

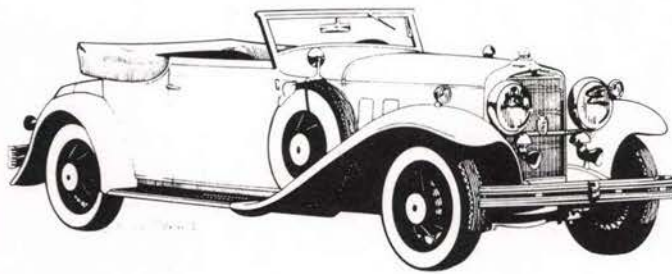
Stutz NEWS

June-Sept. 1990

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The STUTZ CLUB, 7400 Lantern Road
Indianapolis, IN 46256
Bill Greer, Editor

TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

Dear Member:

Many of you have failed to remember to pay your dues for 1990. They were due as of January 1, 1990. If uncertain about your status, please contact Dale K. Wells, Membership Chairman, 7906 S. 10th Street, Kalamazoo, MI 49009 (Home: 616/375-4844. Thanks!

Do help in any way you can with the Stutz Book Project! Please re-read pages 6 and 20 of the Apr.-June, 1990 issue for details. This is a Club project and it can only be accomplished if each member pitches in and helps in some way. Let's put the book's author, Dr. Raymond A. Katzell, to work!

Please note the Club's plans for a get-together at the Hershey AACA Meet, October 11-13, 1990, in Dale Well's Membership Report. We look forward to a big turnout this year.

REMINDER 

Rare Stutz vehicles motor into Cleveland/Akron area

By Kitty Katzell

There were more Stutz vehicles together than you are ever likely to see again at the third annual Grand Stutz held in Cleveland/Akron, Ohio on June 15-17.

The cars ranged in age from Sam Flohr's 1914 Bearcat to Jim Lockwood's 1933 convertible phaeton and Ernie Toth Jr.'s 1933 DV32 convertible coupe. The 60 people who attended came from 15 different states and Canada.

The weekend was hosted by Ernie and Ruth Toth Sr., who had arranged a full schedule of car-related activities. Most of Saturday was devoted to touring the Frederick C. Crawford Auto-Aviation Museum of the Western

Reserve Historical Society and the History Museum associated with it. The Crawford Museum exhibits more than 120 automobiles, and emphasizes northeast Ohio's role as an early automobile manufacturing center.

Another highlight of the weekend was a car show sponsored by the Northern Ohio Chapter of the Classic Car Club of America. The show was held at Stan Hywet (an Anglo-Saxon term meaning stone hewed, and pronounced Stan Hewitt). Stan Hywet is the former Seiberling Estate near Akron. This is the Seiberling family associated with Seiberling Tyres and the Goodyear Tire and Rubber Co. Stutz was the featured automobile at the car show and the 13 representatives of the marque were

exhibited as a group separate from the other 600+ cars entered in the show.

Before the judging awards were presented to the owners of other show cars, Bill Greer, organizer of the Stutz Club, presented awards to winners in the Stutz group. Ralph and Helen Scott of Fort Wayne, Ind. received the ladies' choice award for their 1929 dual-cowl phaeton. Ralph also received recognition for being the oldest person to drive his car to the meet.

The 1914 Bearcat, shown by Sam and Ruth Flohr of Denver, Colo., was awarded best-in-show among the Stutzes. John Grunder drove his 1925 Stutz Black Hawk the longest distance, coming to Ohio from Connecticut. Tom and Madelyn Cox trailed their 1928

BB sedan from Richmond, Va. earning those two owners awards. Bill Ruger's 1922 KLDH had been trailered by Lyle and Kathi Patterson from New Hampshire, but they didn't enter it in the competition.

The annual business meeting of the Stutz Club was held on June 16. At the meeting, it was announced that Smith Hempstone Oliver will be honored by receiving the first Peter Helck Memorial Trophy, donated by Tony Koveleski in memory of Helck. It was also announced that the club is embarking on a project to produce an authoritative book on Stutz: the man, the company and the vehicles. Ray Katzell of Medford, N.J. has agreed to serve as author/editor.

Reprinted below are a few of the comments received by Ruth and Ernie Toth, Sr. regarding the 3rd "Grand Stutz". I'm sorry we could not include them all. (Ed.)

- We had a great time. Thanks so much! Madelyn and Tom Cox, Richmond, VA.
- Sam and I wanted to let you know what a great job you did for the 3rd Stutz meet. We really did enjoy our time in the Cleveland area. Our daughter and granddaughter and their husbands were so impressed as we were with the beautiful Stan Hywet Hall and Gardens. It was a lovely setting for some really outstanding automobiles. Looking forward to next year. Sincerely, Ruth and Sam Flohr, Denver, CO.
- We wanted to write this note sooner, but the LOC meet in Bardstown, KY was just this past weekend and we found ourselves coming and going. We can't begin to tell you what a good time we had at the Stutz meet and what a super, great job I think you both did, as well as the younger Toths, too. The night at your lovely home will long be remembered and all the time you put in and help rounding all of us up for our trips -- what a couple! I know you had to be tired and footsore afterwards, but we just had to tell you that we think it was a tremendous job very well done and one of the finest meets we've attended. Hope to see you at the Grand Classic. Sincerely, Fran and Bill Abbott, Jerseyville, IL.
- With many thanks to you two, we can say sincerely that the Stutz gathering in Ohio was enjoyed every full hour. All the members were friendly and jolly and your gracious hospitality set the pace for a happy weekend. Charlie and I especially appreciated all Ruth did to ease and facilitate our transportation to and from airports and special events. It is difficult to adjust to days "without wheels". Also, please relay our gratitude to your son and nephew. Everything was super! At the airport on Sunday evening, we did get together with the Katzells and made plans to have a Philadelphia reunion soon. Recently, some of our Yardley friends moved to Medford; we hope the Katzells will meet and enjoy them. It's a small world when there are common interests! Charlie is on Cloud #9 looking over his "snaps" and remembering. Please remember that #804 has room for two more. We'd love to show you the sights in these parts. Fondly, Vicky and Charlie Betts, Yardley, PA.

1920 Stutz Fire Engine & 1917 Stutz Roadster



Our thanks to Member James Hoggatt, Jr. of Indianapolis, IN for the above photo taken in front of the Hall of Fame Museum at the Indianapolis Motor Speedway several years ago.

The 1920 Stutz Fire Engine (Hose 23 Tender) was retired by the Indianapolis Fire Department in 1970 and donated to the Indianapolis Fire Buffs. The Club's Technical Advisor for Fire Apparatus, Rodger J. Birchfield, 539 East Drive, Cambry, IN 46113, is an enthusiastic member of the Fire Buffs.

The 1917 Stutz "R" Roadster was owned by Jim Silvey of Indianapolis, now deceased. Does Member Dr. Frederick J. Thurstone of Kissimmee, FL own this fine example at present? The editor enjoyed viewing this roadster in action on many occasions. Jim was mighty proud of it!

ONCE UPON A STUTZ -- The Family Circle Approaches 300!

By Dale K. Wells, Membership Chairman

As the short, fast, cool Michigan summer whizzes by, I can hardly believe it is already two months since the Ohio Grand Stutz. I have been editing and cross-checking the old membership roster with the new members and address changes, phone changes, and other mail received from our ever widening circle of members and friends. Yes, we are nearly 300 members in this wonderful tribute to Stutz, and if you add in the associate members, we are already there!

As Treasurer Joe Folladori rings up the cash register, Editor Bill Greer and myself are constantly amazed and delighted with the response, inquiries, and praises we get from all you Stutz enthusiasts out there. And those of you who send criticism, complaints, or questions, keep those coming also. If we aren't doing it right -- we want to know -- and we'll try to give you what you want. I really wish I had time to return all your calls and answer all your letters -- but must apologize because I simply do not have the time to do so. I try to address all major questions and concerns in this column if Bill has not done so elsewhere in the newsletter.

With this issue, we will be thinking of the many members arriving at the Hershey Fall Meet, and what the best way would be to get together. There is a possibility that we could meet in a corner of the large maintenance garage turned lunch room across from the stadium. I have been unable to make contact with Hershey officials to see if this is possible, acceptable, or permissible. I will keep trying, and as soon as I arrive at Hershey, will post such a notice at both Paul Freehill and Ernie Toth's spaces. In any event, wear your Stutz hats, badges, T-shirts, etc., to help all of us spot each other around the grounds and keep in touch. Ernie's space number is GAM 83. We'll probably try to meet about 4:00 p.m. Friday for coffee, pop, snacks, and conversation, so check in with Ernie and Paul for final details. Look forward to seeing many of you there.

A new roster will soon be ready to go to the printers, so to be sure you are included, check that checkbook to see that you have paid your 1990 dues. Several dozen have forgotten, and I will send you reminders before we drop you at the end of the year. But for now, please save us the time and 25¢ stamps -- send in your dues now! Thank you.

Welcome to the following NEW MEMBERS this month:

- | | | |
|------|--|--|
| #287 | Thomas F. Saal
VMCCA Bulb Horn
1488 W. Clifton
Lakewood, OH 44107 | Phone: 216/521-3588 |
| #288 | Robert Smith
P.O. Box 445 Wauchope
2446 New South Wales Australia | Phone: 065/859305
1922 Stutz Bulldog Tourer |
| #289 | Daniel Brush
71480 Gardess Road
Rancho Mirage, CA 92270 | Phone: 619/568-2605
Wants to buy SV or DV roadster
or phaeton. |
| #290 | Otis McGee, Jr.
107 Estates Drive
Piedmont, CA 94611 | Phone: 415/495-4747
1928 Stutz BB Weyman |

MEMOIRS OF THE PEBBLE BEACH EXPERIENCE

By: Roger S. Chase

The sun had transformed what had started out as the coldest day in the history of the Pebble Beach Concours, to a beautiful, sunny afternoon. As I sat there on the grassy Concours waiting for the announcement to drive the Stutz across the most prestigious awards ramp in the world, I began to reminisce about the course of events that brought us here.

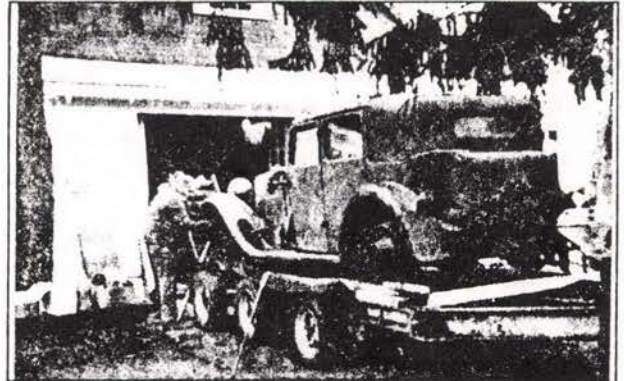
My thoughts went back to that Sunday in 1976 when I gave a presentation about the Antique Car Hobby to my Church Men's Fellowship breakfast...The difficulty in suppressing my excitement when a guest at the breakfast sought me out after the program to ask if I would be interested in a Stutz auto...The first visit with this gentleman's boyhood chum who had his father's 1930 Stutz, Model M, Versailles sedan with a Weymann fabric body in the garage where it had been stored for forty years...The waiting and follow up for four years until that momentous phone call that said, "The Stutz is yours."...

Then the entourage to bring it home...My banker and friend, who informed me that he was a Notary Public and that I would surely need him...My lifelong friend, may he rest in peace, that volunteered his truck and trailer to transport the Stutz home...and my son, who is always interested in and supportive of my hobby ventures...As we departed, the sad look in the gentleman's eyes as he watched his beloved Stutz being taken away, never to be in his possession to gaze upon and relive all of those treasured memories...

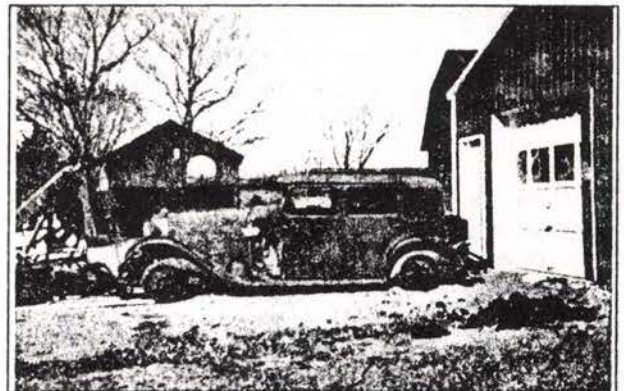
The many months of researching the car, hunting down the parts and technical information...Lee Schoopmeier's arrival to pick up the car to start Phase I, restoration of the chassis...The long frustrating months that ensued when the chassis was completely disassembled, each part cleaned, carefully restored or replaced, meticulously painted and reassembled...The day that the powerful engine roared to life signaling completion of the first milestone...

The lead taking me to Arnold Goffs' Restoration shop in Westboro, Massachusetts...The two year wait for the scheduled opening in Arnold's shop...Then the start of the final phase, restoration of the fabric body...

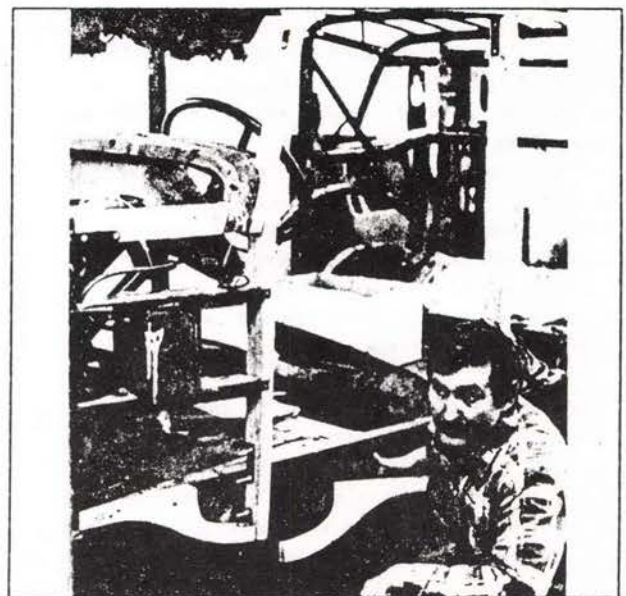
The long weekly trips between home and Westboro where I worked side by side with Arnold's crew for the next year, sometimes supplying technical data, other times a helping hand...The warm friendship and mutual respect that developed between each of us...The loneliness away from Fran those months that was offset by the generous hospitality of Arnold and his lovely wife, Elaine, treating me like family, never letting an evening pass without an invitation to dinner; an everlasting friendship was born...



Loading the Stutz for the journey to its new home.



Home at last!



Rewooding the body in Arnold Goffs' shop.

The thrill of the newly restored Stutz winning a National AACA Junior First Place in Hershey, 1988... The personal invitation to the Pebble Beach Concours d'Elegance from their Co-Chairman, Lorin Tryon...Then, planning the trip to Pebble Beach during the following months...The excitement of our friends, Bill and Ginny, who live in San Jose when we called and informed them that we were finally going to visit them after twenty years (Bill had seen the Stutz in unrestored condition during a stopover while on a business trip in 1981. He then remarked, "You will have to bring the Stutz to Pebble Beach after it is restored". I remember thinking, what an impossible goal that is. Now, seven years later, his words were becoming a reality.)...

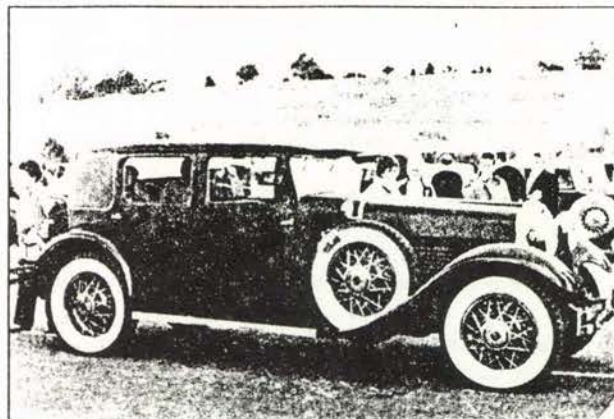
The trip to Pebble Beach...Tediously towing the trailer day after day without a break in the monotony except for the wondrous scenery of our great land; the three day layover for R & R in Reno, Nevada...The fun we had playing the slots in the Casinos...Visiting the remains of the once magnificent Harrah Automobile Collection...The pleasant surprise to see, mounted prominently on the wall, the plaque with The Automobilists of the Upper Hudson Valley logo and inscription that I presented to the Museum on behalf of the Club during a visit in 1969, the year of my AUHV Presidency...

Our arrival in Pebble Beach...Attending the "By Invitation Only" grandiose dinner buffet and dance at the posh Inn at Spanish Bay...My excitement this day of the show as I drove the Stutz from our parking place on the polo field to the Mystical Iron Gate...The exalted entrance through which pass the most outstanding Classics in the world...And, finally to our assigned position on the eighteenth hole with beautiful Carmel Bay in the background.

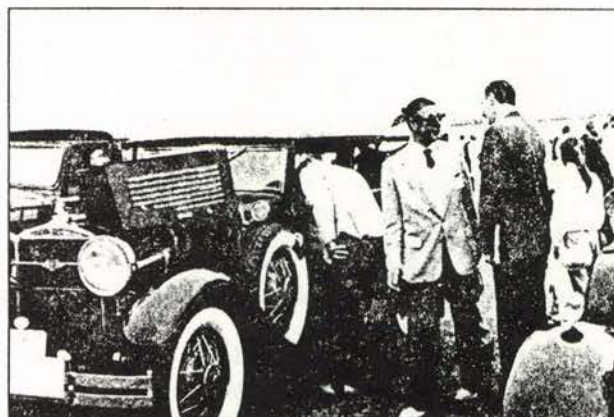
Suddenly, I was jarred back to the present by the announcement for my turn on the awards ramp. As I drove up the roped off grassy drive, my heart was racing from the fear that the car would malfunction and embarrassingly ruin the magic of this once in a lifetime moment. In my daze, I vaguely remember the vaporous figure of a beautiful lady presenting the trophy to Fran, the blurred faces of the crowd as they clapped and congratulated us on our victory as we drove back to our assigned position.

As I sat there with my family in the Beach Club enjoying the post-Concours light supper while gazing out on Carmel Bay, I suddenly realized that it was over and all that remains are the memories of a very special occasion that will happen only once in our lifetime.

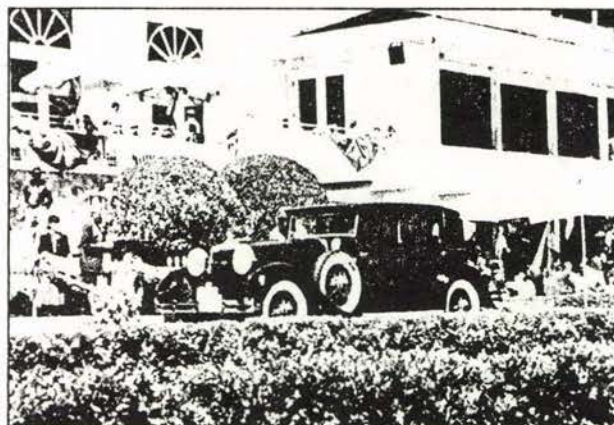
Fran and Rog Chase standing in front of their prize winning Stutz (Carmel Bay in background) holding their trophy for second place, Class D Pebble Beach Concours d'Elegance, 1989.



The Stutz at Hershey, 1988
winning an AACA National Junior First

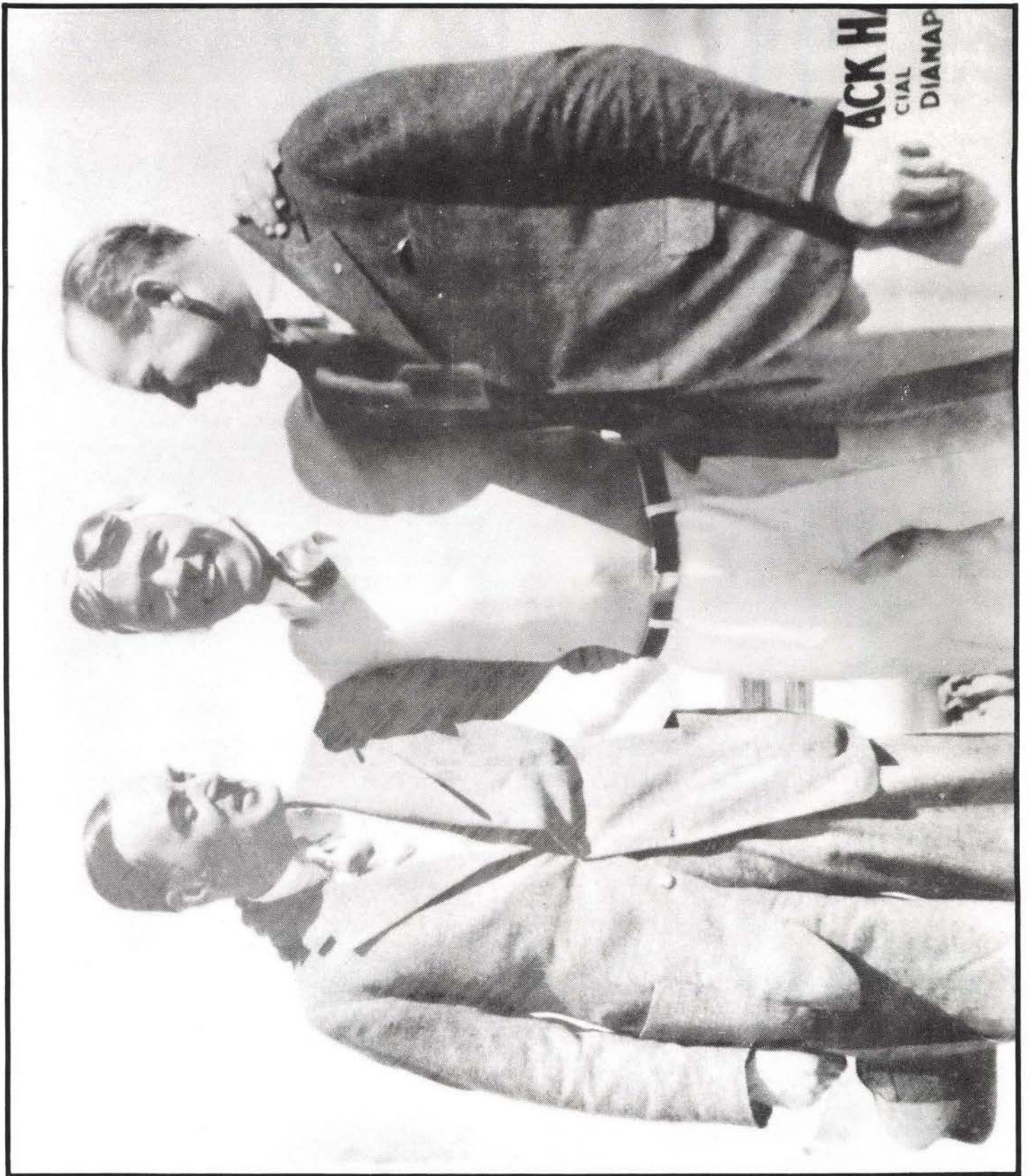


Judging at Pebble Beach



The Stutz on the awards ramp
in front of the lodge at Pebble Beach





Frank Lockhart (center) with Sir Maleolm Campbell (left) and Ray Keech at Daytona Beach, Florida in February 1928. We are indebted to Smith Hempstone Oliver and to the Smithsonian Institution for the above photo and the one of the Black Hawk before its final run which embellish "The Glory and The Dream." Ed.

THE GLORY —AND— THE DREAM

Frank Lockhart and the visionary gleam

BY JAMES WREN

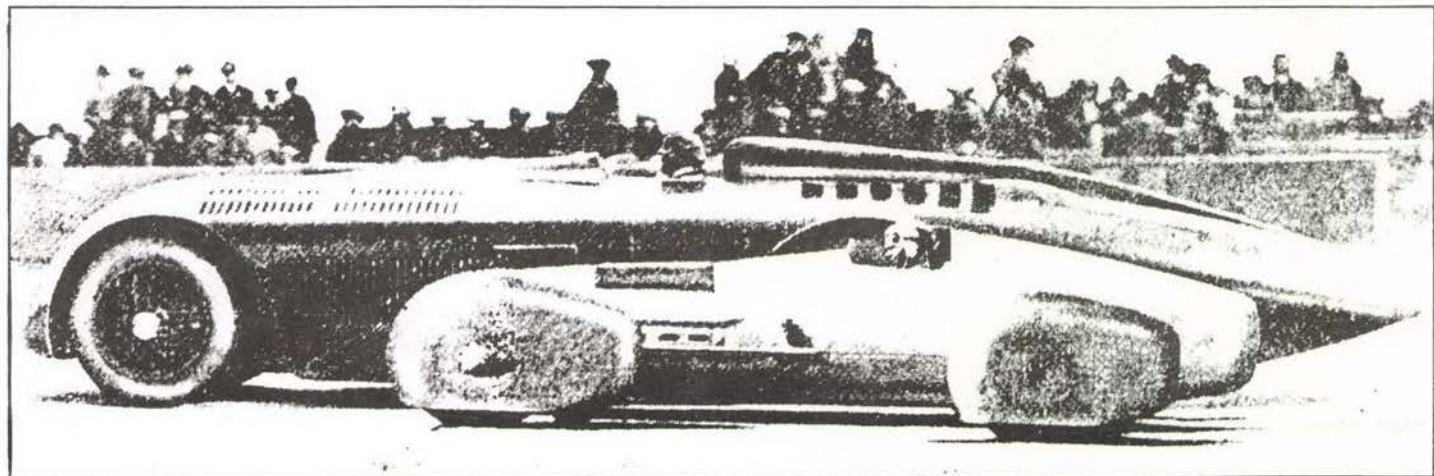
THE YEAR WAS 1928; the day, the 22nd of February. The Florida morning dawned dark and dismal. Daytona Beach was in miserable condition for a race. The continuous rainfall certainly would make it worse—a typical day to stay indoors and forget about outside activities. Yet it was on such a day that Frank Lockhart decided to make a run at the world's land speed record in a custom-designed Stutz Black Hawk racer. Fifteen thousand on-lookers had paid admission to watch the attempt, braving the wet, brisk, sloppy weather until late afternoon.

"Then the hum of the motor was heard and it grew in crescendo. From out of the fog Lockhart appeared, coming with terrific velocity. The crowd rose. Men shouted. His speed was estimated at 225 miles an hour.

The small white speck, which had appeared out of the gray fog with inconceivable rapidity, assumed the proportions of an automobile. It thrilled. The machine was skirting close to the flag line. It was near the water. God, it was *in* the water. A

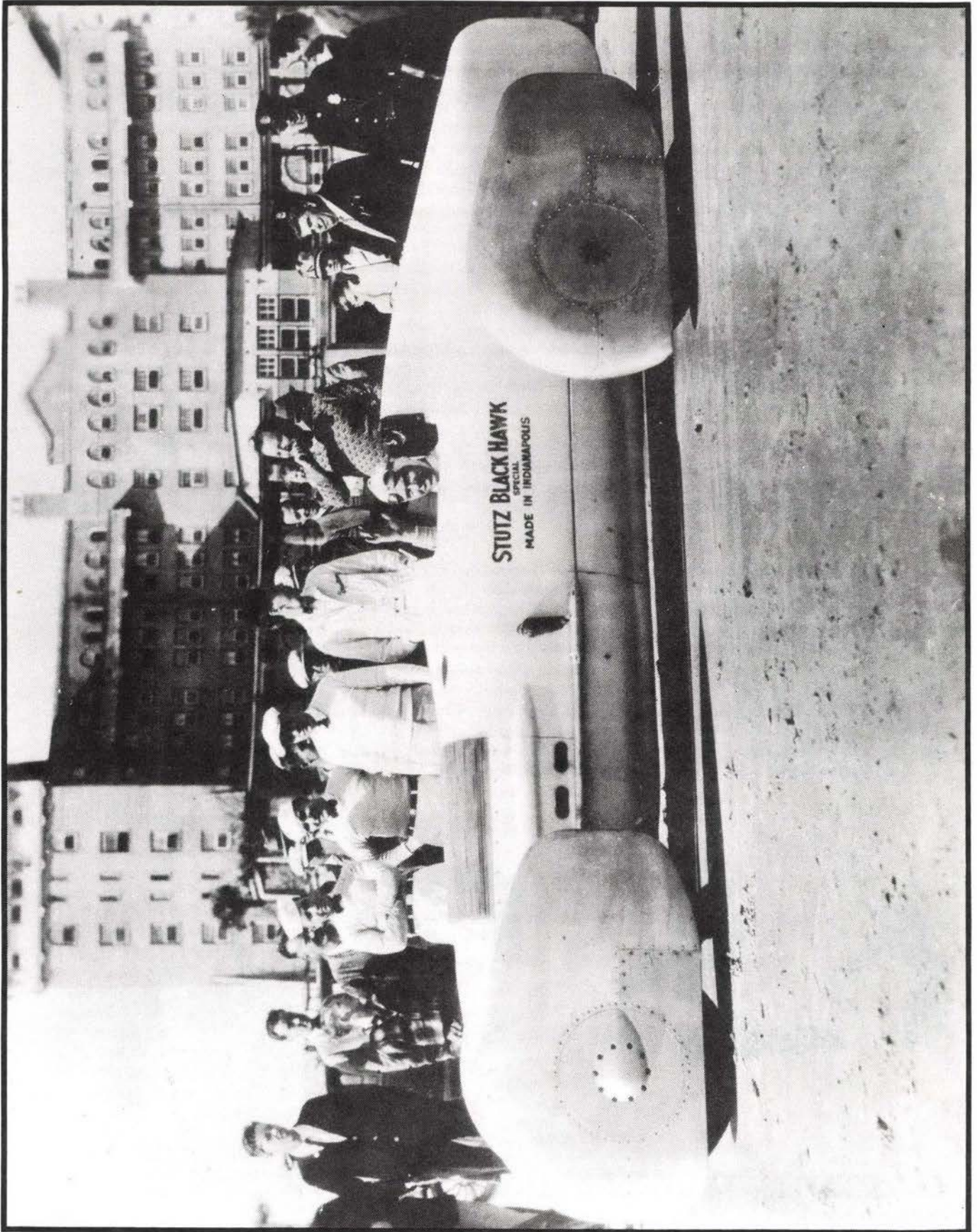


huge cloud of spray rose from the thin waves at the water line. Lockhart's machine, almost too swift for the eye to follow, turned to the sea—leaped far above the waves—came down, leaped again, 20 ft. above the water. It turned sideways, and over, and at one time it was headed straight up. It turned a complete double somersault. It had gone below the breakers. Women screamed. A deep murmuring bellow came from the crowd, as though from a giant beast in its death agonies. Men on the dunes nearest Lockhart rushed into the sea and grasped the automobile, which miraculously had landed in the sea right side up. The cry spread through the crowd, 'He's alive.' " That's the way Hamilton M. Wright described the drama in the April 1928 issue of *Motor Life* when he recorded Frank Lockhart's at-



Autocar's comparison of the Stutz Black Hawk Special and the Segrave Sunbeam.

ROAD & TRACK



Frank Lockhart at Daytona Beach, Florida in the 16-cylinder Stutz Black Hawk, April 1928. The second and fatal attempt at the World's record of 203.79 mph took place on April 25, 1928. Ed.

tempt to fulfill a dream, a dream in which America's brightest young race car driver would capture the world's land speed record.

Although the fantasies of 23-year-olds may be suspect, Frank Lockhart was no idle dreamer. His peers considered him a mechanical genius with great driving skill, courage and a tremendous future in racing. He was schooled on the sand and gravel of California's dirt tracks and had experienced the realization of an earlier dream come true when Lockhart won the 1926 Indianapolis 500—the first time he had ever appeared in the Memorial Day classic. It could have been two in a row if a connecting rod hadn't snapped after 300 miles in the 1927 race. Despite that disappointment, he took home \$11,000 in lap money, then a fair piece of change.

Frank Lockhart was America's rising star in auto racing, and he espoused his dream of a world speed record to anyone who would listen. One listener, Fred Moskovich of Stutz, was so enamored with Lockhart's talents that he formed a group to provide financial backing and access to the Stutz facilities for building and testing a special racer. The car was named the Stutz Black Hawk Special and became an engineering masterpiece. Every casting, forging and stamping was hand-finished.

The car was smaller and lighter than any of the land speed record cars and was literally dwarfed by the

huge Segrave Sunbeam, which held the record of 203.79 mph. The Sunbeam weighed 8000 lb., had a wheelbase of 141 in., 24 cylinders, a displacement of 2760 cu. in. and generated 1000 bhp. Figures for the Black Hawk were 2800 lb., 112 in., 16 cylinders, 181 cu. in. and 385 bhp.

The Stutz Black Hawk was no ordinary race car, and Frank Lockhart was not the ordinary race driver or mechanic. Along with brothers John and Zenas Weisel from Cal Tech, Lockhart set out to literally build a car around himself. Although called the Stutz Black Hawk, it was custom Lockhart from the start.

The 16-cylinder engine was a special Lockhart design. Cylinders were arranged in two banks at a 30-degree angle. Each bank had its own crankshaft and both banks shared a common crankcase. Bore and stroke measured $2\frac{1}{16}$ x 3 in. The aluminum pistons weighed only 5 oz. each. Connecting rods were of chrome nickel steel.

Special Zenith downdraft carburetors were another Lockhart innovation. One carburetor was connected to the inlet side of each of two impeller-type superchargers. Four overhead camshafts were used along with two valves per cylinder and a single sparkplug located directly in the center of the combustion chamber.

The radiator was eliminated in favor of a special nose tank for carrying 75 lb. of ice through which water was pumped. The setup provided for

10 minutes of full-throttle driving before the water boiled.

Lockheed hydraulic brakes were used on all wheels with hand-lever control for the front, pedal control for the rear. Separate master cylinders were used for front and rear.


A clutch with four driving and four driven discs was also a special Lockhart touch. No flywheel was used. The rear axle was a worm-type, mounted at the underside. The wheels were extremely heavy metal discs with tires measuring 30 x 3 in. Streamlined fairings covered the disc wheels, enclosing them to the extent that only about 5 in. was uncovered at the bottom. The arrangement was supposed to reduce aerodynamic drag caused by the wheels to practically zero. Overall, the racer was 15.5 ft. long, 2 ft. wide and 30 in. high. Ground clearance was a uniform 5.0 in. from the crankcase to the rear-axle worm housing.

Finally, the beautiful glistening white Stutz body was constructed in three pieces. The nose piece was a separate assembly covering the front end of the frame and springs and extending over the ends of special intercooling inlet manifolds, also a Lockhart/Weisel first. The manifolds were aluminum castings, finned over the top portion and curved to the same radius as the nose of the body, and served as the engine hood.

Lockhart was the consummate experimenter. Each part was machined, tested and finished until it met his high standards. A model of the racer had been tested thoroughly in a wind tunnel by engineers at the Curtis aviation company. The potential was supposedly in the neighborhood of 300-plus mph. So breaking the record of 203.79 mph would have been a cakewalk if everything held up as planned.

On April 25, 1928, young Frank Lockhart in the repaired Stutz Black Hawk Special returned to Daytona Beach. At 100 mph the car went into a skid, blew a tire and crashed, ending the life and brilliant career of the Twenties' most promising American race car driver.

"Whither is fled the visionary gleam . . .

Where is it now, the glory and the dream?"—Wordsworth 



Men rushed into the ocean to help in the rescue after the Stutz crashed during the first record attempt.

Jim Petrik alluded to the "Stutz Black Hawk Special" in his recent article in Stutz News, Vol. II, No. 8, April-June, 1989 (see page 26). Some of you may have missed this fine article by James Wren which appeared in the May 1989 issue of Road & Track so we have reprinted it here for your pleasure. Ed.

EDITORIAL COMMENTS



Member Richard L. Burdick of Rosanky, TX did it again! See "First repeat winner for 1990 Great American Race" article reprinted herein from Old Cars Weekly, August 2, 1990. On March 10, 1990 in Dallas, TX Dick was one of ten (10) enthusiasts inducted into the Great American Race Gallery of Legends (see April 2, 1990 issue of Old Cars Weekly, p. 3). Our hearty congratulations, Dick!

We were pleased to see that Old Cars Weekly published Kitty Katzell's coverage of the 3rd "Grand Stutz", as submitted. Thanks, Kitty!

The "Memoirs of the Pebble Beach Experience" article by Member Roger S. Chase reprinted herein was published in the Automobilist of the Upper Hudson Valley, Vol. XL, Spring 1990, No. 2. Roger and Fran have been active members of the AUHV since 1950. Roger has served as President and on the Board of Directors as well as Activities Chairman of the AUHV and Fran as the club's secretary.

It's a small world! Please refer to pages 3 and 13 of Stutz News, Vol. III, No. 11, the Jan.-Mar. 1990 issue. It was James F. Petrik who had the photo post card printed of the 1932 Stutz DV-32 LWB Phaeton featured on page 3. That's how Mark Howell acquired it. Also, Jim was the one who sent the editor the reprint of the 1926 Safety Stutz in Sweden used on page 13. We want to give proper credit for all inputs.

There is a misprint on page 21 of the Apr.-June 1990 issue of the Stutz News. It's Eoin S. Young not Edwin. Eoin, our newest Life Member (#280L), is a Director of the noted firm Motormedia Limited in Surrey, England. I'm sure you will enjoy the article "The Stutz Challenge" reprinted herein which features Eoin and his Black Hawk which he purchased last year from Allan Bramwell of New Zealand. The article was published in Autocar & Motor, the oldest established weekly motor magazine in the world and the feature ran on the weekend of LeMans.

Allow me to correct some errors in the Apr.-June 1990 issue, Vol. III, No. 12. On page 5 paragraph 1, it's Smithsonian Institution, not Institute. In paragraph 2, Hemp is one of the 16 (not 13) founding members of the VMCCA and is an Honorary Member of the National Auto Racing Historical Society (add Historical). On page 11, top left caption, it's DC for dual cowl not DR, and bottom right, it's Bill Ruger not Duger. On page 18, last paragraph, line 3 add a "no" between "was" and "surprise". Page 22, third paragraph, it's This great "event" not "even". And, on page 23 last paragraph line 3, it's "above" not "about" the running board. Sorry, there's probably more in there.

Please add Bill and Lois Shreves of Perry, OH to the list who attended the 3rd "Grand Stutz".

As the Club continues to grow and develop, it is becoming increasingly obvious to your editor that he alone cannot continue to publish the Stutz News and also properly respond to members requests for available technical data, club items for sale, etc. We need some enthusiastic member to step forward and take over the latter functions. All that's needed is some storage space, access to a good copier and UPS, and, of course, some time. HELP!

LETTERS TO THE EDITOR

From: Mr. Ivan Saxton (#205), Victoria, Australia, dated 29 March, 1990. (Ed. apologizes to Ivan for not publishing these excerpts from his good letter in issue No. 12.)

The engine, etc. I obtained from Paul Freehill arrived here the other day. The DV-32 engine is very interesting and it raises a few questions. Nobody questions that the DV-32 was put on the market late 1930 or early 1931 (calendar year). This one has an engine #DV30004 which Paul told me is a 1928 number. The casting date is 27 June 1928, and the cast part no. is 24075 which is the same as my 1928 BB. The word "Special" is cast on the block beneath the casting date and part identification number. I have a BB block with the same #24075, and the only differences which I can see which might relate to the "Special" are a smaller gap between the cylinders as viewed through the water jacket side plate, and corresponding to the larger bore (3-3/8"). Also, the main bearing caps are a heavily, reinforced design. (I don't have access to an M series engine to compare this but Darien Cassidy here says they were the same as the BB series.) Now, if you look at photos of the engine of the supercharged LeMans car which Harrah's restored in 1980, there are two extra breathers bolted to the left of the crankcase. The DV-32 engine #DV30004 I have has two sets of holes drilled in similar position (but different pattern). There are also two holes further back threaded as if for pipe connections to add extra oil to the crankcase during a race.

If you re-read the articles I sent you from 1974 Classic Car on the 1929 supercharged LeMans car you will note that the engine No. is 30722 (much later than the one I have), and that W.F. Bradley (who was there at LeMans) wrote that the other two Stutz cars raced there in 1930 had twin cam heads and were not supercharged. Mark Howell, who was not there, says they were single camshaft engines.

So, this engine of mine might tell us something about the origins of the DV-32 which might have been planned even before Lockhart's fatal accident. If the head dates from about the same time the block was cast, and there is no reason to suppose otherwise, Stutz may have had a DV-32 running soon after the first J model Duesenberg.

This is speculation which is based upon cast iron evidence -- that is, one very unusual engine. I hope someone else may be able to shed some light on this matter. Incidentally, my AA parts book shows a different part number for the block depending on cylinder bore sizes. The part number for BB seems to be 24075, and the M Series has another part number for the block again.

Now, I need some parts for this engine, or the loan of samples, or dimensioned drawings so I can make what I need. I need inlet manifold, exhaust manifold, cam covers, camshafts and camshaft pedestals. My phone number on Shady Creek Road, Darnum, Victoria, 3822 Australia is (056) 278-277. When dialing from overseas, drop the 0 from the area code.

From: Mr. Matt S. Browning (#106FL), Ogden, UT, dated July 27, 1990.

Enclosed is my check for the amount of \$1,000 towards the Stutz Book, concerning which you called me a few days ago. This is the amount that you mentioned you hoped I could contribute, and I said I would.

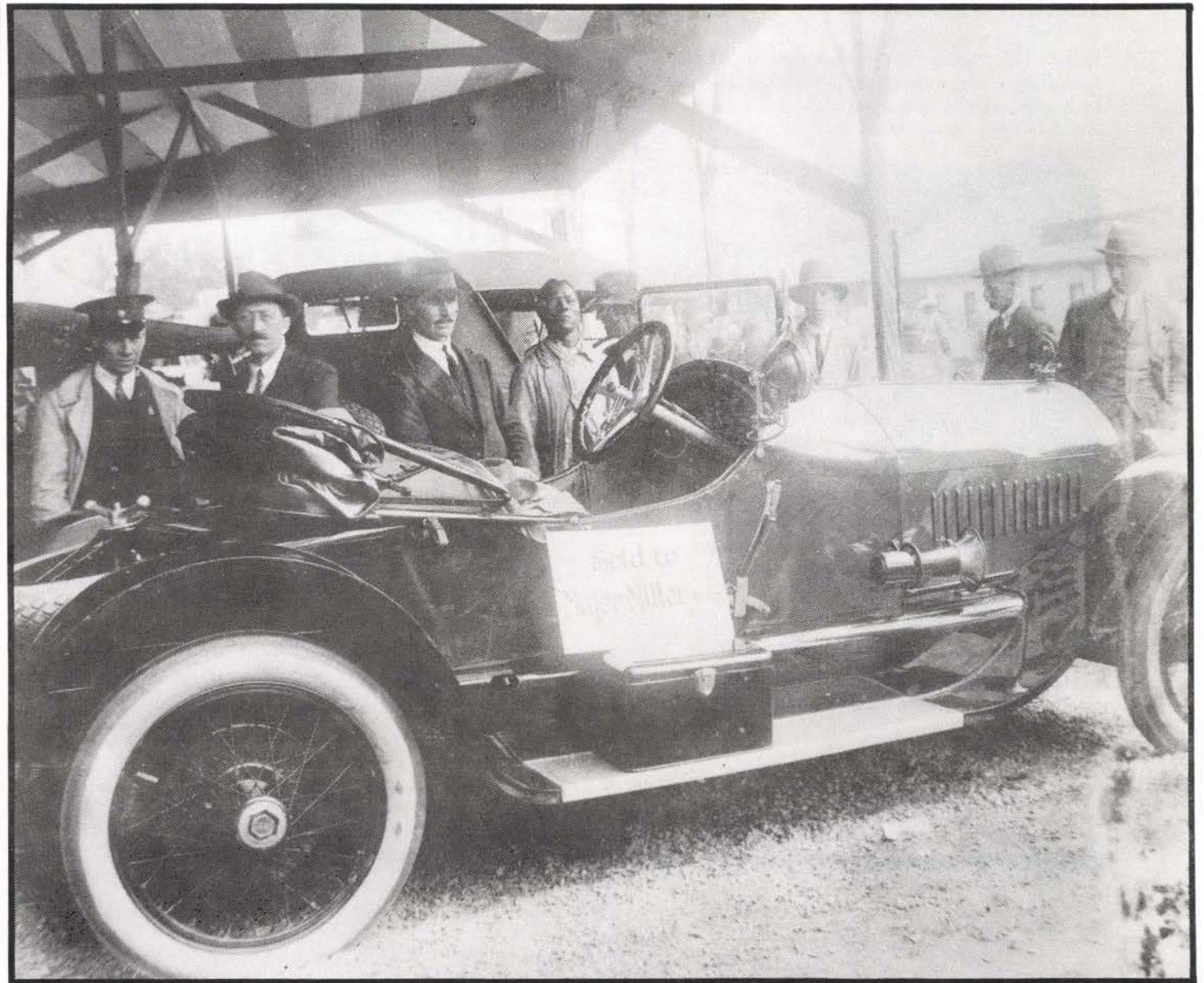
I was interested to learn that you had lined up people that have done professional writing to write the book.

The club members are fortunate that there is someone like you, willing to contribute so much time and effort providing the necessary push to get things done.

Thanks for the news re the 4th "Grand Stutz" to be held at Bill Ruger's Ranch in New Hampshire. We would really like to attend this one, but it all depends on my health, which has not been good lately.

LETTERS TO THE EDITOR

From: Ced Pearce (#18) Bedfordview, South Africa, dated 17 May, 1990.



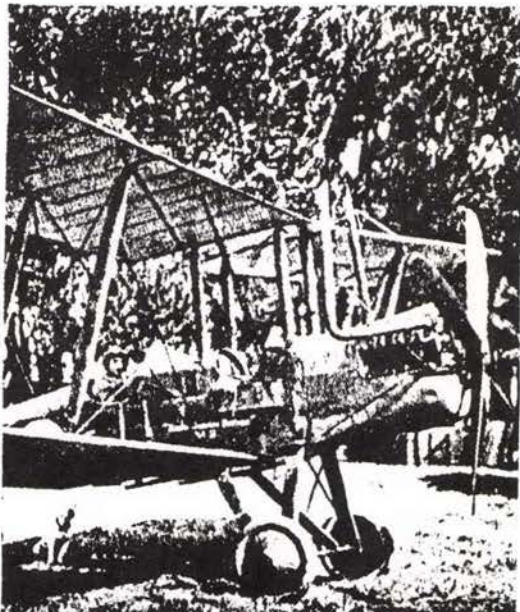
Well, you asked for a South African contribution! Herewith you will find a print of a new 1920 Stutz Bearcat in Johannesburg, South Africa on display at what you people would call a State Fair -- we call it the Rand Show.

As you will see, the proud dealer announces that the car was sold to Major Miller D.S.O., who was South Africa's Eddie Rickenbacker. Enclosed is a biographical note on Major Miller.

The car was imported by Hunts, a longtime automobile dealer organisation which exists to this day. I have also enclosed a short note on Hunts, which was kindly provided by my good friend Bob Johnston. He is a walking encyclopedia on things automotive, and is the author of a great book, 'Early Motoring in South Africa.'

I hope you can use this material in Stutz News. Keep up the good work -- I really enjoy the newsletter.

MILLER, Allister Mackintosh. Airman; 'father' of South African aviation. Schombeni (Swaz.) 10.9.1892 - Port Elizabeth 14.10.1951. He was one of the first White children born in Swaziland and was educated at the South African College, Cape Town, and St. Aidan's College and Rhodes University College, Grahamstown. He went to Britain in 1912 to study engineering and enlisted in the Royal Scots Greys on the outbreak of the First World War. In March 1915 he was transferred to the Royal Flying Corps, distinguished himself in France,



A. M. Miller in the BE2E military biplane in which he made the first flight round the Union in 1917.

earned a D.S.O. in April 1916 during the Battle of the Somme, and was promoted to flight commander. Later, in 1916, he successfully recruited South Africans for the Royal Air Force; no fewer than 8 000 men applied, of whom 2 000 were eventually selected. In June 1919 he was awarded the O.B.E. (Mil.). In July 1919 a group of demobilised officers formed the South African Aerial Navigation in London under Miller's leadership. His chief aim was to educate the South African public in the possibilities of commercial aviation. On 15 Nov. 1919 he piloted the first chartered plane, an Avro biplane, *Natalia*, hired by the management of the Johannesburg *Star* to fly a special edition of this newspaper to Natal. He was elected to parliament in 1924 and in the following year he established commercial aviation in South Africa. On 26 Aug. 1929 he obtained a Government subsidy for the first official air service in South Africa, Union Airways Company Limited, which operated passenger and air-mail services until 1934. During the Second World War he was a lieutenant-colonel and commanded air-training schools at Kimberley, Queenstown and Benoni. Throughout his life Miller devoted himself to flying. Harry Klein based his *Winged courier* (1955) on material gathered by Miller on the history of aviation in South Africa.

J. M. MEIRING

IBBL. 'The development of South African Airways', *Lantern* vol. 12, No. 1 (1962); F. Peter; 'Major Miller', *Personality*, 3.9.1963.

The Hunt Organisation

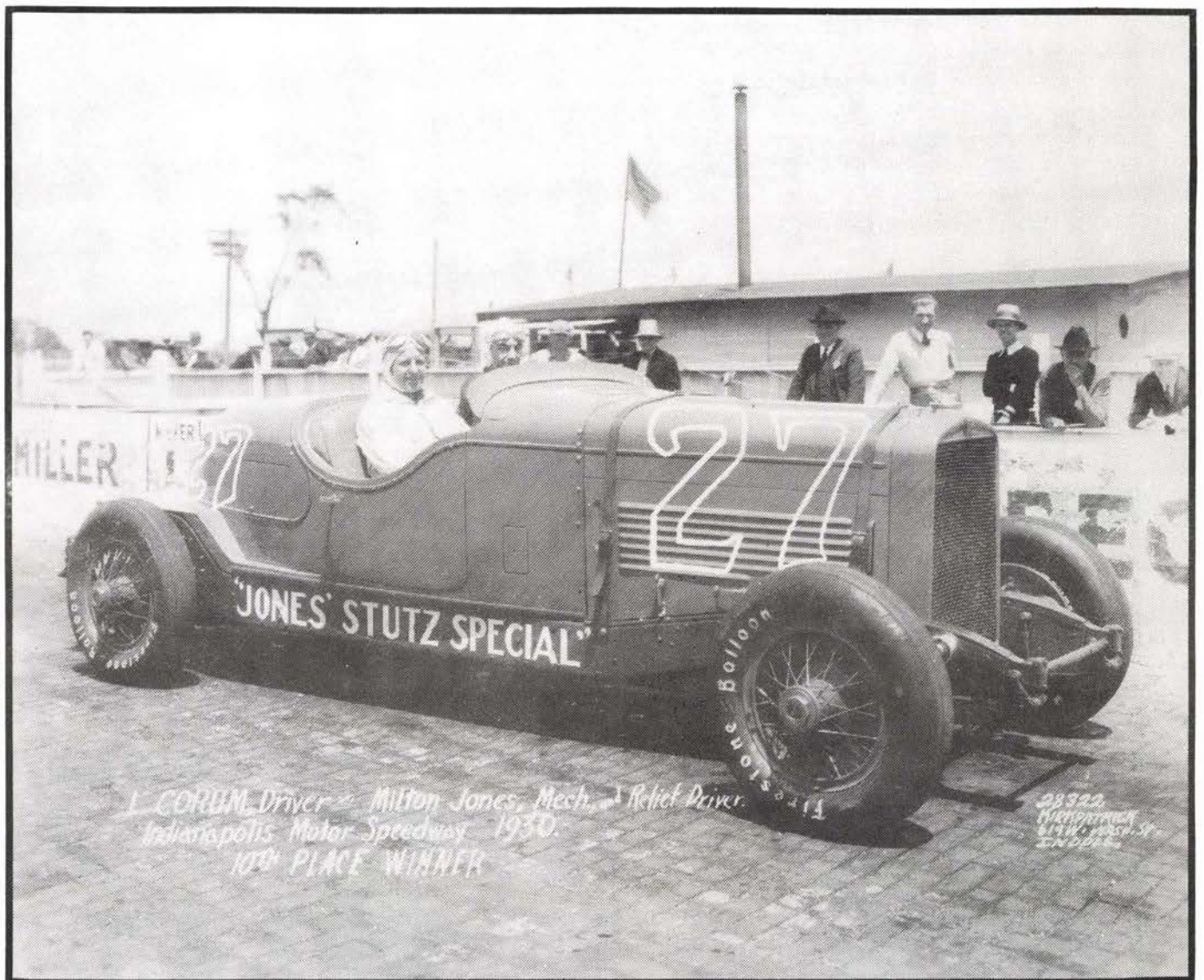
A father and three sons arrived in Johannesburg in the 1890's and went into business as bicycle dealers. Son Ernest became a champion cycle racer. Became the agents for the Indian motorcycle in 1913 which soon became a best-seller. In 1918 secured the agency country-wide for Chevrolet (490 Model) which was actively promoted in hill-climbs, inter-town records, etc. In 1937 Hunts celebrated the sale of their 50,000 General Motors vehicle, at the time a world's record for a one dealership organisation. Before they clicked with Chevrolet, the Hunts either tried out in the U.S. or actually imported Jackson, Briton, G.N., Warne, Spacke, King, Glyno, Metz, Jordan, STUTZ, Hupp, Rickenbacker & Chandler.

LETTERS TO THE EDITOR

From: Mr. Thomas F. Saal (#287), Lakewood, OH, dated June 24, 1990

Here's my check for \$20 which I assume is still the going rate for a one-year membership. It was a pleasure meeting you and your wife at the Stan Hywett show, and I regret I didn't join earlier so I could have participated in the weekend activities.

Would you mind publishing the enclosed photo in the next issue of your newsletter? This is the stock Stutz owned by Clevelander Milton Jones who rode with Lora Corum to finish 10th in the 1930 Indianapolis 500. I'm looking for another photo of this car, one that has the actual race markings and not the fake numbers seen here which quite obviously were done in the darkroom. A Great American Race participant whose name I neglected to ask at the time told me that this car competed in that event several years ago, and I wonder if the current owner is a member of The Stutz Club. My interest in Milton Jones stems from the fact that I have a promise from the owner of a local magazine that he will publish "The Milton Jones Story" if I write it and provide photos.



Note: The editor had the pleasure of meeting new member Tom Saal at the 3rd "Grand Stutz". Tom is the Managing Editor of the Bulb Horn Magazine, VMCCA.

MY THIRD STUTZ

by Smith Hempstone Oliver

Having discussed my first two Stutz cars in earlier issues of Stutz News, I shall now bring club members up-to-date with the tale of my third (and fourth) Stutz cars, both 1928 straight-8s. My first Stutz had been bought by me in July 1931, and my second in May 1933. In September of 1933, a little over 2 years from the date of my first Stutz acquisition, I found myself the owner of my third such car.

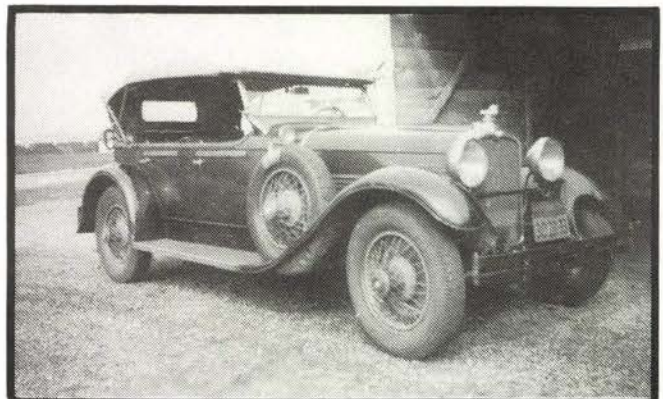
So often these days one reads a nostalgic account of a fine old car that is usually described in glowing terms, and for which the narrator now years with aching heart. Realizing fully that the car I am about to describe was probably mistreated or neglected by previous owners, I shall, nevertheless, expound here on the 1928 Stutz phaeton that I considered myself so fortunate to acquire in that late summer of 1933, just 57 years ago.

In 1926 Stutz had brought out their Model AA straight-8 with single overhead camshaft, a marked departure from their former 4-cylinder cars with T-head engines, and from their 6-cylinder versions with pushrod-operated overhead valves. The new car was well received by the public, and sales of Stutz for 1926 quintupled over that for 1925. In 1928 the car was altered some little bit, the body lines being considerably improved, especially on the open versions, and the brakes were made more reliable by the use of conventional Lockheed hydraulics instead of the multi-shoe Timken hydrostatic type. The bore of the engine was $3\frac{1}{2}$ inches, and the stroke was $4\frac{1}{2}$, this giving a piston displacement of 298 cubic inches, just a touch less than 5 litres. This 1928 Stutz was known as the Model BB.

I fell in love with the Model BB 131 $\frac{1}{2}$ -inch-wheelbase phaeton immediately upon first noticing one in Washington, D.C., in late 1931. Being at that time the proud owner of my first Stutz, I felt an obligation to continue to use the products of the company bearing Harry's name, even if he was no longer connected to it, which I didn't know at that time. Furthermore, the engine had an overhead camshaft, and didn't that denote real power and speed?



This is the 1928 Stutz, BB27L, Eng. No. 91522C, that I traded my 1920 Bearcat for plus \$100.00.



It was not until September, 2 years later, that I finally acquired my love that I lusted for. There were not too many of these cars around, and they were seldom seen for sale, but living in New York City I had access to such famous establishments as Jacod, Schoonmaker and Stark, Knickerbocker, Gilhooley, F and D Motors, Huntoon and Raffo, Tony Luther, and Jandorf, all of which specialized in the unusual automobile, and it was in the last-mentioned place that I one day at noon saw a BB phaeton for which the enormous price of \$200 was being asked. I jumped at the opportunity, and bought the jewel then and there without even starting the motor, arranging to return that evening with my lovely red 1920 Bearcat for which I had been promised \$100 in trade, sight unseen, by Jandorf's smiling salesman. A week or so later I learned that the BB had been offered to an acquaintance of mine for an even \$100!

Upon returning that evening I found the car parked out front at the curb, and after consummating the deal with the salesman, and putting the Bearcat's license plates on the car, I finally started the motor for the first time. A terrible noise arose. Alarmed, I asked what the trouble might be, but was told that all was normal, that all Stutz 8s did that, and that the other two sold by them the previous week had each had the same characteristic. Thanking my informant for relieving me of all fears, not to mention a good Bearcat and \$100, I drove happily home, not knowing that I had a burned-out connecting rod bearing.

The above-mentioned condition was discovered later on that week after the removal of the oil pan, a huge cast-aluminum affair weighing some 28 pounds. One of the aluminum connecting rods was completely devoid of bearing metal. The rod-and-piston assembly was at once removed, as easily replaceable bearing inserts were not provided in the connecting rods of the 8-cylinder Stutz until several years later than 1928. Upon installation of a new rod the engine did run quietly, but I had seen only the beginning of my multitudinous troubles.

STATE OF NEW YORK—DEPARTMENT OF TAXATION AND FINANCE—BUREAU OF MOTOR VEHICLES

Ann. Fee \$ 25.75 REG. No. 35369 OCT 3 33
 Fee Pd. \$ 3.19 TRANSFER REG. NO. 302033 5R

DATE

PASSENGER CAR
1933 Registration Renewal Stub

DO NOT WRITE IN ABOVE SPACES FOR VEHICLES
 NOT VALID UNTIL NUMBERED AND DATED BY ISSUING OFFICE
 Spaces Below to be Filled in by Applicant

Print Name **SMITH HEMPSTONE OLIVER**
 Address **receiving ship, navy yard, Brooklyn N.Y.**

(Residence, if Individual, or Business Address)
 City or Post Office **Brooklyn** State **N.Y.**

5. MAKE OF CAR Stutz	6. YEAR 1928	7. MODEL BB	8. TYPE Touring	9. WEIGHT 4600
10. Engine Number 91522 C	11. Motive Power Gasoline	12. Cyls. 8	13. Serial Number BB 27 L	

Smith Hempstone Oliver
 (Signature of Owner to Fill Not Initials) (State if Member of Firm or Give Title if Officer of Corporation)

This stub must be presented with application for 1934 if car is not sold during 1933.
 IF CAR IS SOLD, FILL IN REVERSE SIDE.

IT IS A MISDEMEANOR TO FAIL TO NOTIFY THE BUREAU OF MOTOR VEHICLES OF A CHANGE OF RESIDENCE WITHIN 10 DAYS.

1933 TAG No. **X 4042**

DISTRICT OF COLUMBIA REGISTRATION CARD

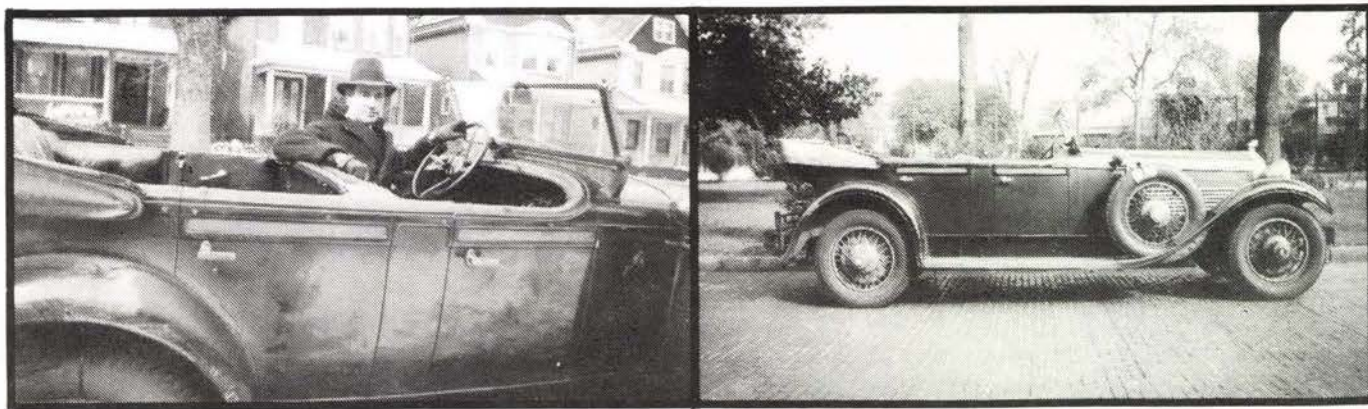
This card must be with the vehicle when in operation, but does not permit operation of vehicle, and is not valid unless stamped. Paid by COLLECTOR OF TAXES D. C.

SERIAL No. 189784	TRADE NAME	KIND—MODEL	ENGINE No.	YEAR	DATE	BODY TITLE No.
STUTZ BB 1928		USED BB		10-14-33	249492	TOUR
BB27L		91522C				

SMITH HEMPSTONE OLIVER
2301 CALIF ST N W D C

This certifies that identification tags have been assigned to the addressee named hereon to be used on a motor vehicle as described above for the year ending January 1, 1934.
 (OVER)
 DIRECTOR OF VEHICLES AND TRAFFIC.

In 1933, I earned \$15.00/week and the 1933 registration fee was \$25.75, about 1/26th of my salary. I didn't have much left for gas!



All told, in a year and a half of ownership of the car, during which it was driven some 15,000 miles by me, I replaced all eight connecting rods at intervals, first one, then another, as necessary, and also the center main bearing inserts. Fortunately, the designer of the engine had constructed it so that a rod-and-piston assembly could be carefully snaked out past the crankshaft, thus doing away with the necessity of removing the heavy cylinder head each time a bearing had to be replaced. I became so proficient at the job that I could do it with my eyes closed!

To enumerate a few of the annoyances that beset me during my ownership of this vehicle, allow me to state the following:

- 1) The oil pressure was never more than about 4 or 5 pounds to the square inch when the engine was warm, even at high speed. Tightening of the bearings and replacement of the oil pump did not correct the trouble.
- 2) Adjusting the valves was a precarious job. Once, an adjusting rod slipped out of my hand and fell down inside the front of the engine, behind the timing chain cover. Fortunately, upon removal of the 28-pound oil pan, the rod was then easily removed. A rag over the opening would have prevented this, I admit, but I had not been warned. Mea culpa.
- 3) The lower of the two timing chains became so utterly worn that the ignition finally jumped time, necessitating the replacement of the chain. The price of the chain was \$16, and the labor at Stutz New York (Headington Motors) cost another \$16, and they were welcome to the job. This consisted in part of removing the huge hood, the camshaft cover, and the heavy radiator, jacking up the front end of the engine so that the chassis cross member supporting the front of the engine could be removed, and finally removing the chain cover on the front of the engine. This was all performed under the watchful eye of my old friend, Earl Jacks.
- 4) The transmission (gearbox) was, in my opinion, undersized for the heavy car, and the needle bearings on which the cluster gear rotated were continually breaking. I don't know how many times I had that gearbox open for repairs. Finally the box split wide open one night, leaving only the use of high gear until the unit was replaced a few days later. Try driving around New York City and parking with that condition!
- 5) On one occasion, when coming down a long hill in Verona, N.J., my foot went to the floor upon attempting to slow the car. Some fancy steering naturally followed. It developed that the hydraulic brake line in an almost inaccessible place at the back of the car had been chafing for years against the edge of the frame, with a hole the inevitable result.

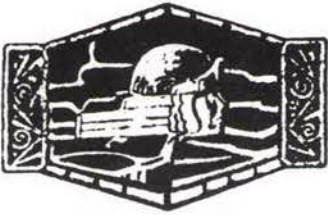
- 6) The universal joints were excessively worn, causing the driveshaft to rattle noticeably every time the car coasted with the clutch disengaged, such as when coming to a stop.
- 7) The engine boasted of 16 spark plugs, 8 on each side of the head, and 55 feet of high-tension cable, all of which was not to be compared with the slightly simpler system used on the 4-cylinder Ford of the period. It was a day's job to replace the plugs and wiring, as I once found out, and a king's ransom was normally required to buy the material. I was lucky, however, as I found a sale where new AC plugs could be had at 33 cents each, provided one bought no more than enough for one car. I well remember the salesman's skeptical attitude when I asked for 16 plugs.
- 8) The underslung worm-driven differential unit always leaked grease onto the garage floor, despite the replacing of the special packing seal around the front end of the worm shaft. This unit had to be constantly checked, as the large bronze worm wheel would become worn irreparably in no time at all if the extreme-pressure lubricant were allowed to get too low. Fortunately, I never did have that particular trouble.
- 9) The rear-axle ratio on my car was a slow 4-3/4 to 1, and so the speedy looking car's honest top speed was hardly more than 70 miles per hour. Some of the 2-passenger speedsters did have, however, a 3-to-1 ratio, I think, something I longed for, but could never find in the junkyards.

Needless to say, I performed most of the work on this car, supported to some extent with parts from a spare BB sedan (my fourth Stutz) with cracked block and head that I had obtained from a friend for \$5 in August, 1934. It was a godsend, as all junkyard cars that came to my attention during my ownership of the BB were Model AA or older.

Despite all of the above shortcomings, and more that I do not at the moment recall, I really slaved over that car as I thought that it was the last word. The hours that I spent working on and under it could never be calculated, nor will any attempt to do so ever be made.

Around May 1935 I bought for \$185 a very late 1929 Packard Model 633 roadster with under 20,000 miles on it. It was in beautiful condition. The Stutz was shortly thereafter sold to a Filipino who, too, thought that it was the last word. Falling heir to my automotive worries of the moment, he was no doubt better off with the car than was I, as he knew absolutely nothing about automobiles, and so low oil pressure and rear axle ratios consequently fazed him not at all. He and his navy buddies were delighted to have the car.

Four or five months after selling the Stutz I had occasion to drive it again, and was immediately stunned. How I ever could have cared for that sluggish, hard-shifting, and hard-steering car was beyond my comprehension. I guess that the Packard, that new had cost less than half the price of the Stutz, and far outperformed it, had spoiled me. One thing persisted in my mind, however, and does to this day. The BB Stutz was really a beautiful car with wonderful lines, and I only wish I could have been the lucky person who was fortunate enough to have been its original owner. Perhaps under those conditions it would have been a far superior car when it reached the rip old age of 5 years. After all, a 1928 BB Stutz had obtained second place in the grueling 24-hour race held at Le Mans, France, that year, and would have defeated the winning Bentley if only its accursed gearbox had not lost its top gear!



STUTZ MOTOR CAR COMPANY
of AMERICA, Inc.

INDIANAPOLIS, IND., U. S. A.

CABLE ADDRESS. "STUTZ"

September 18, 1933

To all Stutz Owners:

The other day a wreck occurred on one of our major railroads. Through no fault of their own, fourteen passengers were killed. Why? Because they were riding in antiquated equipment, WOODEN CARS. Passengers in the steel cars in the same wreck survived.

Just so, deaths will continue to occur on account of obsolete equipment until such time as all wooden passenger coaches are replaced with modern steel cars.

The above facts are common knowledge, but have you ever realized that the same general situation applies to the present day motor car?

Within the United States, in a period of eighteen months, more Americans are killed in accidents with conventionally built automobiles, than were killed in the entire World War. In addition to that, Americans are being injured five times as fast as they were wounded in the World War.

Read the enclosed folder prepared by the Travelers Insurance Company and see what is really taking place with people riding in conventionally built automobiles. Consider, automobile deaths for the last fifteen years have rolled up a total greater than all the deaths in all our wars.

THE SAFETY STUTZ IS THE ONLY CAR SO SAFELY BUILT THAT PEOPLE CAN RIDE IN IT AND ENJOY RELATIVE FREEDOM FROM THE DANGERS OF PRESENT DAY MOTORING. Enclosed you will find a booklet descriptive of our current models. Page eleven tells why the Safety Stutz is the safest of all cars.

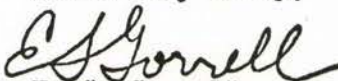
Buy a Safety Stutz and let your loved ones ride in comparative security.

Stutz has joined the N. R. A. All costs are going up. At the present time we have in our plant certain inventory purchased at the former low prices. To those who buy now, we are willing to sell at the old prices in which our Single Valve models were reduced \$1000 and our Dual Valve models as much as \$2000.

After the N. R. A. code for the automobile industry is adopted, all high grade cars are going to cost more money to produce. Also trade-in allowances will be rigidly governed by the "Blue Book" figures. It will be illegal to overtrade. Buy now while you can take advantage of outstanding savings.

May we fill your order?

Yours very truly,


E. S. Gorrell
President

ESG:MW

ALL AGREEMENTS IN

TER CONTINGENT UPON STRIKES, FIRE OR OTHER DELAYS BEYOND OUR CONTROL
TRACTS SUBJECT TO APPROVAL OF THE HOME OFFICE



FINANCIAL REPORT

by Joseph B. Folladori, Treasurer

This report only covers two (2) months of club operations, June 15, 1990 through August 17, 1990, since the editor went to the printer early with this issue.

BALANCE as of June 15, 1990 \$5,520.06

INCOME

Membership Dues (6/15/90 - 8/17/90)	\$ 360.00	
Interest Earned (CD \$132.06, M/M \$60.11)	192.17	
Stutz Book Fund (see listing below)	1,125.00	
Sales - various items	84.50	
Donations (see below)	55.00	\$1,816.67

EXPENSES

Stutz News, Vol. III, No. 12	\$1,170.78	
Administration	226.44	
Trophies - 3rd "Grand Stutz"	209.57	\$1,606.79

BALANCE at August 17, 1990 \$5,729.94

Funds are held in the Treasury as follows:

1 year CD @ 7.75% maturing 1/13/91	\$10,000.00
Money Market Acct. #044845149 (as above)	5,729.94

Donations received into this Treasury with thanks since our last report are as follows:

Stutz Book Fund	Other Donations
Philip S. Brooke, Jr.	Roger S. Chase
\$ 25.00	\$10.00
Matt S. Browning	Samuel F. Flohr
1,000.00	45.00
William B. Cammarans, Jr.	
100.00	\$55.00
\$1,125.00	

This brings total donations to the Book Fund to \$1,725.00 and does not include any income realized from sales. A full report on the sale of caps, badges and Automobile Quarterly, Vol. 28, No. 2 will be made in a later issue.

STUTZES IN THE SOUTHWEST

by Keith Marvin

This title is a misnomer because it is strictly limited to the first Stutz cars registered in a single city of one state -- Tucson, Arizona. The year -- 1914.

I have just received a photocopy of the Tucson motor vehicle registry, the only known copy in existence, which lists the cars by their Arizona license plate numbers, the make of car to which they were assigned, and the owner and his or her address. However, I think that this is important, if seemingly trivial history.

Before 1914, automobile owners in the State of Arizona and (Arizona Territory before that) were assigned a number by the state and they made their own plates or plate carrying that number plus the abbreviated "ARIZ" or "ARZ". Some owners had their plates produced commercially and anyone living in cities which issued their own number plates such as Phoenix, Prescott or Tucson were exempt from the state registration. This ended in 1914 with the appearance of the first state-issued plates, white on blue embossed metal affairs carrying the state abbreviation, date and number.

It happened that the number 1 plate was registered to a Tucson resident, one Dr. H. W. Fenner, for his Stoddard-Dayton roadster. This was issued to Dr. Fenner since he had begun driving his first car, a Stanley Steamer runabout, in 1898. After that, the numbers issued to Tucson car and truck owners escalated in a haphazard fashion, e.g., 19, 21, 24, 50, 81 and so on. A total of 475 motor vehicles were registered in the City of Tucson during the 1914 calendar year. Total Arizona registrations for 1913 comprised 3,613 motor vehicles.

The seven Stutz cars in Tucson were registered to the following:

- L. J. F. Jaeger of the Santa Rita Hotel, who was assigned number 234.
- Tenny Williams of the Old Pueblo Club, who got number 309.
- Charles A. Schrader, also of the Santa Rita Hotel, 809.
- Harold Steinfeld, whose address is listed simply as Tucson, Arizona, 1140.
- W. A. Baker, Arizona & Eastern (?), 2292.
- Frank O. Sutherland, 529 E. Fifth St., 2913 and
- G. W. McMillen of 415 E. Second St., 3700.

Fords predominated with 95 of the 475 and the highest number assigned in Tucson was number 4551. Although I cannot find any registration figures for 1914, we do know that as noted, some 3,613 motor vehicles were registered in Arizona in 1913 and that in 1915 the figure had risen to 7,753.1

There were two aspects of these cars I wish I could determine, the first of them being how many of them were 1914 models and how many were built before that, Stutz having been in production since 1911. Presumably in the latter instance, the earlier models would have sported the local Tucson white on vermillion porcelain number plates which were used for several years up to 1914.

The other mystery, to me at least, is the total absence of Mercer cars in the Tucson of 1914. After all, Stutz's great rival had been in business a year longer. My theory? Someone in Tucson had taken on the Stutz line, so the cars were probably purchased locally whereas Mercer hadn't yet invaded the market there.

But the record speaks very well of Stutz, I think. I have no idea what the company's production figures were until 1916 when some 1,556 units left the factory in Indianapolis.² (Production would ultimately peak in 1919 with 8,500 units delivered³, and production would be culminated in 1934 in this country with six cars produced, although the factory would remain open for business until 1936, business which never came. At least two 1935 models were shown at the Olympia Show in London in October 1934, as well as a dated 1935 catalogue, although these cars were simply new custom bodies on chassis which had been delivered earlier)⁴.

But there is a story here, be it e'er so relatively small. I don't think it will be insignificant, however, to all true Stutz lovers.

¹NEW YORK WORLD ALMANAC, New York, N.Y., 1930 Edition.

²AUTOMOTIVE HIGHLIGHTS FROM THE YEAR 1916, AMERICAN STYLE, by Harlan E. Appelquist, from a 1971 manuscript sent to the author but never published. Mr. Appelquist is an outstanding authority on automobile production and his work has appeared in numerous automobile publications.

³THE CARS OF 1923, by Keith Marvin and Arthur Lee Homan. The Automobilists of the Upper Hudson Valley, Inc., Troy, N.Y., 1957.

⁴"Twilight of the Car that Made Good in a Day", by Keith Marvin. CLASSIC CAR, June, 1982.

(I should like to express my thanks to Thomas H. Peterson, Chief Curator of the Arizona Historical Society, Tucson, Arizona, for his assistance in this article and should like to dedicate "Stutzes in the Southwest" to the memory of David Edwin Cohen, who lent me his 1935 English Stutz SV-16 saloon for two months in early 1960).

LIMITED QUANTITY AVAILABLE!

"CERTIFICATE OF MEMBERSHIP"



"STUTZ 4-COLOR
BLAZER PATCH"



Swiss Embroidered White, Red,
Blue and Bright Gold Threads.
2-3/4" Dia., 3-1/2" Wide.

EA. \$10.00

HOW TO ORDER:

Add \$1.00 for Postage/Handling
Send Cash, Check or M.O. to:

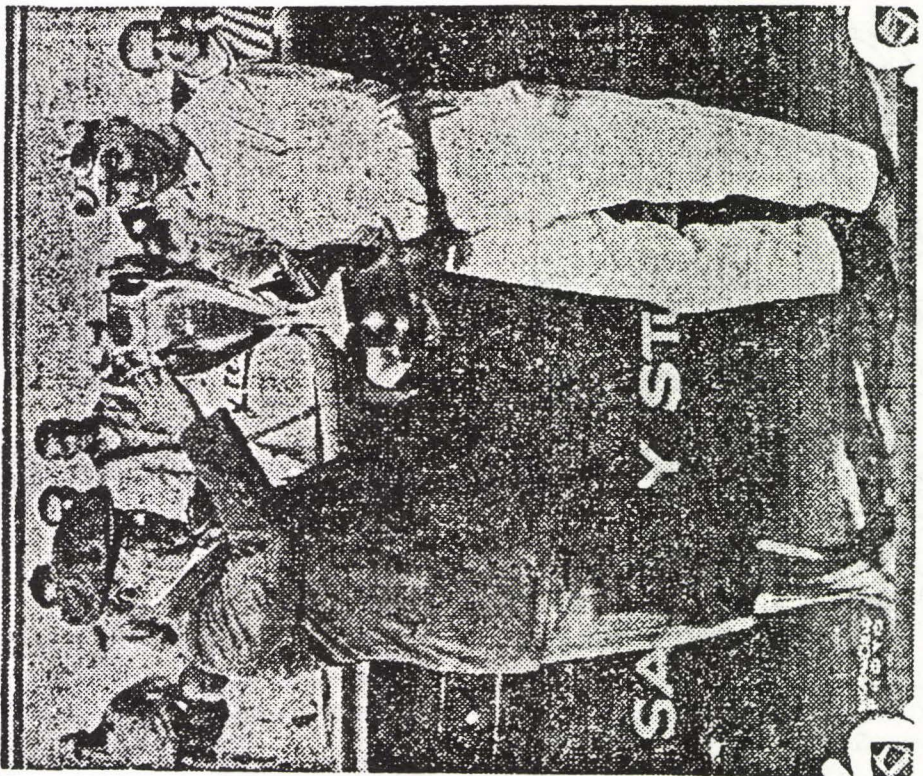
A.J. Koveleski
736 Moosic St.
Scranton, PA 18505

Personalized Gift of a Lifetime, for your family and friends who've driven or ridden in your Stutz.

Certificate reproduced on parchment paper (8½" x 11") suitable for framing.
Black & White \$5.00 each — Hand Colored in 7 colors \$15.00 each.

Congratulations, Old Top

Fred E. Moskovics, vice-president and general manager of the Stutz Motor Company, congratulating Tom Rooney, who set a new world's record of 1 hour 33 minutes and 27 seconds for 150 miles in a stock Stutz car at the Atlantic City speedway recently.

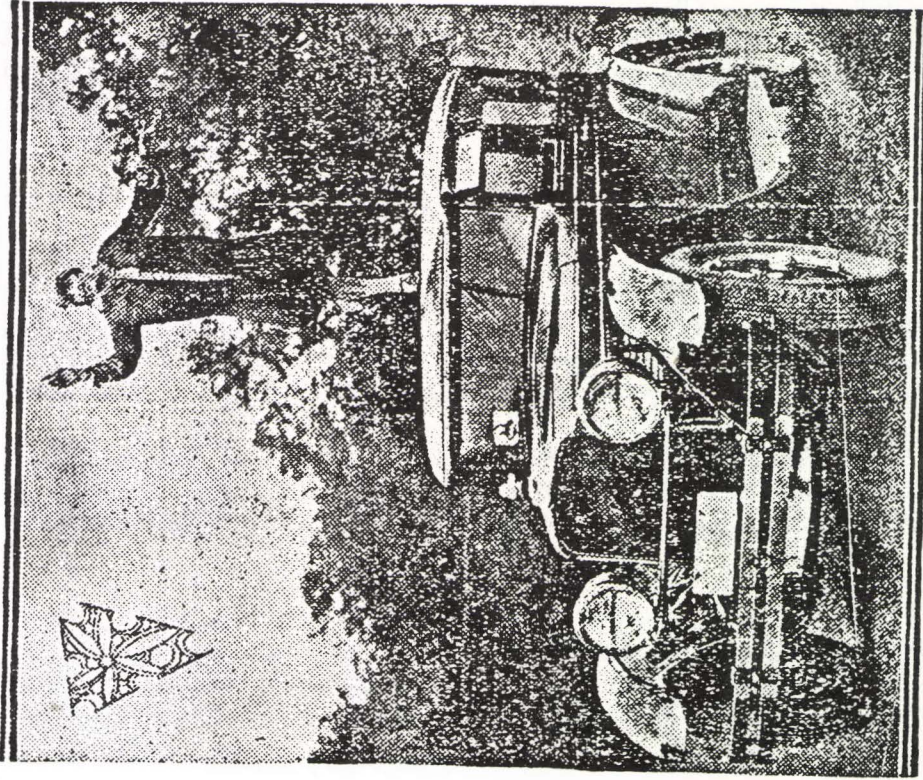


Sept. 18, 1927

We are indebted to member Elliott Kahn for sending these old clippings which were taken from the San Francisco Chronical. Stutz was really "on top" in the roaring 20's with its new verticle eight. Just ask the man who drove one. Right! Ed.

She's a Hopsy Topsy

She's "hopsy" because she teaches dancing, and "topsy" because she's atop her new Stutz Vertical Eight brougham. Her name is Blossom Puckett, and she's the daughter of our old friend, George Puckett, who's been San Francisco's dance maestro for years and years.



Nov. 28, 1926

First repeat winner for 1990 Great American Race

Repeat Interstate Batteries Great American Race champions Dick Burdick, Rosanky, Texas, and Wayne Bell, Lake Oswego, Ore., fidgeted in Burdick's 1924 Bentley speedster for more than 15 minutes Friday, July 6, waiting to see if another team had driven through the door to the championship that their spotty final day showing had left open.

They won \$62,000 of the \$250,000 purse paid for the world's greatest old car race at an awards picnic at the Disneyland Hotel Rose Garden, attended by 800 people and hosted by Disneyland.

Burdick and Bell are the first repeat winners in the eight-year IBGAR history. They won last year's race after finishing second two straight years.

This year, they scored a 10-second first place on the Phoenix to San Diego stage of the two-day Grand Championship Run. That race took on dramatic overtones when Burdick's car ran out of gas just outside Holtville, Calif. Although they were in a transit zone at the time and off the clock, their repeat winner's hopes might have ended then and there had not two fellow competitors come to their aid.

'87 IBGAR champs Alan Travis and Wayne Stanfield and the *Hemmings Motor News* team of Justus Taylor and Val Stegemoen siphoned a gallon and a

half of gasoline into Burdick's car, enabling it to reach Holtville, gas up and continue.

They went into the final stage from San Diego to Disneyland with an eight-second cushion but ran afoul of a masterfully constructed race course, tumbling all the way down to 17th position, then being forced to sweat out the decision.

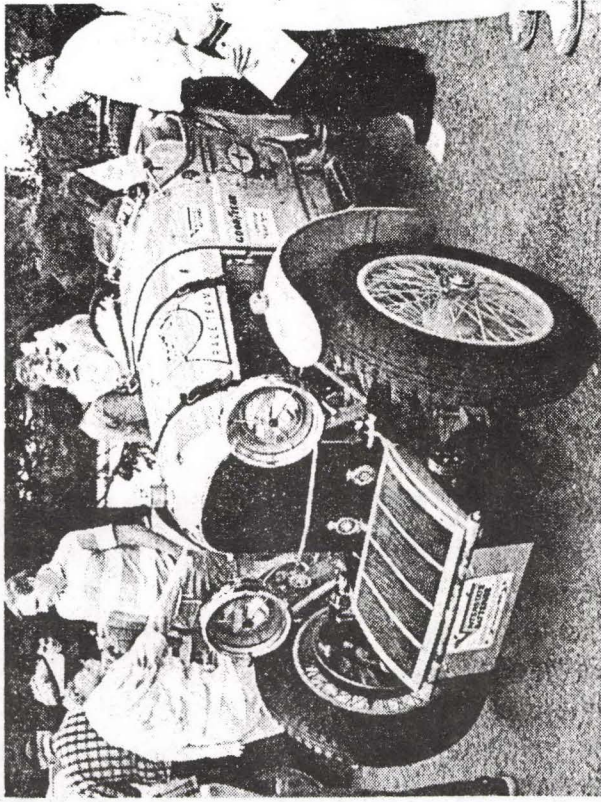
"There were 50 zillion curves and stops in that last day. They took us uphill and downhill and at slow speeds, too. Anyone off on the low speed course sections sees their score go up a lot faster than at 50 mph. And that last leg was the toughest. I have ever seen," the Great Race's first repeat champion said.

"We drove through a maze that could have been ultimately confusing. At one time we reached a three-way T intersection and there were cars there going all three ways. I'll tell you it brought a lump to my throat and made us (he and Bell) just hunker down and believe in ourselves," Burdick recounted.

"When we got our score (two-day total, 35 seconds), we knew we'd left the door open and tried to figure out what it would take for Ty (Holmquist) and Newt (Withers) to beat us. We were also checking every other team. We came off the last leg 17 seconds late. When we



Dennis Holland and daughter, Julie, in the oldest car in the 1990 Great Race — a 1909 Buick desert racer — took first place honors in the Class Brass division.



Dick Burdick and Wayne Bell, driving this 1924 Bentley speedster (shown above in London, Ontario) captured first place for the second year in a row in the 1990 Great American Race. (Sam Axford photo.)

saw Withers and Holmquist were 16 seconds early, we knew they hadn't done it.

"But then we had to do the same thing with Stan (Jones) and Doctor Murphy. They needed a 16, but got an 18, and when Marv (Schmidt) and Steve (Privett) came in back of us, well, we finally relaxed," he recalled.

Burdick's wife and daughter, Amy, waited tensely as part of the big crowd that filled Main Street U.S.A. and Town Square areas of Disneyland. The red Bentley's appearance touched off a shouting celebration as Burdick and Bell threaded their way through a blizzard of confetti and colored streamers that inundated a complement of Disney characters that followed the United States Navy Ceremonial Band up Main Street U.S.A. to the finish gate.

They posed with a big \$50,000 check at the finish line and were then guided to the winner's circle to be interviewed by the media from across the world.

What's next for the winning team?

"We'll start preparing for Chevy-Geo GreatRace West right away. I hear it's going to be a great event. In '91 we'll have the same team and the same car. Wayne does a great job navigating, and

Ray Terry and Ken O'Bryant just do miracles with the car," Burdick said.

The oldest car in the 1990 time/distance rally — a 1909 Buick desert racer — raced by Dennis Holland, Newport Beach, Calif. and his 16-year-old daughter, Julie, took advantage of mechanical problems suffered by Class Brass (pre-1916 cars) defending champion David Kleptz, Terre Haute, Ind., in a 1915 Winton raceabout to score an upset 10-second victory with a score of 1:06 minutes. Kleptz's car was reduced to running on five cylinders when a connecting rod failed and was disconnected. He and Mary Travis, Phoenix, Ariz., dropped to third place.

Dr. Robert Fuson's 1912 Interstate Batteries American LaFrance firetruck, the only machine to compete in all eight Great Races, rumbled into second place with a 1:16 minute score while Kleptz scored 1:31.

Six of the nine Class Brass cars were in the daily winner's circle at one time or another in the 12-day race. A Class Brass 1913 Rolls-Royce Silver Ghost, raced by Vijay Mallya and Chubi.

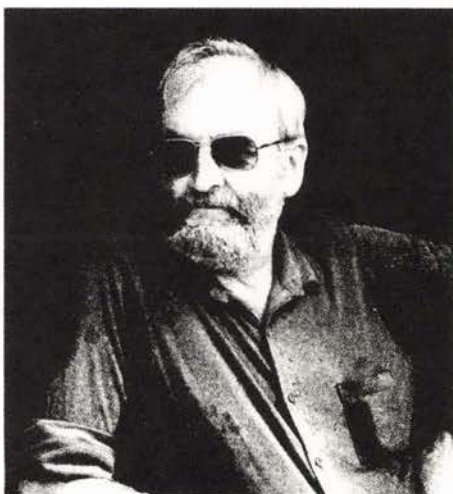
THE STUTZ CHALLENGE

On the eve of Le Mans, Eoin Young recalls Stutz's finest 24 hours — and drives a supercharged version of the Black Hawk



THE SCENE IS THE LE MANS 24-HOUR race in 1928. Bentley, accustomed to dominating the Sarthe circuit, this year faces a particularly strong challenger from the US. WO Bentley himself describes the challenger in his memoirs: "The Stutz was particularly formidable with its lower frame and superior cornering to the Bentley, and its 4.8-litre eight-cylinder engine." The Stutz Black Hawk is driven by the Argentine-born French-based Edouard Brisson, who will drive Stutz cars at Le Mans every year until 1932. This first year is to be his finest.

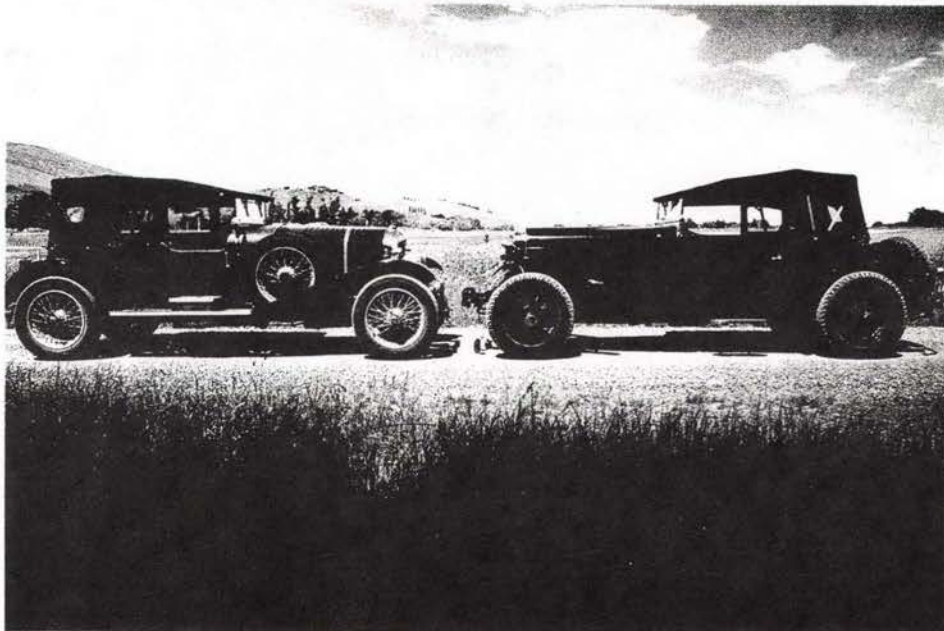
Birkin's Bentley leads the opening lap with the Brisson Stutz on his tail. "Brisson was a very good driver and the Stutz was obviously faster than I had thought it was going to be," wrote Bentley. Brisson trades the lap record with the 4½-litre Bentleys of Birkin, Barnato



and Clement in the opening rounds. As darkness falls, the Stutz is leading. Birkin blows a tyre and loses time. The Clement Bentley is delayed with a broken oil pipe. At dawn the Stutz still leads but its handling is suffering under a full fuel load. After fuel stops the lead sometimes changes but the Stutz regains the upper hand as the fuel load lightens. The race is between the Barnato/Rubin Bentley and the Stutz. There's nothing in it when, with only an hour and a half to run, the Stutz starts to jump out of top gear (some books say it lost second in the three-speed box). Barnato also has his problems in the Bentley which has broken its frame. He limps across the line to win and preserves Bentley's record. The American Stutz, having led for much of the long race, finishes second.

History remembers that period of Le Mans

Opposite page: the Stutz led the Bentley for most of the 1928 Le Mans race, its gears falling in the last 1½ hours. Allan Bramwell (bottom) has turned his into a 'new' vintage car



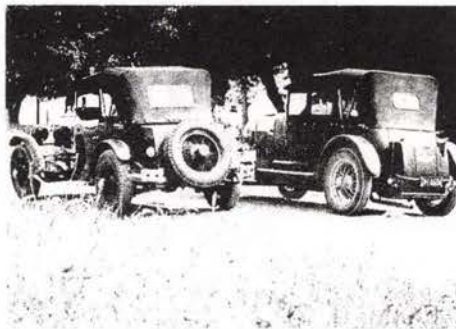
This page (left): Bramwell's Stutz, on right, is a 5.3-litre. Original large-diameter headlight shells (below) fitted with modern sealed units. New hide and walnut interior

racing as being dominated by Bentley. Slim mention is made of the near-terminal Bentley chassis-breakages or the Stutz domination of much of the race. It is interesting to consider this in modern terms. Grand prix designer Harvey Postlethwaite muses: "Wouldn't it be interesting if the Stutz had won Le Mans then . . . it would have changed motoring history with the impact of an American win in Europe, beating the Bentleys. There would be a Stutz Division of General Motors and we would all be driving around in Stutz Cavaliers."

As it was, Bentley went on to become the most famous of cult vintage cars, the car you see in your mind's eye when the word 'vintage' is mentioned. That Le Mans race of 1928 would be the closest Stutz would come to international acclaim in racing, although it was well known on American tracks and the Bearcat was already a sports car legend. Both Bentley and Stutz fell victim to the Wall Street crash and '30s world depression.

The straight-eight Black Hawk series was designed to provide smooth American horsepower allied to a low 'safety chassis' that helped to provide European-style handling, a marriage that has recently been revived in New Zealand by Allan Bramwell. It was one of those happy coincidences that sometimes happens in the old-car world. In 1988 a Stutz came on the market in New Zealand, offered without a body. History was repeating itself because in

'History remembers the Bentleys. Slim mention is made of the Stutz's domination of much of that race in 1928'

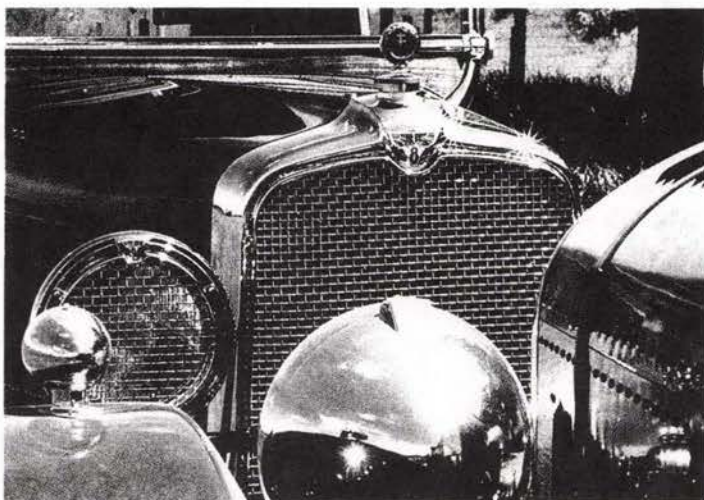


1928 the Stutz factory had offered a few right-hand-drive Black Hawks in chassis form for export only and to be bodied in Britain. A recent issue of *Stutz News*, the magazine of the Stutz Club in the US, notes that these cars had a special short 127.5ins wheelbase — down from the 131ins that was standard on the home market. "These Black Hawks had the eight-cylinder Stutz engine, a 3.8:1 rear axle ratio, two shock absorbers for each wheel, different lighting equipment, knock-off hub caps, the barest minimum in fenders, hood straps and were right-hand drive. These Black Hawks were the hottest of all Stutz cars." The idea was that the Stutz dealers in Britain would fit Weymann bodies.

Bramwell's Stutz came with no history other than its documented arrival in New Zealand in 1938 and its capacity of 5.3 litres.

To appreciate this special car you have to appreciate Bramwell, a man who loves old cars but doesn't care for old-car committees. He makes his own rules. He founded the Country Gentleman's Motor Racing Club in Christchurch simply because he wanted to enjoy racing with his friends without being hide-bound by what he regarded as the pettifogging regulations laid down by national controlling bodies in motorsport. He invited like-minded people to take part in his races. There were no entries. If you weren't asked, you didn't come.

He is a free spirit when it comes to his cars. ▶





Eoin Young (left) found the blower Stutz comfortably faster than 4½-litre Bentley. Supercharging Stutz's ohc straight eight has only enhanced its appeal

◀ The upholders of vintage authenticity may demand that old cars should be as original as the day they left the factory, but Bramwell regards this as an infringement of his personal liberties.

He likes to adapt whatever he has to his own driving needs and preferences. He bought a Phantom II Rolls-Royce, had Auto Restorations in Christchurch clothe it in a superb touring body and then fitted a Jaguar XJS gearbox because it made the big tourer more relaxing to drive over long distances, town-to-town, in New Zealand. Bramwell also travels up riverbeds to remote fishing spots, enjoying the Phantom's lofty ground clearance on the boulder-strewn riverbeds. He also raced the Rolls-Royce when the fancy took him. No ordinary vintage driver.

At 5.3 litres, the Stutz had muscle enough in its standard form but Bramwell decided to create an ultimate in vintage touring cars loosely based on the Stutz cars that ran at Le Mans in the late '20s. Murray Jones was the engineer behind the project to supercharge the big overhead-camshaft straight-eight, and he produced pages of notes to establish the use of a cabin blower from a Fokker Friendship as a supercharger. It is driven from the front of the crankshaft by belt to a countershaft running back to the blower, which sucks from a 2.5ins SU carburettor and blows into the engine at a maximum of 7lb. The blower is geared at 1.6 times engine speed.

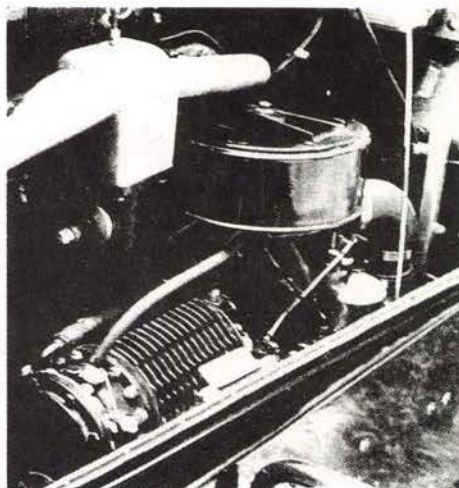
Supercharging a Stutz is legitimate in spirit since in 1929 Stutz made an abortive attempt at supercharging its Le Mans entry, but this effort did not achieve the success of colonial technology six decades later.

The Stutz had its own four-speed gearbox but Bramwell opted for a four-speed XJ6 gearbox with overdrive. "I don't have any problems with a crash box but I wanted this to be a car that I could let my mates drive," he says.

It was to be a fast car for vintage-style road use so the original large-diameter headlight shells were fitted with modern sealed beam units behind metal mesh guards. The original lighting equipment has been stored; Bramwell simply didn't wish to be inconvenienced by 60-year-old illumination. He has also stored the original gearbox and the worm-drive differential, now replaced by a nine-bolt



'With 5.3 litres, the Stutz had muscle enough. But Bramwell decided to create an ultimate in vintage touring cars'



American Ford unit grafted into the Stutz axle housings with a final drive ratio of 3.7 to 1. He says the whole car can be converted back to its original form in a couple of days.

Bramwell sketched the lines of the body and put the work in the hands of the local Auto Restorations craftsmen. The result was the superb high-stepping two-door four-seater close-coupled tourer with cycle guards, Stutz-pattern running boards, a fold-down main screen and twin aeros and a hood that furls and erects with ease and actually enhances the period lines of the car. The slab tank holds 56 gallons with a rear-mounted spare wheel because Bramwell doesn't care for side-mounts. There is new Connolly hide throughout and a small walnut-lined cocktail cabinet in the right-rear arm-rest with a flask and four shot-glasses.

It has become what amounts to a brand new vintage car and it is probably the fastest Stutz road car in the world. It has been raced by Bramwell and by ERA-racer Bill Morris, who rates it enthusiastically.

The primary consideration when driving the Stutz is to accustom your mind to the fact that the accelerator is in the centre. A couple of stamps on the throttle when I needed the brake and the brake when I needed power tended to engrave the pedal layout on my mind.

The car demands comparison with the 4½-litre Bentleys it raced with at Le Mans and it comes out comfortably faster — as well as a good deal easier to drive with its measure of modernisation. The addition of the supercharger simply adds to the vintage mystique, the high-pitched whine under power bringing the hair on the back of your neck to attention with all the stories you've ever read of those comparisons with Caracciola in the SSK Mercedes attacking Birkin in the Blower Bentley at Le Mans.

It would have been effortless urge without the blower but the addition of it means easy acceleration in top gear and, in its modern overdrive, it lopes along at 90mph with around 110mph as a maximum. Bramwell says: "It does 37.6mph per 1000rpm in overdrive and I've often seen 2800rpm on trips."

If the Stutz Club authorities say the original version of this short-chassis model was "the hottest of all Stutz cars", the Bramwell Blower must be the hottest in Stutz history. ■

MOTOR MAINTENANCE

MAY
1927

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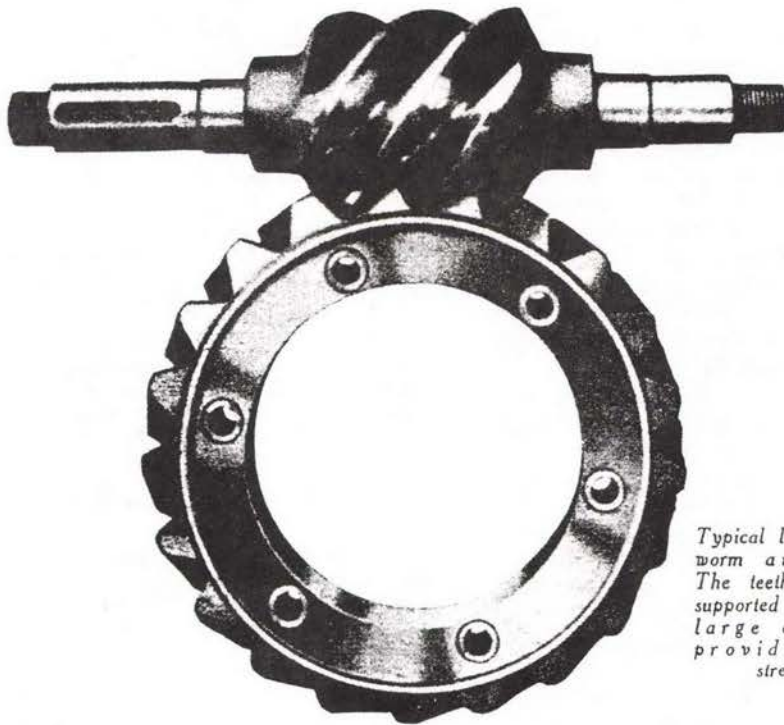
B. M. Ikert,
Technical Editor

Volume 2
Number 6

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The WORM GEAR



Typical layout of a worm and wheel. The teeth are well supported and their large cross-section provides ample strength.

SINCE the propeller shaft in the modern motor car is placed longitudinally and in the center of the car, the drive to the rear

axle shafts obviously calls for some type of right angle system of power transmission.

In this respect the bevel pinion

What the Maintenance Man Ought To Know About It.

and ring gear drive, whether of the straight or spiral type is well known, since it has been in use for many years.

Of late, however, the worm gear, used extensively in motor trucks in this country, has come to the front and is at present incorporated into the design of two American passenger cars.

Naturally there comes up the question as to the things in favor of the worm gear. It must be understood at the outset that all engineering is a compromise at best and what is desirable in a certain type of motor car may be a negligible factor in another. And so, in attempting a comparison of the bevel gear and worm gear we come against this barrier of design surmountable only by the dictates of local conditions.

Obviously local conditions are

(Continued on page 12)

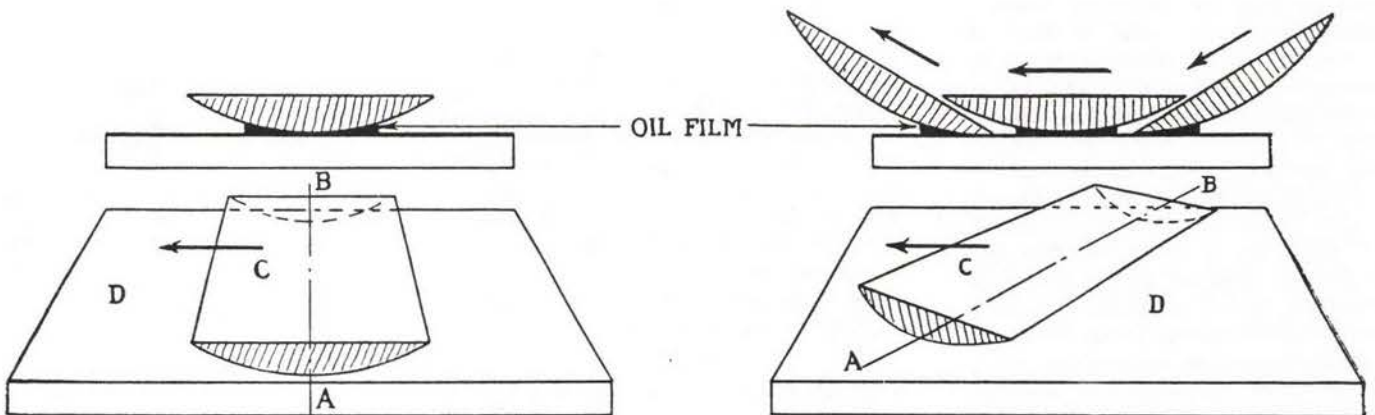


Diagram showing the sliding and rolling action of a worm gear and the resultant efficient lubrication of the surfaces in contact.

(Continued from page 9)

different in laying out a design for different classes of motor cars and motor trucks intended for heavy hauling.

Since there is this growing tendency for engineers to look with favor on the worm gear method of final power transmission in the rear axles of motor cars a discussion of some of its salient features is proper at this time.

First of all it is quite well known that where a car uses a worm-driven rear axle in which the worm is "inverted" or at the bottom of the housing, such a car can be built closer to the ground because of the greater body clearance provided. It permits of lower floor boards because with the worm at the bottom a lower propeller shaft position is possible. The latter is still more pronounced when the engine, clutch and gearset are inclined so the rear of the powerplant is lower than the front.

Probably where the worm gear scores its greatest point lies in the matter of quietness. Silence of operation extending over an indefinite period is an outstanding characteristic of the worm gear.

While a bevel pinion and ring gear may be silent to start with wear in both pinion and gear sooner or later sets up objectionable noise corrected only by adjustment, often costly.

A worm gear operates quietly when new and has the advantage that prolonged operation does not produce what is commonly known as "back lash" in bevel or spur gears.

In the case of bevel drive both pinion and ring gear are usually made of the same material and both hardened to the same degree. Consequently the wear in each is about the same. They have to be "mated" up in assembly and every maintenance man knows when replacement is necessary both pinion and gear must be replaced.

The worm gear owing to the peculiar tooth formation continuously draws an oil film between the surfaces. This not only minimizes vibration but also makes the gear practically immune from wear.

Silence also is maintained in a worm gear because any change that takes place does so in the bronze wheel. The worm, being case hardened and polished, never wears. For this reason the wheel

always conforms to the worm, and quietness and efficiency is maintained the life of the gear.

Worm gear efficiency rises with an increase in speed and the reason for this is that better lubrication takes place as the revolutions per minute increase. In many mechanisms lubrication of the parts at high speed becomes quite a problem, but in the worm gear lubrication under such conditions presents no particularly difficult problem. Reference to Fig. 1, page 9, makes this clear.

Here it will be seen that any two surfaces having unlike curvatures make contact only on a straight line at A-B. Now, if these two surfaces are separated by an oil film the latter assumes a wedge shape at each side of the line of contact. Furthermore, if the two surfaces are moved in a direction parallel to A-B, the wedge-shaped oil films are maintained at each side of A-B and good lubrication results. But this condition is still not the best because wear will take place sooner or later on the line of contact.

Suppose now the surfaces are placed so line A-B is at an angle to the direction of sliding. Also suppose the member C is rolled as it slides across D. Then the contact line changes its position constantly, a condition peculiar in worm gearing. It is apparent that the faster the rolling action takes place the slower the rate of wear. The action also brings fresh oil to the surfaces in contact and when the speed is increased naturally the oil has less time to escape. For this reason it is said the efficiency of a worm gear rises when the speed goes up.

A worm has a high overload capacity. While the worm wheel is made of bronze and is less tough than steel it will be seen from Fig. 2 that the teeth are well supported on account of their form and their large cross section provides ample strength. Owing to the large number of teeth in a bevel gear the stress on the teeth is consequently much higher. Maintenance cost on a worm gear is, therefore, much lower, say the engineers.

Bell Motor To Have New Garage

The Bell Motor Company, Ford Agents at Smackover, Arkansas, are having plans made for a new garage to cost \$30,000.00.

Waco Has Better Service Club

The city of Waco, Texas, recently organized a Better Service Club. This Club was organized with twenty-one members, made up of men who are owners of general garages or service managers for various dealers' organizations. The objects of this Club are to advance the interests of its members by their mutual interchange of information pertaining to improved service for the public and for the firms they represent.

Cate Now Recovered

Earl Cate of the Cate Motorist Shop of Rockford, Illinois, had the misfortune to be on the sick list recently but has now recovered.



McHenry and Cantrell Have Hudson

The new Hudson-Essex dealers in Healdton, Oklahoma, are McHenry and Cantrell. Their place just recently opened for business.

To Erect \$25,000 Building

Schlacht & Ranzau, automobile distributors of Glencoe, Minnesota, will soon erect a model garage and automobile display building, to cost \$25,000.

Edsen Motor Purchases Barton Motor

The Edsen Motor Company, which recently sold their interests in Sidney, Iowa, have purchased the Barton Motor Company, Ford agency, in Burlington, Iowa.

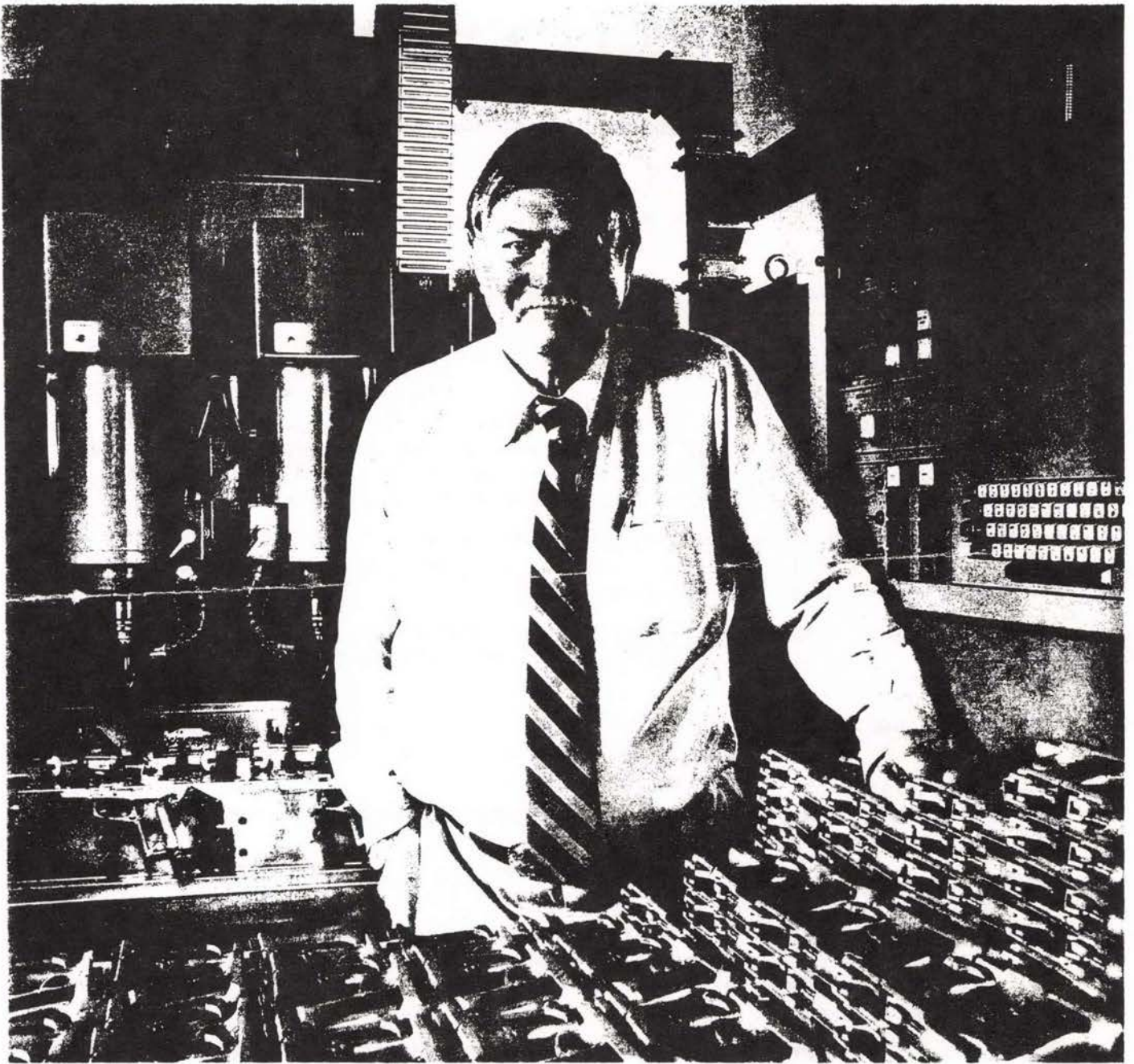
Bozeman Takes Over Story Motor

The Bozeman Auto Company, Bozeman, Montana, has taken over the Story Motor Supply Co., of that city. Mr. Rick Roman is Manager of the Company.



Drane and McKee of Corsicana, Texas, have moved into their new shop, which is reported to be the best lighted and ventilated repair shop building in the Southwest.

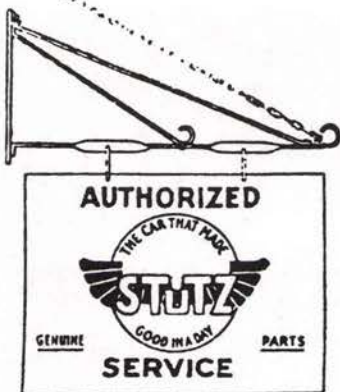
Ed's Note: Our thanks to Mr. C. Elbert Valentine (#281) for providing this good article on "The Worm Gear".



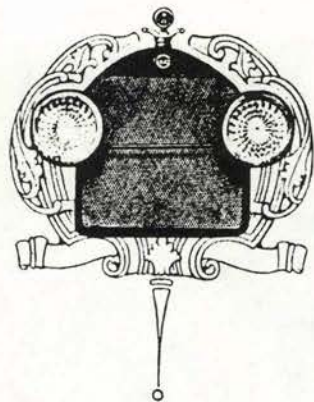
Ruger: Making American Firearms History Today

*Original firearms
of proven quality,
strength, reliability
for today's shooter*

Mr. William Batterman Ruger, Founding Life Member (#145FL), has offered to host our 4th "Grand Stutz" at his place in Newport, NH. and the club is pleased to accept Mr. Ruger's hospitality. Plans are being developed now to hold the 4th "Grand Stutz" on the Saturday, Sunday and Monday proceeding the 1991 AACA Hershey Meet. This would permit those members going to Hershey to also participate in the Stutz Meet. Further information will be forthcoming in future issues of Stutz News.



Classified



LET'S PUT STUTZ ON THE ROAD

- Sheldon E. Ball (#286), 923 N. Oak Avenue, Fillmore, CA (Home: 805/524-3759) is trying to complete his 1929 Blackhawk 4 dr. Sedan (Eng. No. 16832 HC, Vin. No. 16889). He needs: all instruments, radiator cap and mascot, complete sidemount brackets for one side, window cranks, and thermostat for radiator louvers. Let's help Sheldon finish his Blackhawk.
- A 7-page reprint of "Instructions For the Tune-Up of Stutz Cars, All Models 1925-1930" are still available from your editor. Just send a \$2.00 check payable to the Stutz Club to cover costs.
- The following items are for sale to help finance the Stutz Book Project. Send your requests to Bill Greer, Editor with check(s) made payable to the Stutz Club.
 - 1) Stutz logo billed caps in royal blue. Only four (4) of these caps donated by Max Triplett of San Antonio, TX are left. Price \$15.00.
 - 2) Stutz blazer patches/badges, 3-1/4" wide in blue, white, red and gold. Life Member A.J. (Tony) Koveleski donated 25 of these Stutz badges to be sold at \$10.00 each and 10 are left.
 - 3) Automobile Quarterly, Vol. 28, No. 2 features a superb article of 17 pages by Member Joseph S. Freeman entitled "In the Wake of The White Squadron" featuring the remarkable 'world champion' Stutz racers of 1915. The photos are great too! These books are autographed by Joe as a special favor to the membership. The editor has 25 copies left at \$27.50 (over-seas members please send \$35.00 to cover extra postage).
- Stephen R. Springer (#261), 3914 Autumn Drive, Huron, OH (Home: 419/625-8543 Bus: 419/625-2448) needs new contactors for his 1923 KLDH Delco Dual Distributor (Part #7223) containing Rotors (Part #D-12071). These button head contactors needed have a 1/2" dia. head, a 5/16 dia. shank and are 3/8" overall in height. Note: If your Dual Distributor 4 cyl. Stutz isn't running up to par it may be due to worn contactors.

Also, Steve has provided the address of a shop that can rebuild/repair almost any carburetor and has kits for many models. Unfortunately, this shop currently has a backlog of 11 months. Call or write with SASE to: Jim Hardgrove, The Carburetor Shop, Route 1, Box 230-A, Eldon, MO 65026 (317/392-7378).
- Norman C. Barrs (#27), 12 View Road, Highgate, London N.6. 4DB, England can now reproduce complete sets of high grade polished stainless steel radiator shutter blades (usually 18 required per radiator). These are identical to the originals and will never need special cleaning or plating. Price will of course depend on quantity, but if you will write me or telephone, I will be able to give you a quote for a complete set plus packing and postage required. My 24 hour telephone answering service is 071-485-1540.