

Vol. XVI No. 65 (July - September 2003)
The Stutz Club, Inc.
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Indianapolis, IN 46256

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Announcements

► Hershey 2003 - Get Togethers:

Call Toni Barry, Sec. by October 3rd at 330-225-9494 (Cell: 330-730-9498) to make reservations for dinner on Thursday evening, October 9, 2003 at Holiday Inn Harrisburg East. This year we will meet on the field Friday, October 10th at 3 p.m. at member Jon Lee's space CJ-40 near the CCCA Tent. President Norman Barrs will have his 1929 Black Hawk SC Le Mans race car on display there.

Grand Stutz 2004

Charter Member Steve Pugh (No. 7) of Manhattan Beach, CA is serving as coordinator for the 2004 Grand Stutz to be held in the Los Angeles area. Please help him plan the very best meet by completing the enclosed questionnaire promptly.

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

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Anno XII - Aprile 2001 - numero 22

Portland

Rivista aziendale del Gruppo Buzzi Unicem

Certificazione di qualità a Robilante
Quality certification at Robilante plant

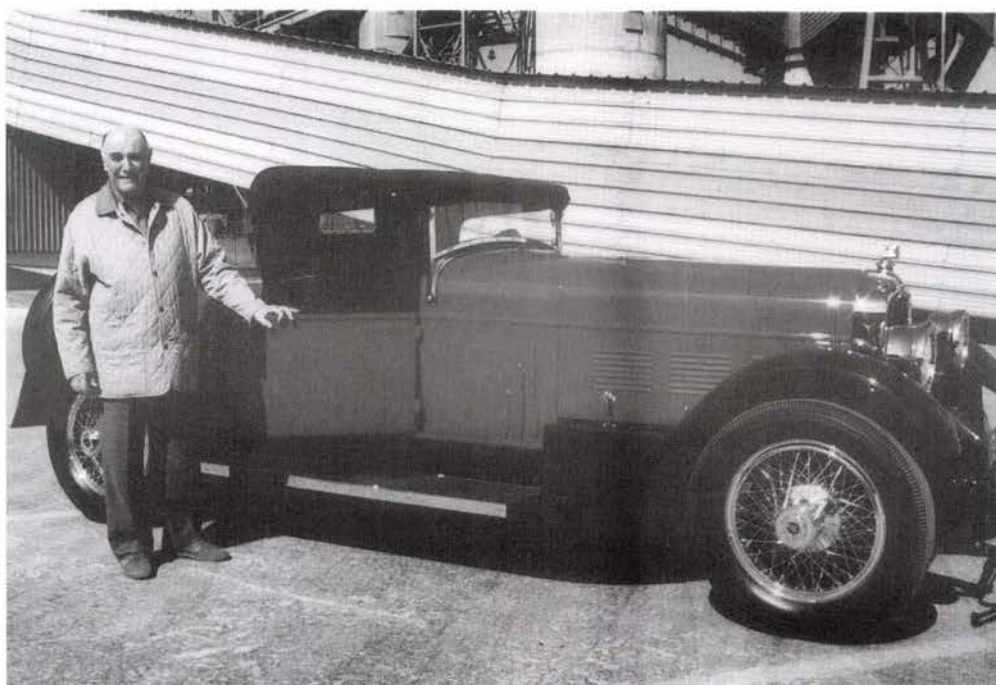
Horomill nei progetti del Gruppo
Horomill in the Group projects

Il nostro calcestruzzo si prepara al futuro
Our ready-mixed concrete is getting ready for the future

1
BUZZI

Thanks to member John Henderson (No. 528) of San Antonio, Texas and to Carol Barry, President and FVP/COO Secretary at Alamo Cement Company for bringing us this most interesting story of a rare 1927 Stutz AA Black Hawk by Le Baron to *Stutz News* in both English and Spanish. (Ed.)

The 1927 Black Hawk in original good condition prior to its full restoration in New Braunfels, Texas.



Mr. Sandro Buzzi, owner of both the 1927 Stutz AA Black Hawk by Le Baron and Alamo Cement Co. wears a big smile as he stands by the restored rare Black Hawk.

Quando si acquista un'azienda...

When you buy a Company...

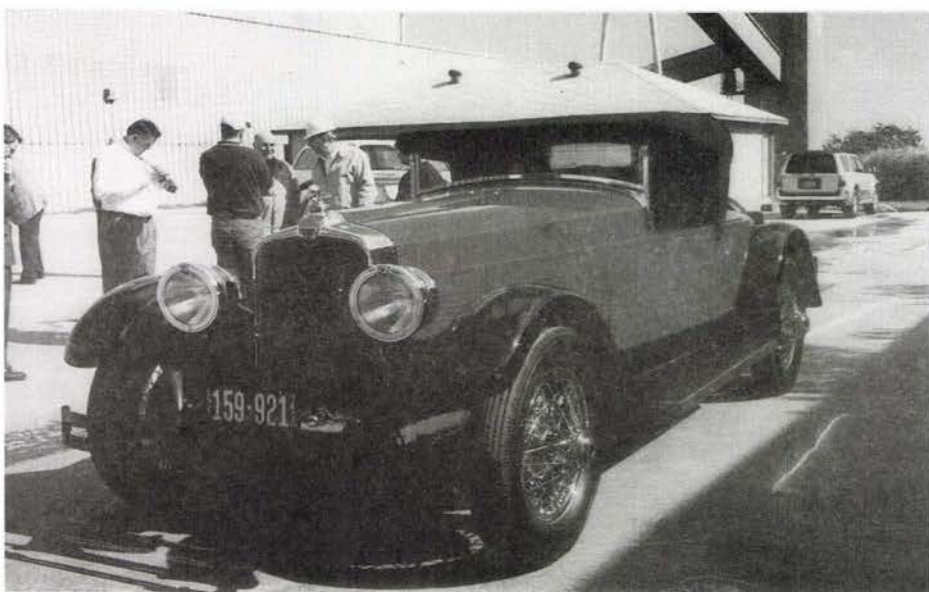


Carol Barry,
Alamo Cement Company
Segreteria di Direzione
President and EVP/COO Secretary

40

...si possono "scoprire" cose molto interessanti! La Alamo Cement Company si è sempre ritenuta una Società unica e singolare e quando, nel 1979, la famiglia Buzzi ne ha acquistato le proprietà, è entrata in possesso di un bonus molto interessante: tre automobili d'epoca. Precisamente: una maestosa Cadillac del 1936, una sportiva Stutz Blackhawk del 1927 ed una deliziosa Franklin del 1919. Alle tre automobili sono state dedicate, nel tempo, cure limitate ma sono tuttora funzionanti. La Cadillac è un'automobile solenne e la Franklin sembra proprio una macchinetta buffa ma quella che ti colpisce di più è la STUTZ!

La Stutz Blackhawk del 1927 era stata ordinata specificatamente da Charles Baumberger Jr., figlio del primo proprietario della Alamo Cement Company, il quale amava raccontare come, da giovane venditore di cemento, fosse riuscito a pagare la macchina facendo la "cresta" settimana dopo settimana sulla sua lista spese: naturalmente, quando Charles Baumberger Jr. divenne il titolare della società seppe come controllare le voci "extra" sulle liste spese dei suoi venditori! Si raccontano anche storie di folli corse sulla spiaggia della costa (tanto per vedere quale velocità avrebbe raggiunto la vettura) e di come fosse facile convincere una bella ragazza a fare un giro su questa bella automobile. Non sappiamo se queste storie siano vere oppure no, ma quel che sappiamo per certo è che Charles Baumberger amava talmente questa mac-



china che non l'ha mai voluta vendere. Negli anni, potenziali acquirenti hanno più volte chiesto alla Alamo Cement Company se le automobili fossero in vendita, e la risposta è sempre stata la stessa: "No, perché fanno parte dell'azienda". La Stutz della Alamo Cement Company è l'unica vettura rimasta, di cui si abbiano notizie certe, dei circa 12 esemplari prodotti che incontrarono un grossissimo favore di pubblico all'epoca della loro fabbricazione. Nel 1998, l'ing. Sandro Buzzi ha deciso che era giunto il momento di riportare la Stutz Blackhawk ai suoi antichi splendori ed ha quindi ordinato un restauro globale. Siamo stati così fortunati da trovare un vero artigiano a New Braunfels (Texas), tanto famoso per questo tipo di lavoro che abbiamo dovuto aspettare il nostro turno prima che potesse dedicarsi alla nostra vettura ma, alla fine, ha fatto un lavoro eccezionale. Queste fotografie vi danno solo un'idea della bellezza della Stutz: poiché non tutti possono ammirare la macchina di

persona, provate a chiudere gli occhi e ad immaginare una fantastica automobile rossa con tutte le cromature scintillanti. Si tratta di un lavoro tuttora in corso di cui è impossibile stabilire una data di completamento in quanto i pezzi di ricambio, che sono scarsi o addirittura inesistenti, devono essere trovati o costruiti ex-novo. Per esempio, alla macchina manca il clacson - che in origine era montato sul volante - per cui il nostro artigiano sta svolgendo una ricerca per trovarne uno da qualche parte o, per lo meno, scovare una fotografia in modo da poterlo riprodurre. Perciò, se siete a conoscenza di un volante di una Stutz Blackhawk del 1927 con relativo clacson, reperibile da qualche parte, fatecelo sapere! La maggior parte delle parti di ricambio e delle informazioni necessarie per la nostra vettura sono state reperite tramite lo Stutz Automobile Club of America, di cui la Alamo Cement Company è socia. Il 6 febbraio 2001, la Stutz è stata tra-

sportata con molta cautela dall'officina di New Braunfels allo stabilimento della Alamo Cement Company per permettere all'ing. Sandro Buzzi di esaminare la macchina. Era una perfetta giornata invernale a San Antonio, fresca e soleggiata, perciò si poteva tranquillamente parcheggiare la macchina all'aperto ma... non è rimasta parcheggiata a lungo. Appena girata la chiave di avviamento il motore si è messo in moto quasi a dire che era pronto a partire: l'ing. Sandro Buzzi si è seduto al posto di guida ed è partito per una breve corsa; poi ha passato la chiave al dott. Franco Buzzi e la Stutz è ripartita.

Nella nostra proprietà abbiamo una strada privata molto bella per cui era un posto ottimale dove poter guidare la Stutz: quando l'ing. Sandro Buzzi è ritornato, è sceso dalla macchina con un enorme sorriso sul volto ed è comprensibile... quando il lavoro di ripristino sarà completato la macchina avrà un valore inestimabile!

L'ing. Buzzi è intenzionato ad esibire l'automobile sia in Italia che negli U.S.A. Ogni anno a Pebble Beach (California) si tiene una mostra automobilistica di fama internazionale, conosciuta come la Pebble Beach Concours d'Elegance: questo sarebbe senz'altro l'ambiente più adatto per presenta-

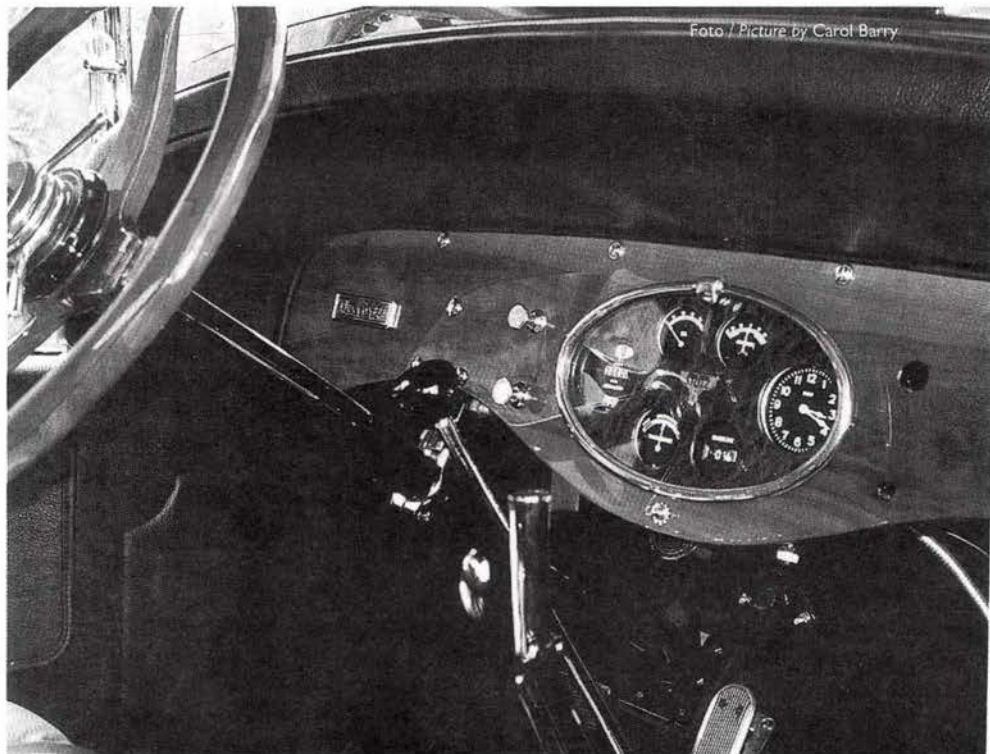


Foto / Picture by Carol Barry

re una splendida macchina come la Stutz Blackhawk, perché ne sarebbero apprezzati appieno la sua rarità ed il suo valore. Siamo sicuri che anche in Italia si tengono mostre automobilistiche ugualmente im-

portanti e nelle quali i visitatori possono ammirare ed apprezzare queste meraviglie automobilistiche ma... l'Italia è molto, troppo lontana da casa per questa Stutz Blackhawk della Alamo Cement Company!

La Safety Stutz Black Hawk by Le Baron del 1927 è stata un successo commerciale: dei 12 esemplari prodotti uno è stato acquistato da Luis Firpo, il concessionario Stutz di Buenos Aires, ed un altro da Charles Baumberger Jr., proprietario della Alamo Cement Co. e quest'ultima è l'unica vettura di questo tipo, tuttora esistente, di cui si sia a conoscenza.

La velocità massima raggiungibile era di circa 70 miglia all'ora (112 km/h), con una potenza effettiva di 95 HP a 3200 giri al minuto ed un passo pari a 333 cm.

Dal 1998 al 2001 l'automobile di Baumberger è stata sottoposta a lavori di ripristino, sfruttando le preziosissime informazioni e tutta l'assistenza fornita dallo Stutz Club d'America.

CARATTERISTICHE:

- motore # 86980, ad otto cilindri in linea con albero a canme in testa
- doppia iniezione
- doppia pompa elettrica del combustibile e pompa di alimentazione elettrica
- impianto di ricircolo dell'olio che lo scalda e fluidifica
- freni idraulici: l'acqua viene forzata all'interno di tubi di gomma ad espansione (non in funzione)
- impianto di lubrificazione con pompa ad aria - per molle e telaio
- impianto di lubrificazione - per le ruote
- impianto elettrico a 6 volt
- parabrezza infrangibile
- prezzo: circa \$ 3150

The 1927 Safety Stutz Black Hawk by Le Baron sold well with approximately twelve units produced. One was purchased by Luis Firpo, the prize-fighter who was the Stutz dealer in Buenos Aires. Alamo Cement owner Charles Baumberger Jr. was also a purchaser.

Mr. Baumberger's is the only known surviving car.

Sustainable top speed was approximately 70 MPH.

Brake horsepower is 95 @ 3,200 RPM. Weight is 3,150 lbs. Wheelbase is 131".

The Baumberger car was restored from 1998 to 2001.

The Stutz Club of America provided invaluable information and assistance during the restoration.

FEATURES:

- engine # 86980, straight eight with overhead cam
- dual ignition
- dual electric gas pumps and electric fuel pump
- oil rectifier: heats and thins the oil
- hydrostatic brakes: water forced into expanding rubber tubes (not operational)
- air pump lubricating system: for springs and chassis
- storage lubricating system: for wheels
- 6-volt electric system
- shatterproof windshield
- price: \$ 3,150 approx

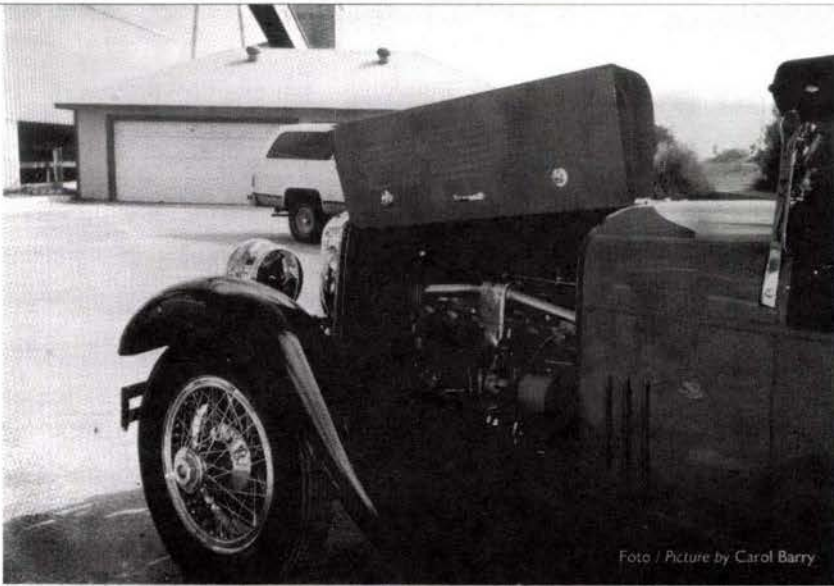


Foto / Picture by Carol Barry

...you may find interesting things! Alamo Cement Company has always thought of itself as a unique, individual company, and when the Buzzi's bought the assets of the company in 1979 they got an interesting bonus - three antique automobiles: a stately 1936 Cadillac, a sporty 1927 Stutz Blackhawk and a cute little 1919 Franklin. All the cars had been maintained and kept in running condition and given a moderate amount of care. The Cadillac is a dignified car, and the Franklin looks like it would be a fun little car, but the STUTZ is the car that catches your eye!

The 1927 Stutz Blackhawk Automobile was originally special ordered by Mr. Charles Baumberger Jr., who was the son of the original owner of Alamo Cement Company. The story he liked to tell was how he paid for this car out of his expense account when he was a cement salesman, by charging a little bit this week, and a little bit the next week to auto expenses. (By the time Mr. Baumberger became owner of the company, he really knew how to check those salesmen's expense accounts for "extra" charges.) And there were other stories of wild drives up and down the sand at the coast to see just how fast the car would really go, and how easy it was to get a good looking lady to go for a ride in a good looking car. We don't know if any of this is really true or not, but we do know that he loved this car so much he never sold it.

Over the years Alamo Cement Company has been approached many times by people asking if the cars were for sale, and the standard answer has always been,

"No, they are a part of the Company". The Alamo Stutz is the only known survivor of the approximately twelve units that sold well and were very popular when they were produced.

In 1998, Mr. Sandro Buzzi decided it was

time to restore the Stutz Blackhawk to its original glory and commissioned a frame-off restoration. We were very fortunate to find a true craftsman in New Braunfels, Texas, who is renowned for doing this type of work. In fact, we had to wait our turn for him to take the car into his shop. He has done an amazing job on this car. These pictures only give you an idea of how beautiful the Stutz is. Since everyone cannot see the car in person, just close your eyes, and imagine a fantastic car with glorious red paint and shiny chrome. This is an ongoing project, and no completion date is set. Parts are scarce or non-existent and have to be either found or made. As an example, the car needs a horn button on the steering wheel. The restoration man is doing research, trying to either find one somewhere, or find a picture of one so he can duplicate it. So, if you know of a 1927 Stutz Blackhawk steering wheel with a horn button on it laying around somewhere - let us know! Alamo Cement Company is a

member of the Stutz Automobile Club of America and that is how we have found much of the parts and information needed for our car.

On February 6, 2001, the Stutz was very carefully hauled to Alamo Cement from the shop in New Braunfels for Mr. Sandro Buzzi's inspection. This was a perfect winter day in San Antonio - cool and sunny, so it was safe to park the car outdoors - but it didn't stay parked for long.

When the key was put in the ignition the motor cranked up and said it was ready to roll; Sandro Buzzi was in the driver's seat and off and away for a short ride. Then he magnanimously offered the key to Franco Buzzi, so the Stutz took off again. We have a very nice private road here at the Company so there was a safe place to take the car for a drive. When Sandro Buzzi came back and got out of the car, he was wearing a million dollar smile.

Of course, whenever the car restoration is completed, it will be totally priceless!

It is Mr. Buzzi's intention to show the car in both the USA and Italy. There is an internationally famous car show held every year in Pebble Beach, California, known as the Pebble Beach Concours d'Elegance that would be a fitting place to show off a car like the Stutz Blackhawk. It would be fully appreciated for its value, and uniqueness. We are sure that Italy holds equally impressive car shows where people can admire and appreciate these automotive marvels, but Italy is a long, long way from home for this Alamo Cement Company Stutz Blackhawk!



Foto / Picture by Carol Barry

2004 Grand Stutz

A questionnaire

In an effort to provide you with the very best Grand Stutz in 2004, we ask that you tell us about your preferences by answering a few questions. Please remember that hotel and other expenses are more expensive in Los Angeles than in many other parts of the country and that traffic is unusually heavy. You may return this anonymously, but it would be helpful to know who you are. Please return it to us by November 1st. Thank you.

Are you planning to attend the 2004 Grand Stutz? (YES) (NO)

If NO, why not? _____

Preferred Month for 2004 Grand Stutz? (May, June, July, August, September, Other) _____

How many days of activities are you interested in attending? (1 day) (2 days) (3 days) (4 days)

(Thursday through Sunday) _____

(Friday through Sunday) _____

(Saturday and Sunday) _____

(Other) _____

How many people are likely to be in your party? _____

How many days of accommodations will you need? _____

How many rooms will you need? _____

What would be your preferred type of accommodations?

(Cheap \$50-75) _____

(Moderate \$75-100) _____

(Average \$100-150) _____

(Upscale \$150-225) _____

(Luxury 225+) _____

Please note that cheaper accommodations are unlikely to have space for trailers or car haulers. They are also unlikely to be able to provide secure storage areas for Stutzes. Less expensive accommodations are likely to be further away from the areas and attractions that Stutz Club members may want to visit.

Will you be bringing a Stutz? (YES) (NO)

Do you need a parking area for a trailer? (YES) (NO)

Will you need overnight storage for your Stutz? (YES) (NO)

What kind of overnight storage do you prefer?

(Guarded inside storage) _____

(Guarded outside storage) _____

(Locked storage area) _____

(Won't need overnight storage) _____

(Other) _____

Would you prefer that the Stutz display of cars be on Saturday or Sunday of the 2004 Grand Stutz Weekend? (Saturday) (Sunday)

Would you like to see a Swap Meet for Stutz parts held in conjunction with the 2004 Grand Stutz? (YES) (NO)

Would you like to see the 2004 Grand Stutz held in conjunction with other car clubs or other events?

(YES) (NO)

If YES, Please explain: _____

Would you be interested in any of the following activities?

A banquet? (YES) (NO)

If YES, what night i.e., Friday, Saturday. _____

Would you be more likely to attend a banquet with a guest speaker? (YES) (NO)

Favorite style of banquet:

- (Buffet - Serve Your Self) _____
- (Everyone gets the same meal - Banquet Style) _____
- (Individual orders - Restaurant Style) _____

Banquet cost:

- (Cheap -under \$25 per person) _____
- (Moderate - \$25 - \$50 per person) _____
- (Cuisine - \$50 - \$75 per person) _____

Automotive Museums:

- Merle Norman/J. B. Nethercutt Collections _____
- Otis Chandler Collection _____
- Peterson Museum _____
- Private Auto Collections _____
- Other _____

Non-Automotive:

- Museum of Flying -Santa Monica _____
- Disneyland _____
- Knott's Berry Farm _____
- Six Flags Magic Mountain _____
- Getty Museum _____
- Los Angeles County Art Museum _____
- Los Angeles County Museum of Natural History _____
- Los Angeles County of Science and Industry _____
- Shopping on Rodeo Drive _____
- Other _____

Would you be willing to ride in a bus or van to see an attraction? (YES) (NO)

How much would you be willing to pay for bus charters per person? _____

Do you want to tour in the Los Angeles area in your Stutz? (YES) (NO)

What kind of driving do you want or are you willing to do in your Stutz? _____

Will you have a modern car to use in Los Angeles? (Only) (plus Stutz) (No car) (Stutz only)

Your Name (optional): _____

Thank you.

Steve Pugh

656 31st Street

Manhattan Beach, CA 90266

pughs@pacbell.net



Eoin Young's Diary

A new era of excellence has begun in the pages of the British racing magazine, Autosport. Mark Hughes has taken over the Grand Prix reports previously written by such greats as Pete Lyons and Nigel Roebuck. 'The Buck' still pens his inimitable weekly Diary column but his understudy, Mark Hughes has moved up to the plate and is scoring amazingly well with his three dimensional descriptions of Formula 1. They said of Ernest Hemingway that he described the world around him literally with devastating simplicity and Hughes does this for Formula 1. Join him at Imola on the morning of the first practice session. It's as good as being there. "The morning haze is just beginning to lift. I'm starting to feel the power of the sun. There are 30 minutes to go before Saturday morning's practice session begins. Birdsong, Italian chatter from the grandstand, the babbling brook. These are the sounds from Acque Minerale at the bottom of the gorgeously contoured green valley. A deep V8 growl, sounding like an old Mercedes W196 racer, echoes off the trees and the barriers between the gravel trap and the parkland. That and the crowd's chatter which, with 15 minutes to go, has risen noticeably in pitch." The session hasn't started yet, but already Hughes has painted in the background of suppressed excitement.

Sometimes a classic car day just comes up and bites you. Not one of those days you could ever plan. We met at Upper Classics in Christchurch, New Zealand, a specialist restoration company bought last year by Dutchman, Maarten Bubbert, who has moved to New Zealand and exhibits his restorations at European and U.S. classic shows. He had brought out a group of Dutch TV and classic car writers for their first taste of the Kiwi classic car culture. A 1937 SS100 had just been bought in to the headquarters that are enticingly

visible from the Brougham Street flyover, but seemingly inaccessible. It's actually found at 2 Halls Place near the Addington Raceway. There were classic Jaguars in various states of restoration as well as a superb little 1935 Singer TT replica, a copy of one of the works entries that broke their steering ball joints and two of the three crashed into each other at Bradshaw's Bray on the Ards course.

The local TV crew (Gogglebox Productions!) wanted to use the amazing yellow 1947 2-door Lincoln Continental convertible to take Bert, their Dutch anchor man, from venue to venue. Problem was that its battery flattened and the big Lincoln had to be push-started endlessly. The joy of old cars. Maarten had arranged to use a section of the old Wigram airfield track and the SS100 was trailed out but the impressively gallant old BRG charger caught fire and smoke was pouring out under the bonnet until its electrical source was traced! More joy of old cars.

The Upper Classics mechanics wear their names on their overalls and one of the Dutch journalists was curious about a mechanic with JINGERS on his name patch. Tim Riley explained that it was because he was always saying 'Jingers' and it became his nickname. "Just as well you didn't always say Shit," observed the Dutch scribe, sagely. Jingers said Jingers! Very loudly when the SS 100 in his care caught fire at Wigram with one of the Dutch journo's at the helm.

Then we were off in convoy behind the push-start top-down Lincoln Continental to a barn-find story at a secret location, secret because the owner and long-time collector (amasser would probably be a better word) didn't want rubber-neckers poking about in his sheds crammed with the most amazing old cars from Rolls-Royces and Jaguars in all states of repair to the bones of a big vintage Bentley and a clutch of little Austin A35s out in the open. There were classics in fields, sheds and barns in various states of as-found-ness.

We drove to the Cardrona Valley over Easter in a new Toyota Camry Altisa which reminded me much of a Rover 3500 I drove to Le Mans back in the mid-1960s...and a week later I couldn't remember which car I'd used for the trip. Just too trouble-free, too comfortable, too effortless, too stress-free. Phil Hill was once asked what he thought of his Honda road car. "I hate it," he replied "Nothing ever goes wrong with it..."

Actually I do remember one bit of that Rover trip to Le Mans. David Hobbs had a Mk IV Ford Zephyr freebie and it had some problem that

permanently flattened the battery. It was an automatic but he suggested that if I was to push him up to 60mph, bumper to bumper, he could get the engine to fire. His father had invented the advanced Hobbs Mechomatic automatic transmission that was almost used by Ford and Lotus, so I figured he would know what he was talking about. Not always the case, though. We were up around 60mph and suddenly the road signs suggested a major intersection was approaching so I backed off and let him go, assuming that he would stop. But apparently the power assistance for the brakes only worked when the engine was running...and the fact that the loquacious Hobbo is still among us is tribute to the fact that nobody else was using his piece of French Route Nationale when he whistled silently over the major intersection...

One of the Dutch journalists had borrowed a Lexus road test car and I was vastly impressed with the stylish SC430 4.3-litre coupe that switches to a stylish convertible with the flick of a switch. I seem to have always measured motoring excellence—performance and refinement—against certain Bentleys that I have driven over the years. The first was the fastback Continental from the 1950s and latterly it has moved forward to the Continental Turbo R. Now it's the SC Lexus. No question. It redefines motoring lust combining the very best of closed and open motoring. The 4.3-litre V8 in its ultimate form powers Rod Millen's off-road racing Toyota truck mentioned above at the Cardrona hillclimb, so that says a fair amount if you need pedigree for a car that is newish on the block and a tad short on history.

To the swap-meet at the grandly-titled Ashburton Speed Week in New Zealand in May and emerged from a morning's searching with the bargain of the day — one of the earliest pieces of sales literature from the Donald Healey Motor Company — if not the first, for just \$20! It was a reprint of a 4-page road test by The Autocar popularly used by fledgling companies unable to afford glossy sales catalogues. The test car had finished ninth in the 1948 Mille Miglia just ten days before it was delivered to the magazine. It still wore the MM race numbers. As luck would have it, I interviewed Donald's son Geoffrey who rode with his father in that race and he had some great memories of the event. The Healey was one of Britain's fastest sports cars then. Top speed was 100/102mph according to the test figures. Zero-90mph took a leisurely 46.3sec. Were those the days...? ■

We haven't heard from life member Eoin Young (No. 280) lately so we are pleased to reprint one of his articles found in VICTORY LANE, July 2003 titled "Eoin Young's Diary." This magazine is the leading one in vintage and historic racing news. To subscribe call (650) 321-1411. *Ed.*

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CARS & PARTS®



'68 Chevy El Camino

'33 STUTZ DV-32

- 1955 Ford Courier:
Good for work or play
- Packards gather
in California
- History of Mercury:
A new beginning

HOW-TO RESTO:

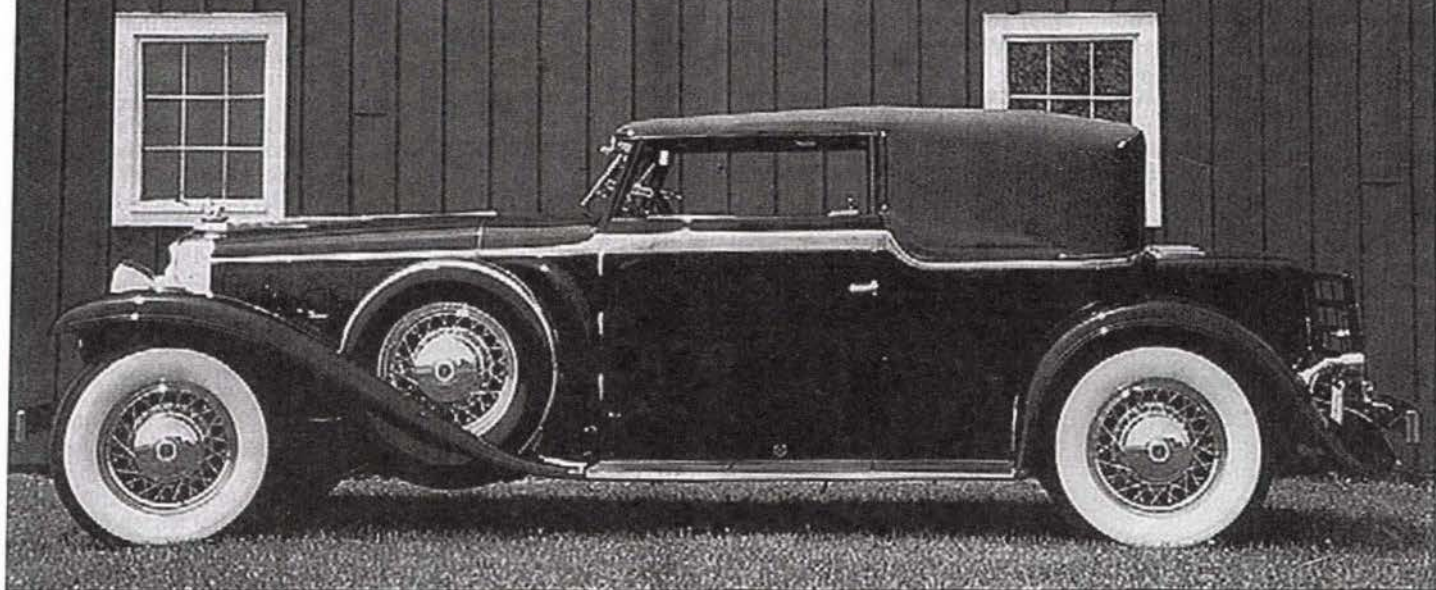
- Jaguar steering wheel
- Leading a door seam

AUCTIONS:

- JC Daniels'
400 Lincolns sell
- Amelia Island



'33 STUTZ DV-32



Economy, Safety, Innovation and Scandal

by West Peterson

Harry Clayton Stutz, the man who had built "The car that made good in a day," died prematurely at the age of 56 in the summer of 1930, about a year before the Stutz motorcar company's DV-32 model was introduced.

However, by that time, Harry Stutz had long been absent from the company that bore his name. Not seeing eye-to-eye with the Wall Street investors who started running the company, he resigned the presidency of Stutz in 1919 after fulfilling a three-year contract. Abandoning the automotive industry was not his intention - in fact, far from it. He immediately built up another automotive enterprise, and within two years he was pacing the Indy 500 with his H.C.S., a car that looked very similar to the 1917-22 Stutz (its name was taken from Harry's initials and should not to be confused with the little-known Stutz HCS series built in 1915). It was touted as being a car "Born with a reputation," alluding to the fact that Harry Stutz, himself, was the man responsible for building the Stutz automobile into the world-renowned car that it was.

And world prestige is what he was garnering with the H.C.S. as well. In 1923, he entered two scratch-built race



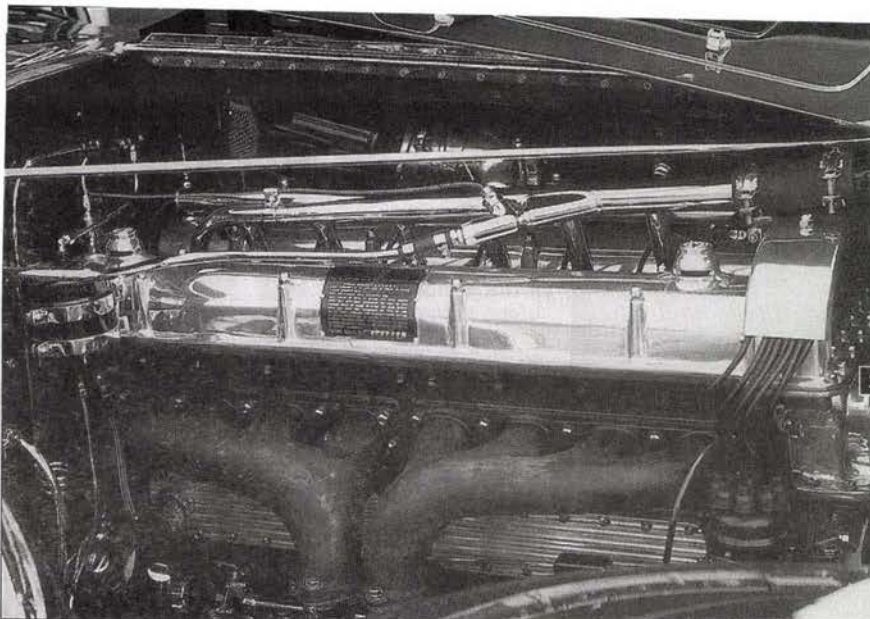
cars in the famed Indy 500, and not only did his 121cid straight-eight H.C.S. Special (Car No. 1) break the qualifying record at 104mph, his car, driven by Tommy Milton, became the first Car No. 1 in the track's history to sit on the pole and finish first, averaging just under

Photos by the author

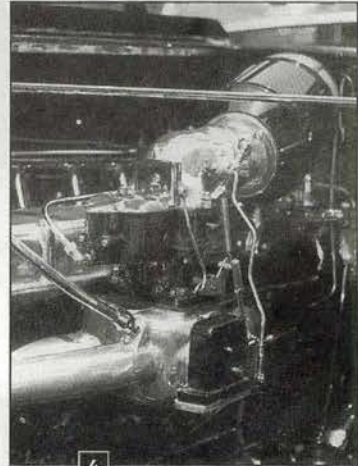
1. The Stutz hood ornament was a stepped-back pattern of the Egyptian sun god, Ra. The sun god is normally seen with a hawk's head and a human body, but Don Sommer, Clawson, Mich., says that the discovery of King Tutankhamun's tomb in 1922 gave fuel to art deco's primitivists, inspiring designers such as Aurelius M. Renzetti and D. Carlton Brown (Stutz ornament designers) whose Ra also wears a "neo-Egyptian" crown instead of the traditional solar disk. The placement of the divine cobra and other features bear striking similarity to Tut's headdress.

91mph. But success in the marketplace was not to happen during the postwar recession of 1921-22. With a very well-built car and a good reputation, after just 2,400 H.C.S. automobiles were built, the company's doors were shuttered for passenger car production in 1924, unable to compete with Packard, Pierce-Arrow, Lincoln, or Cadillac in the luxury car field. Stutz continued on for a couple more years building H.C.S. taxicabs (Yellow Cab Co. placed a large order, but found them inefficient), but the company finally fell into receivership in January of 1927.

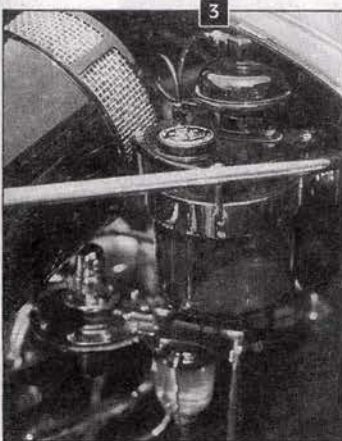
At the same time the H.C.S. company was formed, Harry also incorporated the Stutz High Duty Fire Engine Company (later the Stutz Fire Engine Company),



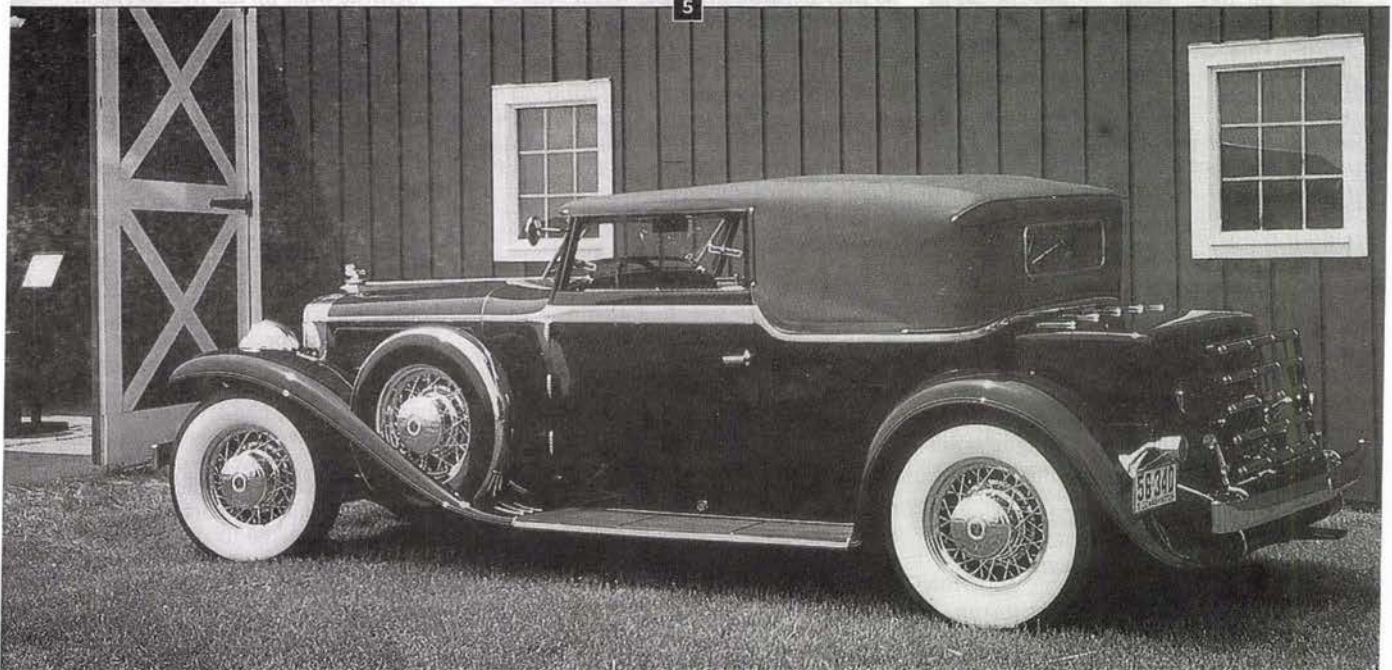
2. The dual overhead cam straight-eight engine featured four inclined valves per cylinder – two intake and two exhaust – a design still used on many of today's engines. Horsepower from the 322.1cid powerplant figured to 156. With no fan belt, the DV-32's fan was mounted directly on a shaft operated from the timing chain.



4. The Stromberg dual-throat downdraft carburetor was new for the DV-32 in 1933, replacing the Schebler duplex updraft, and contributed to "simplified adjustments, practically foolproof operation, increased economy, [and] greater flexibility." It utilized an economizer which insured a lean mixture at normal speeds, and automatically adjusted for a richer mixture for maximum power.



3. From 1926 to 1929, a Meyers automatic chassis lubrication system was used in addition to the normal Alemite fittings. The superior Bijur automatic chassis and suspension lubricator replaced the Meyers in 1929, also supplemented by the normal grease fittings. One push on the Bijur pump handle from inside the cockpit automatically lubricated several individual points throughout the chassis. The owner's manual recommended "pumping" once a day, or every 100 miles on a long trip.



5. The Stutz DV-32 was built "for discriminating buyers who desire the best that money can build – at a price \$10,000 under any car of similar construction." Stutz was not in the body building business. Like Duesenberg, Stutz only built the chassis, and offered several factory-approved body styles that were mostly built by LeBaron and Rollston. Our feature car is owned by Ed Rittenhouse, a cardiac surgeon from Mercer Island, Washington.



6. Fitted suitcases fit snugly into the built-in trunk. If this wasn't enough room to carry the necessities for a long trip, the pull-down luggage rack could hold an extra trunk to double the capacity.

8. Another rare option offered on Stutz in 1933 was the drop-center chrome wire wheel, supposedly replacing split rims. But again, with the need to use up what was in inventory, the split rim wheels are shown in about half of the cars in the 1933 catalog. Artillery wheels were standard equipment, as were white sidewall tires.



10. Classy teardrop-shaped parking light with frosted lens adorns the top of each front fender. This light was supposed to have been

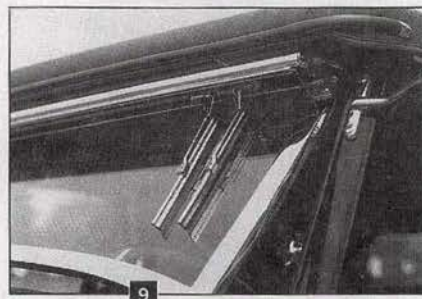


introduced for the beginning of the 1933 model year, but very few 1933 cars received them. It was a tough time for Stutz, and most of the cars ended up with a hodge-podge of what was new and what was left in the stock bin from the previous year. In fact, almost all of the cars in the 1933 catalog are equipped with the Ryan parking lights and headlights.

which built extremely high-quality pumpers. Although the company became a major manufacturer of fire apparatus in the 1920s, with a production high of 76 deliveries in 1921, it could not begin to keep up with the likes of Ahrens-Fox, American LaFrance and Seagrave. By 1927, it, too, was finished.

As for the Stutz car company, it was not especially in good hands after Harry C. left. Allan A. Ryan, a young Wall Streeter with a seat on the New York Stock Exchange (whose wealth and whose NYSE seat were given to him by his wealthy father), had something to prove and for fun, muscled his way into

7. A simple yet elegant, single-lens taillight was located on each rear fender. Only the left side was equipped with the license plate bracket, however, along with an extra white lens on the bottom side of the housing to illuminate the plate.



9. The windshield wiper system is called Vision-All and was used a lot on Cadillac and other sedans in the late 1920s and early '30s, however, it is very rare in a convertible. When the engaging knob is pulled out to the first notch, the wipers go back and forth separately in front of both the passenger and driver. When the knob is pulled yet another notch, they meet in the middle, then both travel back and forth together in front of the driver only. This could be handy during heavy rains.

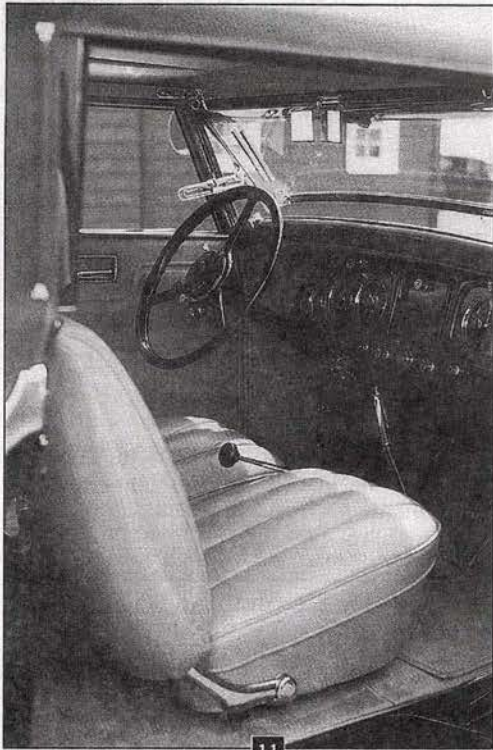
the vice presidency of Stutz after purchasing half of 75,000 company shares as they became available when Stutz first went public on the NYSE in 1916. He eventually came to own 133,000 shares, enough to manipulate the market - which he evidently did. After an NYSE investigation, Ryan's seat was removed and Stutz stock was suspended from being traded there. In January of 1922, as the value of Stutz stock slid, Ryan resigned as chairman. Pushed to a high of more than \$700 per share, shares dropped to \$11 each forcing Ryan to file for bankruptcy as well, with liabilities of \$32.5 million against a relatively paltry \$643,533 worth of assets.

Of course, during this time of creative stock trading and manipulation, the Stutz chassis, with no money going toward research and development, was getting a little long in the tooth. The company needed a savior. In walked Charles Schwab, America's first industrialist to be paid a salary of \$1 million per year when he was promoted to the presidency of Carnegie Steel in 1897 at age 35. When Andrew Carnegie sold out to J.P. Morgan in 1901, Morgan couldn't stand the thought of paying that kind of salary, and negotiated Schwab's pay, as president of Morgan's U.S. Steel, to be based on a percentage of earnings instead. Which worked out just fine for Schwab, as he was paid \$2 million the

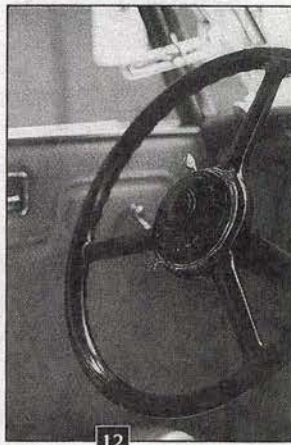
following year. However, he wasn't happy working for Morgan.

Schwab built up his wealth rapidly after he built his own company; Bethlehem Steel. With war contracts, he emerged from World War I far wealthier than when it began, even though he had refused three times more money from Germany *not* to aid Britain with munitions. He was also a man who gave to charities - much and often - and one who liked to give a leg up where he felt one was due. After touring the Stutz plant in August of 1922 - when Ryan was going through bankruptcy - he bought the ailing Stutz company from a Ryan creditor for \$2.5 million, in order to give the worthwhile company and its employees a better chance at succeeding than what Ryan had given them. On the downside, however, was the fact that Schwab didn't know the difference between a carburetor and a water pump, let alone why each was even needed. He backed the company 100 percent, however, and that was a step in the right direction.

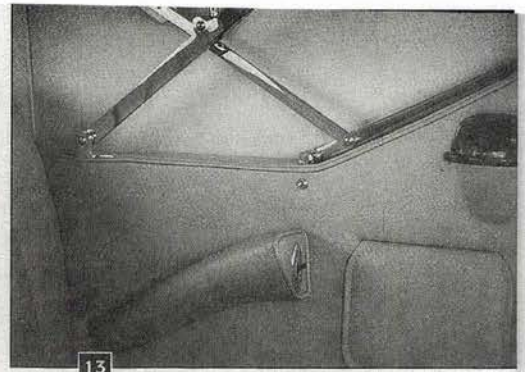
It was pointed out to him that even though the recently introduced six-cylinder engine was a very good powerplant, people were wanting their luxury cars powered with eight-cylinder engines, and that sales were not as good as planned. In 1925, engineers Fred Moskovics and Edgar Gorrell were given



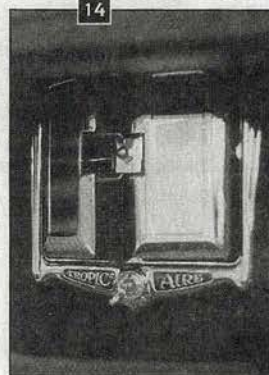
11. Surrounded by leather, the front compartment included bucket seats and a new for 1933 aircraft-style instrument panel.



12. Four different tasks can be done with the simple touch of the fingertips and without your hands leaving the steering wheel area. Obviously the horn button in the center; spark advance on the top left; throttle (cruise control in its infant stage) on the top right; and light adjustment on the bottom – all the way to the left is parking, next step off, then dim, and all the way to the right is bright.



13. Rear seat passengers could sit quite comfortably in the leather-lined upholstery, however visibility was limited. Without a padded headliner, the chrome-plated top brackets are clearly visible. Note the light switch located at the end of the arm rest, ash tray receiver, and storage pocket.



14. Tropic Aire heat was one of the few options available on a Stutz DV-32. It could be turned on or off with the switch at the bottom, or the heat could have been directed in different ways depending on the position of the two hinged doors.

the leadership of the company as president and vice president, respectively. Schwab gave them the go ahead to do what it takes, along with one million dollars in development funds, to build a competitive automobile. With an engineering team composed of Charles Greuter and stylist Charles Crawford, as well as outside consultants Guy Wall, Herbert Alden and Paul Bastien, Moskovichs, who had just resigned from a short stint at Franklin with development plans in his back pocket that he had carried with him from Marmon, was able to finally develop an idea in which he strongly believed.

What resulted was the Vertical Eight Safety Chassis for 1926, powered by a 289cid single overhead cam straight-eight engine that produced an industry-leading 92 horsepower in 1926; more than most of the contemporary luxury car leaders, including Duesenberg, Lincoln, Cadillac and Packard. The engine was a design similar to the four- and six-cylinder sohc Excelsior engines that Greuter helped develop several years before, and the chassis was the basis for all other Stutz chassis to follow; one that would be improved upon rather than changed. With safety being uppermost in the mind of the manufacturer, the new cars received a lower center of gravity made possible by a new double-drop frame. Lowering them even more without sacrificing road and head clearance was an advanced version of the underslung, worm-driven rear axle. In the event of a collision, incorporated into

the already muscular chassis were "side-bumper" steel running boards integral with the frame for more strength and protection.

The Timken four-wheel hydraulic brakes that were introduced with the car in 1926 were replaced with a new Lockheed system in 1928, and incorporated a vacuum boost assist a year later. And last, but probably foremost in the safety category, was the implementation of safety glass, which, with public demand, forced the entire industry to adopt this "life-saving" feature.

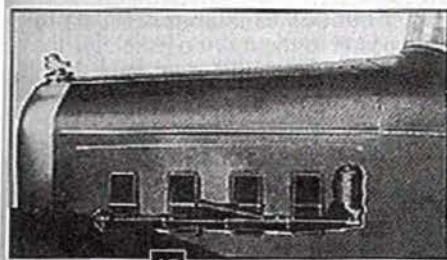
Stutz had once again established itself as a leader and continued to be successful both in and out of the race arena – not the least of which was a record-setting 24-hour stock car run at Indianapolis in 1927 (where the Stevens trophy was taken home), and a second place finish in the 1928 running of the 24 hours of Le Mans after leading the venerable Bentleys by a huge margin before losing high gear near the end of the race. But despite the successes, Schwab was losing interest in the company. A lawsuit brought on by James Scripps Booth over who owned the rights to the worm-drive system that was being utilized in the new car further aggravated him, and by the end of 1928, he moved on. Moskovichs followed him out the door soon after.

By July 1931, Stutz, now led by Ed Gorrell, who had taken over the presidency when Moskovichs walked, was back in a desperate situation where he needed financial support. The stock

market crash hurt Stutz badly, as it did many other companies, and bankruptcy loomed, once again, just around the corner. At the risk of sounding redundant, in walked Charles Schwab to save the day for Stutz.

Fortunately, with the company being run by capable engineers, there was a new powerplant for the Safety Stutz chassis that had already been introduced that Spring. Designated DV-32, it carried an engine that was essentially a modified version of the Vertical Eight, which by then had been increased to 322 cubic inches. Representing the final evolution of the Safety Stutz, it was equipped with a cylinder head that featured hemispherical combustion chambers and dual overhead camshafts driven by tensioned Link-belt chains that worked four inclined valves per cylinder, pumping out 156 horsepower. The hemispherical-shaped combustion chamber of the DV-32 created high-speed flame propagation, virtually eliminating detonation and the need for high compression: 5.0:1 being standard, and 5.5:1 as an option.

Not bad performance from a company that wasn't competing in the hot multi-cylinder wars started by Cadillac in 1930 when it let loose its 452cid, 45-degree V-16 that hit the starting blocks with output of 175-185hp. By comparison, Packard's Twin Six (12-cylinder) engine



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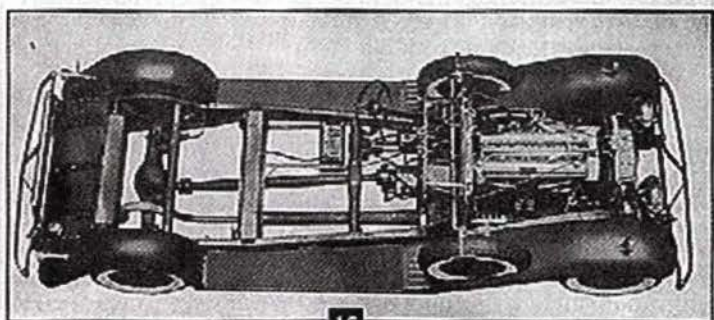
15. A Stutz with a custom body was equipped with thermostatically-controlled hood doors, which eliminated the necessity of the driver opening and shutting them to conform to weather conditions and engine temperatures. Each side is controlled independently, so that the doors gradually open in accordance with the temperature requirements on that side. In the winter, the doors on the intake side should seldom open, while the doors on the exhaust side open to maintain the most efficient temperature. They can also be closed manually.

introduced later that fall produced just 160hp from 445.5 cubic inches, and Cadillac's 368cid 12 was even less at 135hp. Obviously, Stutz didn't need to think about more cylinders. It had a better formula for producing power. For continuity, the Stutz "M" series single overhead cam cars (utilizing the same chassis and coachwork) were then all re-designated SV-16 models, which developed 115hp and cost roughly \$700 less than the twin cam. An 85hp, six-cylinder L series introduced in 1931 continued on with that designation.

As with the original Safety Stutz chassis introduced in 1926, running improvements were made as needed. When the DV-32 was introduced, it was equipped with a Schebler updraft dual-throat carburetor, but that was changed sometime in 1932 to a Stromberg EE-3 twin down-draft, which increased economy and provided greater flexibility. Other improvements for 1933 included a new camshaft design that gave the valves a slower motion during the short space of time in which they actually made and broke contact with the seat - all without the use of rocker arms, pushrods or rollers! Drop center wire wheels became an option, eliminating the objectionable squeaking of locking rings, and actually decreased the unsprung weight of the car. In all, the 1933 Stutz catalog detailed 11 pages worth of changes and improvements to the line.

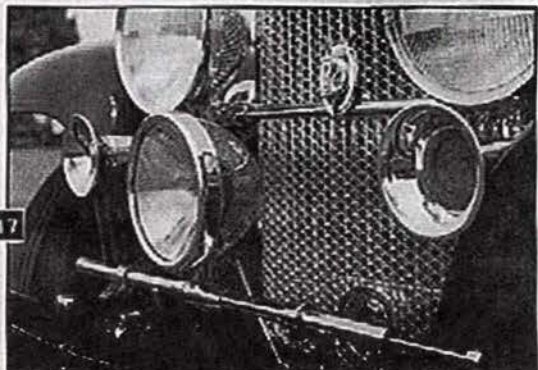
As part of the Stutz safety theme, making the car simple to drive and maintain was of utmost importance, especially with the large numbers of women and youngsters then entering the driving pool. Its British distributor even went so far as to say the new Stutz was "the car that drives itself." Many essential operations were engineered to be activated automatically, "leaving the mind of the driver free to devote its entire attention to the major controls of

16. Stutz motorcars were designed and constructed with the thought of safety as uppermost in the mind of the manufacturer, forcing many other manufacturers to follow suit. A low center of gravity was made possible by worm drive and a massively constructed double-drop frame featuring tubular crossmembers, four-wheel hydraulic "feather-touch" brakes with Bendix booster, and "side-bumper" steel running boards (integral with the frame); all standard on the "Safety Stutz" chassis.



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17. Up front for 1933, more conventional type headlights and parking lights were utilized, replacing the Ryan units. However, many of the 1933 cars still retained equipment used from 1932 and before. The Pilot Ray driving light was connected to the steering apparatus, and allowed the light to pivot in concert with the steering wheel.



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SPECIFICATIONS 1933 STUTZ DV-32

GENERAL DATA

Body style: Convertible victoria
Coachbuilder: Waterhouse
Passenger capacity: 5
Factory price: \$6,200
Options: Heater, Pilot Ray driving light

BASIC SPECIFICATIONS

Wheelbase: 145"
Weight: 5,300 lbs. (est.)
Front tread: 58.5"
Rear tread: 56.5"
Ground clearance: 8.25"

ENGINE

Type: Inline 8-cyl., vibrationless
Displacement: 322.1 cu. in.
HP @ RPM: 155.8 @ 3,900
Compression ratio: 5.0:1 standard; 5.5:1 optional
Bore x stroke: 3.375 x 4.5"
Induction system: Stromberg EE-3 duplex downdraft with two 1.5-inch fuel chambers, automatic choke

Ignition system:

Delco-Remy 6-volt coil and distributor
Fuel pump: Stewart-Warner, camshaft pump
Exhaust: 2.75" Burgess
Valve configuration: Dual overhead, actuated by overhead camshafts without rocker arms, pushrods or rollers

Cranks: 6, inherently balanced
Main bearings: 9

TRANSMISSION

Type: Muncie 3-spd., constant mesh helical gears on second, synchronous meshing second and third, radial thrust ball bearings
Ratios:
1st - 3.08:1
2nd - 1.57:1
3rd - 1.00:1
Reverse - 3.85:1

DIFFERENTIAL

Type: Timken semi floating, worm gears, Hotchkiss drive
Ratio: 4.5:1 (standard)

FRAME

Type: Double drop, box with seven cross members, five tubular and two channel sections, Bijur automatic lubrication system

SUSPENSION

Front: Drop-forged I-beam with semi-elliptic 38-inch springs, Gabriel automatic-thermostatic two-way hydraulic shock absorbers w/automatic ride control, Bijur automatic central oil lubrication

Rear: 62-inch springs rear, Gabriel two-way hydraulic shock absorbers w/automatic ride control, Bijur automatic central oil lubrication

STEERING

Type: Gemmer worm and roller, trunion shaft lubricated from automatic oiling system
Turning circle: 48'
Turns, lock to lock: 2.5

BRAKES

Type: Lockheed 4-wheel hydraulic with Bendix booster, 16" drums
Effective swept area: 238 sq. in.

WHEELS

Type: Artillery (standard)
Size: 18"
Optional: Wire with drop center rims

TIRES

Type: Balloon
Size: 7.00 x 18"
Outside diameter: 30"
Type: B.F. Goodrich 6-ply (original)

CAPACITIES

Cooling system: 7 gals.
Gasoline tank: 20 gals.
Engine oil: 12 qts.
Transmission: 4 lbs.
Rear axle: 3 lbs.

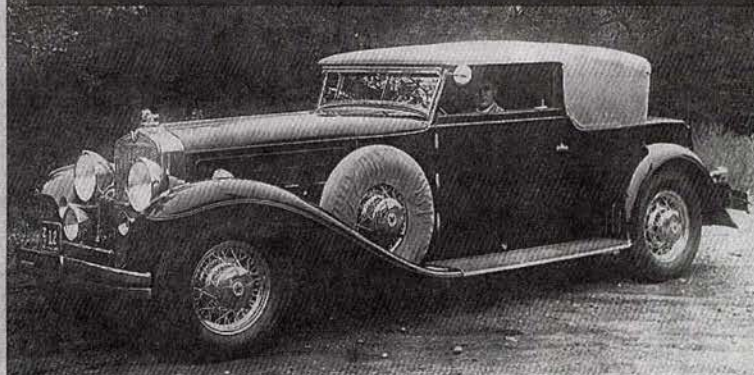
the car" (steering and braking). Stutz highlighted the fact that with many cars adopting manual shock absorbers or ride control, Stutz developed fully automatic, thermostatically-controlled hydraulic shock absorbers, with similar types of systems soon available on automobiles industry wide. In addition, automatic systems included the clutch, spark advance, radiator water temperature, engine water temperature, chassis lubrication, under-hood temperature control, oil cleansing, short circuit over-

load control (no fuses), power brakes, choke, hydrothermic carburetor heat control, oil viscosity control and the take-up on the timing chain. In addition, a semi-automatic starting system was being contemplated, even promoted, that would have allowed one to merely touch a button that engaged the starter until the engine fired. It is possible this would have been a Startix system as used on Auburns during the same period, but no Stutzes have been known to be so equipped. A dash-mounted pushbutton

starter button was utilized in some cars as opposed to the more normal, for the time, floor-mounted starter pedal.

From Stutz' beginnings, coachwork for its automobiles was left to outside concerns. By the late 1920s and '30s, this was a rather unusual practice, with Rolls-Royce and Duesenberg being the main companies still participating in the practice. But given Stutz' financials, it was quite understandable. Before 1925, contractors committed to building production bodies for Stutz included

Custom by Waterhouse



This photo of our feature car, taken sometime in 1933 (1933 Connecticut license plate), shows an unknown young man at the wheel. All of the proposed updates for 1933 appear on this car, including the hood with four vent doors, chrome radiator shutters, drop-center wheel rims, the lack of big clamps holding the spare tire in place, and updated headlights, parking lights and taillights. Interestingly, though, its split bumpers are of the 1931 variety, which have recently been replaced with the proper single bar type introduced in 1932.

A latecomer to the fine art of coachbuilding, Waterhouse did not enter the field until January of 1928, possibly the last company of the Classic era to throw in its hat. The firm was originally conceived by the father/son team of Charles L. and L. Osborne Waterhouse. The two had learned the trade as workmen in other companies; Osborne in coachbuilding in Providence and Charles in trimming at several shops in Massachusetts. They decided to take over the ailing Providence company, and partnered with Roger Clapp and S. Roberts Dunham, the two men who would finance the operation. They soon found a suitable factory site in Webster, Massachusetts, where they would start their new venture. Sargent Waterhouse, Charles' oldest son, was brought into the fold early on as a skilled trimmer, coming over from the Judkins Co. body-building firm of Merrimac, Mass.

In order to fill time between orders, and to give the infant concern some needed financial nourishment, boat building and body repair work were also performed. In fact, an order for 200 boats came in shortly after starting. From

1928 to-1933, the firm turned out slightly fewer than 300 custom bodies for automobiles, all but some of the Lincolns being designed in house by George Briggs Weaver.

Breaking into the "Big League," though, was a matter of "pure fortunate circumstance," according to Dunham, who wrote a three-part history of Waterhouse for the Classic Car Club of America's *The Classic Car* back in 1966, shortly before his death. (The series was not published until 1969, though, after Roger Clapp had looked over the material and finished the project.) In college, Clapp knew a Russian immigrant who eventually went to work for Packard. When Packard needed a Continental-style drophead coupe to show at the Paris Salon in seven weeks, Clapp was called when the leading coachbuilding firms replied that it would take at least 12 weeks to deliver because of their busy schedules.

"Weaver gave us everything he had in designing [this car], with lines and proportions as attractive as possible," Dunham explained. "He designed a trunk with round lines - a trunk made just like the body, with aluminum applied over a wood frame"

(at the time, built-in trunks were unusual, with most riding separately on luggage racks). "To achieve a 'racy' appearance, Weaver designed the top as low as he dared. A six-foot man would be limited to wearing a cap in the car!"

The convertible victoria was finished two days ahead of schedule, with workmen putting in nights and weekends. "We had not expected to get any domestic business from this sample body of a new design. The style, we felt, with only one pair of side windows for five passengers, was almost unknown in the U.S. at the time," Dunham revealed. However, Alvin McCauley, president of Packard, and Lee Eastman, president of New York Packard, saw the car just before it was to be shipped to Paris, and ordered 10 more just like it for the domestic market, and over the next two years, 90 more. Other companies were ordering the style as well, as the style became somewhat of a trademark for Waterhouse.

Around 1932, Weaver, with long-time mechanical experience and natural ingenuity, redesigned the style slightly by engineering the convertible top to lay flat when the top was down; this, at a time when almost every other convertible top folded back

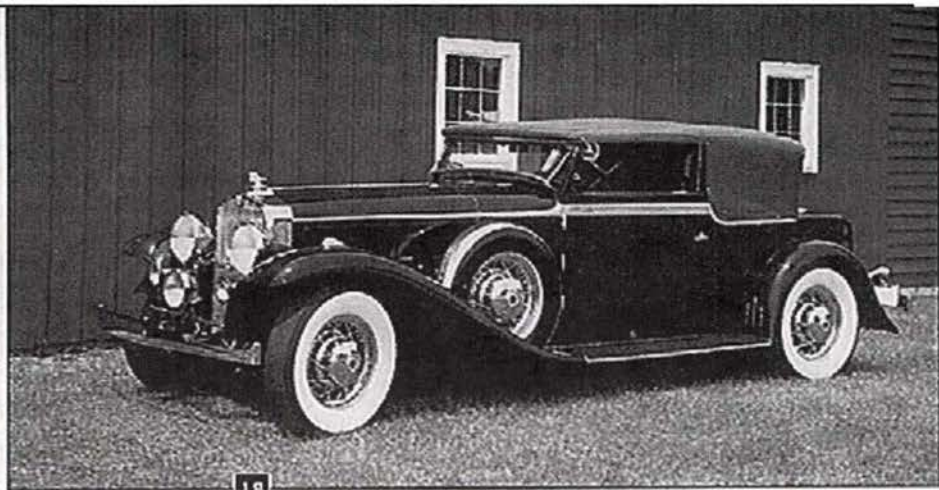
into a rather sizeable lump. The featured 1933 Stutz is equipped with the second generation convertible victoria built by Waterhouse, the only one known to have been built on a Stutz chassis and one of the last cars to come out of the Waterhouse shop before it closed down in 1933. (Waterhouse is known to have built just one other body on a Stutz chassis, in similar fashion with a built-in trunk, but with a fixed roof and accommodating only two passengers.)

Owned by Ed Rittenhouse, Mercer Island, Washington, the Stutz was originally purchased by the Brewster coachbuilding family (lest you wonder why the Brewsters would order a car built by a competitor, this was done long after the family had left the coachbuilding business and during a time when Brewster was operating under court supervision). In 1936, the Stutz was owned by a Harvard student named Pete deBeaumont, who lost the car when his mother sold it after seeing his grades drop. It next appeared in 1962, owned by Walter Mack, an executive of Pepsicola Co., and well-known collector Bill Lassiter owned it after that, before he turned it over to Rittenhouse in 1993. ■

Central, Lang, McFarlan and Itacine. Later, Brewster of New York was retained to oversee the design and manufacture of standard bodies, most of which were built by the American Body Company of Detroit and Philadelphia.

By 1927, Stutz, as did all the luxury car builders of the time, began printing brochures illustrating "semi"-custom designs, most of which were penned by Weymann, LeBaron or Rollston. "Semi" referring to the economies of scale, where a company would order three or more cars built "in the white," then have them painted and trimmed only after a customer had placed an order. With Stutz barely scraping by, placing an order for several expensive bodies surely strapped the coffers. Stutz thought of another way of advertising a custom car to its customers, though, by giving them the opportunity to select any color of paint, making every car "as exclusive as a Paris gown." And, of course, there was always the "full" custom, where the customer would order an individual and unique (one-off) body for his car.

Essentially, 1933 was the last year of production for Stutz automobiles, with between 80 and 150 cars estimated to have been built. Even with Schwab's fortune behind it, the huge conglomerates like Ford, General Motors, and Chrysler, along with independent Packard, were eating up the lion's share of the market (Packard, alone, gobbled up roughly 50 percent of the luxury car market). With



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18. In addition to semi-custom coachwork that the factory offered in its catalogs, Stutz chassis could also be bought with the intention of the customer choosing his own body builder for a full custom. Long thought to be a Rollston convertible victoria, during the restoration of our feature car in the 1990s, it was discovered that this is a Waterhouse body, the only one known to exist on a Stutz chassis. It was purchased new by the Brewster family (of the coachbuilder fame, but who no longer controlled the company). Ed Rittenhouse researched the car's history and completed its immaculate 100-point restoration in 1996.

Stutz eight-cylinder cars priced from \$3,000 on up to more than \$7,000, and with cars designed in 1931, it was competing for a very aggressive market segment against companies that were constantly updating their images. As 1934 came around, and with the world economy seeing a brief bright spot, Stutz (with only six cars built) was basically reduced

to building a truck called the Pak-Age-Car, a light delivery vehicle that competed with the horse-drawn wagon in house delivery. That venture lasted until 1938, when Stutz sold its remaining machinery to Auburn, which had given up building automobiles in 1937. Of the 1,600 Pak-Age-Car vehicles built by Stutz, only four are known to exist. ■

Ye olde editor had just witnessed the end of the fabulous "Drive By" at the 2003 Packard Experience sponsored by the CCCA Museum at the Gilmore Concours Circle, Hickory Corners, Michigan on June 2nd, when West Peterson, Editor of CARS & PARTS tapped me on the shoulder. He inquired if I would be interested in having a copy of the June 2003 issue in which he had authored an article on a 1933 Stutz DV-32 Convertible Victoria by Waterhouse. I responded with an immediate and enthusiastic "yes" knowing that this rare DV-32 belonged to member Edward a Rittenhouse, MD (No. 361) of Mercer Island, Wash. Later upon reading the article I was delighted to discover that West's feature article contained not only great photos and details pertaining to Dr. Ed's rare Stutz but also important, concise, and accurate details of Stutz history. I believe West Peterson deserves a "hearty" congratulations for his fine work. If you agree with the editor, please drop West a note at Cars & Parts, 911 Vandemark Rd., Sidney, OH 45365-0482, Fax: 937-498-0808, email: editorial@carsandparts.com.

Stutz Promotion in Motor Age

by Keith Marvin

As I've been going through the tattered copies and shards of copies of Motor Age magazines of the 1920s I've been keeping a weather eye open for Stutz promotion which was in a host of the hundred or so issues I've been working on and I'm enclosing these rather than consign them to Kingdom come. If they appeal to you, fine; put 'em in your Stutz file. If not, toss them to the circular one.

I've learned quite a bit about Stutz advertising from the ads encountered, for one thing that Stutz put a lively sum into its MOTOR AGE ads and God knows how much in other publications. The thing is, that the company wasn't about to let the readers escape its constant reminders of how good a car it was, its past accomplishments and how much it would cost in good, hard iron dollars!

From this one magazine I discovered that the ads were wide in their variety, ranging from the serious approach to less formal ones with a clever opening to arrest one's attention such as "Getting the Short End of it" or "Stop the Leak!", the latter paraphrasing a Dutch boy named Peter who put his finger in the dike, thereby keeping Amsterdam or Rotterdam or the Hague or some other city from getting wet.

Another was "When a Feller Needs a Friend," which was a comic strip by cartoonist Clare Briggs (and who would later start the strip Mr. and Mrs.)

No one would overlook what that ad had to say because everyone read the Briggs cartoons!

Another thing favoring Stutz advertising was that an ad was not repeated; thus virtually ALL were read. Stutz

ads didn't appear on a weekly basis but they appeared frequently ranging from small ones (with 15 other ads on a single page) to double-spread pages...even, now and then, on a rear cover. In point of fact, they got around.

Any observant MOTOR AGE reader would also be aware of "extra attention" or added emphasis in the promotion of certain makes of car which, of course, were regular advertisers and many of the feature stories were based on those makes, Studebaker and Hudson plus Chandler, Paige, Stutz and a host of others. Anyone even remotely interested in cars of the 1920s can find a wealth of data in the pages of MOTOR AGE.

I think the most appealing of all these ads is the one (alas with the frayed edges) of December 27th 1923 targeted to anyone interested in getting the Stutz franchise proclaiming and reminding readers at the same time that "The Franchise that Blankets the Fine Car Field" might be seen "At the Auto Shows," implying at the same time that interested parties might do well to visit one of the shows!



A WINDOW Full of Compelling Sales Appeal. This gorgeous show window depicting the sands of Palm Beach was used by the Stutz Chicago Factory Branch, Inc., as a setting for the presentation of the latest models of Stutz cars. It attracted a great deal of attention and was one of the bright spots of the magnificent Michigan Avenue automobile row.

I'm sure you will find the following photo of a 1925 Stutz Roadster from MOTOR AGE, March 19, 1925 of interest. I sure did!

"When a Feller Needs a Friend"

"It is when business is good that the dealer 'needs a friend' in his factory connection even more than he does when business slumps.

"His limitations are well-defined and pretty thoroughly recognized during lean periods. It is in preserving the profits of eras of prosperity that he needs real help."

* * * *

The foregoing is an excerpt from a common-sense survey of the automobile business that every dealer should read.

It is frank, convincing and to the point—full of food for thought.

If you have not received a copy, write us to send you "When a Feller Needs a Friend." It will go forward by return mail.

The Stutz franchise is the sort that provides for the welfare of the dealer at all times.

It does not drain his resources by overloading him with responsibilities when business is good.

It permits him to set up a reserve with which to bridge over periods of depression.

It is perpetual and offers complete protection against price declines.

Recent developments have made the Stutz franchise even more desirable and profitable than it has been before.

If you are not familiar with the company's future plans, write for particulars. Your territory may yet be unassigned.

STUTZ

STUTZ MOTOR CAR COMPANY of AMERICA, Inc.
Indianapolis, Indiana, U. S. A.

**The Franchise
that Blankets
the Fine Car Field**

At the Auto Shows



The Sign of the Gemine

Clippings of Note

OLD CARS

August 7, 2003

3

Burdick and Bell win their fifth Great Race

TEXAS — After more than 4,000 miles and 15 states in 14 days of competition, The Great Race named its 2003 grand champions, a team that collected their fifth victory together. Dick Burdick, of San Marcos, Texas, and Wayne Bell, of Winter Springs, Florida, drove their Roush Racing-prepared 1934 Ford Bohnalite Special Indy car to their fifth championship in 21 years.

The Great Race began its 4,200-mile time-speed-distance rally on June 21 from Livonia, Michigan, traveling to the famous white sands of Daytona and Ormond Beaches.

The Great Race finish was located at one of the more unique locations in the event's 21-year history, setting up the finish line at the band shell alongside the famous beaches of Daytona, adjacent to the luxurious Adams Mark. Burdick and Bell crossed the finish line and held up the Italian cast bronzed eagle trophy.

Based on 12 days of competition, 10 hours each day, the 2003 event was the closest finish among the top five contenders — a mere 11 seconds apart. The scores were 1m14s, 1m18s, 1m19s, 1m24s, and 1m25s, respectively. The grand champions received a check for \$53,500 as they crossed the start/finish line of Daytona International Speedway with second place through fifth taking home \$27,150, \$16,300, \$12,200, and \$14,850. The prize money was based on finish position, Ace Awards, and daily prize money. A Great Race customized trophy accompanied each cash prize.

"The Bohnalite race car has 167 horsepower, and its top speed is 115 miles per hour. We never did hit that speed, although at Darlington Raceway, it was pretty tempting," said Wayne Bell, navigator of the open wheel, open cockpit racer.

Grand champions, Burdick and Bell then posed for photographs in Ormond Beach, touting their win. Burdick said, "What else can I say? Vince Lombardi said it best... 'Winning isn't everything, it's the only thing.'" Burdick continued, "On the night before the championship day, I could tell Bell was a little nervous; he stayed up counting scores. I know that I have been right more often than wrong, so I slept well that night."


Wayne Stanfield, who won The Great Race with five different team mates, commented, "It only took me 20 years to win five times; it took them 21 years. As a member of the Rally Partners, the race did what we all hoped it would do. The contestants had a good competitive course; they were happy. We were well received all over the country, as good as or even better than the past. The spectators got a great treat," said Stanfield.

The Great Race 2003 one-hour show will be broadcast on Speed Channel on Saturday, August 16, at 1 p.m. and Sunday, August 17, at 10 p.m. EDT. For more information on The Great Race, visit www.greatrace.com or call 800-989-7223.

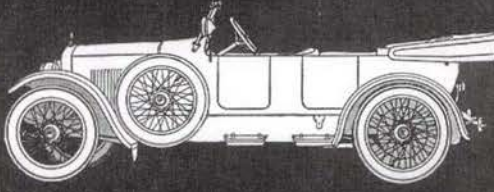


Great Race champions Dick Burdick and Wayne Bell pose in front of their 1934 Ford Bohnalite Special on the sands of Daytona Beach, Florida. The racers covered 4,000 miles and 15 states in 14 days of competition.

Hearty congratulations to charter member Richard L. Burdick (No. 68) who serves as Chairman and CEO of Rally Partners, Inc. owners of The Great Race. (Ed.)



MAKE THIS YOUR PERSONAL CAR



TO those who prefer to leave behind them "monuments in rows of flaming smokestacks" rather than monuments of marble, possession of an H. C. S. follows as a matter of course.

\$2400
AT INDIANAPOLIS

H. C. S. MOTOR CAR COMPANY

H. C. S.

DESIGNED BY HARRY C. STUTZ

Thanks to member Dan J. Obele (No. 385) of Phoenix, AZ for this unusual HCS ad. Ed.

Clippings of Note

A C D Museum displays Stutz race car

INDIANA — The Auburn Cord Duesenberg Museum in Auburn, Indiana, currently has a 1930 Stutz M race car, the "Jones Stutz Special," on display. It is on loan and exhibited through the courtesy of Robert Pass of St. Louis, Missouri. The car can be viewed in the Indiana gallery on the top floor of the museum.

L.L. Corum drove this boat-tail-designed car in the 1930 Indianapolis 500, where the car finished first in its class and tenth overall. The car qualified for the race at 94.130 mph and averaged 85.340 mph during the race.

Corum stopped once during the race, on the 100th lap, for gas and water. The car had no tire problems and used little oil. The engine idled perfectly after the race.

Owner Milton Jones, a Cleveland sportsman, entered the Stutz in the race as part of the Stutz Company's plan to recapture the American public's interest in its cars, a market diminished by the onset of the Depression. The Stutz racer weighed 4,000 pounds, 650 pounds more than its next-heaviest competitor, but still finished ahead of three of the four Duesenberg Model A racers, which weighed about 2,100 pounds each.

The 1930 race was notable for the "Junkyard Formula" rule changes implemented that year. Engines up to 366 cubic inches could be stock car engines instead of racing engines, to lower the cost of building a car. Qualifying speeds were dropped from 90 to 85 mph, and superchargers were limited to two-cycle engines. The race returned to requiring two-man cars with a driver and mechanic.

A Cord L-29, driven by former race driver Wade Morton, was the pace car for the 1930 race. It was also the only year an Auburn car and engine was entered in the Indianapolis race. A 1930 issue of *MoTOR* magazine said the Stutz race car was a stock model except for some necessary minor changes, such as the removal of the fenders, running boards, windshield, and spare tire from the torpedo body. The car was fitted with a larger gasoline tank and stiffer springs, and two Gabriel shock absorbers were attached to each axle instead of the standard one per axle. The car is otherwise fully equipped, even with a cigar lighter.

The Auburn Cord Duesenberg Museum exhibits 100 Classic, antique, vintage, and special interest cars in seven galleries of the restored 1930 Art Deco national headquarters of the former Auburn Automobile Company. The not-for-profit museum, accredited by the American Association of Museums, is listed in the National Register of Historic Places. It is open to visitors daily from 9 a.m.-5 p.m. For more information, write Auburn Cord Duesenberg Museum, 1600 S. Wayne St., P.O. Box 271, Auburn, IN 46706; call 260-925-1444; or visit www.acdmuseum.org.

The above clip is from *OLD CARS*, July 24, 2003 Readers will find additional information and photos of the Jones Stutz Special on pages 308-311 of *The Splendid Stutz*; Member Frederick A. Patterson (No. 554) of Oakland, CA is the son of Freddy who was Corum's riding mechanic in the 1930 and 1932 Indy 500s. Ed.

Many of us like Louis Stohr in the article below had pangs for a Stutz but had to settle for less. (Ed.)

OLD CARS

May 29, 2003

43

READER PHOTOS

"Reader Photos" sponsored by the Gilmore Car Museum, is a forum in which Old Cars Weekly readers share vintage automotive images from their albums for the entertainment of other readers.



High school rivalry can make a teenager do some unusual things. In this case, it caused a Salt Lake City, Utah, teenager from West High to paint "Eat 'em up," "West fights, Jordan loses," and "Out of order" on his Ford Model T in 1924. The driver, West High Panther Louis H. Stohr, Jr., may have been a fan of luxury motor cars, since he painted "Stutz" on top of the T's radiator in a stroke of wishful thinking. While the Ford's performance couldn't match that of a Stutz, it probably did more than its share to raise school spirit.

Discover Where History Drives Us!

Open May - October
Every Day 9AM-5PM

Saturdays & Sundays Until 6PM

6865 Hickory Road, Hickory Corners, MI - 49060
Midway between Grand Rapids, Kalamazoo and Battle Creek on M-43
269-671-5089 www.gilmorecarmuseum.org

GILMORE
CAR MUSEUM

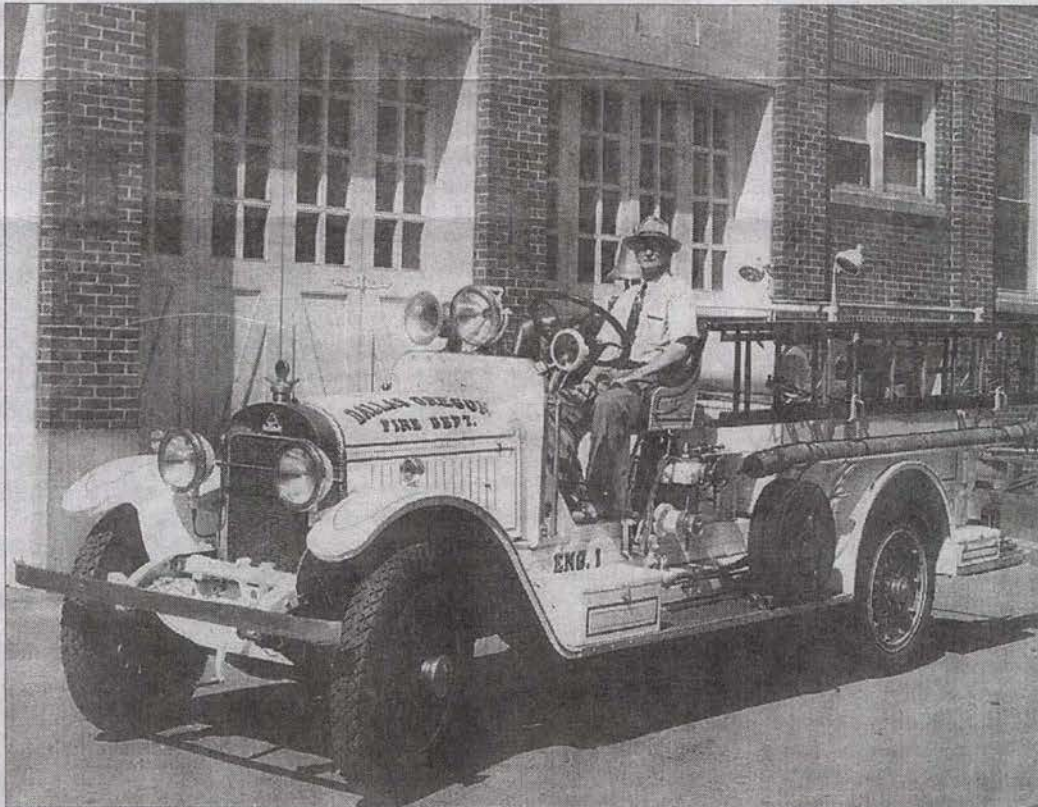
Statesman Journal/StatesmanJournal.com

MID-VALLEY REPORT

News from Dallas, Independence, Keizer, Monmouth, Silverton, Stayton, Woodburn and other cities

Regional editor: Larry Roby (503) 399-6711; lroby@StatesmanJournal.com

DALLAS



Courtesy of Dallas Fire Department

TRADITION: The late Dallas Fire Chief Walter Young sits in the 1925 Stutz fire truck that still is housed at the Dallas Fire Department. Young joined the department in 1912 and became chief in 1929. In 1953, he was honored for 40 years of service and for being instrumental in building the unit to its position as one of the best volunteer fire departments in the state.

Volunteers keep city's fire department strong

We are indebted to charter member Gene Byrnes (No. 51) of Salem, Oregon for this interesting article relating to a 1925 Stutz fire truck located in Dallas, OR Fire Dept. and for the following details:

The Stutz is a Model K2 Series 358 with 156' wheelbase, Serial No. 60283 purchased when new. The engine is a 4-cylinder with 71 horsepower. It has a 350 gpm rotary gear pump and a chemical tank. It has been maintained through the years but only used in parades for the past many (?) years. Some of the firefighters are considering restoring it.

It will commemorate 125 years of service to the community.

BY JODY LAWRENCE-TURNER
Statesman Journal

On Oct. 3, 1940, a young man heard the fire bell as it rang out over Dallas.

The 15-year-old Boy Scout put on his brown uniform and ran out to help.

Seventy-eight-year-old Eldon Bevens said he recalls the immense heat of the fire at the local mill, sucking two-by-fours into the air and turning them into ash.

The Willamette Valley Lumber Co. was destroyed that night in what is considered one of the biggest fires in the history of Dallas.

Bevens, a firefighter for 25 years, now is one of the department's honorary members.

Volunteer firefighters are a proud tradition and the thread that firefighters say has made the Dallas Fire Department strong.

The city will celebrate the department's 125th anniversary this year by honoring the department July 26 during the city's annual Summerfest. The theme: "Hot Time in the City."

Fire Chief John Stein said maintaining Dallas as a volunteer department is the most important tradition that he has carried on since taking command six years ago.

The department has 75 volunteer firefighters.

Pete Peters, 72, has been one of them for 50 years.

"I've been through seven fire chiefs," Peters said. "I don't think there are many people who can say that."

"It's a very good organization," he said. "It's the only one in town where you can blow a whistle and get 50 people out.

Anniversary celebration

Dallas will celebrate its fire department's 125th anniversary July 26 during the annual Summerfest. The theme is "Hot Time in the City." The two major events involving the fire department include:

MOCK RESCUES

From 7 a.m. to 7 p.m., the Dallas Fire Department will host the Regional Extrication Competition at the fire department. Firefighters from throughout the Northwest will perform mock rescues from crumpled cars.

PARADE

At 11 a.m., a parade will feature more than 30 entries representing antique and modern fire trucks.

Not even the church can do that."

Stein said volunteer firefighters' dedication hasn't wavered over the years.

"If you want to know how close volunteers are, just look at the support from all the fire departments during the two tragedies this year," Peters said.

Stein said the other major tradition for the department is serving the members of the community.

Some community activities include a kids camp during the summer to teach fire safety; overseeing the fireworks display at the high school during homecoming; and an annual Halloween candy distribution to kids where they go into neighborhoods with a fire truck.

"Those are all components of being a volunteer fire department," Stein said. "And I think, as a result, the community responds well to us."

"It's a two-way street," the fire chief said.

While traditions hold strong in the fire department, some

History

Major events in the history of the Dallas Fire Department include:

1878: Fire department established with 30 members

1883: Fire department formed as Terror Fire Company No. 1

1889: Fire department purchases wooden ladder wagon

1898: Polk County Courthouse fire

1903: Muir and McDonald Tanner fire

1911: Dallas College gymnasium fire

1912: Dallas Fire Department established under city charter

1932: Dallas Christian Church Fire

1933: Dallas Steam Laundry fire

1935: Dallas purchases first ambulance

1937: Dallas Alliance Church fire

1940: Willamette Valley Lumber Co. fire (loss: more than \$1 million)

1945: Dallas Lumber and Supply fire (loss: \$85,000)

1951: Rio Theater fire (loss: \$30,000)

1973: Ediger's Church Furniture fire (loss: \$200,000)

1979: Women become members of Dallas Fire Department

1987: Shady Lane and Rock Creel wildfire (6,000 acres, loss: \$3 million)

1987: Praegitzer Industries fire (loss: more than \$11 million)

2001: Meduri Farms fire (loss: more than \$2 million)

aspects have changed.

From the hand-pulled fire carts and water-pump trucks of the past to today's ladder trucks that can reach 85 feet high and fire tools that can cut through cars like butter, there have been advances.

"We are more efficient in rescue than we've ever been," Stein said. "Rescue techniques have improved over the last 10 years dramatically, and that makes a difference in saving people."

Mid-Valley reporters and contacts

Jody Lawrence-Turner covers Dallas, Independence, Monmouth and the Polk County region. She can be reached at (503) 399-6721 or jturner@StatesmanJournal.com

The Silverton Appeal Tribune can be reached at (503) 873-8385 or SilvertonAppeal.com

Sarah Evans covers Keizer. She can be reached at (503) 399-6856 or sevans@StatesmanJournal.com

The Stayton Mail can be reached at (503) 769-6338 or StaytonMail.com

Editorial Comments

By the time this issue reaches you the editor will be back in Indy almost fully recovered from all the great fun he had at the 2003 Grand Stutz. Coverage of that event will be the feature story in the October - December issue of Stutz News. Do let the editor have your input on the Elkhart Lake Meet.

Please make a correction in "Record of Membership" on page 24 of the last issue No. 64. The number assigned for 2002 should be 620, not 520 as shown.

In the last issue, p. 3, the editor discussed the lease of Suite D205 at the Stutz Business Center owned by member Turner JR Woodard (No. 367). The lease was executed on July 29, 2003 during the visit of Mike Berry, VP Membership who brought with him a club check for \$270 covering one-month's deposit and rent for August 2003. The editor received two keys for D205 and we inspected the room with Turner. In preparation for the move of club items it was agreed that shelving would be constructed along the north wall (approx. 20ft.) Mr. Woodard offered to supply the labor and your editor will cover the cost of the material for the shelving installation to be completed around Mid August. Donations toward the cost of outfitting Suite D205 will be warmly received by Mrs. Toni Barry, Treasurer.

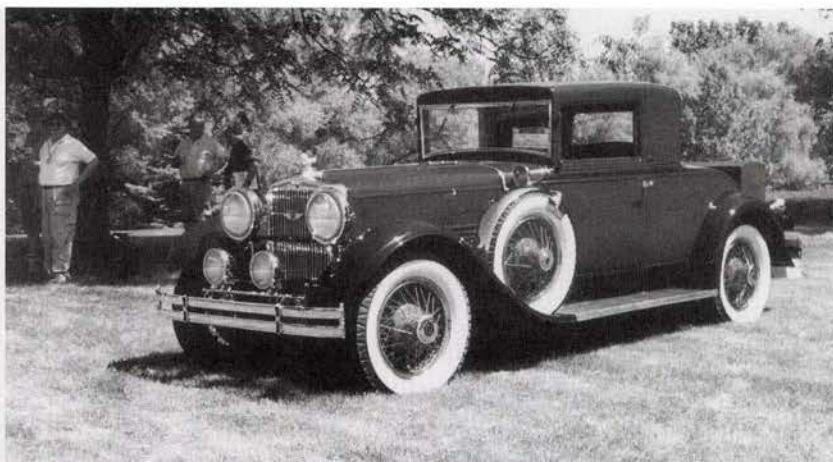
We note that charter members John and Many Fossette (No. 77) and member John Bertolotti (No. 172) with Aldo and Eunice enjoyed the Nickel Age Touring Club's Annual Spring Tour. The Fossetti's enjoyed the Santa Cruz Mountains and coastal region north of San Francisco, Calif. in their 1927 Stutz AA. Touring Brougham while the Bertolotti's

toured in their 1920 Pierce Arrow. (Bulb Horn, May/June 2003). Member Marshall Mathews (No. 99) was unable to make the tour this year.

Charter members Richard and Linda Kughn (No. 240) have entered many cars from their collection in the upcoming September 19-21, 2003. RM Auction to be held at their Carail Museum in Detroit, MI. Among the cars listed for sale is the beautiful and rare 1929 Stutz "M" Open Drive Town Car by LeBaron.

The August 2003 Vol. 4, No. 8 issue of Vintage Oval Racing, page 9 in "Historically Speaking" reviewed the Harry A Miller Club's 9th annual meet at the Milwaukee Mile track in July. There were 41 cars in attendance of which ten (10) were Millers. Host David V. Uihlein (Charter Member No. 143) brought six cars, his 1932 P3Alfa Romeo, 1923 Milton Miller, 1925 Miller front drive, 1931 Bowes Miller (Indy 500 winner) and the 1938 Thorne Sparks "Big Six." Jim Grundy (No. 510) brought his 1912 National Speedcar.

Hearty congratulations to member Charles Didier (No. 541) of Maple Grove, MN whose 1929 Stutz "M" Coupe scored 93.25 points for 2nd place in Primary Production 1925-29 at CCA Upper



Primary production 25-29 second place 1928 Stutz Model M coupe Charles Didier, Maple Grove, MN 93.25

Membership Report

FINAL NOTICES ARE GOING OUT TO THOSE WHO HAVE NOT PAID THEIR 2003 DUES.

CHECK OUR WEBSITE

www.stutzclub.org

News about Norman Barrs' 1929 Stutz
Blackhawk at Laguna Seca will be posted shortly to
the WEBSITE.

Don't forget to use our site for links to other
useful sites.

Please join me in welcoming the following new
members:

All Cars and stories welcome.

Mike Barry, VP Membership

Please join me in welcoming the following new
members:

NEW MEMBERS: PLEASE ADD TO YOUR ROSTER

- #643 Graham Kalazich,
PO Box 408
Narrabeen
Sidney
NSW Australia
Bus: 020418468194
Fax: 0299133354
1921-22 Bearcat Roadster
Eng: D12836H
Vin: K13029DH
- #644 Ron Shimmin
3363 Vista De La Cresta
Escondido CA 81018
USA
Home: 760-489-1306
Bus: 760-432-9000
- #645 Carl King
18461 Ballingser Way NE
Lake Forest Park WA 98155
USA
Home/Bus: 206-365-5123
FAX: 206-361-7221
Email: carlking@attbi.com
1928 BB 5-P Coupe
Eng/Vin: 93369
- #646 Jason D Garber
2361 Norris Street
Indianapolis IN 46234
USA
Home/Bus: 317-271-8743
- #647 James R Bartlett
3620 Tartan Lane
Houston TX 77025
USA
Home: 713-661-1659
Bus: 713-624-9354
Fax: 713-624-9555
Email: jbartlett1@houston.rr.com
- #648 Laurence Anderson
4 S Main St
Velva ND 58790
USA
Home: 701-626-1059
Bus: 701-338-2606
Email: StarCityInc@stellarnet.com
1928 Blackhawk 4-P Boattail Speedster
Body by Millspaugh Irish
Eng: 90782HC
Vin: BA78A
Chassis: 87787

Treasurer's Report

TREASURER'S REPORT

JANUARY 1 THROUGH AUGUST 31, 2003

CASH BALANCE JANUARY 1, 2003

17,387.37

Income

Membership dues	2002	35.00	
	2003	7,365.00	
	2004	<u>70.00</u>	7,470.00
Interest income			93.37
Donations			195.00
Splendid Stutz sold		1,959.44	
less cost to ship		<u>(145.32)</u>	1,814.12
Hershey dinner 2003			(100.00)
Stutz News			<u>16.21</u>
			9,488.70

Expenses

Stutz News (print & mail)			5,218.46
Administrative expense			132.06
Archive rental			270.00
Membership expense			479.01
Webste Expense			285.00
Samsung ML-1650 laserjet			<u>347.36</u>
			(6,731.89)

TOTAL CASH IN BANK

18,712.27

LIFE MEMBERSHIP RESERVE

14,000.00

TOTAL CASH & RESERVES

32,712.27

RESPECTFULLY SUBMITTED,

Toni Barry

Treasurer

September 1, 2003

Letters to the Editor

Enclosed is a rare Stutz porcelain sign I acquired. The owner said the sign was used as a template to make the reproduction signs that were made 20 years ago.

The sign is extremely heavy porcelain and was signed by the Nelke Sign Co., New York.

Has anyone else seen this original sign?

Ralph White
Member, No. 641



WANTED
OLD DEALER SIGNS
Porcelain • Neon

CADILLAC
STEWARD OF THE WORLD

DODGE
Top Dollar Paid!

Also, Other Automotive Related Signs
email: ralphwhite@aol.com
800-829-8265

From: Kitty Katzell (No. 62)

Date: April 3, 2003

Thanks for the phone call the other day. And thanks, too, for *Stutz News* which came yesterday. I noted that I've been given Ray's member number, for which I thank whoever did that. I do want to stay in touch with the Club's doing.

I really appreciate the full page insert in memory of Ray, with your comments at the end. I fully understand the woes of a newsletter editor, having served in that role myself, and I knew what you had intended to have it say. It was also good to see the mentions of *The Splendid Stutz* in that issue, including Keith Marvin's letter and the continuing income to the Club from sale of the book.

Until I read the article on page 19, I hadn't been aware that Bev Kimes had received the Cugnot Award. I think that's just great and it gave me another reason to write her.

Please, Bill, may I use a little space in your "Letters" column to thank the many members of the Stutz Club who sent me sympathy messages? I won't name them because I might miss one or another, but I do want to know how much their thoughts and prayers mean to me. Ray was a very special person, and I am thankful for every day of the 50 years we had together, many of which were spent with dear friends in the car hobby.

In January, Ray sold the '47 Cadillac which we had for only a little over a year. On the day I took him to the hospital, he was to have met with the prospective buyer who wanted "Kismet," the last of our three Stutzes. After Ray died, I followed up on it and now the car also has a new home. I see the new owner and his wife quite often and I'll put them in touch with you. His name is James Giberson. I'm sure he'll want to join the Club.

The envelope is taped shut because I had forgotten to tell you about Kismet and had to open the envelope and re-type the letter. Sorry.

From: John M. Gorjot (No. 75), Harrisburg, PA

Date: May 14, 2003

375 ml bottle of “Stutz” 1997 Mission Reserve Extra Virgin Olive Oil made by Stutz Olive Oil, 2600 Tenth St., Berkely Calif. 94710 (Tel. 510-644-2200).

I found it in “Tulbagh” Western Cape Province, South Africa when rallying in my 1948 Bristol 401 Drop Head Coupe by Pinin-Farina.



From: Eric S. Jones, Energy, IL

Date: July 1, 2003

Thanks for the latest Stutz News. Actually it arrived before your letter since your letter was given a special scenic tour of Maine & Rhode Island courtesy of the USPS before arriving here today!

I enjoyed the magazine cover to cover. It is pleasing that your Club now has an actual foothold in the Stutz building even if only for archives storage. I also noticed that the position of archivist is open. Pity it is not a real job or I would apply. My current real job in the college teaching/tutorial field seems to be fizzling out.

I enjoyed reading the road trip story afresh in this issue. I hope it will be a hit with your readership. My only regret is that I have not one scrap of a lead on anything further to share. I will, however, forward the info on Dr. Wesley Ward to Roy Ward's daughter along with a copy of the latest Stutz News and maybe she can provide further clues. I have hinted to her again recently about looking for photos from the Stutz road trip sagas.

It does seem unthinkable to take off in something like a Stutz on an 8000 mile unpaved road trip but then it was durability that largely made the car “make good in a day.”

I found Mr. Katzell's article on valve arrangement next to be informative. I always wondered what was meant by “F-head.” His passing is a great loss, but at least he did not depart this world without leaving some of his knowledge for future generations.

The article from HORSELESS AGE was “transporting” much like the road trip for me. I have never been one to follow racing, so it was a fresh experience for me. It was interesting to see what got

each of the cars. It was also remarkable to think how much the Stutz (#5) resembled an aeroplane of the period! ...especially with the likes of Eddie Rickenbacker “piloting” one of the cars. (a Maxwell.)

Thanks especially for the photo of you and your boy and your Bearcat. Is he a Stutz enthusiast as well? I would reply in kind with a photo, but I have no Stutz and no



son. The closest I can come is my '71 LeMans convertible and the boy across the street. He is called Nathan, and when I came to the neighborhood when he was two. Now he's 18. I taught him to tie his shoes early on and recently taught him how to unbend his '92 Ford Ranger truck when he smashed it. It is wonderful to be able to grow up with someone or rather to be a part of someone's life as he grows up. Happy belated Father's Day.



From: Keith Marvin (No 78H), Worcester, Mass.

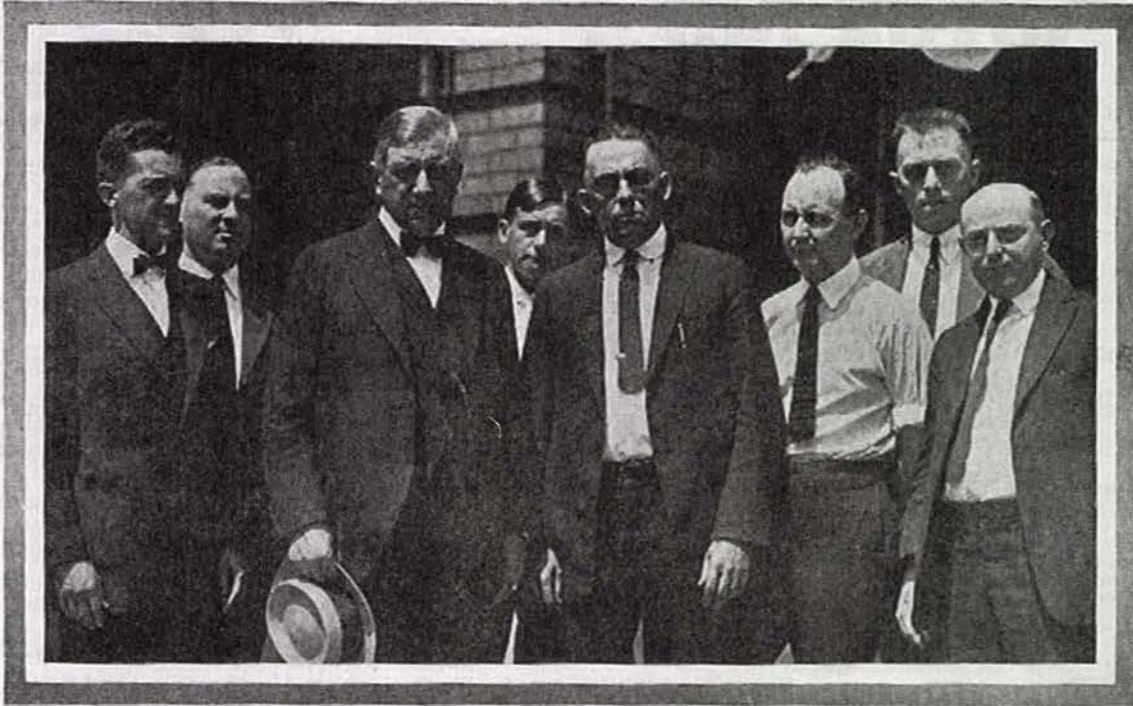
Date: June 11 and 16, 2003

Thought you might find these clippings from
MOTORAGE 28 September and 14 December 1922
of some interest.

September 28, 1922

MOTOR AGE

OF AUTOMOTIVE INTEREST



Active entrance of Charles M. Schucab into the management of the Stutz Motor Car Company of America, Inc., in which he now holds a controlling interest, has added greatly to the already strong position of that company in the automobile industry. This photograph was taken on the occasion of his first official visit to the Stutz Plant
From left to right—back row—E. T. Klee, purchasing agent; W. F. Glickert, plant superintendent; L. V. Bedell, assistant treasurer. Front row—Fred Wilson, general sales manager; Charles M. Schucab; W. N. Thompson, president and general manager Charles S. Crawford, chief engineer; H. R. Hyman, advertising manager



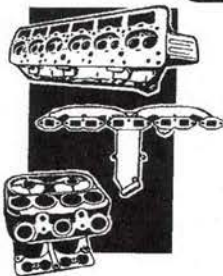
Charles M. Schucab and a group of Stutz distributors and employes at a recent conference at the Stutz factory. Front row: I. B. Meers, district manager; W. A. Pungs, Jr., Detroit; E. T. Klee, purchasing agent; F. D. Cerj, Chicago; Fred Wilson, sales manager; H. R. Fletcher, New York; Charles M. Schucab; President W. N. Thompson; William Glickert, factory superintendent; Charles W. Anderson, district manager. Back row: R. H. Schmittiel, Detroit; J. K. Graves, Nashville; George Kaeser, Hartford; H. R. Wilson, Bethlehem, Pa.; L. V. Bedell, assistant treasurer; George Hoeweler, Pittsburgh; Stanley Whitworth, assistant manager; H. S. Thomas, Cleveland; George Norwood, Baltimore; R. D. Baughman, Akron; Earl Devore, order department; Earl Stone, district manager; J. C. Pearson, traffic manager; Bohn E. Faukes, Minneapolis; L. W. Frizzell, Mansfield, O.; Fred Johnson, assistant sales manager; L. D. Brown, service department; Wm. Blair, Buffalo

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CASTINGS

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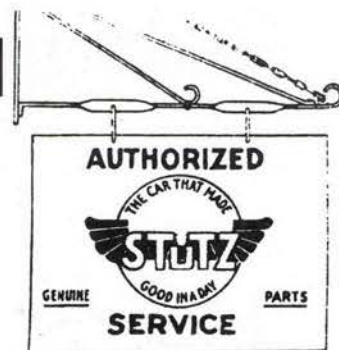
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