

Vol. XVIII No. 77 (July - September 2006)
The Stutz Club, Inc.
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Announcements

▶ **Hershey Get Togethers**

The club will again host "Get Togethers" at Hershey, PA. Call Mike Barry, VF Membership at 330-225-9494 to reserve a place at dinner on Thursday evening, October 5th 7 p.m. at the Holiday Inn East Harrisburg. Mike's cell number is 330-730-9498. Call him ASAP. Join us at the CCCA tent, Space CJ36 at 3 p.m. on Friday, October 6th for Stutz camaraderie.

▶ **Grand Stutz 2006**

See page 12 for an update on Grand Stutz 2006 to be held at Hilton Head Island, November 3-5, 2006 in conjunction with the Concours d' Elegance.

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Stutz(1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



1928 Stutz Five Passenger Brougham

by John B. Haydon (No. 486)

The Stutz Motor Car Company of America, Inc., Indianapolis, Indiana, produced fine, well-engineered and innovative automobiles in Indianapolis from 1911 to 1934. The Company's founder, Harry Stutz, was born in rural Ohio in 1878, and became one of the leading pioneers of the auto industry. In 1898, Harry Stutz, at the age of 20, in his own small shop, built a "horseless carriage" named "Old Hickory" and in 1899, founded the Stutz Manufacturing Co. to manufacture a six cylinder water cooled engine he had designed. This engine was also used in a later car which he built. When this enterprise was sold in 1902, he moved to Indianapolis where he held numerous positions with auto related manufacturing concerns in order to become more knowledgeable regarding all facets of car manufacturing. In 1909, he began his next venture, the Stutz Auto Parts Co., for the production of his patented transaxle used in cars built for the street as well as those built especially for racing. In positions with various firms, as well as in visiting European factories and meeting with auto industry engineers and executives in Europe, Mr. Stutz continued to learn all he could about automobile engineering and production.

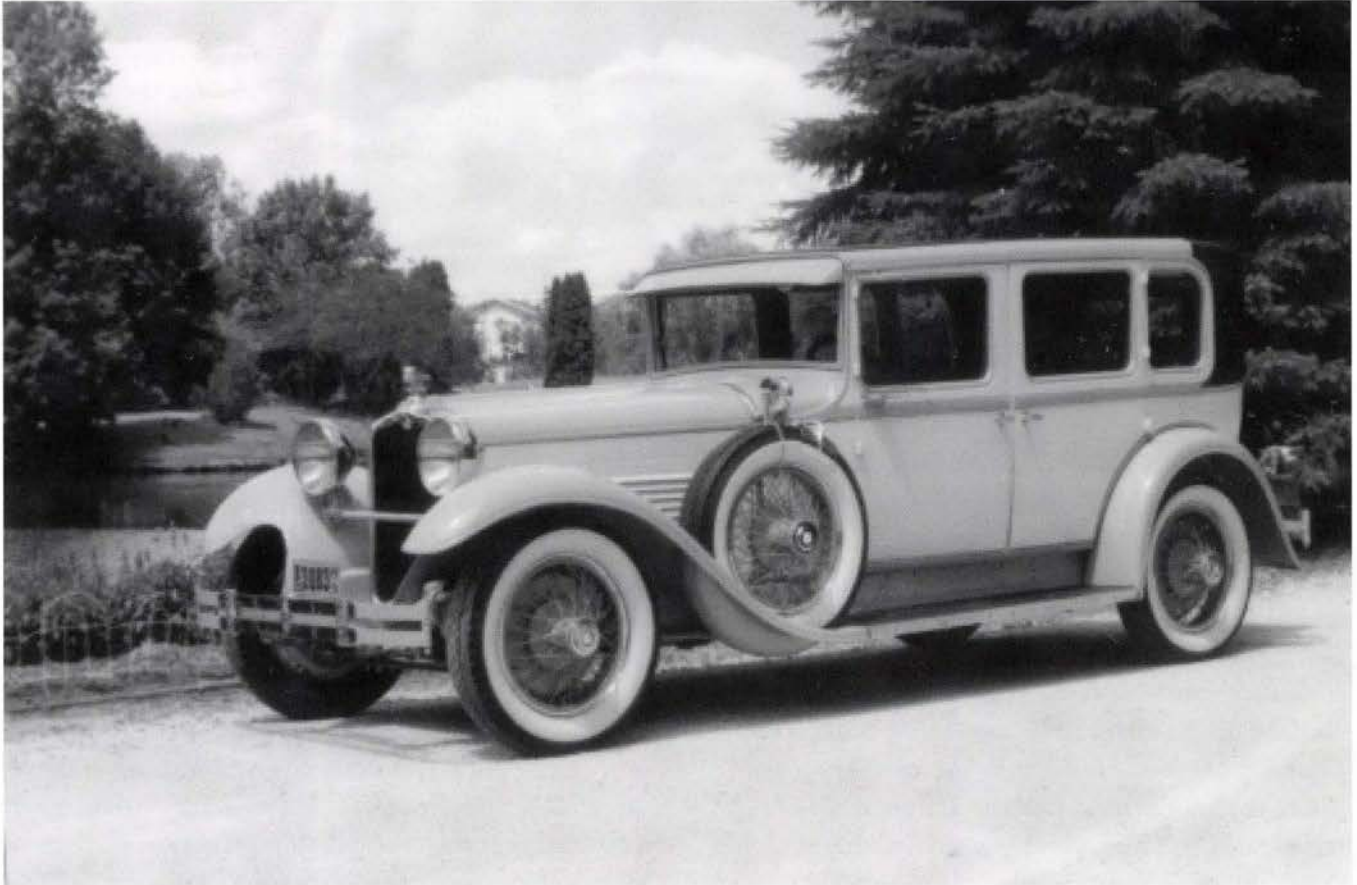
In early 1911, Harry Stutz proceeded to build the very first Stutz-named automobile in an effort to enter it in the first Indianapolis 500 race. The car was a success and finished the race in 11th place, a real accomplishment on its inaugural run. As the result, the Stutz became known as the "Car that made good in a day." By October 1911, 30 cars had been produced and sold (basically replicas of that first Indy car). This car became known as the "Stutz Bearcat," considered by many to be America's first sports car. The Stutz Bearcat's long-distance records, outstanding engineering and dependability earned for Stutz cars the designation as the "Sturdy Stutz." These cars were very successful in racing efforts and Mr. Stutz used their racing success to promote his automobiles.

There is a significant Stutz connection with Wisconsin, since the engines in most of the early Stutz automobiles were produced by Wisconsin Motor Manufacturing Co., a leading Milwaukee-area firm located at 53rd and Burnham, in West Allis. Mr. Stutz, in collaboration with A. F. Milbrath, Chief Engineer of Wisconsin Motors, designed a new engine which combined elements from European manufacturers, including Peugeot and Mercedes, with their own ideas. This new 4-cylinder 266 cubic inch displacement race engine of 130 hp (at 2,000 rpm), built in 1915, powered the Stutz racecars, known as the White Squadron, to the World Championship that year.

By 1917, Stutz designed engines were being built at the factory in Indianapolis for the Stutz passenger cars. Primarily as the result of the company's "going public" (to obtain necessary financing for expansion of the factory), control of the company passed into the hands of outside investors and Mr. Stutz left the company in 1919. Thereafter, he formed new successful enterprises, including Stutz Fire Engine Co and H.C.S. Motor Car Company, as well as designing a revolutionary 4-cylinder air cooled airplane engine. Before the airplane engine could be marketed, Mr. Stutz died in 1930.

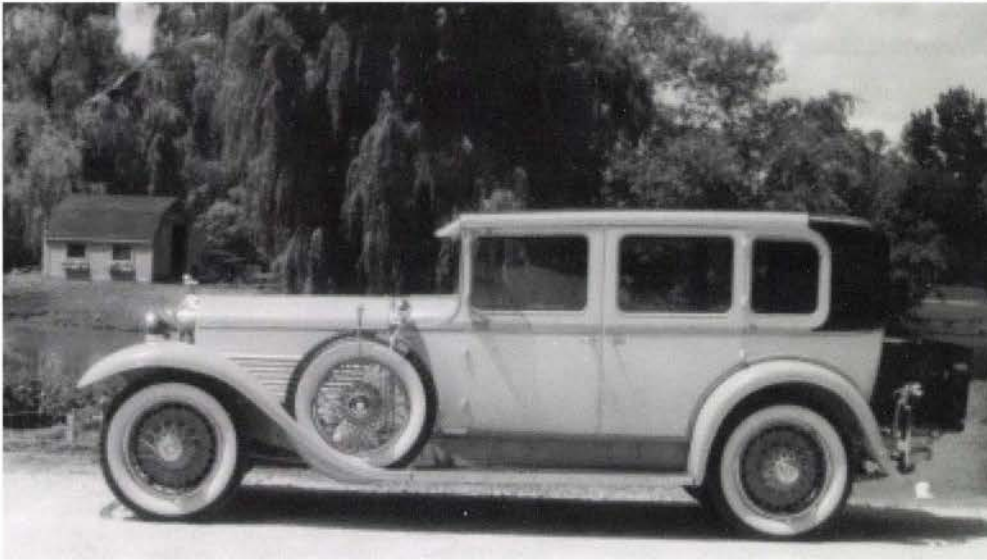
Although Harry Stutz lived only 52 years, his accomplishments, the result of tremendous energy, creativity and ambition, earned this self-made man the honor of induction in the Automotive Hall of Fame. As one of many who have written about his life and accomplishments, one remarked that Harry Stutz was the "quintessential auto pioneer" – which is certainly an apt characterization.

There were some rocky times after Harry Stutz left the company, but the company's fortunes took a turn for the better when Frederick Moskovics, another automobile engineer with creative ideas and ambition, became its President in February 1925. Mr. Moskovics led the recovery of the proud Stutz marque with the development of the famous and revolutionary Stutz Vertical Eight engine which



1928 Stutz Series BB 5-pass Brougham

John and Kathryn Haydon have enjoyed this Stutz for several years after acquiring it from ex-member Mason Maynard. The Haydons hosted and coordinated the very enjoyable Grand Stutz 2003 held around Elkhart Lake, WI. John is now retiring from the Board after serving several terms as Club secretary. The Club appreciates his fine contributions.



made in the steering gear and carburetion, as well as in a redesigned manifold and other areas of the engine. Significant engineering advances for the time were evident in the 1928 model.

As with most fine-car manufacturers of the era, such as Packard and others, the buyer could specify the desired colors for the car. The shade of yellow for the body,

debuted with the entirely new Model AA Stutz in January 1926. The revolutionary features included the first American production overhead cam engine. This engine of 287 cubic inch displacement and dual ignition initially developed 92 horsepower. Stutz was also one of the first, if not the first, American car manufacturer to stress safety in a significant way. To back up the claim to be the "Safety Stutz," the company emphasized the car's use of safety glass, worm gear differential (which permitted lowering the car and, thus, its center of gravity), unique sturdy chassis (with steel running boards to provide side protection), Timken hydrostatic brakes, as well as the safety features relating to a powerful engine.

The 1926 Model AA continued to be developed and refined. The 1928 Stutz five passenger Brougham being shown, a Model BB, reflected a number of improvements, including a slightly more modern ("sleeker") exterior design, taller windshield (with no increase in car height), and safety glass used not only in the windshield but in all windows (Stutz being the first manufacturer to use safety glass in all windows). In addition, by 1928, sidemounts for the spare tires became available, improvements were made in the braking system (a Lockheed hydraulic braking system was adopted), the superior and safer "Buffalo" wheels (with a flange design) were used, chrome plating replaced nickel and improved semi-bullet shape headlights replaced drum headlights. In addition, improvements were

the butterscotch-like fender color and the orange wheels on the 1928 Brougham being displayed reflect the "gay-twenties" and are consistent with some of the unusual and bright colors being selected at the time for some cars. These actual colors were based on a number of Stutz color ads which appeared in some of the leading magazines of the era, such as Saturday Evening Post, Liberty and Asia.

Stutz did not make its own bodies but purchased Stutz-specified and directed "production" bodies from other body building companies, such as Brewster of New York, American Body Co., of Syracuse, New York and Detroit, Michigan, as well as from the following body building companies: Phillips, Robbins, Kilburn and Millsbaugh & Irish. These bodies were fitted to the chassis at the Stutz facility in Indianapolis. In addition, because of the outstanding engineering of these fine automobiles and its engine, as well as the availability of 131 and 145 inch wheelbase chassis, a very significant number of custom-built and semi-custom bodies were made and fitted to the Stutz chassis by such fine custom coachbuilding firms as LeBaron and Weymann.

The cars produced by Stutz Motor Car Company of America after 1928 continued to be based on the 1926 Model AA, although the engine, chassis and suspension continued to be developed. These improvements included the famous Stutz double overhead cam engine. In addition, the body configuration, suspension and the like evolved and



handsome, well-built Stutz automobiles continued to be produced until 1934. But all these later cars owed their existence to the revolutionary and forward-looking 1926-28 Stutz models featuring the original Vertical Eight overhead camshaft engine and the Safety Stutz chassis.

By the end of 1933, the depression had taken a huge toll on the company, as was the case with so many of the other fine independent manufacturers which ended production in the 1930's, such as Kissel, Marmon, Pierce-Arrow, Auburn-Cord-Duesenberg and others, and Stutz ceased production in 1934. However, our modern automobiles owe a great deal to innovators such as Harry Stutz and Fred Moskovics and the fine Vertical Eights of 1926-28.

It may be of interest to compare the production of the Stutz Motor Car Company to some of its competitors. The total number of cars built by Stutz between 1911 and 1934 is believed to be between 35,000 and 36,000 cars. Competitive marques, such as Cadillac, Marmon and Packard, took only one or two years during the

late 20's and early 30's to produce more than the total Stutz production during its existence. For example, in the year 1928, a number of respected researchers have estimated that Stutz produced approximately 2600 cars. By comparison, research indicates that Packard's sales for its 1928 model year totaled 49,550.

Although small in size, Stutz was certainly not small in quality and it built fine automobiles which most agree were of similar quality as its competitors, and some say of higher quality in many respects.

Grateful acknowledgment is given to the following in the preparation of the above brief history: the Article, "Stutz - Bred to Race," by William J. Greer, The Stutz Club Founder and Vice President, which appeared in The Chrysler Indianapolis Concours Grand Prix brochure, June 18, 2005, and "The Splendid Stutz," a publication of The Stutz Club, edited by Raymond A. Katzell (1996).

The Real Story of Wizzard Smith- Part 2

There is an error in your editor's introduction to this book authored by Steve G. Simpson of NSW Australia, published in 1977. This book was loaned to Ed by member Ryder (No. 567) not to Ryder as stated. Now, on to the story. Norman "Wizzard" Smith having failed to set any official records at the so called Ninety Mile Beach in the Far North of New Zealand with his 12 cyl. Rolls-Eagle ANSAC was still enthused and authorized Fred Harkness to design a bigger faster car. This new LSR challenge car would be named ENTERPRISE.

But remember, its now January 1930 and a lot had been happening around the world while Smith had been developing and testing his ANSAC. We quote author Simpsons account of this period.

Across in the world's other hemisphere Smith's hopes of some day attaining Wakefield Trophy supremacy

seemed to be slipping farther and farther away. At Daytona, Florida, no less than three cars had congregated a year earlier, in 1928, for an all-out attack upon the record, and all had been considerably faster than Anzac. Campbell had been there with his Napier-engined car to attack Segrave's new 203.79 mph title. There, too, were a pair of well known American racing drivers, Ray Keech and Frank Lockhart, each of whom was reckoned to have excellent chances of beating both Segrave and Campbell, whose cars were known to be nearing their maximum performance.





Keech's car, the White Triplex, was something straight out of science fiction. Weighing well over four tons and said to be capable of at least 260 miles an hour, its designer had made no attempt at streamlining whatsoever - the car did not even have bodywork at all! Into a huge and massive chassis were crowded no less than three enormous Liberty aero-engines totalling more than 80 litres capacity in all, the foremost of which, mounted slightly to one side so a driver could jam himself in at one side of it, had two separate functions. Once started, using gas bottles, it gave the car motion and could be used, via a clutch, to start the other two Liberties, each of which was connected by direct drive to one of the car's rear wheels. Secondly, via a short shaft, it reinforced the other two engines' power. The Triplex, which developed 1200 hp in all, was trenchantly described by the press as being "a combination of brute strength and ignorance". (They could also have added it was a potential killer, for it was.) Lockhart's car on the other hand was a specially built machine of consummate refinement; one which had been financed by millionaire manufacturer Harry Stutz. Relatively tiny for its day, it weighed less than two tons and stood just over a metre to the top of its driver's-head fairing. This little jewel of a car had been constructed expressly to order for Lockhart, who at 24 was already a top name in American motor racing. Beautifully streamlined - it even had fully-enclosing airplane-like spats on each of its wheels - Lockhart's Stutz Black Hawk Special, as it was known, was powered by an ingeniously coupled pair of eight-cylinder Miller Indianapolis racing engines, the two forming a V-16 and driving a common crankshaft.

The twin Millers were said to be capable of propelling the Black Hawk Special at 250 mph.

That year, in 1928, the Daytona crowd had had itself a proper Roman holiday; a feast of fast cars, thrills, and danger which went on for three whole hectic weeks. It was the first time in history that three fast cars and their drivers had all been assembled together for a concerted attack upon the world land-speed record, and Daytona's Chamber of Commerce made the most of it. Nationwide advertising and press publicity attracted enthusiasts from every American State.

Campbell ran first; had reached 180 mph when he

struck an unseen beach ripple which threw his car bodily into the air for a full 200 metres. When it landed, crashing heavily, all four of its shock absorber brackets snapped off clean, permitting his Bluebird's body to slump down onto the sand:

Campbell, whose seat had also collapsed and whose back had been badly strained, fought furiously to try to hold control; he finally succeeded in bringing his car to a halt right-side-up with its aluminium undershielding completely ripped away, bolts, rivets and all, the undershielding itself being strewn along the sand behind him in tatters of rolled-up aluminium. That was that; and Villa and his crew worked through subsequent nights rebuilding the car so their beloved "Skipper" might try again. Meanwhile it came time for the Americans to take their turns.

Off along the beach tore Lockhart; off through the timing traps with the coupled dohc Millers howling like banshees and the little Black Hawk going great guns. Suddenly, about 190 mph Lockhart seemed to become airborne momentarily on a rough patch of sand. The car wrenched itself free from Lockhart's command, plunged off to one side, then headed straight out to sea. As it ripped into the first line of breakers it became airborne again, executed a perfect loop, then landed in the surf with a tremendous splash, right way up and facing back towards the beach and with a dazed Lockhart trapped immovably in the cockpit. Helpers were quickly on hand, and both car and driver were manhandled out of the water as one, whereupon Lockhart immediately insisted upon having the car checked over thoroughly so he too might try again!

Campbell, with his car overhauled, now ran again. This time he returned rather shaken after two bad skids caused by the irregular beach surface, but with a new world record of 206.95 mph safely in the bag. The very same afternoon Keech drove out the Triplex (owned by a millionaire named White) and was going extremely fast along the beach in his monstrous contraption when a water pipe burst, temporarily blinding Keech and pressure-cooking both of his legs. Despite such a disconcerting experience Keech managed somehow to bring his beast to rest, and he too vowed that he would try again; meanwhile though, he was ordered into hospital for a spell.

Campbell, happy and L1000 richer, returned home to England where he ordered a new car, then went off hunting



for buried treasure in West Africa. Two months later Keech, recently out of hospital, manhandled the improbable White Triplex both ways through a measured mile, was badly shaken about during the journey and received severe burns from a constantly backfiring exhaust, but managed to set yet another world record of 207.55 mph.

Then Frank Lockhart, persevering incessantly, but without avail, one day had his little Stutz going at well over 200 mph along Daytona Beach when - some say a tyre blew out, others that a wind gust lifted the car's front end - the car flipped end-over-end, somersaulted crazily, and that put a sudden end to Frank Lockhart, who was killed outright.

With Campbell now in Africa and his new car still not ready to roll it became Capt. H.O.D. Segrave's turn to seek greater fame. His car, the Golden Arrow, was a beautifully streamlined and very low car, powered by a Napier Lion engine which had been supercharged to yield 1450 bhp. Segrave's car, which today may be seen in the Hampshire motor museum run by Lord Montague of Beaulieu, was distinctive in that it had, too, a kind of telescopic sight mounted upon the bonnet cowl immediately in front of the driver; the idea being that Segrave would peer through this sight towards a red light mounted high above the finishing line and so be enabled to keep his flying car on course. The idea proved unsuccessful in practice and Segrave abandoned using it during his runs; nevertheless at Daytona, in March 1929, he created a new landspeed record of 231.446 mph using the eyes God gave him.

That was well above what any other car in the world at that time might be expected to accomplish, with the possible exemption of Campbell's new Bluebird. That is if you ruled White's monstrous Triplex out of consideration.

White, now having lost his record to Segrave but with plenty more power still left in his dreadful car, was ready and waiting with another driver willing to step into the late Ray Keech's sandshoes. The new man's name was Lee Bible, and he was a race-driver of considerable note - even if his experience did not extend to speeds in excess of 130 mph. Nor was Bible accustomed to handling a brute-powerful monster like the Triplex. Even as Segrave set his new record White and Bible were ready with the Triplex at Daytona, and although Segrave warned Bible at the end of his own runs that conditions on the beach were deteriorating Bible still insisted upon having a go.

The inevitable happened: midway along the measured mile Bible lost his beast completely at well over 200 miles an hour and was flung out and killed when the hurtling car flipped over. Not satisfied with killing Bible it seemed, the Triplex, having rolled a few more times, miraculously regained its wheels and with all engines still roaring continued to charge along the beach quite out of control. It headed directly for a hapless cine-photographer who continued bravely to crank his camera until the very last moment, when he fled off to one side; but the rampaging Triplex, seemingly still with a mind of its own, pursued and assassinated him before finally coming to rest farther along the beach.

The film from the dead man's cine-camera, developed, later caused a sensation when shown in movie theatres throughout America - but as one might reasonably expect after putting up such a murderous record, the Triplex never ran again.

Meanwhile Campbell, with designer Reid Railton now upon his team and with the new car already well under construction, took his original Daytona Bluebird to South Africa. There, at a dried-out mud flat named Verneuk Pan, he established new five-km and five-mile world records. At the conclusion of both runs, despite his having changed tyres when turning the car around, he arrived with all rubber treads completely gone and the silk plies of the tyres frayed and "hanging down over the wheels like lace curtains".

Manifestly, 8 km on Verneuk Pan was as far as race-tyres of the day were going to go.

The year 1930 was arriving, and two new land-speed contenders were now entering the lists. They were well known British racing drivers Kaye Don and Foresti, the latter in charge of an Italian-designed car which had been financed by Egyptian royalty. They called the car the Djelmo, and Foresti, a carefree press-on type of driver, could be counted upon to make it produce its utmost.

Don, on the other hand, had produced a car delivering 2000 hp and designed by ex-Sunbeam genius Louis Coatalen, one of the most brilliant auto-designers Britain had known pre-Issigonis. The car itself, named the Silver Bullet, measured more than 9 metres long and possessed two 12-cylinder Napier engines which drove in tandem, and were believed to be capable of propelling the Bullet up to 190 mph



in first gear. They may indeed have been "capable", but in fact things didn't work out that way, and after abortive trials at Daytona during which Don found himself unable to reach 200 mph he returned to England, ostensibly to revamp his car but, as it turned out in the end, to fade gracefully into obscurity.

Smith's new car was similar to Segrave's Golden Arrow in that it employed a 12 cyl. Napier Lion Supercharged up to 1450 bhp at 3600 rpm, was roughly 10 meters long, had a low "chisel" front and high finned tails.

Your editor enjoyed seeing Sir Henry's Golden Arrow at Beaulieu during the 2001 Grand Stutz tour of England. Segrave would lose his life attacking the water-speed record.

Smith was not permitted to buy the Lion from the British Air Ministry but instead he borrowed it under a L5000 bond, the money to be handed back upon the return of the engine in good condition. Financial backing for ENTERPRISE was obtained from a Sydney businessman and ex politician Fred H. Stewart who insisted that the car be christened in his name.

The car was built by Harkness with utmost care and precision using the best materials and know-how available. The Napier Lion was installed in a massive girder-rail chassis with multiple cross bracing. Power from the Lion was taken up by two separate clutches to a hydraulic gearbox designed by Smith and Harkness. A single plate friction clutch of big diameter was used to get the car moving. A second clutch, mechanical dog-type located at rear of the gearbox, could be thrown in by the driver to insure positive drive train or swiftly disengaged for driver safety. The drive train was split aft of the gearbox into twin parallel Carden-shafts, each of which ran in its own armorplated tunnel independent vee-boxes, each on having interchangeable crown wheels. All road wheels were 939 mm diameter pressed out of 9.5 mm steel plate and mounted by 10 studs. Well-



base split rims were fitted to carry specially built Dunlop Cord tyres of 203 mm section-each guaranteed for 300 mph and costing L120 each. As with Campbell's various Bluebirds, Smith's car incorporated a built-in jacking point at each corner of the chassis where in a quick-acting screw jack could be inserted for rapid changing of wheels.

In 1930 streamlining was largely academic, few wind tunnels existed, even retracting undercarriages on aircraft were still far in the future. Campbell, sometime later, arrived at some rudimentary understanding of today's classic "Wind wedge." It was two or three decades later when "spoilers" came to be used to good effect on race cars. During the '20s and '30s much contemporary opinion held weight in itself to be a virtue. It was seriously believed that "light" cars at speed tended to fly or veer unpredictably off the road. One thing Smith did know about was tyres and their fragile nature at high speed – hence the special Dunlops!

The Fred H Stewart Enterprise was still not complete. Harkness had been taken off to the hospital. The car's panel work by Gough Brothers was superbly executed in bright golden duco which relieved only by bright red lettering and a blue Australian ensign outlined on each tail fin, glistened from end to end of the three-ton car. Meanwhile, Smith waited impatiently for Harkness to be discharged from the hospital while the natives up at Kaitaia became restless and pre-publicity of the upcoming record at Oneroa-a-Tohe turned sour. News releases issued in January



and February 1931 were given tremendous play but the ENTERPRISE would not even start its sea voyaging until December.

During preparations Smith took up Auckland Automobile Associations offer to build him a special "sandproof" garage amid the sanddunes which fringed the long beach. Certain references at AAA indicate the hope of enticing Campbell and Kaye Don to also attack the Wakefield Trophy record in New Zealand. Smith also took up Shell's offer of sponsorship whereas with the ANZAC he used Plumbfuel and Mobiloil lubricants.

The new AAA garage at Hukaterere was completed in September 1931. Messrs. CC Wakefield & Co. supplied the necessary tins of fuel, oil and grease for the record attempts. Smith and his retinue arrived at Auckland on December 8, 1931 and were accorded a civic reception followed by a second special one at Auckland's Government House where Smith was feted by the Governor-General Lord Bledisloe, and Lady Bledisloe. Also, Smith received a telegram from Prime Minister George W. Forbes wishing him success.

It appears that part of the 12 month delay in the shop in Sydney was a lengthy altercation between Smith and Harkness over the method of cooling the ENTERPRISE's big Napier Lion engine. Harkness had plumbed for a new untried method of chemicals cooling using a combination of ethylene glycol and heat-exchanger cooling using methylchloride thereby keeping the car's frontal area to a minimum and its profile extremely low. However, Smith held firm for orthodox water cooling, perhaps with good justification.

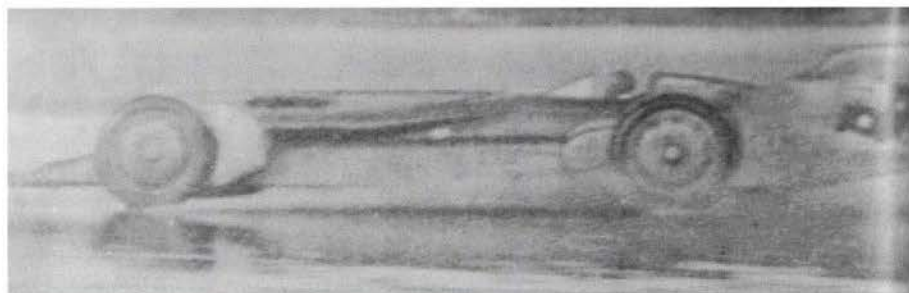
Finally the ENTERPRISE arrived at Awanui wharf on Sunday, January 3, 1932 via the scow Motu amidst the cheers of a waiting crowd. But Harkness was not there as he had received an urgent telegram to return to Australia for business reasons and thus he did not see the large squarish radiator Smith had authorized

an Auckland firm to manufacture and affix to the front end in place of two large surface-radiators Harkness had built to nestle neatly into the space between the front and rear wheels similar to what Segrave had done on his Golden Arrow.

This completely changed the shape of the whole front end as well as the weight distribution and motoring men pointed out to Smith that the car just didn't "look" right.

Day after day Smith drove up and down the beach between tides, mounted on brewery magnate Sir Henry Kelliher's Rolls Royce taking note of surface conditions. Volunteers set up the flagged teatree, stick markers, each one carefully aligned with embedded iron rods placed at quarter-mile intervals and marking the 10-mile course which had been meticulously drafted by two independently commissioned surveyors. The resultant course of just over 26 kilometers all-told was said to be absolutely straight from end to end. On January 11 Smith found the Beach in condition for a test run in which he exceeded 125 mph on "a touch of throttle" but found the brakes rather inadequate.

Whereas Malcolm Campbell habitually arranged his timing tapes in such a way that during one two-way run he was able to try for several distance records at one time, Smith was geared up to attack only that 10 miles which meant a repeat run for a different record. The two mechanics kept the ENTERPRISE ready to roll at short notice and volunteers came all the way from Kaitaia daily to mark the course. Then on



220 mph in a shower of salt water and sand. Shortly after this picture was taken during the first record run Smith hit a rough patch, couldn't see and became airborne, had to slow to less than 90 mph to clean his goggles and windscreen. Despite this he averaged more than 150 mph on the 10-mile journey. (NZ Herald)



January 26 Smith, who had been out on the Beach in the Kelliher Rolls Royce much of the day, proclaimed himself ready to go and the car was towed out. It started easily and Smith tore off northward wheels spinning fiercely under acceleration. Roughly 8 km beyond the "start" point he wheeled the ENTERPRISE gently around, checked his instruments, pressed his right foot down, to engage the hydraulic gearbox, then lifted it momentarily to lock in the final drive dogs, and tramped the big Napier past the "start" banner. Partway along the 10-mile course he was tacking at 228 mph, but almost immediately a rough patch and flying damps sand sticking to his goggles and wind screen caused him to back off to about 90 mph to clear the glasses limiting his first pass to 150 mph. Perhaps a half hour passed (actual time log not recorded) a bellowing roar in the distance heralded the approaching ENTERPRISE. Throughout the return run Smith drove without his goggles and kept the car going a steady speed well below its maximum, and 3 minutes 59.945 seconds after he passed the AAA's northern 10 miles sign there was huge jubilation at the timing box, for the time represented a speed of just over 178 mph. His average over the two runs: 164.084 mph was a new world record and 27 mph over his own previous 10-mile record (unofficial.)

One of the very few locals still living to have seen Smith's record breaking run was Gumdigger Peter Yelavich who was standing by the finish line when the huge golden car thundered by, describes the spectacle:

"There was a tremendous noise as the car approached with flames at least four feet long belching out of its exhausts on either side. As it flashed past, the wind of its passing nearly knocked me over." Peter later found that several flags had been scorched and two teatree markers had been knocked down from the rocketing car when the Enterprise returned to Hukatere by tow that evening it was noted that large sections of the body were stripped of paint. Smith too suffered as his face was red-raw from flying sand. Both of his

shoulders had been severely bruised and upon undressing found sand packed inside his singlet and underpants. Naturally congratulations poured in and pressmen swarmed. The Enterprise was thoroughly examined. The Enterprise was thoroughly examined by expert inch by inch. The big question was when will Smith crack the one-mile record? We will tell you in part III.

For one thing Smith needed new Dunlop racing tires as the surface rubber on his racing slicks was completely cut out during his difficult first 10-mile run and he had to use ordinary Dunlop road-racing Cord tyres on his second (178 mph) run. It would take months to get replacements. Smith was also facing the need to average 250 mph to break the one-mile record just set by Campbell at Daytona in his 1450 AP Napier-Railton BLUEBIRD. To top it off, Harkness had filed a defamation writ of several thousand pounds linking Smith and Mostyn, the ex-Australian Federal Treasurer as responsible.

One might say that Smith was now in a state of depression and gave the impression of being scared to try again. He had changed from being outgoing and jovial to "churlish," "surely," and "sneeringly sarcastic" Smith kept to himself and wouldn't mix with people. Cries of "Come on, Smith" were growing louder and the nickname "Windy" Smith was revived. Days and weeks passed and one morning it was learned Smith was taking the car away from Hukatere and the Smith party checked out of the Waipapakauri Hotel. Word flew around that both were going back to Australia. Actually, the car was shipped to Auckland and to the small Cook Street garage which had made the radiator. There a unique type of windscreen designed by Smith was devised and constructed replacing the shatterproof glass screen. The new screen, made from 3/8th inch triplex safety glass, incorporated a power driven 16-inch rotating panel in its centre, a design based on "clear view" screens used by the Navy. With both car and radiator checked over the Smith led the entourage back to Hukatere.

Back at Waipapakauri Smith's outlook seemed brighter. Happier too were the Far Northerners,



whose enthusiasm had once again been lifted. The official AAA party and squad of timekeepers returned to Ninety Mile Beach. But autumn was creeping on towards winter and weather conditions were changing. At last on May 1, 1932 surface conditions led Smith to try for the trophy. Only a few locals took the news seriously and just a handful of non-official watchers were present when Smith donned his goggles and eased down into the car. The Enterprise tow-started easily and the rope as cast off around 50 mph. Smith accelerated off in a southward direction so as not to disturb his precious record-breaking course. He circled his big car around and headed back to the start/finish line where Smith told the officials from his cockpit that he had topped 200 mph and was ready for the world record attempt. After a rapid checkover paying special attention to the tyres the Enterprise was tow started and proceeded to a point about three miles beyond the start/finish line where it was turned around the run. Here's Norman Smith's explanation of what happened. "I was going about 170 mph at the time and accelerating nicely," he told reporters. "Then the ignition began to cut out through water getting to the magnetos. The engine started to miss and eventually cut out on me completely after I had gone about 2 ½ miles. When it finally stopped and the roar of the exhaust ceased I could see sparks kicking about all over the engine. I kept her in gear and kept trying to re-start and little by little she began to pick up. Then, all of a sudden the bottom carburetor burst into flames and that was the end of it."

Observers in the horrified crowd saw Smith trying to exit the cockpit while appearing to be bearing down on the brake pedal. As the car slowed the flames leaped higher around the golden body. In the end Smith struggled clear and hurled himself out of the car away from the wheels while doing an estimated 30 mph. Fortunately he was



May '32; and the Enterprise accelerates away for her last disastrous run. This picture is notable as being the only one to show, if even only vaguely, the new rotary windscreen and the final radiator and front-end cowling modifications. A few seconds after this picture was taken the engine burst into flames and Smith had to jump for his life. (NZ Herald)

unhurt but almost at once told clustering newspapermen that the speed attempt was off. The next day the Enterprise was trucked to Awanui where it was loaded on a vessel bound for Auckland. Smith, along with his wife and two mechanics, remained a few days at Waipapakauri tidying things up – now all alone. One morning, while visiting the deserted garage, a fisherman in an old car drove up and handed Smith a cablegram. I was from Fred Harkness, who no longer a friend, assailed Smith soundly for not getting the maximum performance out of the car and directed that it remain at the beach until the mission was accomplished.

If Smith was unable to drive the car, Harkness would come across the Tasman and do the job himself. One may well image the effect this brusque message had upon a man like Smith, now almost certainly in the depths of despondency. But Smith survived all the criticism, took up fishing and golf in which he achieved four separate holes in one. The story of Norman "Wizzard" Smith continues on until his death on December 1, 1958. Harkness died in 1973. What happened to the Enterprise? Back home in Australia Smith removed the Napier Lion engine and sold it to a fellow Australian for use in a speed boat. When the author interviewed Smith about the beginning of 1958, parts of the Enterprise, including the mighty chassis rails were seen still lying derelict behind Smith's garage.



Grand Stutz 2006, November 3-5 2006

Hilton Head Island, South Carolina

NOVEMBER 2-5, 2006

HILTON HEAD

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*Photograph by
Michael Furman*

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RESORT

South Carolina **RADIO GROUP** **Marriott**

Bill and Christine Snyder (coordinator) reported on August 4, 2006 that final arrangements have been made at Hilton Head for Stutz to participate in the Concours d'Elegance & Motoring Festival. Sign up sheets are to be mailed to shoe who expressed interest in participating in the Grand Stutz 2006 program during the week of August 7th prior to their departure on a five-week trip west to attend Pebble Beach, Kirkland Concours and CCCA Pacific NW Caravan.

They have arranged for a fine hotel at about \$80 a night, a banquet at the country club at about \$35 including the use of a private room, etc. as well as free parking for modern cars/trucks and trailers, discount entry tickets for those not showing cars and RV parking for those who need it. A driving tour to Historic Beaufort and other activities have been arranged. About 23 participants with 10 Stutz cars have already expressed interest and it is hoped that many more members will be able to enjoy this inexpensive program and the great Stutz camaraderie.

This issue may not reach you before the cut-off date of September 15. But, we encourage you to contact Bill Snyder ASAP in case you wish to attend and bring a Stutz. You will note that room reservations at the Hampton Inn should be made by October 2nd. See you there!



HILTON HEAD REGISTRATION FORM

Join the Marmon and Stutz Clubs for a Once in a Lifetime Event Highlighting Marmon and Stutz Automobiles at the Prestigious Hilton Head Concours d'Elegance - Thursday through Sunday, November 2-5, 2006

Our cars will be shown in an area adjacent to the judged cars on the concours field. They must remain on the field both Saturday and Sunday (There is still time to apply to have your car judged in the concours. Apply before September 15 to Merry Harlacher, Registrar, Ph: 843-689-3317, FAX;843-686-6802, E-Mail: merryclam@aol.com.)

As a thank you for participating with your car in the celebration of Indiana built automobiles, there will be no entrance fee to the concours on either Saturday or Sunday, and you can enjoy a complimentary brunch on Sunday (non-exhibitors pay \$30.00 for brunch.)

If you are not bringing a car, but would like to enjoy the show, we can provide discount tickets for both days.

We have booked rooms at the Hampton Inn, One Dillon Road, Hilton Head Island, South Carolina, 29926. Ph: 843-681-7900. Rooms are \$74.00 per night. Reservations must be made by October 2. Mention CCG (Car Club Group).

REGISTRATION FORMS BELOW MUST BE RECEIVED BY BILL SNYDER NO LATER THAN SEPTEMBER 15 TO GET CARS PLACED ON THE FIELD



Program and events SPECIFIC to Marmon and Stutz Clubs:

Registration No. _____ @\$10.00 ea.= _____

Friday Tour to Historic Beaufort..... No. _____ @\$5.00 ea.= _____

Friday "Low Country Boil" Banquet for both clubs followed
by Grand Stutz meeting for Stutz Club
members at the Country Club of Hilton Head ... No _____ @\$36.00= _____

Tickets for those not bringing cars/two days.. No _____ @\$28.00= _____

Entry for show cars and 2 occupants No. _____ @no charge _____

..... Total \$ _____

For above events, make check payable to William Snyder and send to him c/o
Nordec Inc. 900 Hampshire Rd. Stow, OH 44224.
Ph. 330-940-3700 office, 330-656-9811 home, 904-923-9533 cell.

Additional events held in conjunction with the concours: Friday evening (after banquet) concert

"A Salute to Frank Sinatra", Museum, Honey Horn No. _____ @\$50.00 _____

Saturday Gala Reception and Dinner
Marriott Beach & Golf Resort No. _____ @ \$135.00= _____

..... Total \$ _____

For above two events, make check payable to Hilton Head Concours d' Elegance and send to Bill Snyder
(must be received no later than September 15) c/o Nordec Inc. 900 Hampshire Rd. Stow, OH 44224

Names _____

Address _____

Phone _____ FAX _____

E-Mail _____ Car I'm bringing _____

I need RV parking _____

More detailed information, such as maps, etc. will be sent to you after we receive your registration.



Birth of the VMCCA

From comments by W. Harold Leathers, a founding member and former editor of THE BULB HORN

On or about June 25, 2006 editor Bill received a folder from Dale and Bonnie Wells (No. 92L) in which they enclosed among other items the November-December 1967 issue of THE BULB HORN, Vol. XXVIII No. 6. Beginning on page 30 Mr. Leathers relates events leading up to the origin of the VMCCA and names of the early enthusiasts involved in that action many of whom surely are recognized by more senior members of the Stutz Club. Among those of interest were Miles and Sam Collier who were in the '30s promoting events for the pioneer Automobile Racing Club of America (ARCA), Cam Bradley, Paul Cadwell, Dean Fales, John Marshall and his brother-in-law George Waterman, Jerry Duryea, Vassar Pierce, etc. Lunch and dinner meetings on September 17th and December 2nd 1938 respectfully assured the ultimate emergence of the Veteran Motor Car Club.

In a paragraph titled "First Meeting," Mr. Leathers recalls a most successful dinner in 1939 featuring the famous Ralph DePalma, and a country club meet with 1899-1901 vehicles in actual operation. These events led on to the VMCCA's great benefactor, John R. Macomber's offer to host a large scale public show at "Raceland," his Framingham, Mass. Estate which featured a spacious half-mile circuit with a backdrop of green turf and landscaped terrain, unsurpassed in the USA.

It is this meet at Raceland held on September 23rd, 1939 that greatly accelerated the development of

the new club. A whole stable of pioneer motor cars were contributed to this meet by George Waterman and Kirk Gibson who were well advanced in the collecting business.

Thoroughbreds of a later date were entered by Charles Stich, Hemp Oliver, Cam Bradley and others.

Your editor wishes to emphasize that Smith Hempstone "Hemp" Oliver was the Stutz Club's first Honorary member (No. 97H) Early issues of Stutz News attest to his great interest and support. Many of the folks mentioned herein above were his acquaintances and were frequently referred to in his articles we were delighted to publish. We know Hemp was proud to be recognized as a Founder Member of VMCCA. He loved his 1914 Stutz Bearcat which is shown in action 67 years ago at Raceland in the center-fold photo that follows on pages 16 and 17.



Lineup for sandbag and tray contest at Raceland. Passenger holds trays of full glasses.







4th annual Indianapolis Concours Grand Prix

*That's member
Turner Woodard
(No. 367)
presenting the
award*

**July 1st, 2006: An Independence Day
Celebration a few days early**

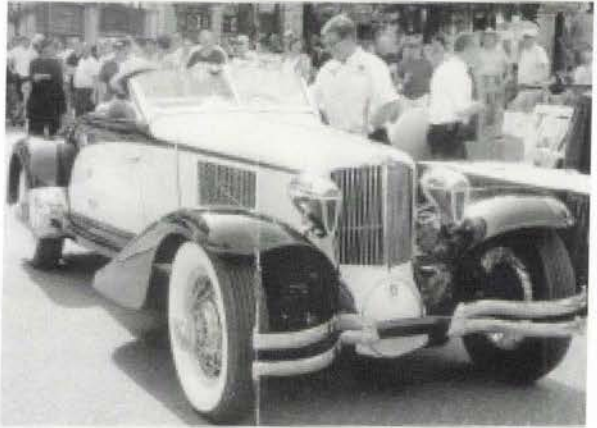
By David E. Tyminski

*Photography by David E & Pat Tyminski and Tim
Turner*

*Many thanks to the Indiana Region CCCA for this
contribution (Ed)*



**The Turner Woodard/Stutz Business Center-Best
Indiana Built Car: 37' Cord 812 Sportsman, James
Covert (FL).**



**The Chairman's Cup presented by Roger Brummett:
30' Cord L-29 Speedster, Ed & Judy Schoenthaler (IL).
(Formerly designed and owned by Brooks Stevens).**

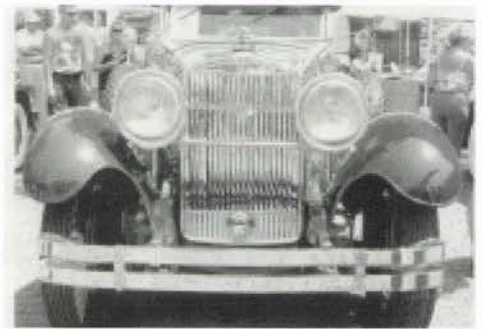
The Schoenthalers are members No. 613



**The Studebaker Museum Award for Best Full Clas-
sic© 36-48: 36' Duesenberg Town Car, John & Kathy
Gambs (IN), Best in Class. (this 13,800 mile main-
tained vehicle has not been shown since 1956).**

The Gamb's are members No. 445

*Turner
Woodard's
1929 Stutz
'M' Dual
Cowl Speedster*



Shawn & Tammy Miller are members No. 624



**The ACD Museum Award for Best Full Classic© 25-
35: 35' Auburn Cabriolet, Shawn Miller (IN), Merit
Award.**



*Bill Greer's
1926 AA
Rumble Seat
Coupe*



The Stutz Club, Inc.

BALLOT - 2007-2008

The following members have been nominated for election to the positions indicated for a two year term (2007-08). If you wish to vote for different candidate, please write in his/her name on the line indicated.

To vote for a particular candidate, please place a check mark before or after his/her name. To vote for the complete slate of nominees, please place a check mark on the line indicated at the end of this ballot.

Please return your completed ballot to the Club Secretary, John B. Haydon, 317 East Acacia Road, Fox Point, WI 53217, postmarked before November 1, 2006. Ballots postmarked after that date will not be counted.

You may use this page for your ballot or use a photocopy.

Nominee:

Write in Candidates:

- | | |
|---|--|
| <p>_____ President: Norman C. Barrs</p> <p>_____ Vice President-Membership: Michael P. Barry</p> <p>_____ Vice President-Publications: William J. Greer</p> <p>_____ Vice President-Technical Services: John Grunder</p> <p>_____ Vice President-Programs and Publicity: George Holman</p> <p>_____ Secretary: Jason W. Gehring</p> <p>_____ Treasurer: Dale K. Wells</p> | <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p> |
|---|--|

_____ I wish to vote for the complete slate of nominees



Editorial Comments

You will note the absence of a "Presidents Message" in this issue. Unfortunately, this is due to recent intestinal surgery to remove cancerous tissue which has curtailed President Barrs' activities. Norman is undergoing oral chemotherapy and is recovering nicely. Please join us in wishing him a speedy and full recovery.

The editor looks forward to the upcoming "Get Togethers" at Hershey on October 5 and 6 and hopes to see loads of members there as well as the upcoming 2006 Grand Stutz at Hilton Head Island November 3-5. Do join us in Stutz camaraderie at these events!

This article by member Perschbacher (No. 8020) appeared in the July 13, 2006 issue of OLD CARS. His comments on Stutz News are always much appreciated.

members' Falcons, and more. As more clubs move into the web world, patronize those sites. You might pick up some tips or a lead that can reap benefits!

was
News

Stutz vs. Duesenberg

One old and lengthy letter by Stutz enthusiast Pierre de Beaumont was recently reprinted in *Stutz News*, from The Stutz Club, 7400

Lantern Road, Indianapolis, IN 46256.

Beaumont owned two DV-32 Stutzes (1932 and 1933 models). His words offer some interesting insights today.

"The baloney is the guff about (a) Stutz DV was copied after Duesenberg J, and (b) Duesenberg has 265 bhp unblown and goes like a bomb," Beaumont wrote. "Well, as to (a), anyone who looks at both engines will find the resemblance largely stops at two OHC, and that the Stutz block not only long antedates the J, but its characteristic Stutz design can be traced 'way back' in Stutz models, long before the Stutz AA of 1926.

"As to (b), I have the power curves plus the word of then-Lycoming's chief engineer; best J they ever had pulled about 204 bhp, and most production engines were lucky to pull 190 bhp. Finally, I raced two J's at an SCCA meet ... and had no trouble with them."



Bugatti blues

The origin of British Racing Green seems to be pegged at the door of the Napier factory at the turn of last century when 'the boy' was asked to paint the first racing car and the only paint he could find in the stores was a pot of the green paint they had just used on the building. Researching a feature on the last Grand Prix Bugatti – the T251 – I came across author Griff Borgeson asking Roland Bugatti about the tint of the real Bugatti blue. "Well," he said, "let me put it this way. My mother enjoyed her cigarettes. At home she always wore a smock or an apron, and in the pocket of whatever she was wearing there was always a packet of Gauloises. And when a racing car would be completed she would come and inspect it. And part of the inspection was here eyeing of the Gauloises pack – still discreetly in her pocket – and checking the car's colour against it. That was 'Bugatti blue'."

These interesting inputs were clipped from Life Member (No. 280) Eoin Young's Diary, Victory Lane, p. 22, March 2006. It is rumored

that Harry choose "Stutz Racing White" from paint he was using on his picket fence.

All Stutz cars, years 1925 – 34, are considered "Full Classics" by the Classic Car Club of America. Ron Verschoor, Editor of the Southern California Region – CCCA, has recently published some interesting data in the SIDE MOUNT MIRROR, 2006 Issue 1.

A total of 7,452 cars are listed in the CCCA Handbook and member roster. Of the 129 Stutz are listed as follows:

1925	3
1926	11
1927	12
1928	21
1929	21
1930	16
1931	14
1932	18
1933	11
1934	2

Only three Blackhawks are listed. This total is less than Duesenberg with 148 cars listed. As ex-



pected, Packard leads the list with 1991 followed by Cadillac with 1,377 with these two marques representing 45.2% of the total.

Please exercise your voting rights by completing the enclosed ballot on page 7 and returning it to Club Secretary, John B. Haydon 317 East Acacia Road, Fox Point, WI 53217. Both you and your spouse are entitled to one (1) vote each. Please join the editor in thanking Toni Barry and John Haydon for their excellent years of service as Club Treasurer and Secretary respectfully.

In John Haydon's article on page 2, third paragraph, he makes references to the development of the 1915 Stutz racecars known as the White Squadron that were declared World Champions. In this connection we suggest you carefully peruse the rear cover reprinted from the October 15, 1915 issue of the Automobile. The 350-mile Astor Cup race was the 4th consecutive major race of 1915 that the sturdy Stutz team finished 1st and 2nd. The Astor name is still prominent. Vincent Astor's wife Brooke was 13 years old in 1915 when Harry's White Squadron defeated all comers.

Philanthropist Brooke Astor is released from hospital

New York — Millionaire philanthropist and high-society queen Brooke Astor was released from a hospital Saturday, several days after being admitted amid a family dispute over whether she was being neglected by her son.

Astor, 104, left Lennox Hill Hospital shortly after 1 p.m., said Fraser Seitel, a spokesman for Annette de la Renta, Astor's close friend.

De la Renta, the wife of designer Oscar de la Renta, was appointed as Astor's temporary legal guardian while a court decides who will be her permanent caregiver.

Long considered the grand dame of Manhattan society, Astor ran the Astor Foundation after the death of her third husband, Vincent Astor, in 1959. The foundation gave away approximately \$200 million by the time it closed at the end of 1997.

Astor's grandson, Philip Marshall, filed court papers asking that his father, Anthony Marshall, be removed as her guardian. The younger Marshall said his father had denied Astor her high-end lifestyle while using his role as legal guardian to take "millions of dollars."

Membership Report

Welcome Back !

#0727

Charlie Worthern *Spouse:* Jerria Worthern
 14823 Avila Bend Dr
 Houston Tx 77095-3264
Phone: 281-856-0384
 1926 Stutz 4 Dr Sedan
 Model B S448 5 Pass Brougham
 Engine :# 83613X
 VIN:# AA683488

Please join me in welcoming the following new members to the *STUTZ CLUB* in 2006:

#0728

Robert Sposato *Spouse:* Maureen Sposato
 24 Colton St
 Farmington Ct 06032
Phone: 860-677-0795

#0729

James Tipke
 321 N. Helena
 Spokane Wa 99202
Phone: 509-534-5336 Fax: 509-534-7780
 1927 Stutz 5 Pass Brougham Sedan
 Engine: #81726 Verticle Eight
 Vin:# AA-6-81723

WE STILL HAVE MEMBERS FROM LAST YEAR THAT HAVE NOW RENEWED THEIR MEMBERSHIP FOR 2006.

CHECK YOUR MEMBERSHIP STATUS!

www.stutzclub.org

(We were saddened to learn that member James hoggatt, Jr. (No. 8) passed away in his sleep on August 22, 2006. More details in No. 78).

This historical goodie (from STREET RODDER Ed.) just about floored me. How about you? Ever see this kind of Stutz hot rod? (Westergard was an early force in the hot rod movement.)

BY JAMES HANDY



If you live on the Left Coast and have had a steady diet of rods and customs, the first thing you think of when someone mentions Sacramento is George and Sam Barris. Yes, the brothers were born and raised in SacTown and learned bodywork under the tutelage of Harry Westergard before George followed his dream and moved to SoCal, the land of glitz, glamour, and movie stars. Sam soon followed after a stint in the Navy during World War II.

But the Barris brothers were not the only ones making it happen in Sacramento during the 1940s. Hot

rods and custom cars were being built in small garages and behind gas stations; roadsters were being raced in dirt fields and on dry lakes; and an enterprising group of these "hot rod kids" were going to make history just by starting a car club.

In the late 1930s, a young man by the name of Harry Westergard hung out at Jack Stack's Flying A gas station at the corner of 18th and L streets, near the State Capitol Building. Harry had a modified Model A roadster he thought was pretty fast, but so did some other young guys, like Norm Milne and Dick Bertolucci. Street racing was all these young bucks could do, as there were no facilities for organized competitions. They raced after dark, usually just a block or two ahead of the local police.

The war interrupted the nights at Jack's Flying A station, and all was quiet until the summer of 1945. The boys came back with money in their

pockets and the roadsters again roared to life. Since many of the locals were wise to the "hot rod roadster" guys, Norm decided to form a club to legitimize their activities and to try to get rid of the outlaw stigma. Norm, Dick, and Harry also decided that a club would be the best way to find a place to race off of the city streets, and organize that racing. Norm had been to the dry lakes of Southern California, and was familiar with the clubs there and the SCTA, the Southern California Timing Association. Being a military flier, he also knew of several large military airstrips in the area, some of which had been abandoned after the war. The Davis-Winters Field west of Sacramento was available and, though they never got official permission to use it, this became the site of regular weekly drag races as early as 1946. Most of the time, 20 to 30 cars and motorcycles would show up. The racing was not timed, and there

SACRAMENTO'S CAPITOL AUTO CLUB, AKA THE THUNDERBOLTS

the undisputedly oldest, continuously meeting street rod club in the country



Lazy J Speedway, Sacramento, circa 1947. The number 44 is a Stutz and the number 41 is a Model A built by Harry Westergard and driven by Butler Hugard.

Letters to the Editor

was no set distance; the two vehicles would simply race until there was a clear winner. Although it was not officially organized or sanctioned, these races clearly predate the "first" drags at Goleta or Santa Ana.

A scant month after the bombing of Hiroshima and the surrender of Japan that ended World War II, the first meeting of the Capitol Auto Club (sounds harmless, doesn't it?) was held in Westergard's chicken coup shop on Fulton Avenue in Sacramento. It was September 1945. Since that evening, club meetings have been held twice a month, without fail, which equates to over 700 months! That is more than 1,400 meetings in over 59 years, making the Capitol Auto Club—or as they were soon to be named, The Thunderbolts—the nation's oldest hot rod car club!

Three stories exist as to the naming of the Thunderbolts. No one seems to remember exactly how it happened. As we said earlier, Capitol Auto Club was picked for its assumed innocence and respectable sound. The name Thunderbolts is said to have possibly

come from one of three sources. Story One: Some of the early members, including Norm Milne, flew with the Republic Aircraft P-47 Thunderbolt fighters during World War II. Since they spent some of their early years racing at abandoned airstrips, the Thunderbolt name seemed to fit. Story Two: Those early race cars made a lot of noise, both intended and "what the hell is that rattle?" Some say that when you went to the races, all of the cars sounded like "noisy buckets of bolts." Story Three: The early members, especially Milne, Westergard, and Bertolucci, were smitten by a Chrysler factory dream car called the Thunderbolt. This last version seems the most familiar to Milne, since many of the guys were into customizing and were drawn to the Chrysler Thunderbolt's cool styling.

Looking at old photos of the 1940-41 Chrysler Thunderbolt, you can easily see why guys like Westergard and Bertolucci were impressed. Recessed rear license plate, totally enclosed front and rear wheels, hideaway headlights, and electric doors were all many ideas that were showing up on the first customs.

Although Southern California was quickly becoming the hotbed of the hot rod roadster movement, two young customizers in the sleepy little town of

Sacramento were about to leave their mark on the history of automotive restyling. For a short period in the late 1940s and early 1950s, Harry Westergard and Dick Bertolucci would collaborate to produce some of the most intensely creative four-wheeled masterpieces to see the open road. Working at first out of Harry's chicken coup, then out of Bertolucci's Body and Fender Works at 21st and Broadway, the duo produced many cars that are still around today. Possibly the most famous would be the 1940 Mercury hardtop convertible Westergard and Bertolucci built for Buddy Ohanesian, and is now owned by Ed Hegarty. The entire steel roof of the car was frenched into the body, in an almost seamless fashion. Beyond that, it was removable!

Norm Milne was the club's first president. Now 85 years young, Norm still lives in Northern California and is active as a docent with the Blackhawk Museum. "After a scathing article in *LIFE* magazine, hot rodding was gradually getting more respectable," Norm said, "mainly because the club stressed the importance of avoiding publicity from unauthorized events on city streets. The surname, Capitol Auto Club, was adopted to downplay the hot rod road-

-ster image.



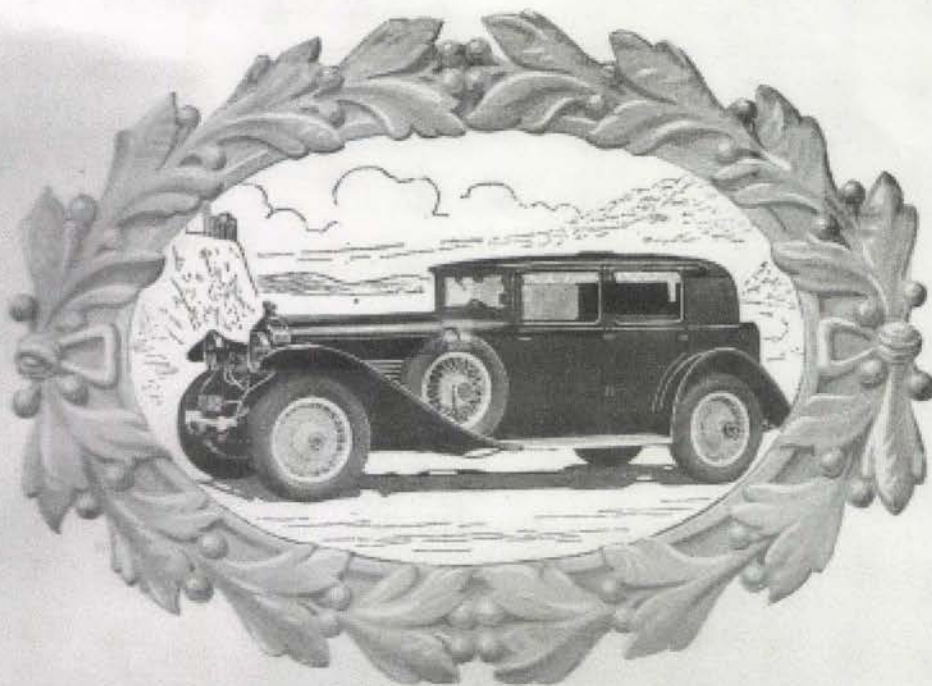
Talk about your bare-bones racer! That's a Stutz frame, engine and sort-of body. Driver is unknown, but look at the frame welds just below the door area. This frame was shortened big time and the motor looks like it could power a battleship!



From: Dale K. Wells (No. 92L)

Date: April 22, 2006 (in part)

Enclosed is a copy of any interesting Stutz advertisement from an obscure late 1920s magazine; *Coachbuilding, Past and Present*, by Cecil Robertson published by Ed. J. Burrow & Co. Ltd. For Hooper & Co. (Coachbuilders) Ltd., London.



PEOPLE GET MOST OUT OF LIFE WHO ARE TRULY PROGRESSIVE. THE POSSESSION OF WHAT IS THE LATEST AND BEST IS NO MEAN PLEASURE IN ITSELF. TO RIDE IN A CAR THAT IS YEARS AHEAD OF ITS TIME IS A REAL JOY.

THE SAFETY
STUTZ

Warwick Wright, Ltd.
150 NEW BOND ST. LONDON, W.1.

xix



Ed's Comments

This letter was recently sent to the editor by member George Holman along with two letters from Stutz President Moskovics to Mark Howell, author of the book Racing Stutz which will be reprinted in a later issue.

Hopefully member Freehill will tell us about this "Pop" Grueter engine.

F. E. MOSKOVICS
INDUSTRIAL CONSULTANT

605 THIRD AVENUE
NEW YORK 16, N. Y.
YUKON 6-7400

August 19, 1963

Mr. Paul Freehill
2913 Euclid
Fort Wayne, Indiana

My dear Mr. Freehill:

Re your letter of the 9th inst., I have read it very carefully and I commend you highly on your efforts to rehabilitate Stutz cars.

In reading your letter, I am of the opinion that the engine you now have is an Excelsior model, built in Chicago. This engine was designed and built under the supervision of "Pop" Grueter. When I became President of the Stutz Motor Car Company, I engaged "Pop" Grueter on a royalty basis for his engine, except I changed certain designs, such as the vertical shaft driving the camshaft and used the chains which, as you doubtless know, was a feature of the Stutz.

We bought, among other things, from "Pop" Grueter one complete engine of his original design. What happened to it I don't know. Maybe you have that engine. It certainly was not a redesign of the original six-cylinder Stutz, and I think the dimensions of the bore and stroke are simply coincidental. As my memory serves me, "Pop" built three engines in Chicago and, again, yours might be one of those. That's the best I can give you.

Thank you for your kind words about the fundamental Stutz design.

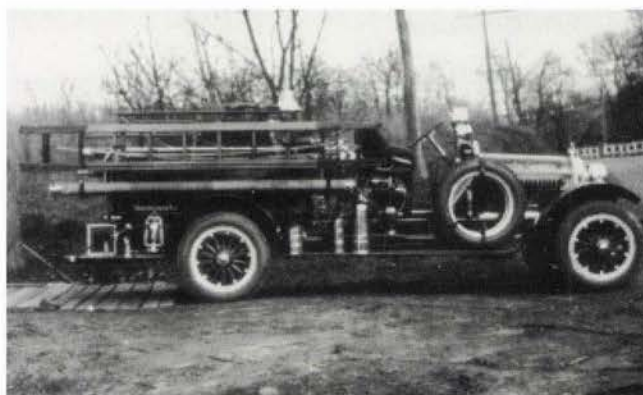
Yours very truly,

FEM:MB



From: Amanda Hujber
Sunday, July 23, 2006

My family has been residence of Washington Crossing Titusville, NJ (union fire co.). I am trying to locate the original Stutz fire truck attached is a picture we have found. A number of years ago some members tried to locate the truck but information got lost with the deceased. If there is any thing you can do to help me locate it I would appreciate it. The only info we know is it was located in NY last. I'm guessing its about 1920.



From: Jerry Bauges (No. 387)
 63016 Terry Dr. Bend, OR 97701
 (541-312-8454)
Date: May 24, 2006

I received your letter asking for more information about my 1923 Stutz.

It has a 4 cylinder engine, rear axle and transmission, new Luas tires and tubes, and a new radiator. The seat has been re-upholstered. The car has been converted to a 1916 Stutz Bearcat.

I bought the Stutz in 1993 from Dave Carlson. He got the car from Carl Bergman from Antique Autos of California Automobile Appraisals. The shop is located at 44133 10th St. in West Lancaster, CA. 93534-4245. The telephone number is 805-948-9069.

When I bought it, Dave had disassembled it, sand-blasted the frame, wheels and other parts that needed it. Then he primed all the sand-blasted parts.

Next I applied several coats of varnish to the wooden wheel spokes. An auto body shop took the

dents out of the four fenders and then primed them. The car is about 70% complete. I am asking \$21,000.

Since moving to Oregon and purchasing an older home on 2 1/2 acres, I haven't had time to work on the Stutz. Now golfing and fishing take up my extra time. So, I think its time I give up my Stutz project.

From: Raymond O. Keto (No. 673)

Date: August, 20, 2006

I have moved from 16513 Raven Rock Dr., Gaithersburg, MD 20878 to 3405 Wedgewood Drive, New Bern, NC 28562. New phone no. 252-638-1018. New email: stutzdriver@gmail.com. Please change your records accordingly.

P.S. I brought the Stutz down here via FedEx Auto Transport back in January. It arrived unmolested in 2 days, so I give them high marks in case anyone wants a reference. We finally got the house in Maryland ready to sell by June 3, got a contract on June 6, and settled on June 30. My wife, Joan, and I have been living down here since then.

The Stutz attended an AACA NC Region meet in New Bern (as an observer) on April 1. She has plans to attend another at the same location on September 9, this time as a member. She would like to go to the Grand Stutz down the road in Hilton Head this November, but unfortunately her driver has developed a health situation that limits the distance she can be driven.



From: Brian Harlamoff, Santa Cruz, CA (No. 615)

Date: July 19, 2006

I have been corresponding with Bob Bernard about a 26 AA Stutz Victoria body tag that he has. He liberated it from a car in the 1950s and would like to reunite it with the car if it still exists. I have tried without success to locate the automobile. Please publish the attached photos and story about the car and tag. Perhaps if someone recognizes it, they can contact you for Bob's email address.

From: Bob and Sue Bernard

Date: June 30, 2006



Serial number is AA 9-80022. My memory of the car: Around 1955 while driving in the woods near Shrub Oak NY, Not far from Peekskill, we had a flat with no spare. My bigger brother took the wheel off and said go get it fixed while I nap. Luckily for me a milk delivery truck came along and gave me a ride to an out of business gas station. There were two black families there, they fixed it for me. While waiting, I looked inside the old station/barn and saw the Stutz hidden behind a wall in the corner. Totally out of the weather. Turns out it belonged to their father who was a minister. He put it in there in 1949 and bought a new Cadillac. The spot on the map was just north of Shrub Oak called Nelsonville, and the minister's name was Lawson. Unless I got them backwards. Every time I visited NY I checked on it and one time the people had moved to NY City, and the minister became a Bishop. So the place was abandoned. I borrowed the tag thinking to sell the location to Harrah, but never got around to it. Eventually someone else found it and took it away. It was practically complete just two wheel rims missing spokes still there. broken spark plugs. all lights etc were there. Some damage to the front fenders. Top roof was complete and good. Good luck finding the owner.

Stutz News/July - September 2006

From: Keith Marvin, Worcester, MA

Date: July 3, 2006

I'm enclosing a Stutz article I came across in the Vol. I. No. 1 number of CAR DISCOVERIES, a fairly elaborate magazine with largely British overtones but also with U.S. coverage as well.

(see next page...)

It shows what looks to me like a sedan of sorts with the Weymann Zapon fabric body but otherwise sets a pretty good example of exactly what Stutz was all about designwise.

I thought that you possibly didn't have this in your file so here it is.

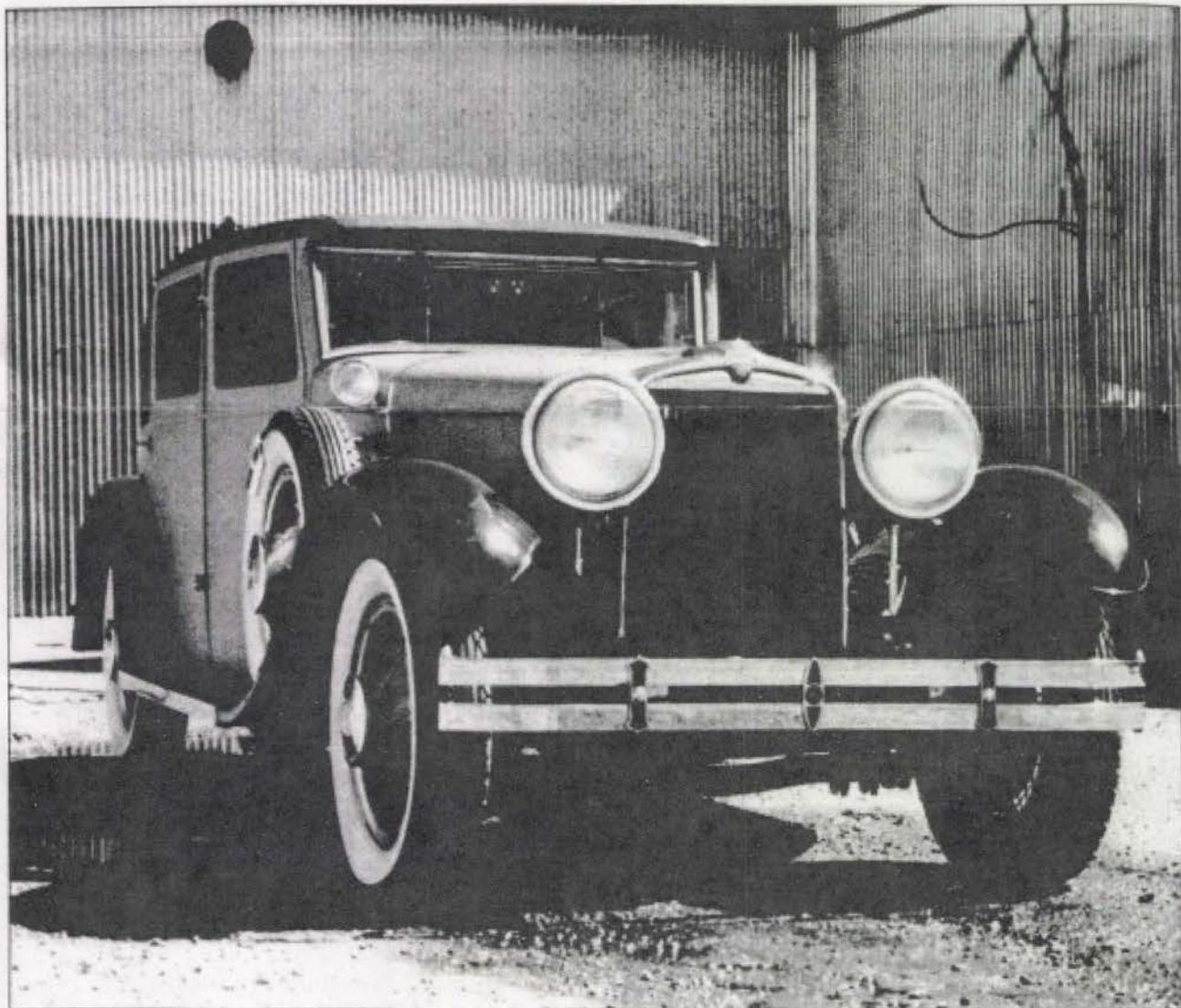
Of course Stutz was on its way out of the picture by 1930 when this car was built but I don't think the high command at Stutz fully realized it. That was the trouble with the Crash and the Great Depression, 1929 was the shock, 1930 was the simmering down year and then all Hell broke out economically. I was just a kid then [82 the day before yesterday] but I can remember some of it... even if I wasn't really aware of what it all meant.

You may know about CAR DISCOVERIES but I don't really know anything about it and wonder if it ever reached a second issue. It is a handsome publication. (Never have seen a copy, Ed.)

In going through this and that a day or two ago I ran into an article on all the Pace Cars used in the Indianapolis '500' and noticed that in 1912 it was a Stutz and an H.C.S. did the honors in 1921. If I ever knew this, I'd forgotten it. The magazine in which it appeared was the June-July 1973 number of SPECIAL INTEREST AUTOS.

That's it. Happy July.

STUTZ VERTICAL EIGHT



As chance would have it, there are some very strong connections between Stutz and the Hispano featured elsewhere in this section, despite the fact that one has all the European pedigree you could possibly wish for and the other comes from the more humble surroundings of Indianapolis.

So where lies the connection? When Stutz started to build better and better cars, and took to record-breaking and racing to prove their worth, Stutz President Frederic E. Moscovics became so confident that he challenged French coachbuilder Charles T. Weymann on the basis that a 4.8-liter straight-eight Stutz

could defeat an 8-liter six-cylinder Hispano over 24 hours at Indianapolis. The bet was lost, as the smaller-engined Stutz suffered valvetrain trouble, but that should not detract from the car's worth.

The eight-cylinder Stutz models of this era were fine cars indeed, with sophisticated features like self-lubricating worm drive in the axle. The straight-eight engine, with its dual ignition, was an excellent example of overhead-cam design that could produce close to 100mph performance. It was an engine good enough to take supercharging (for the 1929 Le Mans 24-hour race) in its stride and Stutz's Le Mans performances were in fact better than

any American car's until the Ford GT40s of the '60s.

We said earlier that the Hispano-Stutz connection in this instance was very strong, and that is because one of Charles T. Weymann's coachworks appears on this particular 1930 Stutz Vertical Eight. Weymann bodies were a rarity in America. They used a light 'Zapon' fabric structure, the rather dull finish of which, although never needing painting, did not find as much favour in the USA as in Europe.

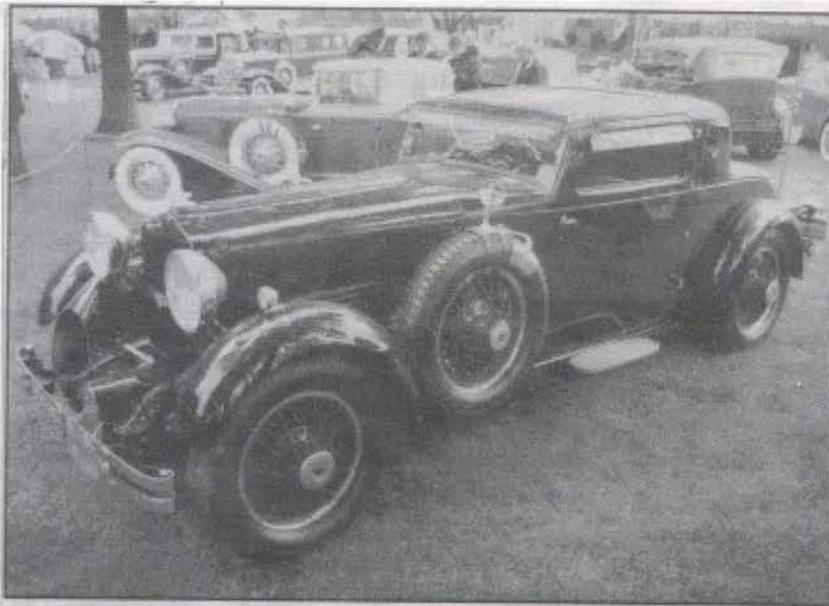
The advantage of the structure, apart from never needing paint, was its weight, or rather its lack of it; a Weymann body could save as much as 500lb over a conventional

coachbuilt body. Despite their lack of popular appeal, Stutz offered six Weymann American custom styles on their 1927 range and they found sufficient takers for Weymann coachwork to be continued into the '30s.

Few are left now and the opportunity to acquire such a combination of American and European collaboration does not come up very often. The car shown here dates from 1930 and runs very well; it is one of only three remaining out of six built to this style. It is currently available from from the Brothers of Rockvale, 1038 W. Fremont, Stockton, California 95203. For further information, and price, contact either Rick or Steve on (209) 462 4815. *z*



STUTZ FOR SALE



The Best in Show award at the 2006 Greenwich Concours d'Elegance was given to Skip and Judy Barber's 1929 Stutz Model M supercharged coupe, which was sold new by Warwick Wright Ltd. of London and bodied by Lancefield. The Stutz was once a part of the famous barn horde assembled by enigmatic Vermont enthusiast A.K. Miller. Chassis #31312 is one of only two supercharged Stutzes known to exist out of 24 originally built; RM will auction it at Michigan's Meadow Brook Hall on Aug. 5.

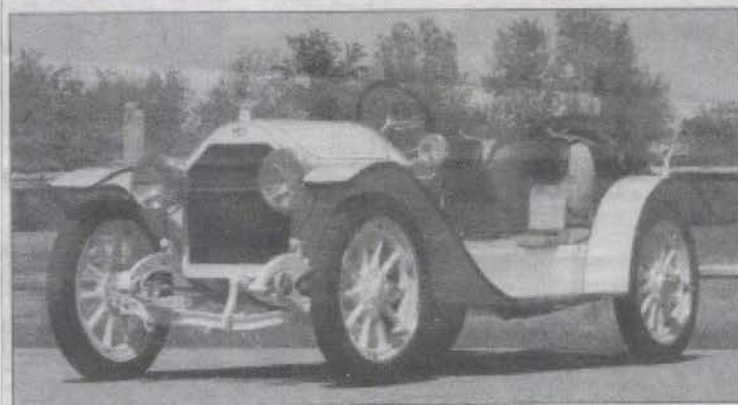
OCW August 3, 2006

This Stutz was listed as lot #36 in Christies catalog covering the AK Miller Auction in 1996. Member David Cohen (No. 490) purchased this unrestored Stutz as a 1930 model for \$135,000. At Meadow Brook this award winning Stutz sold for \$715,000!



1930 STUTZ
DV 32 CONVERTIBLE

Offered in Car Collector August '06 by the Auto Collections, Las Vegas Phone: 702-794-3174.



1915 STUTZ BEARCAT

Member Warren Kraft (No. 689) advises that the 1915 Bearcat sold at Amelia Island in '06 was previously owned by ex-member Bob Reed of RI Reed found the Stutz in Havana Cuba and enjoyed it in Europe where he worked. Is this the same Stutz?

These two Stutz (above and below) were clipped from RM Auctions Inc. ad in OCW of July 27, 2006. Tel: 800-211-4371



Several series 4DH Bearcats exist. Can anyone identify the current owner of this one?

OCW June 8, 15, 22, 2006



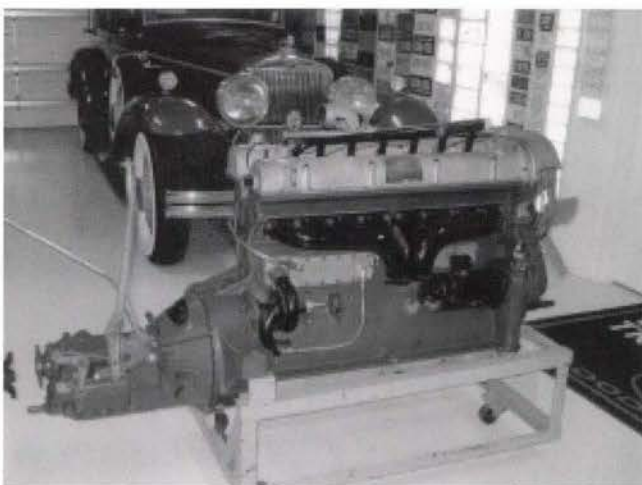
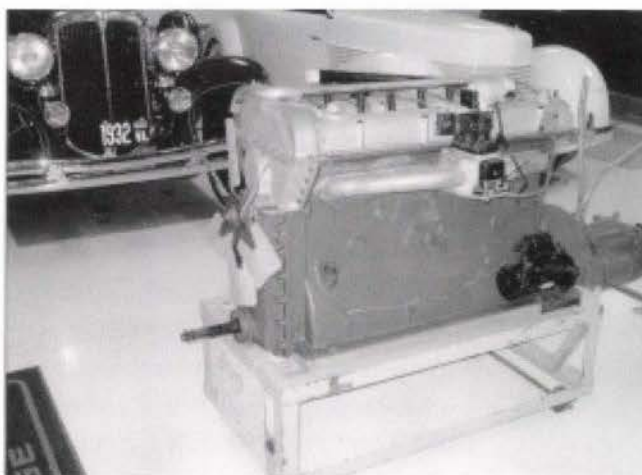
Classifieds

PARTS WANTED

DV 32 engine #DV33126 needs exterior parts such as RH valve cover, distributor and coil assy, RF water jacket plate, air cleaner, oil filler tube and cap, fuel pump, shaft (generator to water pump), inspection cover on top of bell housing, whatever goes inside the housing to steady the shift lever where it enters the transmission, and other bit and pieces

Bill Pettit, Member No. 10
 612 Timberline Dr
 New Smyrna Beach, FL 32168
 (386) 423-2787

*DV33126 - formerly in DV 63 1572
 Said to be a LeBaron town car mostly destroyed in
 Norfolk, VA*



FOR SALE

William T. Pfohl (No. 671)
 PO Box 1038
 Cave Junction, OR 97523

1925 Stutz Weyman bodied Speedway Six Series 695 roadster. Asking \$75,000 or near offer for this rare Stutz. This is a running car that could use a reupholster job on the yellow body and the interior. It has wire knock-off wheels with a spare. Also, a spare short block and transmission is included. I hold the Oregon Title (1994) which identified this Stutz by VIN #14617.

FOR SALE

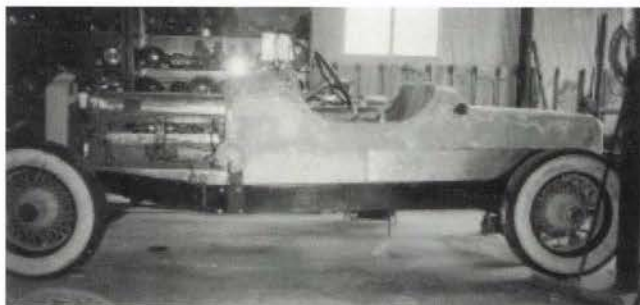
1914, 1915, 1916 Stutz electrical terminal blocks. I am reproducing both the rectangular block that screws on the firewall and the round one that mounts to the back of the ammeter complete with their internal wiring. These are peculiar to Stutz only, they came on no other years of Stutz or makes of cars. Order now or miss out as they are made to order and will not be available later.

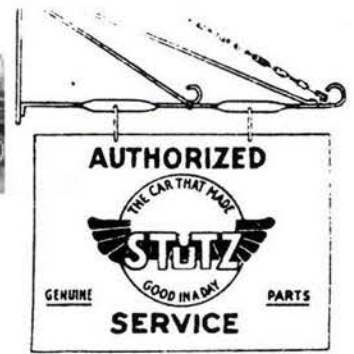
Layden Butler (No. 40)
 107 Saint Jean Ct.
 Danville, CA 94526-5114
 925-820-4742

WANTED

1927-28 AA Need 16" brake drums, backing plates, cylinders, shoes any other parts for brakes. Thanks

Buck Harness (No. 590)
 700 E. Jefferson St.
 Clinton, MO 64735
 (317) 660-885-5154





STUTZ PARTS FOR SALE

SV 16 engine no. 33259HC, missing one rod and piston, but with a set of 8 new Carrillo racing rods, also includes intake and exhaust manifolds.

Blackhawk frame 16558 with firewall, Blackhawk sill plates, and hood, also two front axles with spindles, one with backing plates, set of springs, drag link and engine mounts.

Four Buffalo 19 inch wire wheels with hubs and front drums and lock rings.

No reasonable offer for these parts will be refused. I have to clear it out of my shop in order to complete other projects. This is a great start for a Blackhawk racer.

For info call Mike Cleary (No. 503) at 805-684-6882 (Carpinteria CA)

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FOR SALE

1927 Stutz Series AA 8 cyl Rumbleseat Coupe

Restored in 1990s by Jim Irvine

8 day clock

Very Nice Condition

Price \$28,500

Sell will pay shipping to West Coast as auto is presently garaged in Hawaii

Contact Clint Bidwell (No. 532) 1-887-575-1099 (office) 1-808-595-4899 (home)

LITERATURE FOR SALE

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

Walter Miller (No. 405)

6710 Brooklawn Parkway, Syracuse, NY 13211

Tel: 315-432-8282

Fax: 315-432-8256

www.autolit.com

PARTS FOR SALE



Rear Axle Housing from Stutz DV-63-1572

Bill Pettit, Member No. 10

612 Timberline Dr

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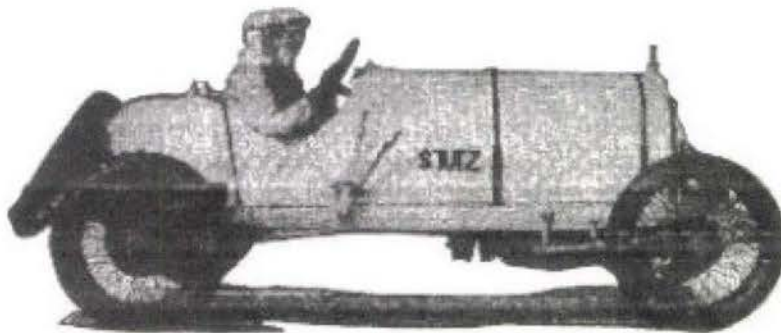


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UNCLE SAM HONORS HIMSELF, IN AWARDING
THE WREATH OF VICTORY TO

STUTZ



Gil Anderson in *Stutz Car* Wins Sheepshead Bay Speedway 350-mile Astor Cup Race in World's Record Time.

350 Miles in 204 Minutes — Average 102.60 M. P. H.

Tom Rooney finished Second—also breaking World's Record.

350 Miles in 205.29 Minutes — Average 102.19 M. P. H.

Over 10 minutes faster than either man or machinery have ever traveled for this distance.

Never in the history of motoring has superiority been so vividly demonstrated as the Stutz performance in this race. At the end of a season replete with victories Stutz capped the climax at the Sheepshead Bay Speedway by two of the cleanest "wins" ever made. Against a field including the supposed-to-be World's best cars driven by the most noted drivers Stutz absolutely swept all before them. "Foreign built racers no match for the Sturdy Stutz fliers" is the verdict of all experts.

ALL WORLD'S RECORDS FOR THE DISTANCE SHATTERED

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**STUTZ MOTOR CAR COMPANY
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