!



LITERATURE FOR SALE

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

Walter Miller,
6710 Brooklawn Pkwy,
Syracuse NY 13211,
315-432-8282
Fax 315-432-8256
www.autolit.com

Len Harvey
11 Harlech Court
Castle Hill NSW 2154 Australia
Phone: +612-9659 7818
FAX: +612-9659 7838
Email: beaconview@bigpond.com

FOR SALE

Limited Edition of Automobile Quarterly (1970) with six articles on Stutz plus folded out print of Blackhawk vs. Hispano Suiza race painting by Gotschke \$120.00

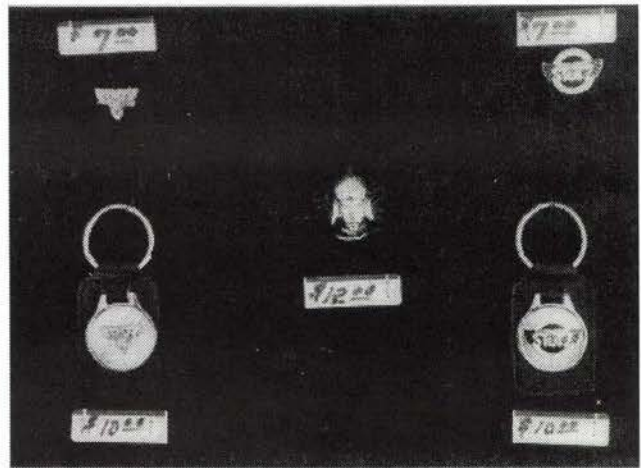
WANTED:

Top of 1929 Model M 4 speed gearbox complete with gear lever and handbrake. Pair of rear tail lights for same.

A.C. "Chic" Postier
2345 Ellis Rd. NW
Kennesaw, GA 30152-4110
Ph: 770-421-0446
Fax: 770-420-7318

CLOISONNE FOR SALE

Limited quantity of "The Car that Made Good in a Day" tie-tac and leather backed key ring. "Stutz 8" pin and leather-backed key ring. Miniature "RA" paperweight. S&H \$1.00 each and \$1.50 for the RA.



William L. Snyder
18 Sandpiper Drive
St. Augustine, FL 32084
Tel: 904-461-4647
Fax: 904-461-5407

WANTED:

Front and rear bumpers for 1932 DV-32 convertible Sedan (Engine No. DV33207).

Jerry Hanauska
7685 SW 84th Ave.
Portland, OR 97223
Tel: 503-245-8845
FAX: 503-245-5616

FOR SALE

1928 Stutz BB Cabriolet Coupe with vertical 8 engine and all other authentic features. Includes stone guard, new trunk, extra carburetor and original tools. Complete body off, frame up restoration, down to every last nut, bolt and washer about eight years ago. Beautiful red with deep maroon fenders, tan top and interior leather, chrome wire wheels. Total of 90 miles driven since restoration, and drives great. Three time CCCA 100 pts (#1836SP); 2nd in class Pebble Beach '93; and several major awards. See article in the Jan-Mar issue of Stutz News, No. 51. \$79,500.

Al Smith
PO Box 452
Newell, South Dakota 57760
Phone: 605-456-2947 (evenings)
E-mail: iluvcars@dtgnet.com

WANTED

I am a proud and excited new owner of an unrestored 1928 Stutz BB Victoria four-passenger coupe with an American Body Company production body. My car is missing these items:

Outside portion (spade) for a sidemount spare; two unbroken window crank handles; a decklid or rumbleseat - does anyone know which it would be?); rear bumperettes and seats.

I don't realistically expect to find these pieces but I would love to hear from any Stutz owners with knowledge about the restoration of my car i.e. What substitutions might work for these missing parts? Where to start etc. etc. Also can anyone identify the radiator mascot which my car has and which is shown in the article about my Stutz which is published in this issue of Stutz News.

John McAnlis
3177 Blake Road
Wadsworth, OH 44281
330-336-4511

WANTED

Delco Dual "Two Cap" Distributors
4 cylinder as used on Stutz era 1920
6 cylinder as used on Pierce Arrow era 1920

Ernie Toth
8153 Cloverridge Road
Chagrin Falls, OH 44022
440-338-3565

FOR SALE

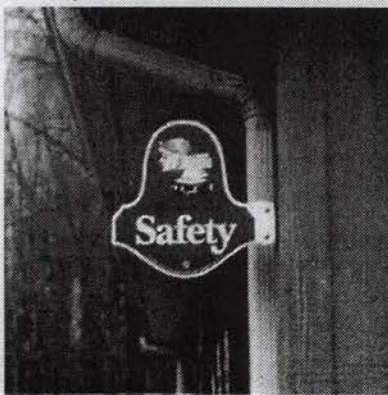
Stutz Literature from the A.K. Miller Collection. Duplicates of what I already have. All years and models, please call. Working on list, can deliver to Hershey.

Ernie Toth
8153 Cloverdale
Chagrin Falls, OH 44022
440-338-3565

FOR SALE - New Reproductions

Stutz Automobile Service Porcelain Double Sided Sign \$200

Symbol of Safety Porcelain Single Side \$45.00/
Double Sided \$75.00



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Blenheim, ON, Canada N0P 1A0
Phone: 519-35204575
Fax: 519-351-1337
e-mail: ralph@rmcars.com

WANTED

For 1930 Stutz "M" Monte Carlo
Carburetor (restorable)
1 Hub Cap, 6 Hubcap centers, Headlight Bar
Tail Lamp, Front and rear bumpers, Horn
Crankhole Cover, Rear Cam Oiler
Misc. Controls, Hood hold downs,
Sheetmetal steering arm cover,
Window crank, Windshield wipers/controls,
windshield clamps, trunk handle, oil filter
system, Trim moulding at trunk lid one side,
tools, wood escutcheons, running board
rubber/trim, taillight arms,
many other items.



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PIERCE CITY, MO 65723
(417) 476-2871

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