

Vol. XX No. 81 (July -September 2007)  
 The Stutz Club, Inc.  
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 Indianapolis, IN 46256

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[www.stutzclub.org](http://www.stutzclub.org)

## Announcements

- ✓ **2007 Grand Stutz (see page 7)**  
 There still may be time to sign up for this Grand Stutz Event. Contact Mike Berry or Jason Gehring!
- ✓ **HERSHEY 2007 Stutz "Get-Togethers"**  
 Thursday October 11 @ 7:00 p.m..  
 Grand Buffet dinner meeting at Holiday Inn Harrisburg East. Contact Mike Berry for reservations @ 330-730-9498.  
 Friday, October 12 @ 3:00 p.m.  
 We will meet again in the Classic Car Club Tent, Space CJ36 on Chocolate Field for a rousing review of Stutz Club events and plans.

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



## ***A Tribute to Lora L. Corum (01/08/1899 to 04/07/1949)***

*by Bill Greer*

This article was prompted by the following short note received in December of 2003: "I have a small piece of Stutz Racing History (not for sale). If interested, give me a call at telephone number - Dave Weir"

In my telephone conversation with Mr. Weir on December 21, 2003 I learned that he possessed racing helmets which belonged to L.L. Corum and goggles belonging to another race driver he believed to be Gil Anderson. A recent photo taken of these items is shown here.

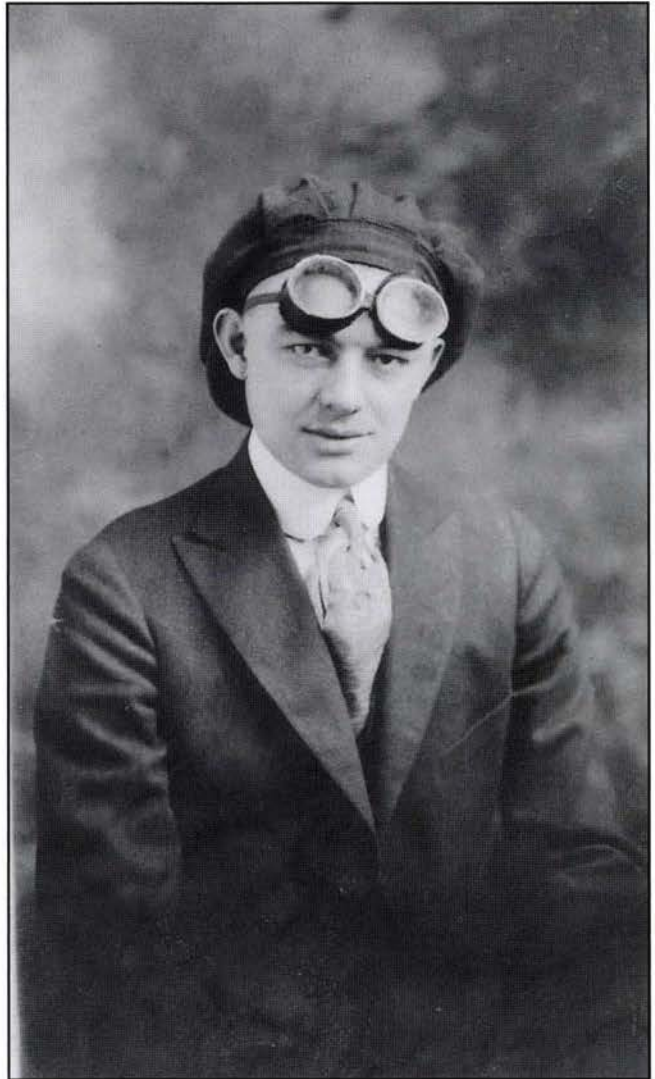
Dave suggested that I contact Donald E. Weir, Mr. Corum's grand nephew who I was surprised to discover lived only four blocks from me. Through Don I was able to contact his mother Mrs. Barbara Weir who told me what she could remember about her

uncle L.L. Corum and promised to search for further details. Eventually, a photo album was discovered which contained a number of photographs of interest and I made arrangements to review these photos at Donald Weir's home on August 5, 2006. Don promised to have these precious photos preserved on a CD and presented a copy for Stutz Club archives. A number of these photographs are presented in the tribute and others will be shown in future articles.

Most of the information about Lora L. (Slim) Corum has been derived from conversations with the Weirs and from the article printed below from the Indianapolis Star dated March 8, 1949. No obituary has been found but from Yahoo and Google we learned that Mr. Corum was born in Jonesville, Indiana on January 8, 1899. The elder Weirs confirm that L.L. Corum was a quiet person and somewhat a loner type a little hard to



*Lora L. Corum*



know. No information regarding his youth or what led him into racing is available at this point.

The above photo (on left) is not dated but we guess it may have been taken at high school graduation. The other is dated 1920 at age c. 21 years.

In the 1922 Indianapolis 500 race he qualified a Monroe at 89.65 mph and placed 17<sup>th</sup> (169 laps). His record in other Indy 500 races was as follows:

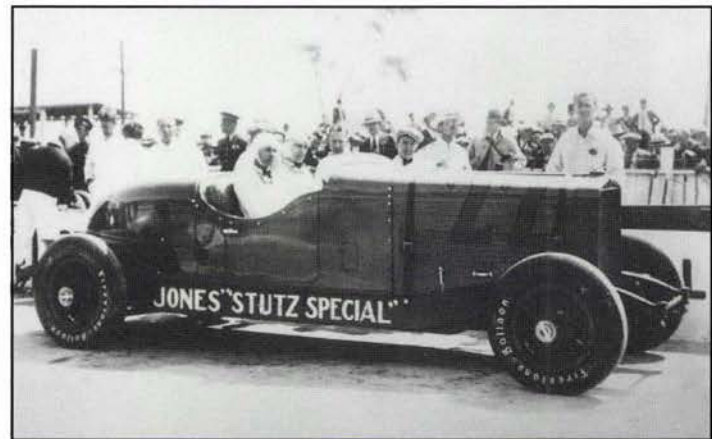


| Year  | Car                                    | Qual. Ave.          | Start            | Finish                        | Laps | Speed         |
|---|--|---------------------|------------------|-------------------------------|------|---------------|
| 1923  | Barber-Warnock                         | 86.65               | 7 <sup>th</sup>  | 5 <sup>th</sup>               | 200  | 82.58         |
| 1924  | Duesenberg<br>co-winner with Joe Boyer | 93.33               | 21 <sup>st</sup> | 1 <sup>st</sup><br>new record | 200  | 98.23         |
| 1926  | Schmidt                                | 88.85               | 24 <sup>th</sup> | 20 <sup>th</sup>              | 45   | cracked block |
| <i>Note: The 1926 "500" was won by Frank Lockhart of Stutz fame in a Miller (race called at 400 miles).</i> |  |                     |                  |                               |      |               |
| 1930  | Stutz "M"                              | 94.13               | 17 <sup>th</sup> | 10 <sup>th</sup>              | 200  | 85.34         |
| 1931  | Stutz DV-32                            | (failed to qualify) |                  |                               |      |               |
| 1932  | Duesenberg                             | (failed to qualify) |                  |                               |      |               |
| 1933  | Studebaker                             | 110.465             | 18 <sup>th</sup> | 12 <sup>th</sup>              | 200  | 96.458        |

*Note: Source of the above information is the Indianapolis News 1976 edition of 500 Mile Race Record Book. In 1932, Stutz powered cars had ended their participation at LeMans and the Indianapolis Motor Speedway.*

During 1927 we believe Corum may have been one of President Moskovic's drivers of the stock Stutz AA Sedan that averaged 68.55 mph over 24 hours on the Indianapolis 500 Speedway on April 21-22, 1927 to win the Stevens Challenge Trophy which is displayed

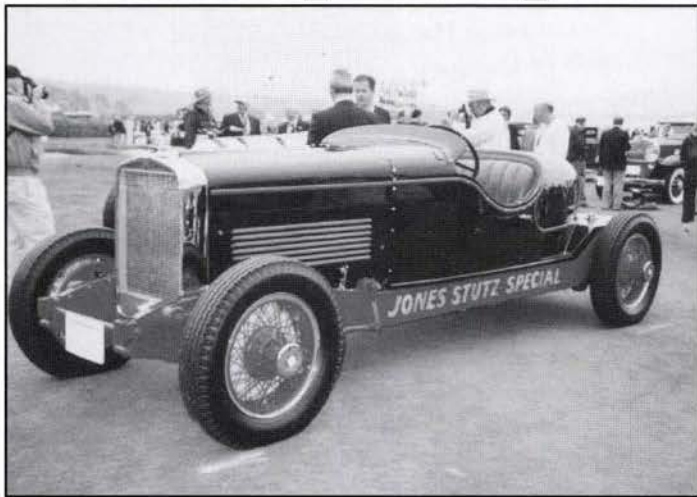
at the IMS Museum. He drove the 1927 Stutz sedan at the Atlantic City Speedway, Amatol, NJ on May 7, 1927 while Gil Anderson drove the Weymann bodied Stutz sedan and Tom Rooney drove the winning Stutz Speedster. These three drivers came in 1-2-3- at Atlantic City on September 7, 1927 driving Black Hawk Speedsters in the AAA 150 mile race. The photo shown below left is labeled L.L. in Car No. 3.



*10th place a 1930 INDY 500*

*From: C McCord Purdy Collection. Note the white racing uniforms*

Corum went to Daytona Beach, FL in February 1928 with the Moskovics team who took with them three new Black Hawks and the dependable car No. 4, the 1927 Champion which proceeded to set a new record of 106.53 mph. Please refer to Chapter XI of The Splendid Stutz, "Racing the Vertical 8's by Jack L. Martin (No. 36), pages 296, 299, 308, 310 and 314 for more details on L.L. Corum's Stutz exploits.



After restoration the "Stutz Special" was shown at Pebble Beach Concours (year?) from: Bobbie 'dine rhodda Collection

In Stutz News No. 80, the previous issue, pages 16 and 17 we reprinted an article from The Indianapolis Star magazine dates May 17, 1964 about the historic Stutz Hispano 24 hr challenge race held at the Indianapolis Motor Speedway April 18-19, 1928. The photo of the Black Hawk (labeled No. 1) at the Brickyard shows Slim Corum leaning on the Stutz with Gil Anderson at his side. It is quite apparent that Stutz President Frederick E. Moskovic was very confident that his Black Hawk would best Charles T. Weymann's Boulogne Hispano-Suiza. What is \$25,000 in today's dollars? (Rachel's note: \$297,000.)



This is Bert Dingley, Stutz Service Manager, 1925 to 1928 and VP Manufacturing until 1932 when he joined Marmon Herrington as VP and later served as President.



Corum's riding mechanic in 1931 was Fred Patterson, the father of member Frederick Patterson (No. 554)

We are pleased to reprint again photos of the 1930 and 1931 Stutz race car. The 1930 Jones- "Stutz Special" has been restored but we have lost track of where it resides at present. We have no inputs on the 1932 DV-32 Stutz Bearcat. It's a pity Corum could not qualify it for the 1931 "500" which was won by Louis Schneider in a Bonus Seal Fast at 96.629 mph.

The article reprinted here from the Indianapolis Star of March 8, 1949 serves somewhat as the Obituary for Lora L. (Slim) Corum. Mrs. Barbara Weir, Mr. Corum's niece, recalled that the son Robert L. Corum was attending Notre Dame University when he enlisted in the Army and contracted rheumatic fever while serving in England. She believes that L.L. was working for the Studebaker Corp. in the 1940s. She added that



the Corum family suffered another tragedy when L.L.'s father, W.C. Corum died of an accidental fall down an elevator shaft in a building he managed in downtown Indianapolis.

We are grateful to the Weir families for their inputs and look forward to publishing historic photos from their family album in future issues.



*Slim Corum at the Buffalo Bill Memorial on top of LOOKOUT Mountain, Colorado (late 1920s?)*

*See Rear Cover - Ed.*

## Ex-500 Driver Found Dead

### L. L. Corum Hangs Self In Garage

L. L. (Slim) Corum, co-winner of the 500-mile Indianapolis race in 1924, and long a familiar figure in the automobile racing world, was found hanged early last night in the garage of his home at 33 North Kealing Avenue.

His body was suspended from a rafter by clothesline. Dr. Joseph H. Jewett, deputy Marion County coroner, said the death was a suicide.

Corum, who was 50 years old, had been in ill health since March, 1945, when his only son, Sgt. Robert L. Corum, 21, died in Billings General Hospital of rheumatic fever.

**THE BODY WAS** discovered by Corum's mother, Mrs. Margaret Corum, 69, of the Kealing Avenue address. Dr. Jewett said Corum probably had taken his life about 48 hours earlier.

Mrs. Corum told police her son frequently was away from home for several days at a time while working as a salesman. She said

Turn to Page 18, Column 4



L. L. CORUM

she received no indication he planned to end his life.

He complained of ill health recently, but declined to consult a physician when she last saw him two weeks ago, she said.

Corum gave way to a relief driver, the late Joe Boyer, in the 1924 race, and the two were adjudged co-winners after Boyer zoomed the car, a Duesenberg, across the finish line.

**CORUM HAD** moved up from ninth to third place after maintaining a comparatively slow pace during the early part of the race. Mechanical difficulties developed in the 177th lap, and after hurried repairs Boyer was assigned to finish the race.

Corum, drove in several other Speedway races, taking fifth place in 1923, and 10th in 1930. Altogether he had accumulated a total of \$24,400 in prize money. He returned to the track in 1938 to serve as a mechanic.

Survivors, besides the mother, are his wife, Mrs. Marie Corum, vacationing in Florida, and his father, W. C. Corum. The body was taken to the Kirby Mortuary.



## ***Grand Stutz 2007 - Canton, Ohio***

### **Wednesday Sept 12, 2007**

Arrival & Registration.

### **Thursday Sept 13, 2007 - Splendid Stutz Tour**

Highlights include: Cuyahoga Valley National Park (Brandywine waterfalls, early water canal museum, Szalay's Farm, and a abundance of wildlife.

Lunch at Ken Stewart's Lodge in Bath Ohio.

### **Friday Sept 14, 2007 - Charter Bus Tour of Cleveland Area**

Highlights of tour include: Historic Automotive Buildings of Cleveland Ohio, Crawford Museum, Lunch on the Waterfront, Guided Tour of Lake View Cemetery, final resting place of President Garfield, Rockefeller, Winton, Baker, Sterns- individuals that shaped our history.

Tour of Jim Capaldi's Restoration Shop

Grand Stutz 2007 Banquet 7:00 pm.

Cash Bar, Evening of socializing, story telling, tall tales...

### **Saturday Sept 15, 2007 - On the Road Again Tour**

Highlights of the tour include: Canton Classic Car Museum, Lunch at Hartville Kitchen featuring Amish cooking, view the private collection of Dan Hanlon. A short day of touring to allow free time for other points of interest in the area and to ready our cars for the Glenmoor Gathering on Sunday.

### **Sunday Sept 16 2007**

### **13TH Annual Glenmoor Gathering of Significant Automobiles.**

Host Hotel: Microtel Inn & Suites (Mention The Stutz Club Group) 7046 Sunset Strip Ave

North Canton Ohio 44720

1-888-771-7171

Local 330-966-7551

[micrate107@ahiemail.com](mailto:micrate107@ahiemail.com)

Tour Contacts:

Jason Gehring      Mike Barry

R O. Box 520      R O. Box 86

Bath, OH 44210      Greenford, OH 44422

330-668-3803      330-730-9498

[jwgehring@hotmail.com](mailto:jwgehring@hotmail.com)      [mikeQmpbarry.com](http://mikeQmpbarry.com)

Visit our web site at [www.stutzclub.org](http://www.stutzclub.org) for registration forms & more information

## FINGERPRINTS 'NO PROBLEM' FOR NEW AUTO MUSEUM

EL SEGUNDO, Calif. — Howard Hughes bought a 1955 Packard Caribbean convertible, gave it to his wife, actress Jean Peters, drove it to Malibu a few times and parked it at her house in Beverly Hills. And there it stayed until the early 1970s.

"That's where I bought it," said Stan Zimmerman, museum designer, admiring the nearly pristine vehicle with only 1,752 miles on the odometer.

That history makes it remarkable. But what makes the car stand out is the fact that it's one of only half-a-dozen antique vehicles that are kept behind glass at the Automobile Driving Museum in El Segundo, Calif.

Visitors are given the opportunity to

touch the rest of the cars at the museum. They can also sit in them and, on most Sundays, ride in them. Zimmerman disdains the idea that cars should be looked at but not enjoyed for the reason they were built.

"Cars are moving art," said Zimmerman, a 74-year-old mortgage banker. "I let people climb in the rumble seats. If something gets damaged, we can fix it."

He believes it's the only such museum in the country.

Most of the cars on display in the 28,000-square-foot Lairport Street facility come out of the collection Zimmerman has been amassing for decades. The rest are on loan or given by other enthusiasts. There are 70 cars on display now -- from a 1915

Ford Model T to a 1989 Porsche.

The museum is located just blocks southeast of the Los Angeles Airport at 610 Lairport Street in El Segundo, Calif. The facility is open weekends 10 am till 4 pm and is open weekdays by appointment only.

For more information, visit the museum's Web site at [www.automobiledrivingmuseum.org](http://www.automobiledrivingmuseum.org).



*This article was taken from the April - May 2007 issue of "Short Takes" published by the Southern California Region of the Classic Car Club of America. This museum was founded by member Stanley M. Zimmerman (No. 634). We enjoyed our visit to his museum when it was located in West Los Angeles during the Grand Stutz 2004.*

### **April Tour: The Automobile Driving Museum Saturday, April 28, 2007 El Segundo, California**

Southern California Region member Stanley Zimmerman has moved his Automobile Driving Museum from west Los Angeles to a roomier location in El Segundo. The museum has been open less than one month and our Region will be among the first groups touring the facility.

On display are a variety of marques, both Classic and non-classic ranging from the 1930s to the 1960s. Plenty of automotive memorabilia is also displayed in the museum. Visit its website at [www.automobiledrivingmuseum.com](http://www.automobiledrivingmuseum.com)





## Grand Opening Edition

**WOW!** That's about all I can say about the few months leading up to our Grand Opening. We had our parade of priceless cars from West LA to El Segundo back in November that went off without a hitch. Well, we did need a hitch for the '50 Studebaker that failed to make the full journey, but that was it. In December, we moved a few offices over so that we could work to prepare for the museum opening and be near to oversee the museum construction project. The list of things to do was pages and pages. Everyone worked diligently to cross things off, but for each item we crossed off two more appeared. It was the old two steps forward, three steps back!

Our construction crews worked tirelessly, the staff labored with very little complaint and the volunteer force came through with unwavering support. Making our way through the lists was challenging but more times than not a good bit of fun. I'm not at all sure that when the folks came in to see what being a volunteer was all about that they ever thought they would be lifting and tugging and packing and unpacking and cleaning and lifting yet again. But they did all of that and more. To be ready for the opening, our vol-

unteers had to help with getting the store ready, which included cleaning out the vintage soda cooler, and now it shines. There was help needed in the dining room, a major group of troopers worked diligently on putting together our tables and chairs. Display cases and artwork needed to be dusted and worked on. And, oh yeah, the cars, we had a good bit of work to do on the cars to get them ready for the public.

All of the hard work was well worth it. The smiles on people's faces as they walk into the museum tell it all. We can't wait to see your smile. Come see us.

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# Several buildings stand as reminders of automotive past

Indiana automobile historian Wallace Spencer Huffman once estimated that more than 280 different makes of automobiles were manufactured in Indiana between 1898 and 1976.

Some 50 Indiana communities produced early cars, and the state once rivaled Michigan in production statistics.

What remains of the Hoosier automotive heritage?

Indianapolis became the center of the industry in Indiana.

Blacksmith Charles H. Black constructed one

of the first automobiles in the country in 1891 or 1892.

A concentration in the state capital of bicycle manufacturers, machine shops and carriage makers led many owners of such enterprises to attempt motorcar production.

In 1909 four entrepreneurs in the new world of automobiles — Carl G. Fisher, Arthur C. Newby, Frank H. Wheeler and James A. Allison — constructed the Indianapolis Motor Speedway to test the engines of Indiana-made automobiles.

Perhaps as many as 90 makes were produced in the capital city. The best known were probably the Stutz, Marmon, Cole, National, Overland and Duesenberg.

Several former factories of the auto era survive today. The best preserved are the former Stutz Motor Car Co. buildings at 1060 N. Capitol Ave. Local businessman Turner R.J. Woodard has converted the three buildings in the complex into the Stutz Business Center and leased the spaces within to small businesses, artists and graphic designers.

Much of the personality of the old factory is apparent in the reinforced concrete structure, freight elevators and steel window frames of the structure.



**JAMES GLASS**

Woodard has enhanced the connection to the building's heritage by housing his collection of

Stutz motorcars in the structure, including a 1914 Stutz Bearcat, the most famous of the

cars produced there.

At 730 E. Washington St. is the former factory of the Cole Motor Car Co., producer of the

luxury Cole automobile from 1909 to 1925. The plant has been adapted recently for use as the Marion County Jail Annex. The original building of the Duesenberg factory, in which the Duesenberg Model J, highest-priced automobile of the pre-World War II era, was made, has been rehabilitated for offices by IndyGo at 1501 W. Washington St.

The most recent preservation of an Indianapolis auto

factory has occurred with the former H.C.S. Motor Car building at 1402 N. Capitol Ave. Two companies—Shiel-Sexton and Gregory and Appel spent \$12 million to adapt the building for

offices, which are occupied by Gregory and Appel, an insurance company.

The largest Indiana-based automobile manufacturer of the 1920s was the Studebaker Corp. of South Bend. By 1924, Studebaker was producing 150,000 automobiles a year and was exceeded in size only by General Motors and the Ford Motor Car Company.

The extensive former Studebaker automobile and wagon collection of the Studebaker Corporation is now maintained by the Studebaker National Museum, located at Thomas and Chapin streets in South Bend.

In the northeastern Indiana community of Auburn stands one of the best known of all the Indiana automobile factories — the Auburn-Cord-Duesenberg plant at 1600 S. Wayne St.

Finally, there's Kokomo, one of the cradles of automobile production, where Elwood Haynes designed and built a gasoline horseless carriage in 1893-94.

Today, visitors can see Haynes' original car at the Haynes-Apperson Museum, visit the Elwood Haynes home at 1915 S. Webster St. and look at antique automobiles in the City of Firsts Automotive Heritage Museum, 1500 N. Reed Road.

★ Glass, of Indianapolis, is director of the Division of Historic Preservation and Archaeology and Deputy State Historic Preservation Officer. Contact him at jaglass@bsu.edu.



JOE VITTI / The Star

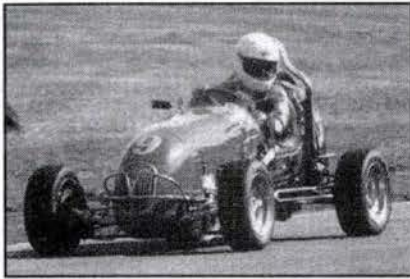
**PIT STOP:** A restaurant now makes its home in a Stutz Motor Car Co. building with the automobile sign paying homage to the building's history.

*Your editor is always on the lookout for history pertaining to both the automobiles made in Indiana and the factories in which they were made and, of course, Stutz is of special interest.*

*The article reprinted here from the June 2, 2007 issue of The Indianapolis Star touches upon Indiana's automotive past.*

*For those who may be interested in this subject I highly recommend a book published by Hoosier Auto Show & Swap Meet, Inc. in 2002 entitled Indiana Cars - A History of the Automobile in Indiana authored by Dennis E and Terri Horvath. ISBN 0-96443640-5-0*

*The book's 200 pages provide a solid background on the significant automobiles made in Indiana, trucks, military vehicles, body/coachbuilders, Indiana pioneers. The book lists by name, date and city 414 autos produced in 76 cities.*



# "Historically Speaking"

-From the desk of Smithsonian motorsports consultant Gordon White

## Old Racing Engines Never Die

In the golden age of American racing in the 1920s, race engines were seldom scrapped as obsolete. They were usually updated, their displacement decreased or increased as the racing formula changed, and put together in unusual combinations or even cut in half, racing on for as long as a quarter-century.

The most notorious reincarnated engine was the V-16 Miller engine used by Frank Lockhart in the car he used to attempt to break the land speed record at Daytona. After Lockhart's fatal crash in 1928, Alden Sampson installed it in an Indianapolis car that ran for five years, though it never finished higher than fourth.

Miller engines from the 1920s, supposedly outmoded by the coming of the Junk Formula in 1930 that allowed stock passenger engines of up to 366 cubic inches, continued to race at the Speedway as late as 1948. Miller engines won the 500 seven times between 1930 and 1938. The 1930 and 1931 winners were enlarged versions - 151 cubic inches - of twenties Miller eights. The 1932 Indy winner was actually the only new Miller engine of the thirties and the four other winning Millers were more leftovers from the twenties.

But Carl and Tudy Marchese, two Milwaukee racers and tinkerers, carried twenties Millers on into midget racing in the late 1930s and 1940s. Carl had driven the dirt tracks and was headlined as a competitor at Roby Speedway in 1926 as "the Italian Dirt Track World Champion of the Midwest." He did well enough in the Summer of 1927 that the brothers went to Chicago and bought a 1923 eight-cylinder Miller 122 car from AAA Zone

supervisor Andy Burt. It was a car that Leslie Allen had driven on the dirt tracks for two years and had tried, unsuccessfully, to qualify at Indianapolis. Carl and Tudy raced the Miller in dirt track events for two years, winning a race at Roby with the Miller in September and another there with their Frontenac in October, 1928.

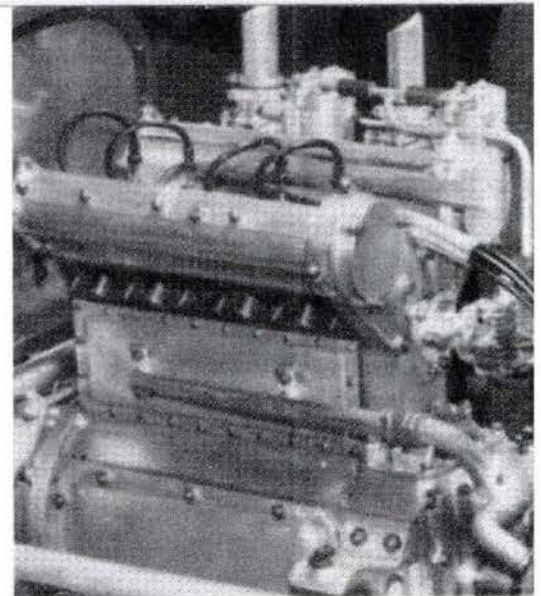
When Carl and Tudy decided to race at the Indianapolis Speedway in 1929, to meet the Indianapolis rules they bought a later Miller 91 cubic inch engine that had been in a car Cliff Woodbury had driven for Mike Boyle in 1927.

Thirty supercharged Miller 91s, seven Duesenbergs and three other 91 cubic inch engines were entered at Indianapolis in 1929, the last year of the 91 inch formula. It was the last time those blown 91 cubic inch engines would run in championship competition. The formula for 1930 banned superchargers and increased engine limits, leading to wholesale conversion of the Millers to as many inches as bored-out blocks and stroker crankshafts would permit.

Eventually the engine limit was set at 270 inches, somewhat beyond the point that a 91 could be enlarged, but the Marcheses and others would find uses for old engines when the Midget craze hit the Midwest.

In 1934 the Midgets had arrived in the Midwest. The little cars became an overnight sensation. The Marcheses built two Midgets powered by engines made by cutting their old 122 cubic inch Miller straight eight engine in half, of which they made a pair of 83 cubic inch four cylinder powerplants, far more sophisticated engines than the motorcycle engines and outboards of the competition.

The Marchese cut down both their Indianapolis engine and at least one other Miller 122 they picked up later. The chief problem with building the cut-down Millers was the shortage of 122 engines for the Marcheses to



**Marchese engine.**

perform their surgery upon. Harry Miller had made only a few dozen such engines and most were by the mid-thirties, going into museums.

The successor to the cut-in-half Millers and the collection of outboard motors, motorcycle engines and other junkyard cast-offs that ran in the Midgets in the thirties was the Offenhauser Midget engine, a powerplant growing out of the Miller design, that later completely dominated Midget racing, perfected and improved by talented race engine designer Leo Goossen.

But at least for a time, it could be said that "old engines never die," and in fact a few Miller- designed parts went into the four-cam Ford/Foyt engines that won at Indianapolis as late as 1977.

*Ed's Note: In 1923 Tommy Milton drove Harry Stutz's HCS Special Car No. 1 powered by a 90.7 CJ Miller engine to a Pole Records of 108.17 mph and won the INDY 500 averaging 90.95 MPH.*

*Frank Lockhart won the 1926 160 lap "500" with a 91.5 CI Miller*

*In 1928 Louis Meyer won the INDY 500 with a 91.5 CI Miller engine*

*Lockhart's 16 cyl. Miller of 1928 can be seen at the IMS Museum.*

## McCall Museum Collection sale

The WorldWide Group Auctioneers will present its no reserve sale of the Sterling McCall Old Car Museum Collection on June 23 in Round Top, Texas. An auction preview is scheduled for June 22 beginning at 10 a.m., and the day of the auction beginning at 9 a.m. The auction will follow at 11 a.m.

The museum collection numbers over 130 vehicles. Among those to be offered for sale include a 1930 Pierce-Arrow boat-tail convertible coupe, '31 Auburn Salon cabriolet, supercharged '34 Duesenberg J dual-cowl phaeton, '38 Buick Roadmaster convertible sedan, '47 Lincoln Continental cabriolet, and a rare '67 Toyota 2000 GT coupe.

McCall owned one of the first Toyota franchises in the United States, beginning in 1969. He then went on to become a successful multiple dealership owner, and started his noteworthy vintage car collection in 1973. Among his interesting acquisitions was a '27 Model T Ford Doctor's coupe that a customer traded in on a Toyota in 1979. Other collector cars acquired in trades for new Toyotas or Lexus were a '41 Buick convertible and a '48 Lincoln Continental convertible.

As McCall's car collection grew, he continually ran out of storage room, and in 1998, constructed the museum to house his cars. These rare and restored vehicles will now be offered at no reserve at auction.

For more information on this sale, call 866-273-6394 or visit [WWGauctions.com](http://WWGauctions.com).

above from Old CARS

June 21, 2007

### THE WORLDWIDE GROUP STERLING MCCALL MUSEUM AUCTION

Round Top, Texas, 6-23-2007  
Results supplied by  
The WorldWide Group

*See OLD CARS July 26, 2007*

*76 cars were sold*

*A 1934 Duesenberg J DC Phaeton  
sold for \$407,000 and a 1930*

*Pierce Arrow Conv. Coupe brought  
\$165,000*

*McCall is member No. 442*



1918 Stutz Bulldog Roadster

SERIAL # G2851 "Car that made good in a day" The Stutz was first involved in racing. The car that made good in a day This is the only Bulldog model known to exist. It was purchased from collector Clayton Stone of Monmouth, Oregon. The body is built on the chassis of the Bearcat. Delco dual head distributor with a double set of spark plugs was used to ensure that you would be able to drive in wet conditions on muddy roads. Leather cone clutch. The Stutz was right-hand drive until 1920 and thus the use of the "Trafficator" on left hand turns. Engine. T-head 4-cylinder 16 valve Wheelbase 130 inches Tires 33 x 5.

*The Stutz is being offered at the Kruse Auburn Fall Auction Aug. 30 September 4, 2007. Note the many mistakes in nomenclature. A Bulldog is not a roadster and this one was not built on a Bearcat chassis which features a 120 inch wheelbase. Also several Stutz Bulldogs exist. Furthermore Stutz had right-hand drive into 1922. "Trafficator"?*

*This  
Stutz  
sold for  
\$16,000  
at Kruse  
Spring  
Auburn  
Sale.*



1931 Stutz Model SV Open Front Town Car



## PETERSEN MUSEUM GOES TOPLESS FOR CONVERTIBLE EXHIBIT

LOS ANGELES — More than 15 examples of the world's most sunshine-friendly vehicle, the convertible, will park at the Petersen Automotive Museum in its new exhibit, "Going Topless in Style: The American Convertible." The exhibition opened March 31.

"With the temperatures heading towards triple digits in Southern California, we thought it was the perfect time to showcase the car that lets us enjoy spring time the most," said Dick Messer, director of the Petersen Automotive Museum. "These cars represent Americana

at its best, and we are thrilled to offer guests a chance to see how leisure and travel came together in one vehicle."

Some of the featured convertibles cruising into the Petersen include a 1958 Dual Ghia, 1929 Stutz Model M Speedster, 1937 Cord Phaeton and 1948 Chrysler Town and Country.

"Going Topless in Style: The American Convertible" will remain on display until October 7. More information can be found at [www.petersen.org](http://www.petersen.org), or call 323-930-CARS.

*Clipped from  
OLD CARS  
April 05, 2007  
Please tell us  
whose 1929  
Stutz M  
Speedster is in  
the TOPLESS  
EXHIBIT*

## MILESTONE CAR SOCIETY TO MEET AGAIN

CANTON, Ohio — After a hiatus of a few years, the National Milestone Car Society is resuming meeting this year in conjunction with the Glenmoor Gathering in Canton, Ohio, from Sept. 14-16.

The Milestone Car Society was founded in 1971, in the belief that the time had come for connoisseurs of distinctive post-war cars — foreign and domestic — to join in one major multi-marque society in order to better understand and enjoy

all types of cars of the first two postwar decades.

MCS is not a rival to the one-marque clubs, but is a society of enthusiasts whose interests cover more than one particular make of car. It offers an opportunity to enjoy and learn about a variety of great automobiles not normally discussed in a one-marque club. MCS is dedicated to the truly great cars from the postwar era — cars that transcend the mere act of getting

from one place to another, and were built between 1945 and 1972. Throughout the years, MCS members have participated in numerous driving tours, concours events and certification programs.

For more information about the society, membership or to participate in this year's Milestone Class at the Glenmoor Gathering, contact Shawn Miller, interim director, at 317-636-9900, or [Dinodriver@ori.net](mailto:Dinodriver@ori.net), or visit [www.milestonecarsociety.org](http://www.milestonecarsociety.org)

*This article appeared in the July 26, 2007 issue of OLD CARS Stutz Club Member Shawn Miller (No. 624) can also be contacted on his website [www.significantcars.com](http://www.significantcars.com)*

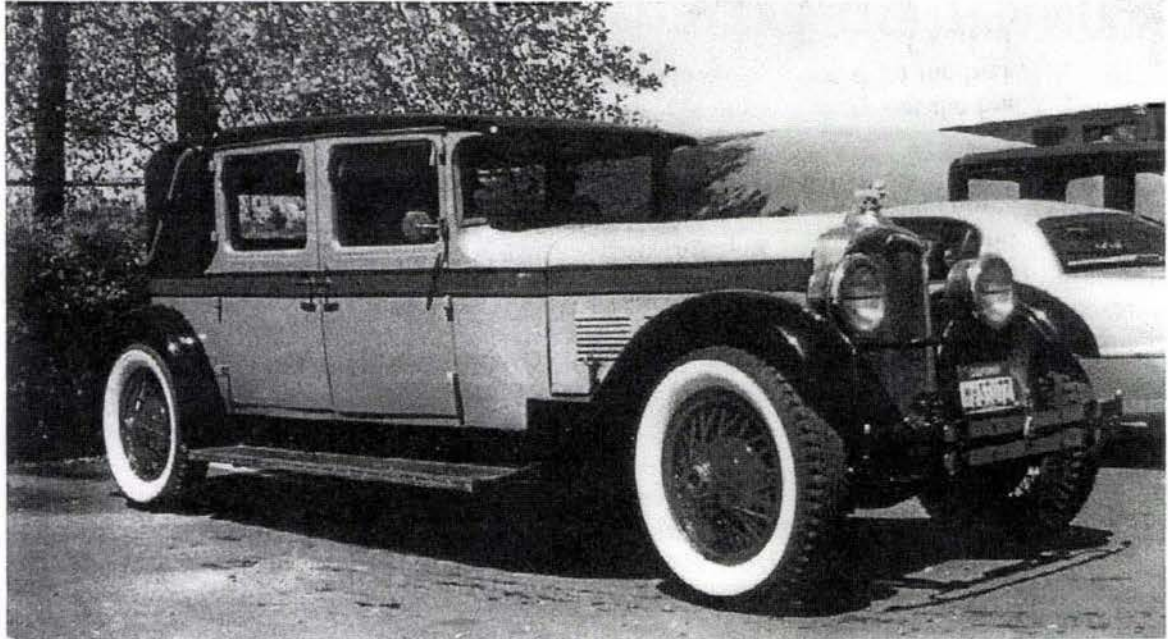
*Your editor is very pleased with the recognition given to STUTZ NEWS in the National Luxury Category by OLD CARS WEEKLY. Such praise is due in a large measure to Ms. Rachel Daeger who prepares the Stutz Club publication for editing and attends to the printing and mailing.*





## ONCE UPON A STUTZ; OR, A FATHER'S WARNING

By John Fossette



*1927 Stutz 8, AA-S-15, Touring Brougham*

“Son, I don’t know if you’ll ever make it run, but you’d better be darned sure it is going to stop.” That was my father’s response when I showed him my first car, purchased with a hard-earned \$35.00 from my paper route. Dad was one of those folks—we all know someone like this—for whom a motor vehicle was four wheels and an ashtray, to be traded in when the ashtray got full.

The soundness of that advice was apparent even if at the time inconvenient. It came back to mind many years later when Mandie and I had owned our 1927 Stutz Touring Brougham long enough to have discovered its brake system. We are the car’s fifth owners, and it became obvious why previous owners had never made the car operable. The original hydrostatic brakes (that’s right, they worked by water!) were not repairable.

This weird and wonderful system was a Stutz original, made by Timken—more famous for roller bearings—and in production for only two years. Reading the description in the owner’s manual made it seem splendid indeed: “...an entirely new development of

the hydraulic principle...hermetically sealed...self-equalizing...no moving joints to leak or rattle...”. The late 1920s was a time of great innovation in braking systems, and when all these peculiar rubber components were new and in top condition hydrostatic brakes were probably better than many of the complex mechanical systems then in use, and certainly easier to adjust.

But that was then and this is now, and all those rubber parts had become stiff and weepy. Also, when they might have needed replacement in, say, the 1930s, at approximately \$25.00 for each of the four wheels plus the diaphragm or “bladder,” the parts for a brake overhaul could have cost twice the book value of the entire car (\$61.00 in 1933).

When I prepared to try out the brakes I made up an adaptor, hooked up the brake reservoir to city water pressure, and worked the air out of the lines. The result was brake pedal—soft and spongy, but pedal nonetheless.

For the road test it seemed the entire



Taken from Oregon Region CCCA "The Hood Release" Sept- Oct. 2006. John is Charter Member No. 77

neighborhood turned out. Our street runs in a one-mile oval around a city park, a former horse race track. There are four stop signs within this mile, a fine place for testing brakes. Off to bold adventure at 15 mph., I approached the first stop sign and applied the brakes. They produced abundant grating and grinding noises but not effect. The car ground to an agonized cessation of motion well beyond the stop sign. It was apparent that, like fine dining. Stopping this car was to be something of a state occasion, requiring planning and reservations in advance. The plan had to be long-range. It did not involve the approaching stop sign; it dealt with the second one a quarter mile away.

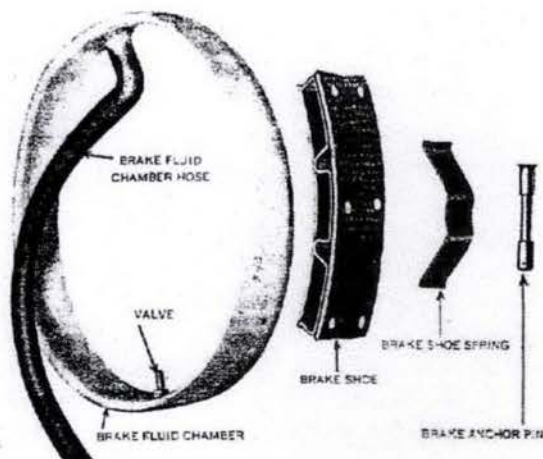
Upon arriving back home, white of knuckle and clenched of tooth, I found that the sidewalk superintendents had come up with a decidedly positive spin for this seemingly dreary situation. It was suggested that in this neighborhood populated largely by small generic cars, mostly Japanese and mostly white it seems, the size and notoriety of the grey, black, and red Stutz, coupled with the grinding of the brakes and, in a real emergency, a blast from the Klaxon horn, should be sufficient to clear the way. In support of this, I was reminded that one of the

more contemporary rules of the road holds that the right of way goes to the vehicle with the biggest wheels.

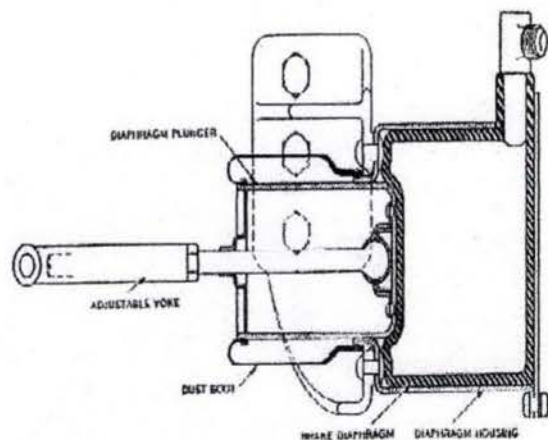
As a solution, that suggestion had a certain charm and simplicity, but our horizons extended beyond the old one-mile racetrack. So, I began a search for the bits and pieces to convert the hydrostatic system to 1928 Stutz Lockheed hydraulic brakes, a search that would require years and the accumulation of some strange and ultimately unusable parts. But slowly the right stuff came together, and I found a retired machinist with patience to make up the needed brass fittings and other small parts. Dad would have been pleased: I got the brakes fixed before turning to all the other mechanical refurbishments necessary to put a long-sidelined old car back on the road.

Since then, our Stutz has completed numerous tours taking us to six states, two provinces of Canada, two time zones, and on both side of the continental Divide. And, yes, for nostalgia, I took a spin around the old horse race track, with a Bronx cheer for each of the stop signs.

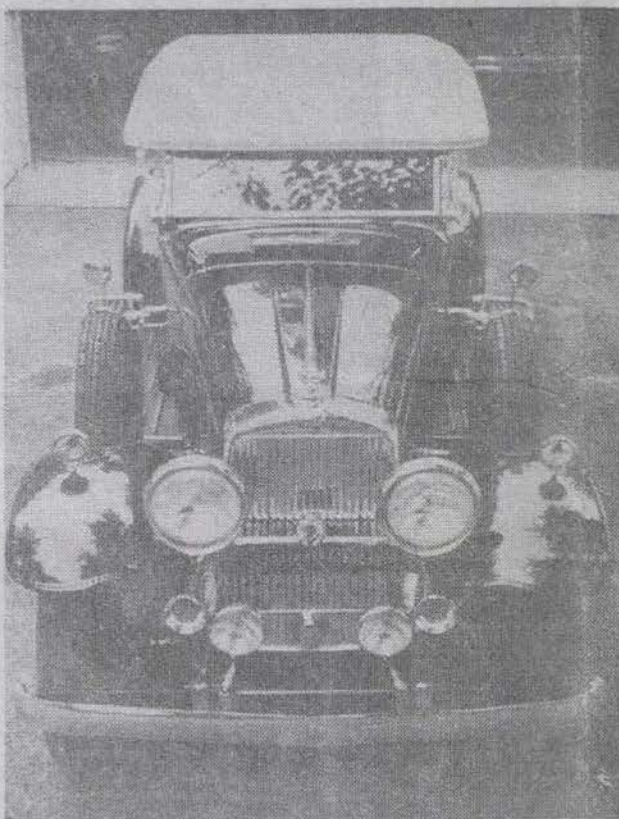
And so—what do you Packard-Lincoln-Cadillac folks do for fun, anyway?



Wheel Brake Unit—Disassembled



Brake Diaphragm—Pedal Unit



**THE QUEEN** — This Stutz Dual Cowl Phaeton is one of only four built. Originally shown in the 1932 New York Auto Show, Johnson purchased it from its original owner in 1960.

## Woodbury Man Restores Vigor To Old Stutzes

The automotive splendor of the early 1930s comes back with a rush when William A. Johnson opens the doors of the garage behind his home at 114 W. Centre St., Woodbury.

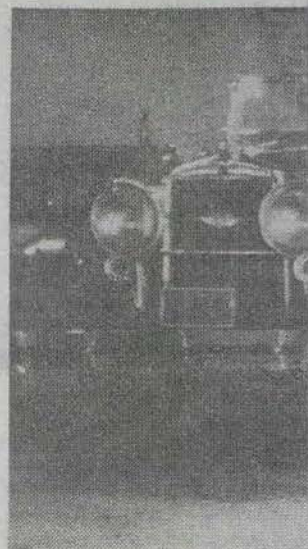
Gleaming richly in the gloom within are three carefully restored Stutz open cars, almost the last of a long line.

The pride of the collection, and the newest, is a 1932 DV-32 Dual Cowl Phaeton, said to be one of only four made. Standing as tall as a man and three times as long, it once hurled its depression-years owner across the countryside in deep red leather upholstery at 100 miles per hour.

"All Stutzes were guaranteed by the factory to do 100," says Johnson, traces of his native Danville, Va., still evident in his soft speech. "I guess it'll still do 100."

### Almost Junk

Three years ago, the glowing touring car was little more than



**SUDDENLY IT'S 1932** — William A. Johnson, 11 Stutz Bearcats. They are

a pile of junk in a Penns Grove garage. Only one of its four doors was attached. Its top was a few tatters of cloth. It hadn't been run in 20 years, since its owner bought a 1940 Buick.

"When I first saw the car in 1950," Johnson says, "it was still in pretty good shape. The man, its original owner, wouldn't sell it to me. But then the garage roof started to leak. I even offered to put a new roof on it for him. I wanted to save that car. But he wouldn't let me and wouldn't sell either."

After about 10 years of alternate coaxing and pleading, Johnson finally convinced the owner, Carl Simerall, to sell the car.

"That was in 1960," Johnson remembers. "I brought it back here and started working on it in January, 1961. It took me about a year and a half, full time, to restore it, and it's still not perfect."

There's not a trace of oil in the engine compartment; not a spot on the chrome; and it looks as if a small city could be lighted by reflections from the car's deep maroon finish.

### More to Do

"See, I couldn't get those pits out of the spokes, for one thing," the fuel oil dealer says, pointing to the perfectly smooth appearing bright red wire wheels.

"Run your finger along them, and you'll feel that they're a little irregular. I worked two full days on each of those wheels. The roughness is enough to keep me from a first prize."

The Phaeton took first in the only two shows in which it was entered last year, its first in competition.

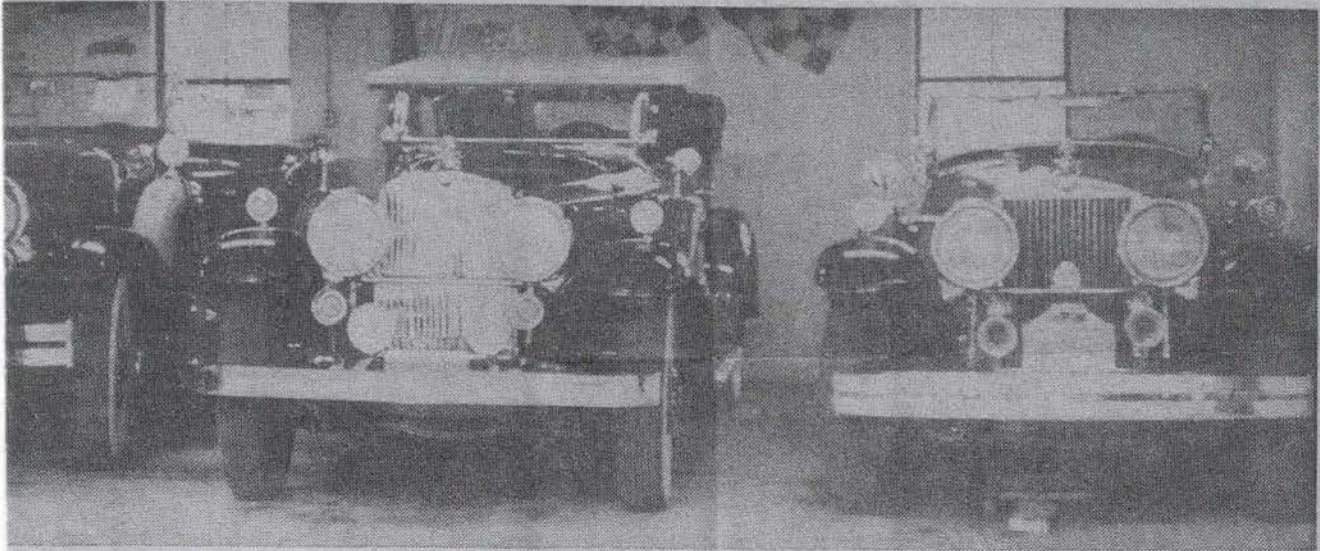
"But I don't know how I did in the Classic Car Club show in Morristown Saturday," John-



**SOME MILL.** — Times Reporter Samuel S. Graff listens as Johnson explains the fine points of the DV-32 engine. The 320 - cubic inch straight - eight

powerplant is rated at 156 horsepower. Dual overhead camshafts, like those now used on the Jaguar, lift 16 valves.





— Ready to spring from the garage of 4 W. Centre St., Woodbury, are three cars, from left, a 1931 Black Hawk L-8, a 1932 DV-32 Dual Cowl Phaeton and a 1931 DV-32 Boat Tail Speedster. All have coachwork by LeBaron.

—Times Staff Photos

son said. "There's some people there who score 98 and 99 points. I don't think I'll get more than 96."

The Classic Car Club is composed of owners of limited production cars built between 1925 and 1940. Its judging standards look like a combination of a state inspection ticket, a beauty contest form, and a historian's checklist.

**Another Winner**

"I've taken some firsts with the Black Hawk here, though," Johnson said, referring to his second Stutz. A smaller four-door touring car, it lacks the windshield and cowling for back-seat passengers that give the Dual Cowl its name.

"I didn't believe in the L-8 six-cylinder engine that it uses until I found this one in South Philadelphia four years ago. It was the only one I'd ever seen," the former used car dealer said.

The 1931 model is a brighter red than its eight-cylinder sister, and is no less carefully restored.

His third Stutz, a 1931 Boat Tail Speedster, isn't a show car, the lanky Woodburyite

maintains. "It's just something to have fun with."

**Red, Black and Yellow**

Painted a fire-engine red, the racy two-place roadster has black fenders and running boards, and canary yellow striping under its two doors. Its rear end, set on a platform between the fenders, comes to a sharp and graceful point.

Below, two 2½-inch exhaust pipes suggest the power that its 320 cubic-inch engine, smaller than the "big" engines in lower-priced current cars, produces.

"With two intake and two exhaust valves for each cylinder, you can get enough gas and air in there for this engine to really get going," Johnson says.

"My V-16 Cadillac has twice as many cylinders and just as many valves, and is a lot bigger. But this engine produces just as much horsepower."

The same engine, the DV-32, is used in the Boat Tail and the Dual Cowl Phaeton. The luxurious Phaeton weighs 6000 pounds; the Boat Tail, more than 2000 pounds less.

Power reaches the rear wheels via an underslung worm

drive, which means there's no hump in the floor.

**1950 Hot Rod**

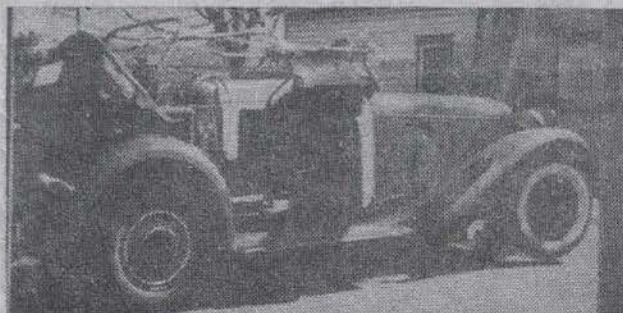
"I found the Boat Tail up in Riverside in 1950," Johnson

says. "Some kids were using it for a hot rod. They had three-inch water pipe for exhaust pipes, and put a 5:1 rear end"

(Continued to Page Eleven)



PRIZE WINNER — Johnson shows first-place ribbon won in 1961 in a Classic Car Club-sponsored show at Buck Hill Falls, Pa. Winning car was the Black Hawk, left above.



THE QUEEN BEFORE she was restored looked like this. Photo was taken in January, 1961.



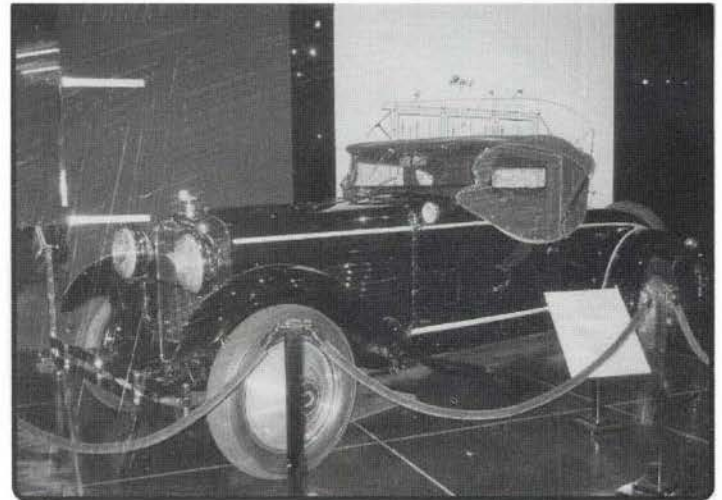
## *Editorial Comments*

While recently reviewing the history of Stutz Club membership, I was stunned to find that we are now in our 20<sup>th</sup> membership year, the first year being 1988. The reason I was shocked is due to the fact that in 2007 we have been using Vol. XIX to identify Stutz News. Now, tell me what went awry with my count? Looking back to the first issue of Stutz News we properly labeled the Jan- Feb, 1988 issue as Vol. 1 No. 1. Counting the years from that point it takes 20 fingers to get to 2007. So, this explains why this issue is labeled Vo. XX No 81. We just have to swallow the past mistake, accept the correct year and move on!

You will also note that this issue devotes a significant amount of space to racing history. Since Stutz was “Bred to Race” so to speak, we feel it is essential to reflect back on the part Stutz played in the development of this sport, the enthusiasm for which continues unabated. In the plans being developed to commemorate the 100<sup>th</sup> anniversary of Stutz in 2011, a day of racing related events is being planned. More about this event in future issues.

The clip pertaining to the Petersen’s automobile Museum’s current display “Going Topless in Style” features a Stutz (see page 13). The editor’s question as to whose Stutz is in the display has been answered by the CCCA’s So. Calif. Region’s Side Mount Mirror, 2007, Issue 2, pages 18 – 19. The 1929 Stutz M LeBaron roadster is owned by the Petersen Museum. In a few days we will be feasting our eyes on Carrol and Carl Jensen’s 1930 Le Baron roadster at the Masterpiece in Milwaukee.

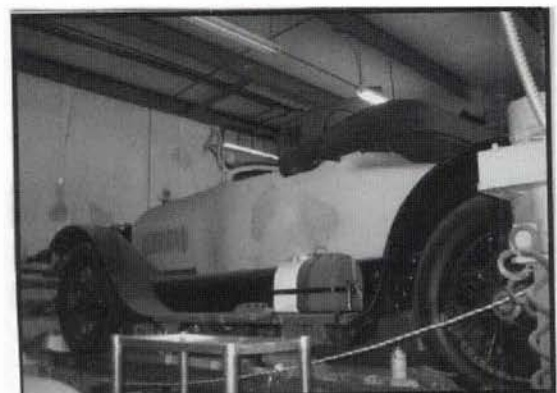
We will do our best to provide good coverage of the Masterpiece event in the next issue for those members who unfortunately could not attend. Our goal is to mail this issue a bit earlier in order to give advance notice of the Hershey “Get Togethers” in early October.



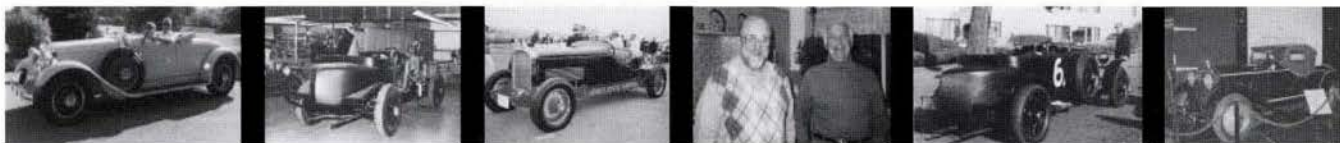
*1929 Stutz M LeBaron roadster  
The Petersen Automotive Museum*

The next issue, No. 82 will also feature coverage of the 2007 Grand Stutz being held around Canton, Ohio September 13-16, 2007.

Early Stutz roadsters are rare. We noted this one being offered by the Vault Classic Cars, Contact: Steve Snyder 714-401-1047 in California.



**1920 Stutz Roadster  
\$67,500**



## **MEMBERSHIP REPORT**

**Aug 2007**

*By Mike Barry, V P Membership*

Please join me in welcoming the following new members to the Stutz Club in 2007

#0748

Philip Van Doorm

Holleweg 4

1261 BW Blaricum

The Netherlands

Home Phone: 0031-35-5318195

Fax : 0031-20-7129999

E-mail: 1927 Blackhawk

#0749

Scott Shultz

PMB 134

PO Box 5000

Duvall Wa 98019

E-mail: [scotts@triplebcorp.com](mailto:scotts@triplebcorp.com)

1929 Stutz Blackhawk

VIN :16918

### **THE NEW ROSTERS HAVE ARRIVED ENJOY THEM**

Although I have made every attempt to publish this directory as accurately as possible, some errors did occur. To those members affected, please accept my apologies and to all members please take the time to correct your copy as follows:

#0638

Carl Jensen

Evening Phone : 262-662-0287

#0092L

Dale Wells

Remove day phone number

E-mail [ahestutzclub@msn.com](mailto:ahestutzclub@msn.com)

### **STUTZ GET TOGETHER AT HERSHEY**

**Is just around the corner! We are again having our annual Stutz Club dinner meeting at Hershey on Tuesday, October 11 at 7 p.m. Details on front cover.**

## ***Membership Update***

### **Your Stutz Club officers 2007-2008**

|                  |                              |
|------------------|------------------------------|
| President        | Norman Barrs, London, UK     |
| Membership VP    | Mike Barry, Greenford, OH    |
| Publications VP  | Bill Greer, Indianapolis, IN |
| Tech Services VP | John Grunder, Torrington, CT |
| Programs VP      | George Holman, Wilbraham, MA |
| Secretary        | Jason Gehring, Bath, OH      |
| Treasurer        | Dale Wells, Kalamazoo, MI    |

The Stutz Club had 357 families on the mailing list (an all-time high) as of September 30, 2006 to conclude the 19th year of operation. The new membership year began on October 1, 2006.

The new 2007 directories mailed on July 31, 2007 were the result of Mike Barry's time consuming volunteer efforts to service the membership. The club could not exist without such dedication. Mike can be reached at 1-300-730-9498.



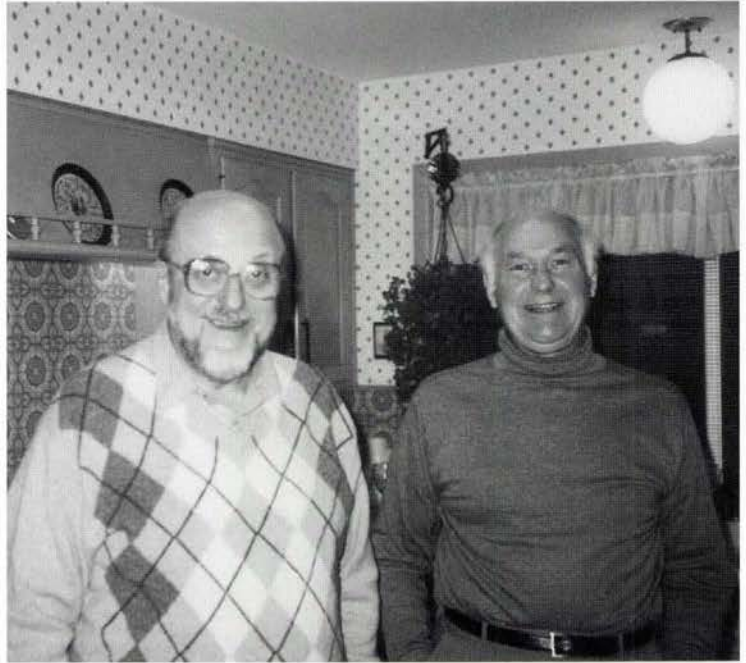
## *In Memoriam*

### **Jean M. Gorjat (charter member No. 75) - 1931-2007**

Sadly, we learned that friend Jean passed away May 30, 2007 at age 77 at the Gorjat home in Harrisburg, Penn. Please refer to Lucrecia (Barelli) Gorjat's letter of 21 July 2007 reprinted herein on page 25.

Jean was born in Paris, France of a Swiss father and French mother. He was educated as a die maker and then went on to obtain a master degree in mechanical and electrical engineering from the University of Paris. He began his vast international experience as a graduate student in the Executive program at Columbia University. After working for both GM and IBM in France, Jean joined AMP, Inc. and resided in Spain, England, Brazil and Japan where he served AMP as VP Latin America and then corporate VP Asia/Pacific. Meanwhile, Jean and Lucrecia restored their historic home on Front Street in Harrisburg, Penn. where AMP's headquarters is located.

Jean's interest in "fast wheels" was first nourished by motorcycle riding beginning at age 14. His adventurous spirit led him to become a pilot and to serve the French Army as a paratroop officer. In 1950, when still a youngster of 19, he wanted to purchase a Bugatti 55 roadster for \$500 but his father would not tap Jean's savings. Later, in 1952, the same thing happened on an Alfa P3. Then, such hobbies took a back seat to marriage, three children Elizabeth, Phillippe and Sophie (who currently live in Paris), work, etc. until his wife offered him a 1927 Ford for his birthday. In recent years Jean had been a very active hobbyist and his car collection grew to some two dozen cars which were conveniently kept for use to tour not only in the US but the UK, Europe and even Argentina where Lucrecia maintains a homestead.



*Jean Gorjat (left) with your editor in 1990 in Indianapolis, IN*

Four Stutz resided in Harrisburg; a 1922 HCS, a 1926 AA Victoria Coupe, a 1928 BB Speedster and a 1928 BB Sedan.

His interests also included motorcycles, antiques, swords, guns, etc. all to the pleasure of his Argentine-born wife.

The editor has a thick folder of Jean's inputs on Stutz beginning with his joining the club in 1988. Items range from Concours, Rallies, Auctions, Stutz Meets, Photos of cars (mostly Stutz) anything with Stutz on it even an Inn in Switzerland, a bottle of Stutz Virgin Olive Oil found in South Africa.

Jean will be sorely missed!

Bill Greer, 7-29-07



## Letters to the Editor

*Please refer to Eds Comments on page 30 of the previous April - June 2007 Issue No. 80. The following email was received from Honorary member Bobbie 'dine Rodda dated April 01, 2007:*

It's a 1929 TT series M Weymann-bodied tourer...and I have lots more photos of it including a bunch from Harrah's DURING its restoration!

Leaving for Chicago this morning, but will gather them for mailing to you next week, Bill!

*Your editor received a bunch of photos from Bobbiédine on April 25.*

*Meanwhile, a copy of President Norman C. Barrs June 27th email to Bobbie 'dine arrived and it read as follows:*

The photograph III 85 HA 11 is quite intriguing because of what appeared to be Rudge Hubs that were unknown on Stutz Chassis until first fitted by Brisson to the 1928 Stutz Le Mans entry. This conversion was carried out in France as was the conversion of the three (3) 1929 Stutz Team Car entries, these hubs were 80 mm and engraved in French.

The Brisson 1928 Le Mans car was a 1 31 1/2" BlackHawk Chassis with a unique body by Charles Weymann. The 3 -1929 LeMans cars were 1 27 1/2" L6 Black Hawk Chassis again each with a unique body designed by Charles Weymann.

The Chassis in the photograph appears to be a B-Blackhawk or M Chassis from 1927 onwards, the front wings (Fenders) have an internal valance or apron and the windshield is not of the LeMans type.

Knowing the quality of your photographs would it be possible for me to view an original print or negative in order to try and identify this particular car.

It is of course possible that the current owner will be identified and that would be very helpful.

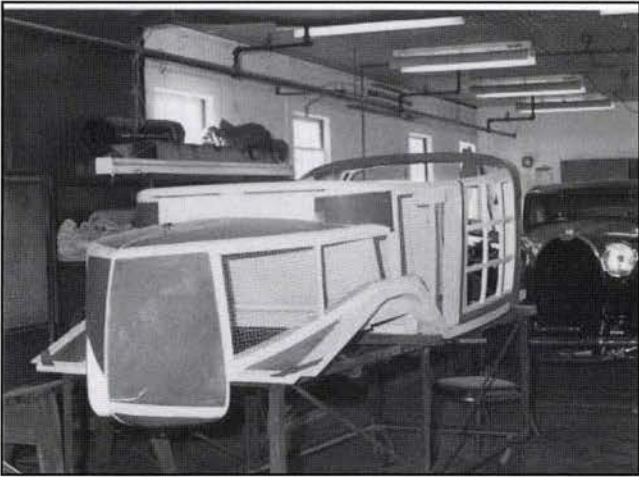
I look forward to seeing you at Hershey and trust that you will be able to join us for dinner.

---

Hang onto your hat, Norman! Do not get impatient over a photo I found among my souvenirs, one shot a quarter of a century ago almost!

Later I found a whole whole bunch more...and I've sent the entire lot to our friend Bill Greer. What can I tell you about that particular Stutz? As I recall (but I cannot swear that this is true or complete) Clyde Wade went to London and bought the Tourist Trophy car for Harrah's Automobile Collection, and it was actually mostly just a pile of parts. Exciting nonetheless...

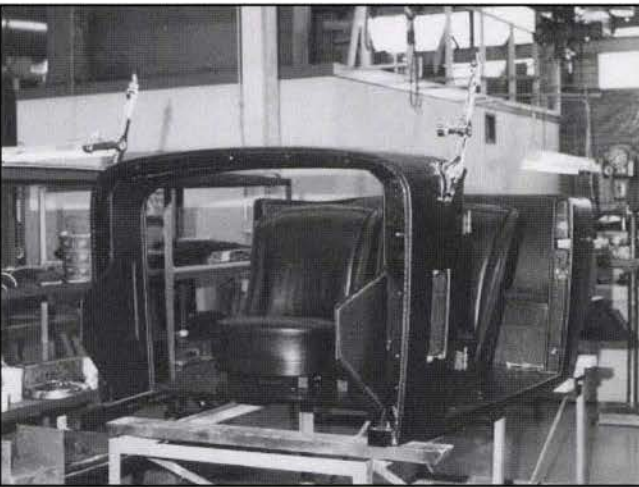
Over the next many months I drove to Reno (about 400 miles from home) a number of times, and each time I went to HAC I took pictures of the Stutz TT restoration project. Somewhere I have negatives from when it was shown at Pebble Beach, but those I've not yet located. When (if) I do, I shall have some enlargements made and see that you get a set. Yes, luv... I am looking forward to October when we'll again sup with Stutz folk in Harrisburg, which is sort of adjacent to Hershey. Until then, please know that I'm not holding out on you! Know---instead---that I think of you often...and smile...



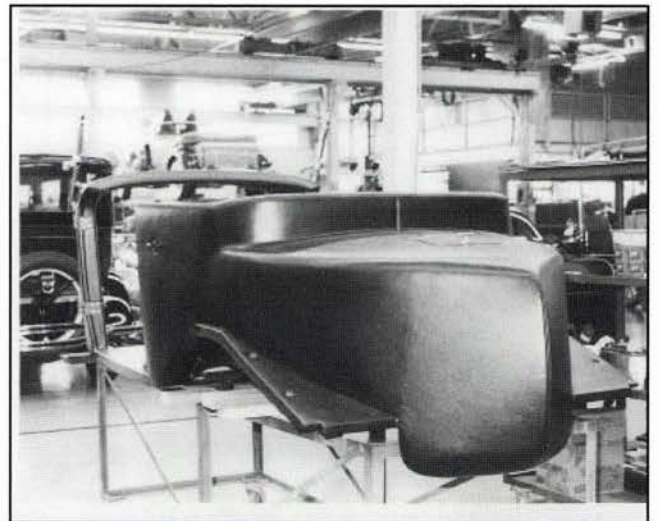
*Body read to skin November 1979*



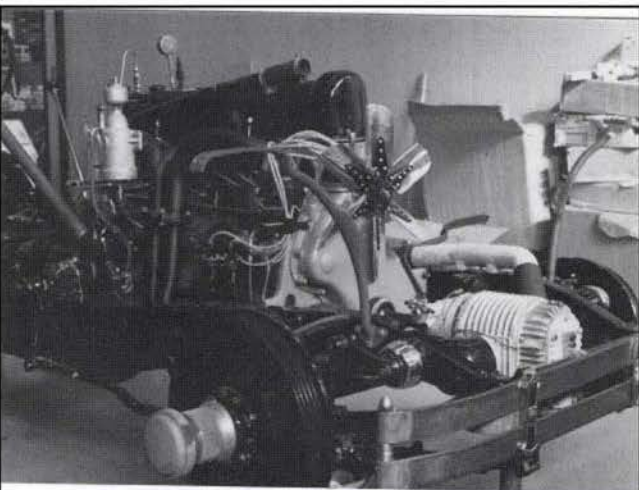
*Body cowl section February 1980*



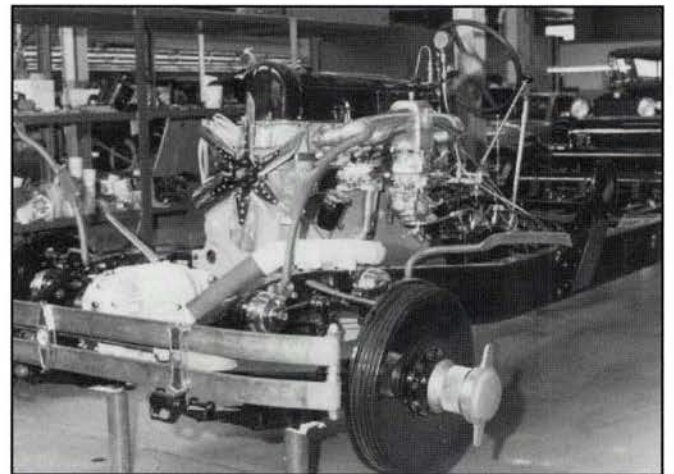
*Front view of body April 1980*



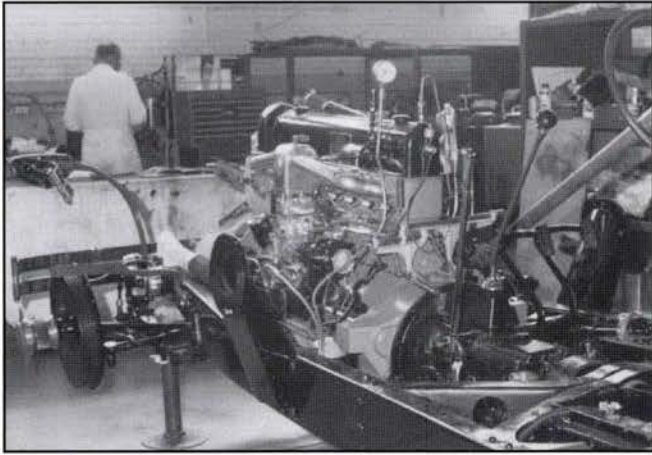
*Rear view of body April 1980*



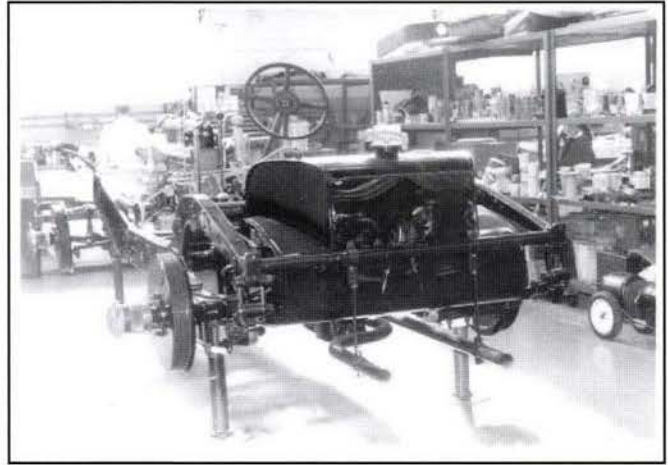
*Front view of exhaust side of engine with Supercharger February 1980*



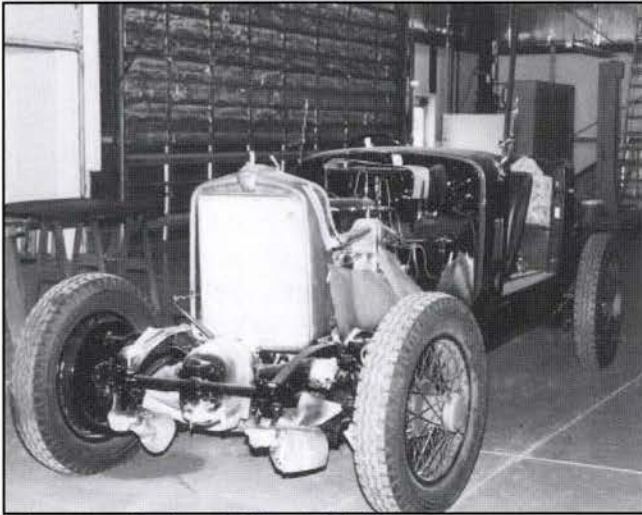
*Front view of Intake Side of Engine with Supercharger February 1980*



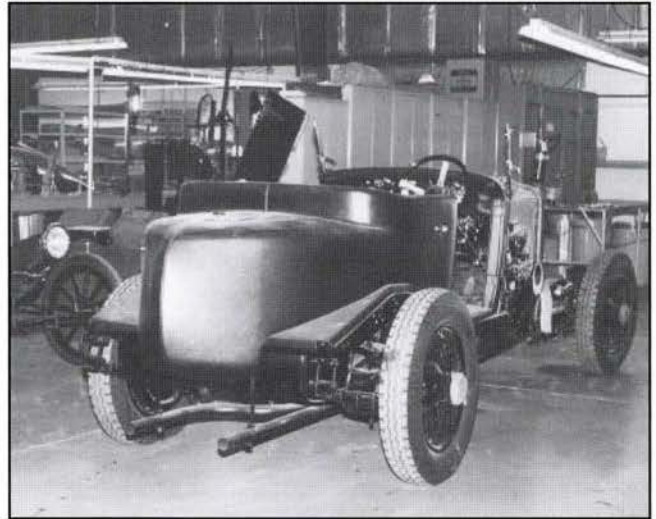
*Rear view of Intake Side of Assembled Engine  
February 1980*



*Rear view of Assembled Chassis showing the 45 gal gas  
tank February 1980*



*Front view Body and Chassis United  
Note Right Hand Drive February 1982*



*Rear view of body and chassis united February 1982*



*The 1929 SC Stutz at Pebble Beach August 1982*

*Stutz News/ July - September 2007*



*The Stutz auctioned at Harrab's 1985 Auction*



As promised, we are pleased to reprint on the previous two pages a number of the photos received pertaining to the 1929 SC Stutz shown on page 30 of issue No. 80. Shown are some of Bobbie 'dine's photos of the Harrah's restoration. The Supercharged Stutz photographed at Pebble Beach in 1982 shows a front bumper, open front wings (fenders), side mount spare, stripped bonnet (hood) not evident in the Stutz sold at the 1985 Harrah's auction.

A most interesting account of this Stutz was published in the UK publication, *Classic Car* June 1974 authored by Jonathan Wood. Pages 51 - 55 relate the history of the Stutz from LeMans with photos of it at LeMans and before the 1929 Tourist Trophy race as it appeared on Rodney's Heath's farm in Essex as Paul Grist saw it. This article also states that the Stutz's engine No. is 30722, originally registered as UV 1906

and later re-registered EMO614. Another reference of interest is the article "30 Years of American Cars at LeMans" by Cyril Posthumus published *Road & Track*, January 1961, pages 47-52. We look forward to members input on this matter.

**Ed's Comments:**

In the April - June 1989 issue of *Stutz News*, page 26 you will find a photo of the 1929 SC Stutz restored by Harrahs. This led to an interesting letter from Colin J. Buckmaster (No. 65L deceased) dated 9 September 1989. Reprinted below are three paragraphs from Colin's letter published in the Oct - Dec 1989 issue.

In 1972 I was told by Harry Shell, secretary of our CAAC, that there was a very unusual supercharged Stutz near Saffron Walden in Essex, but that it was of no interest because it had a Bedford gearbox and a dreadful home made body. I had a hunch that it might be one of the '29 Le Mans cars and I eventually tracked it down to a remote farm where it was living in an open fronted shed with the mist drifting in and nettles growing up into the engine. The owner was out, but I took some photos and compared them with those in the July '29 issue of the *Auto-car*. These were definitely of the car I had seen, taken after a road test on its return from the Sarthe circuit the previous month.

As is so often the case, the owner was adamant that he would not sell it. He told me that he had occasionally driven it down his very long drive and attempted to engage the supercharger but "it was no good. It just snuffed the engine out like a candle." Apparently the car had been taken in by a Bishops Stortford innkeeper in lieu of an unpaid bill, and he had sold it by auction in the cattle market there for the then high figure of £50-. That would have been in 1957. I resigned myself to never being likely to have the chance to buy it, the owner being a very young man, but then late one night the 'phone rang; he had changed his mind and I could have it for £3,000. That was in 1973.

By this time I had bought another Stutz and, not wanting two, gave him the name of someone who I knew would do it justice and this was Paul Grist of Hertfordshire. Paul pointed out various details I had missed; the 45 gallon tank, the engine set 2-1/2" further back in the frame and the little scuttle brackets on which the windscreen was folded for the compulsory lowering at Le Mans. The arrangement for engaging the supercharger, and the instrument itself, were of abysmal crudity and best ignored. A complete mechanical restoration was carried out, John Heath recreated the body and it was bought by Bill Harrah and sold again after his death. It presumably then went to Pennsylvania before going to its present home in New York.





**From: Lucrecia Gorjat, London UK**

**Date: 21 July 2007**

I appreciate so much your condolences. For me and his friends Jean's death was a big loss. I am sorry I did not call or write to you but there was too much to be done and I was not feeling up to doing anything at all. He was in very poor health and it is a blessing he is at peace. I am fine but I miss him alot. I am staying in London with the wet weather until September 4/5; in Harrisburg for ten days and then Buenos Aires for three weeks.

He was cremated in Harrisburg and his ashes are here waiting a place in the churchyard of my church on the hill where they are building a nice place for ashes. He never wanted any funeral of ceremony and the interment will be done just with close family this coming autumn at Harrow-on the Hill and also next to his garages.

I'll appreciate it if you will inform the club members in the Stutz News. Thank you so much and hope to see you soon.

*Printed below is the invitation your editor received from member Turner Woodard to attend "Car Guys Day." It was a fun day with great group and good food too!*



*Turner Woodard cordially invites you and a guest to attend*

## **"Car Guys Day"** at the track!

**WHEN: Sunday, May 20, 2007**  
11:00 a.m. - 4:00 p.m.

**WHERE: at the Stutz Turn Two VIP suite at the Indianapolis Motor Speedway**

**RSVP: By Monday, May 13, 2007**  
To the Stutz Business Center  
by phone: (317) 488-7373



**Join us for the 2007 Racing Season –**  
Experience motorsport up close and personal while enjoying the best panoramic views of Indianapolis. Share in Turner Woodard's passion for cars and racing while experiencing our turn two suite with all the amenities made easy! Great decor, food, beverages, suite credentials include pit and garage passes, infield transportation, easy in-and-out parking, along with the courtesy of the Stutz hospitality team!





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 HARRY McQUINN, VICE PRESIDENT  
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INDIANAPOLIS 500 OLDTIMERS CLUB

1927 NORTH MERIDIAN STREET  
 INDIANAPOLIS 2, INDIANA

Newsletter No. 7

June, 1963

Your Board of Directors and Executive Officers wish to apologize for the long delay in publishing a newsletter. Our Executive Secretary Art Wright was confined to the Veterans Hospital in Indianapolis early this year and is back again for an undetermined period.

**EXECUTIVE SECRETARY:** By action at a Board meeting on June 4, 1963, and in view of Art Wright's illness, Frank J. Bain was elected Executive Secretary. Frank is Chief Registrar of the 500 Mile Race and General Office Manager for the United States Auto Club.

**BOARD MEETING:** Early in May 1963 your Board of Directors conducted a meeting at the Speedway Motel. Plans and awards were discussed for the annual Bar-B-Q at the Speedway on May 21, 1963. Herman Deupree resigned as President and Harry Hartz was named to succeed him. Harry McQuinn was elected Vice President and Herman Deupree was added to the Board of Directors.

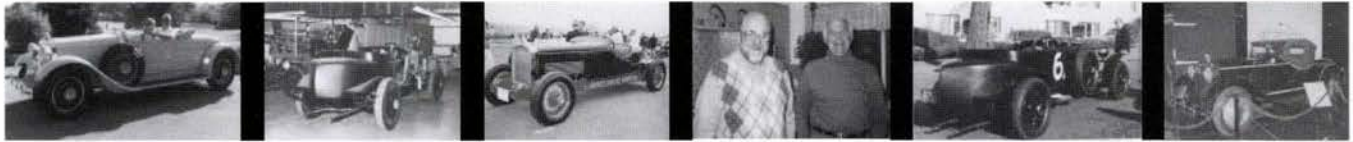
**ANNUAL OLDTIMERS BAR-B-Q:** It was a gala affair for about 90 members and guests on May 21, 1963 at the oldtimers annual Bar-B-Q at the Speedway. Our Host: WFBM-TV with Sports Director Tom Carnegie and General Manager Eldon Campbell; Sponsor Phil Hedback and L. Gelow, Advertising Manager for Peter Eckrich & Sons Inc., Fort Wayne, Indiana. Oldtimers enjoyed the excellent food and racing fans could view the party on the WFBM-TV telecast.

**HALL OF FAME:** Up to and including last year, 18 individuals were elected to membership because of their outstanding contributions to the sport of racing and to the development of the entire automotive industry. This exclusive group consists of:

|                 |                    |                       |
|-----------------|--------------------|-----------------------|
| Bob Burman      | Barney Oldfield    | Ray Harroun           |
| Louis Chevrolet | Eddie Rickenbacker | Tommy Milton          |
| Earl Cooper     | Fred Wagner        | Ralph Mulford         |
| Ralph DePalma   | Harvey Firestone   | Dario Resta           |
| Bert Dingley    | Carl Fisher        | William K. Vanderbilt |
| Fred Duesenberg | Henry Ford         | T. E. (Pop) Meyers    |

This year nine (9) other outstanding members of the racing fraternity have been honored by being elected to the Hall of Fame.

|              |                  |              |
|--------------|------------------|--------------|
| Harry Stutz  | Rex Mays         | Harry Hartz  |
| Howdy Wilcox | Wilbur Shaw      | Harry Miller |
| Pete DePaolo | Augie Duesenberg | Louis Meyer  |



**HALL OF FAME AWARDS:** Specially designed bronze Hall of Fame Medallions by the Indianapolis Motor Speedway Foundation. Presentations made by Tony Hulman and Karl Kizer as follows:

Raymond Firestone accepted for his father, Harvey Firestone Sr. for his pioneer work in developing safe racing tires.

Tom Milton Jr. accepted for his father, who was the first two-time "500" winner, the 1921 National Champion, one time holder of the world's measured mile record and former Chief Steward of the "500."

Denny Duesenberg accepted for his father Fred Duesenberg, who built race cars which scored victories on almost every track during the 1920's.

Fritz Duesenberg accepted for his father, Augie Duesenberg, who was equally responsible as his brother Fred, for the success of the Duesenberg cars.

Your Club Treasurer, Carl Wallerich, accepted for Howdy Wilcox, who drove in all of the first eleven Indianapolis "500" Mile races and won the 1919 race, when he also was National Champion.

Bill Shaw accepted for his father Wilbur, three-time "500" winner, two time National Champion; and President of the Speedway from 1945 until his death in 1954.

Mr. Horn accepted for his father-in-law, Harry Stutz, pioneer builder of great cars.

Living Hall of Fame recipients present to receive their Medallions, were:

Bert Dingley, our National Driving Champion the year the Speedway was built in 1909.

Earl Cooper, our first three-time National Driving Champion 1913-1915-1917.

Peter DePaolo, first 100 MPH winner of the "500" and National Champion in 1925 and 1927.

Harry Hartz, National Champion in 1926 and builder of two "500" winning cars.

Lou Meyer, first three-time winner of the "500" and also a three-time National Champion, who now builds the Meyer & Drake racing engine.

Hall of Fame Medallions will be mailed to other living members of the group; or to the members of the families of those who have passed on.

**GOLDEN CAR AWARD:** Al Bloemker, publicity director for the Speedway,



presented to Karl Kizer, Curator of the Indianapolis Motor Speedway Museum, this award for his contributions to the museum and racing.

**SPECIAL AWARDS TO:** The three living drivers who participated in the 1911 500 Mile Race. Plaques went to Ray Harroun, Ralph Mulford and Wild Bill Jones. Bud Jones accepted for Wild Bill. Other awards will be sent to Harroun and Mulford who were not present. Presentation of the above was made by your club Vice President, Harry McQuinn.

**PAST PRESIDENT AWARD:** A new plaque this year presented to Herman Deupree by President Harry Hartz.

**GABRIEL AWARD:** Bill Klein of the Gabriel Company presented plaques to the four living Chief Stewards of the "500:" Jack Mehan, Ted Doescher, Harry McQuinn and present Chief Steward Harlan Fengler. In subsequent years, a committee composed of Chief Stewards, club members, press-TV-radio representatives and Speedway officials will name individuals to be honored. All names will go on a trophy to be kept in the Speedway Museum. The winner will be an outstanding USAC official.

**SPECIAL CHRYSLER AWARD:** Here to attend the oldtimers Bar-B-Q and to accept a special award to the Chrysler Corporation from Harry Hartz was Mr. R. M. (Bob) Rodger, Chief engineer and Director of Product for Chrysler and Imperial. Bob has been associated with performance activities at the Indianapolis track since the early 1950's. He directed the Chrysler program which resulted in the winning of the 24-hour speed endurance Samuel B. Stevens Perpetual Challenge Trophy. Chrysler won the cup with an average speed of 89.89 MPH. The cup was finally retired in 1962.

**GIFTS:** Each 1963 dues-paid Oldtimer attending the Bar-B-Q received a gold pencil with Oldtimers' insignia, thru the courtesy of Charter Member Russ Boss of the A. T. Cross Company of Providence, R. I.; A key chain from the Chrysler Corporation; and from Samuel Shawhan, president of the Bryant Manufacturing Company of Indianapolis, a three-ring binder booklet with Oldtimers' insignia, including Speedway book and a place for future club letters.

**CLUB HEADQUARTERS AT THE SPEEDWAY:** The club wishes to thank Gene Stonecipher of Perfect Circle for the use of his accessory room at the Speedway to conduct club business on May 21, 1963, preceding the Bar-B-Q. This was a great assist to Johnny Nelson in signing up new club members.

**BEST WISHES TO THE OLDTIMERS CLUB:** Your Executive Secretary received the following letter dated June 12, 1963 from Ralph Mulford:

"The beautiful bronze plaque awarded to me by the INDIANAPOLIS "500" OLDTIMERS CLUB was delivered yesterday. I want to assure the officers and members of the club of my appreciation of the honor represented by this plaque. It will be proudly displayed and cherished with the trophies of my racing career.

With all the good wishes for the continued success of the INDIANAPOLIS "500" OLDTIMERS CLUB!.....Ralph Mulford.



**NEW MEMBERS:** Add the following new members to your roster:

Robert Clidinst, 34 S. Bradley, Indianapolis, Indiana  
 Evanson B. Earp, 3368 Washington Blvd., Indianapolis, Ind.  
 Allen Guiberson, 4629 Watauga, Dallas, Texas  
 Ronny Householder, 22501 Lange St., St. Clair Shores, Mich.  
 Joe Lincki, 7241 Maplewood, Chicago, Illinois  
 Alfred E. Moss, White Cloud Farm, Trine, England  
 Dennis (Duke) Nalon, 2029 W. Claremont, Phoenix, Arizona  
 Oscar Reeves, 151 S. Vaila Ave., Indianapolis, Indiana

**NEW ADDRESS:**

Peter DePaolo, 441 The Whitcomb, San Francisco, Calif.

**THE FOLLOWING MEMBERS ARE DECEASED AND THEIR MEMBERSHIP CARD NUMBERS HAVE BEEN RETIRED IN THEIR HONOR:**

Joseph E. Craven, c/o Mathuse R #2, Dunnellon, Florida  
 Mel Hansen, 18155 Hawthorne, Bloomington, California.

**HELP NEEDED:** Advise your Executive Secretary of names and prospective members. There are many oldtimers of the "500" eligible for membership. **LET US HEAR FROM YOU** and we will forward application forms immediately.

MOTOR AGE JULY 1910

**Stutz Makes a Change**—Harry C. Stutz, who until recently was factory manager and engineer of the Marion Motor Car Co., of Indianapolis, has resigned to accept the position of president and manager of the Stutz Auto Parts Co. His new concern is now located in the Industrial building at Indianapolis. His time will now be devoted to manufacturing the Stutz gear systems and transmissions.

**Making Stutz Transmissions**—The Stutz Auto Parts Co., of Indianapolis, organized within the past few weeks, is making the Stutz rear axle and transmission. It will manufacture two models—one for a 20-25-horsepower and the other 30-40-horsepower, both selective type, three-speeds. Its plant is located at Tenth street and Canal, Indianapolis. *MOTOR AGE 12-23-1909*

FROM MOTOR AGE 6-2-1910

**STUTZ AUTO PARTS CO.**  
 10th Street and Canal  
 INDIANAPOLIS, IND.

Manufacturers of  
**The Stutz Rear Axle and Transmission**  
 ONE MODEL 20-25 H. P.  
 Write us for particulars.

THIS PASS ENTITLES:  
*W. P. Johnson*  
 To *all* departments of the factory of the  
 Stutz Motor Car Company of America, Inc.  
 from date of issuance until *June 30, 1929*

THE STUTZ MOTOR CAR COMPANY OF AMERICA WILL NOT ASSUME RESPONSIBILITY FOR ACCIDENTS OCCURRING TO OR INJURIES SUSTAINED BY BEARER OF THIS PASS WHILE ON SAID COMPANY'S PREMISES.

Issued *7/4/29* Authorized by *R. K. Mitchell*

*Ed's Note: The historical items above are from the archives of Honorary Member C. McCord Purdy (deceased).*

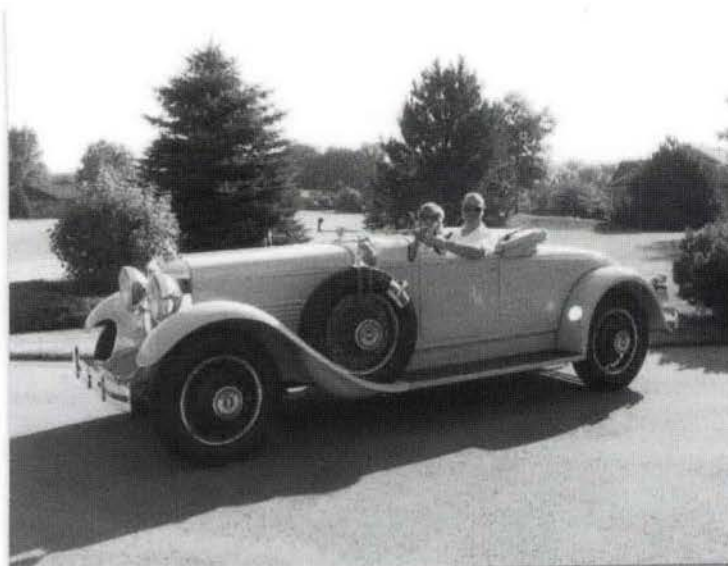


## Old Race Cars and Internet Dashboards

by Carl Jensen (No. 638)

Every year in July, we have a gathering of old Indy Cars and other early front engine racers at the historic Milwaukee Mile race track. For those unfamiliar, this is a great event put on by The Miller/Offenhauser Historical Society that brings together some great old racecars in a very laid back format. The main feature is Miller Indy racers. However, there is wide range of other front engine racecars. The newest of the group were Watson roadsters, but the majority of the cars are of prewar era. Powerplants ranged from Duesenberg to Isotta Fraschini. Even going as spectators, we thought there would be no better car to take to a historic racing event than a Stutz. The photo shown here was snapped by our friend, and early car nut, Tom Edfors, as we pulled out of the driveway on our way to the track.

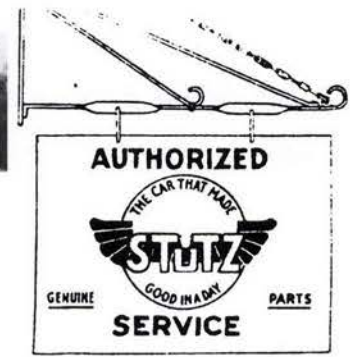
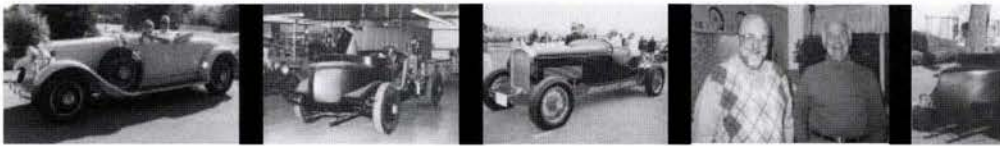
It was about a week after the event that we received an email from Tom telling us to check out the "Guess this dashboard" contest on [www.prewarcars.com](http://www.prewarcars.com). It turns out that Tom frequently sends material to the gentlemen who run this great website and much to our surprise, he sent them a photo of our dashboard for a contest to guess the car. Many Stutz experts correctly



identified it as a Model M Stutz, but our Model M is actually a 1930. This apparently caused a little stir as I am told that Model M dashboards are the same regardless of being a 1929 or 1930. So those of you who identified it as a Model M, apparently really do know your Stutz trivia. The following week we were surprised a second time when the website posted the photo of the car that Tom snapped of Carrol and I in the driveway that day.

Back to the Miller event... While we had a great day watching the early race cars and talking with other enthusiasts (including other Stutz club members) we had one disappointment. We watched a Mercer Raceabout doing laps and have seen Mercers here in prior years as well. What we really need next year is for someone to bring a Bearcat!





## Classifieds

### WANTED:

William L.Snyder (No. 273)  
1312 Meadowood Lane  
Hudson, OH 44236  
Home 330-656-9811  
captainnordec@nordecinc.com

### For Stutz M or DV-32

New or good condition 4.25 or 4.5 ratio rear end gears  
Set of rear bumperettes for the Model M

John Courtney (ex No. 352)  
4 Chamari Close  
Titirange Auckland New Zealand  
Email: patcourtney@xtra.co.nz

### FOR SALE

1928 Stutz BB Dual Cowl Speedster RHD, SOHC, 8 cyl.

Older restoration in need of driving

Has been in storage and on display in a popular car museum

Regularly started and moved

Large inventory of spares

Asking \$150,000 NZD (about US \$100,000)

### FOR SALE

1926 Stutz Boattail rebody. This is one of four cars built in the latter 1970s by the late Vern Surratt of Southern Oregon. The car has original Stutz running gear with the inline 8 cylinder engine. New leather upholstery was installed in 2006. This car has the correct Buffalo wire wheels and hubcaps. This car has been in my family since the 1980s. Please call Bob Sullivan at 541-779-9208 for more information.



*The Club and the editors aim to publish accurate information and recommendations, but neither assumes responsibility in the event of claim of loss or damage resulting from publication of editorial or advertising matter. Statements of contributors are their own and do not necessarily reflect Club policy.*

### WANTED

Have you got a damaged or incomplete 1929/1931 Stutz Blackhawk 6 cylinder engine? Also any brake assembly parts for the same vehicles. I also require a Pitman Arm for a Ross Steering Box this was fitted to the 1928 8 cylinder Stutz. Has anyone got a 4 cylinder KDH or KLDH 1921/24 4 cylinder engine with detachable cylinder head - this is required for a colleague in the UK. Any information regarding availability would help.

Please contact George on 413-781-0530 or fax to 413-732-9414.

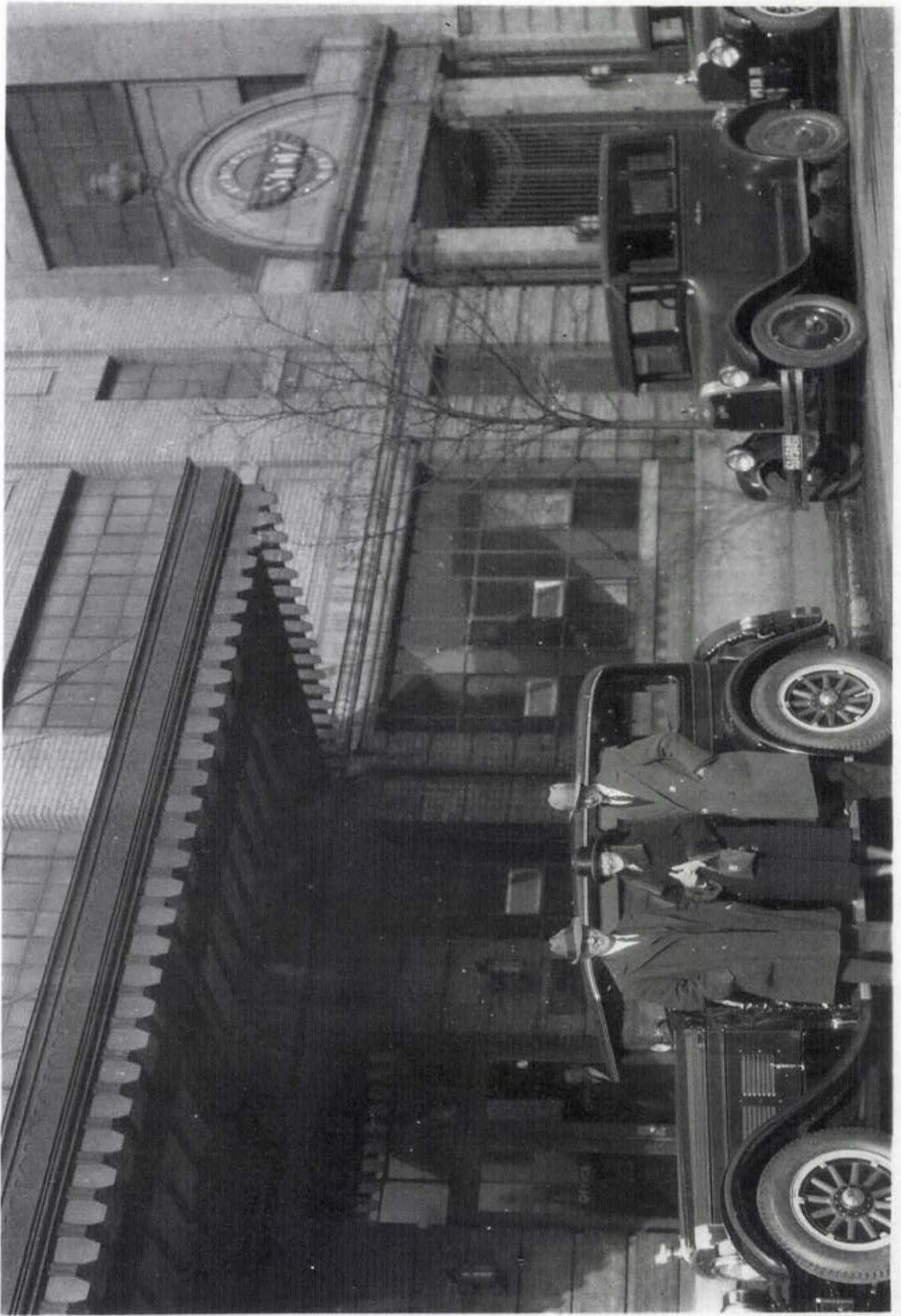


## CLASSIC TIRES

Lester, Firestone, Denman, Lucas, Custom Classic, Goodyear, Dunlop & more.  
We can save you money!  
**FREE CATALOG**




2850 Temple Ave.      2141 West Main  
Long Beach, GA 90806      Springfield, OH 45504  
Fax 662-595-0381      Fax 937-325-1900  
**800-952-4333      800-735-0166**



A cold day in 1926. Lora L. "Slim" Corum is standing on the right of his wife Marie (we believe) alongside the 1926 Stutz AA Sedan. Who is the man on the left? Tell us where this photo was taken. Please identify the other two cars for the record. Photo from the Weir family collection. We will show you more in the future issues.