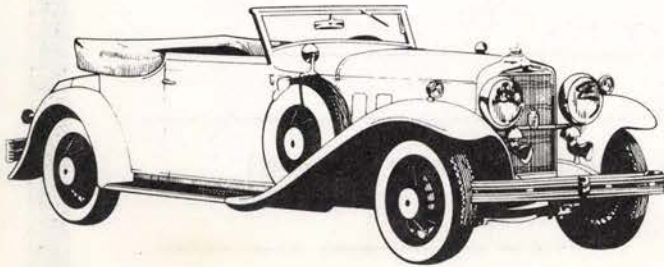


The STUTZ CLUB, 7400 Lantern Road
Indianapolis, IN 46256
Bill Greer, Editor

TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

1991 membership dues are due as of January 1, 1991. Please pay them promptly. On the flip side (page 2) you will find a Membership Form showing the amount of dues per category. If you have any changes to make (address, phone number, vehicle data, etc.) please use this form or copy thereof and mail it along with your check to Dale K. Wells, Membership Chairman. Also, use this form to invite others you know or meet who have an interest in Stutz to join the Club.

As the gas runs out on 1990, the Club's third year of activity comes to a happy ending. Membership continued to grow nicely, the 3rd Grand Stutz was fully enjoyed, the get-together at Hershey was well attended, a constitution and bylaws were drafted for approval and a new directory (the second) was published. As you map out plans for 1991, don't fail to include the 4th Grand Stutz. Founding Life Member William B. Ruger has offered to host this grand event the first weekend of October at Newport, NH.

Best wishes to you and your family during the Holiday Season!

REMINDER



THE CLUB

Mail to: Dale K. Wells, Membership Chairman, 7906 S. 10th St., Kalamazoo, MI 49009.

Please type or print clearly.

Date: _____

My name is _____

My address is: _____ (Check if new or changed)

My telephone number is: _____ (Check if new or changed)

Home: (____) _____ Bus.: (____) _____

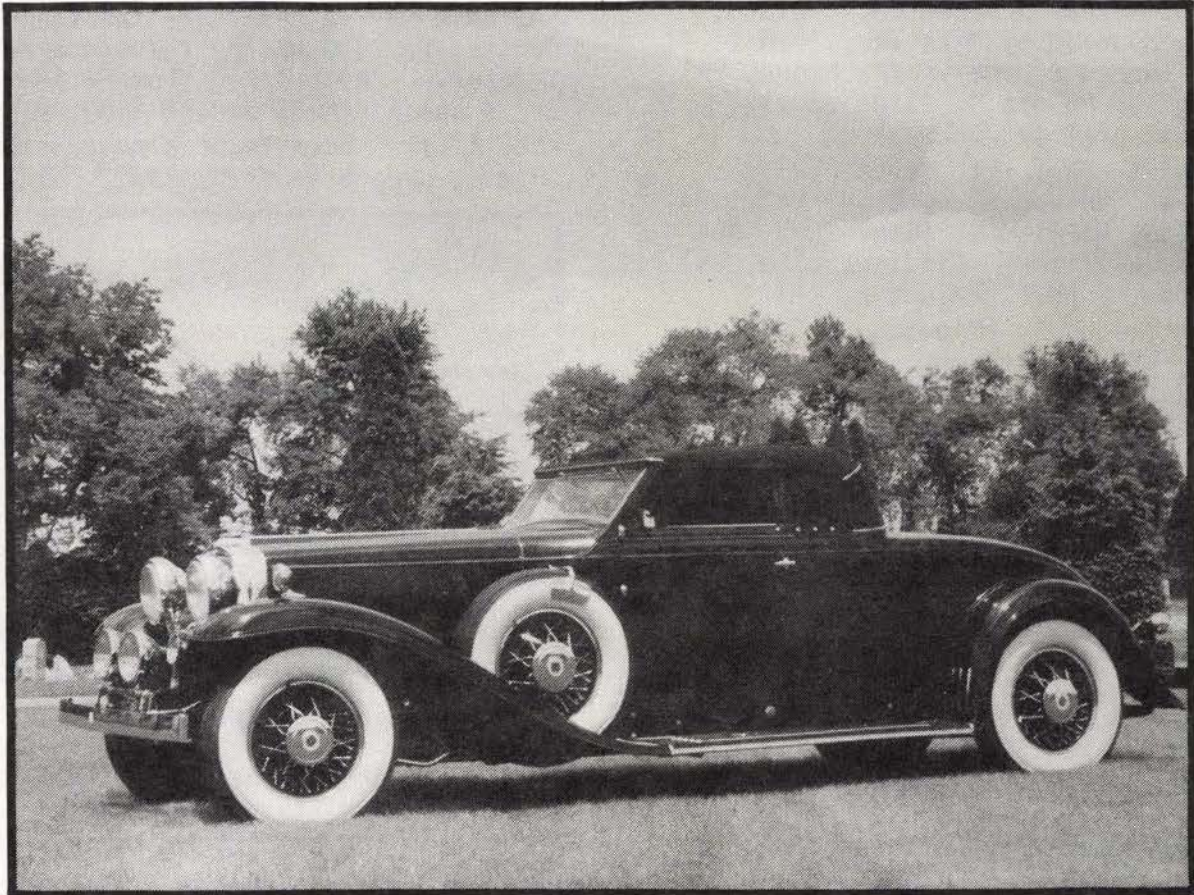
Note: The Club year runs from Jan. 1 to Dec. 31.

<u>This is to:</u> (Please check one)		Inside USA \$	Outside USA \$
<input type="checkbox"/> Join the Stutz Club	Active:	<input type="checkbox"/> 20.00	<input type="checkbox"/> 25.00
<input type="checkbox"/> Renew my membership	Associate:	<input type="checkbox"/> 5.00	<input type="checkbox"/> 5.00
<input type="checkbox"/> Make a donation	Life:	<input type="checkbox"/> 300.00	<input type="checkbox"/> 375.00
<input type="checkbox"/> Change directory listing	Founding:	<input type="checkbox"/> 1000.00	<input type="checkbox"/> 1000.00
<input type="checkbox"/> Enclosed is my check for U.S. \$ _____ (make payable to Stutz Club)			

I currently, am fortunate to own one or more of the rare examples of the marque as follows: This is a change.

	1	2	3
Year	_____	_____	_____
Make	_____	_____	_____
Model	_____	_____	_____
Body Style	_____	_____	_____
Eng. No.	_____	_____	_____
Vin. No.	_____	_____	_____

1932 DV-32 STUTZ
CUSTOM CONVERTIBLE COUPE



Member Noel Thompson (#285) brought this great classic Stutz to the 1990 AACA National Fall Meet at Hershey, PA. We found it difficult to photograph the car on the field Saturday, October 13 due to the continuing flow of admirers who surrounded it.

This DV-32 identified by Vin. No. 128-2012 and Engine No. DV33001 was purchased by Dick Sahlin from Dr. Art Burrichter (#116) and restored by Gerald Kiefer. It then scored 100 points at the 1973 CCA Grand Classic in Michigan and was later purchased by Sandra L. Bahre of Oxford, ME from whom Mr. Thompson acquired it. Noel informed the editor that this gorgeous Stutz has only been driven some seven (yes, 7) miles since its restoration in 1973. Note the raked back windshield and unusual roof line.

Stutz Club Meet
Hershey, PA, October 12, 1990
by Bill Greer

The fields of Hershey were a sea of mud but nothing stops Stutz members from getting together. Those who gathered around 4:00 p.m. at Ernie Toth, Jr.'s space 6AM83 on Friday afternoon are listed below.

Adams, Robert (Sallersville, PA)
Barrs, Norman C. (London, England)
 accompanied by Mike Trevtlein (sp?)
Cox, Thomas & Madelyn (Richmond, VA)
Feingold, Robert D. (Singapore)
 & his brother, John
Freehill, Paul (Ft. Wayne, IN)
Freeman, Joseph S. (Boston, MA)
Sehring, William M. (Cleveland, OH)
Greer, William J. (Indianapolis, IN)
Grunder, John (Torrington, CT)
Guyatt, John B. (Middlesex, England)
Holt, Mike (Scotland)
Katzell, Raymond & Mildred (Medford, NJ)
Kesselring, Richard H. (Chambersberg, PA)
Lockwood, James & Karen (Matteson, IL)
Miller, Norm N. (Summit, NJ)
Pugh, Stephen (Manhattan Beach, CA)
Roberts, Norman L. (Biddeford, ME)
Ruffle, Ronald & Cathy (Keene, NH)
Saunders, Wayne (Ontario, Canada)
Scott, Ralph A. (Ft. Wayne, IN)
Toth, Jr., Ernest J. (Chagrin Falls, OH)
Toth, Sr., Ernest & Ruth (Chagrin Falls)
Triplett, Max (San Antonio, TX)
Wells, Dale K. (Kalamazoo, MI)

Other members seen or known to be at Hershey were:

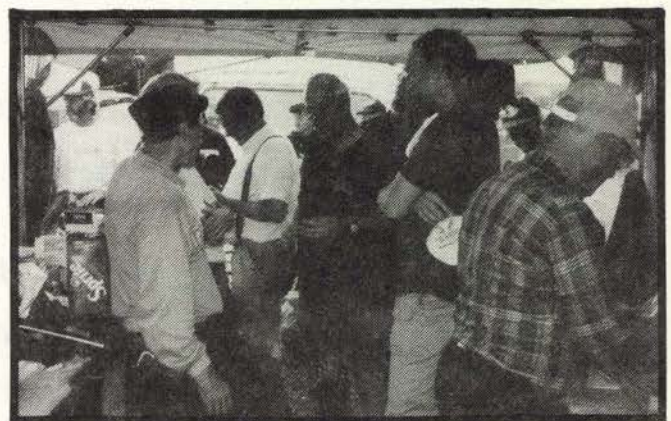
Berman, Bernard (Allentown, PA)
Bowersox, Ray B. (Milton, PA)
Crump, Bobbie B. (Baton Rouge, LA)
Davis, Irving (Beverly Hills, CA)
Gorjat, Jean M. (Harrisburg, PA)
Guyton, Fred F. (St. Louis, MO)
Holman, George (Wilbraham, MA)
Kimes, Beverly Rae (New York, NY)
Kughn, Richard P. (Southfield, MI)
Lassiter, William G. (W. Palm Beach, FL)
Ludwig, Gus & Ruth (Middletown, CT)
Marketti, Skip (Auburn, IN)
Mathews, Marshall (Palo Alto, CA)
Miller, Jr., S. Ray (Elkhart, IN)
Pascucci, Johnny (Meriden, CT)
Pettit III, Wm. A.C. (Louisa, VA)
Purdy, C. McCord & Ruth (Indpls, IN)
Thompson, Noel (New Vernon, NJ)



The best way to negotiate the fields at Hershey in 1990 was by this International tractor. (Photo taken from Ernie Toth, Jr.'s space 6AM-83 around 4:00 PM Friday, Oct. 12.) Trucks found a no-go situation on most side streets.



We caught Karen Lockwood (L), Kitty Katzell (C) and Ruth Toth (R) in front of Ernie Toth Jr.'s tent. Note Karen's shirt with red Stutz and Kitty's red jumper and cap with Stutz logos. The gals love Stutz, too!



Members chat and shop at Ernie Toth, Jr.'s space prior to the short meeting conducted by Dale Wells, Membership chairman. The Toths provided refreshments and nibbles.

There's no doubt we missed some who attended Hershey in view of the rather nasty field conditions. The members listed above represented 17 states plus Canada, England, Scotland and Singapore.

Several members registered cars other than Stutz for the Hershey Meet. Those noted from a cursory review of the program were:

- Bernard Berman - a 1930 Isotta Frachini and a 1949 Cadillac
- Skip Marketti - The A-C-D Museum's 1904 Auburn
- S. Ray Miller, Jr. - 1931 Cord
- Wm. A.C. Pettit, Jr. - 1929 Duesenberg
- Noel Thompson - 1932 Horch & 1937 Bugatti

New member Johnny Pascucci had a number of fine cars for sale in his tent on the Green Field including a 1928 Stutz "BB" 5-pass Phaeton (see classifieds).



This photo captures some of the members participating in the discussions at the short business meeting held around 4:00 PM on Friday, Oct. 12.



Noel Thompson's 1932 Stutz DV-32 Custom Convertible Coupe on the Hershey Show field. Noel is leaning on the door sill and member John Grunder is enjoying the beautiful engine compartment.



The Convertible Coupe body on the 145" wheelbase allows for a graceful long hood and generous space for a rumble seat. Note the low roof line and narrow rear window.



Member Jean Garjot's beautiful 1926 Stutz "AA" Victoria Coupe was one of the two classics on display at the Classic Car Club of America headquarters' tent. Jean and Lucrecia hosted a meeting of the Delahaye Club at their home in Harrisburg on Friday evening.

by Dale K. Wells, Membership Chairman

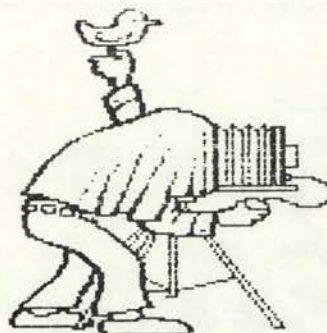
Several dozen of the faithful Stutz friends gathered again between showers for a brief visit and reunion at Ernie Toth's vendor spaces at Hershey, PA on Oct. 12, 1990. It had rained pretty good the day before and the Hershey quagmire was starting to develop. However, with boots, umbrellas, and rain slickers in place, several dozen enthusiasts got together to exchange Stutz news, gossip, tips, and troubles. All too soon, we were on our separate ways, and the evening downpour brought Hershey almost to a standstill.

We all had a chance to get acquainted with several members not seen before, and two new members signed up on the spot. Many good suggestions were discussed, and several members even volunteered for working on special projects and ideas. The possibilities of a Stutz feature at Pebble Beach was proposed. How about that, all of you West Coast members? Maybe 1991 would be too soon if we are to have the Grand Stutz in New Hampshire the following month. But then again, being a continent apart, perhaps there really is no conflict. Steven Dean has offered to be coordinator, so let's see what kind of interest there is out there, and find out what the possibilities are. For the long range, we thought perhaps a 1992 West Coast Grand Stutz would be due, but let's keep all the options open -- it's your club.

Remember to get your 1990 dues in if you have not yet done so, and while you're at it, just double the check and send along the 1191 too as they are payable in just a few weeks. Reminders have been sent to all delinquent members and if you want to receive the newsletter, get those dues in. The directory is in completion at the printers now, and should be in your hands very soon -- if you have paid your dues.

It appears there is little support for the new rear-end gear sets, but thanks to Mike Holt's efforts anyway. If you decide you want one, please contact him at once. I suspect the lack of interest is because many of the Stutz cars never get driven any great distances so what difference is a few R.P.M.s? Little by little, we are seeing the great cars retired to concours competition and museums. But I urge you to enjoy that Stutz on the road as much as possible -- automobiles are made for driving!

Finally, remember to get out your Stutz files, and prepare a list of your articles, books, pictures, advertisements and literature to help Ray Katzell find out what is out there for the Stutz book we want to publish. This must be a grand effort on the part of all club members, or it probably cannot be done. There are many old-timers out there with much first-hand Stutz knowledge, and we want to know who they are, get interviews, and find rare old photos to make this one of the great single marque histories. Please help, now! Some members asked what the schedule and plans look like to publish a book. Well I've never published one, but how about a brief commentary in the new issue, Ray, on what is involved in putting the book together, and how we go about getting it published, costs, etc.?



Member Spotlight

WELCOME to the following new members since the last issue:

#248A Julia Rush (Associate)

- #291 Kenneth W. Kovacs Phone: 203/743-4792
91 Plumtrees Rd.
Bethel, CT 06801 1928 BB Dual Cowl Phaeton
- #292 Philip E. Armbrust Phone: 614/335-0311
514 Albin Avenue 1927 AA 7 pass. Sedan
Washington Court House, OH 43160 1926 and 1927 engines only
- #293 James M. Pearsall Phone: 908/469-7400
Box 128 Western Canal Road
Zarephath, NJ 08890
- #294 Terry Flanagan Home: 506/472-8406
Homestead, Dr., R.R. #8 Bus.: 506/452-4958
Fredericton, New Brunswick
Canada E3B-5W5 1927 AA 7 pass. Limo.
- #295 Richard Orr Home: 916/662-1267
1512 Midway Dr. Bus.: 916/662-9638
Woodland, CA 95695 1928 Stutz Convertible Coupe
- #296 Johnny Pascucci Bus.: 203/238-4433
1979 N. Broad St.
Meriden, CT 06450 1928 BB 5 pass. Phaeton
- #297 John B. Guyatt
3 Tanglewood Lodge
Common Road, Stanmore
Middlesex, England HA7#JB
- #298 Eleanor J. Howie 1914/15 H.C.S. Speedster
Moulinarn, Ballinluig
Pertshire, Scotland PH9 ONB
- #299 Frederick D. Roe Home: 617/429-4360
837 Winter St.
Holliston, MA 01746

Please note the new addresses for:

- #105 Knox Kershaw
P.O. Box 4100
Montgomery, AL 36103-4100
- #11 Gustav W. Ludwig
69 Coleman Road
Middletown, CT 06457-5019

And last, but not least, WELCOME to our newest LIFE MEMBER:

- #139L Max Triplett (new address) Bus.: 512/496-0755
P.O. Box 6
Staples, TX 78670

If the title sounds like some rock group, forget it. We are dealing here with three 1928 Stutz cars, of a convertible persuasion. There is no reason to believe that more than one example of each of these were ever made.

Why pick on 1928? This year seems to have by-passed the writer to a disgusting degree. An 8-year old child in the midwest was never cut in on what was going on in New York and overseas. The writer just learned of these within the last nine years or so. Although the heart-breaking Stutz-Hispano race was known at that time, the fact that a Stutz managed a second place in the LeMans 24-hour race of 1928 was not known to the writer until years after World War II. The Lockhart tragedy was also known in 1928.

The fanciest Stutz the writer ever rode in was a 1928 Fleetwood Town Car (see Stutz News, Vol. I, No. 6). Another factor on why the writer might like the 1928 Stutz was that the first catalogued convertible coupes with rumble seats were offered then, even if special models had been offered previously.

Perhaps the biggest thing going for the 1928 Stutz was appearance. New bodies, without visor overhang, slanting and folding windshields on the open speedsters brought these cars up-to-date. Far better looking lights and fenders, and a greater use of wire wheels gave the cars a more modern look. Don't get me wrong, the Stutz of 1926 looked good in 1926, in 1928 it was archaic. Mechanical changes like higher compression ratios with higher horsepower, and hydraulic brakes made the car a winner. So much for why, let's look at what.

The 1928 Stutz catalog showed no Weymann-bodied cars, or convertible sedans. There were two (at least) showroom brochures issued later. One was on the Weymann body and showed five lovely models. The second folder showed their new convertible sedan, body by Philips

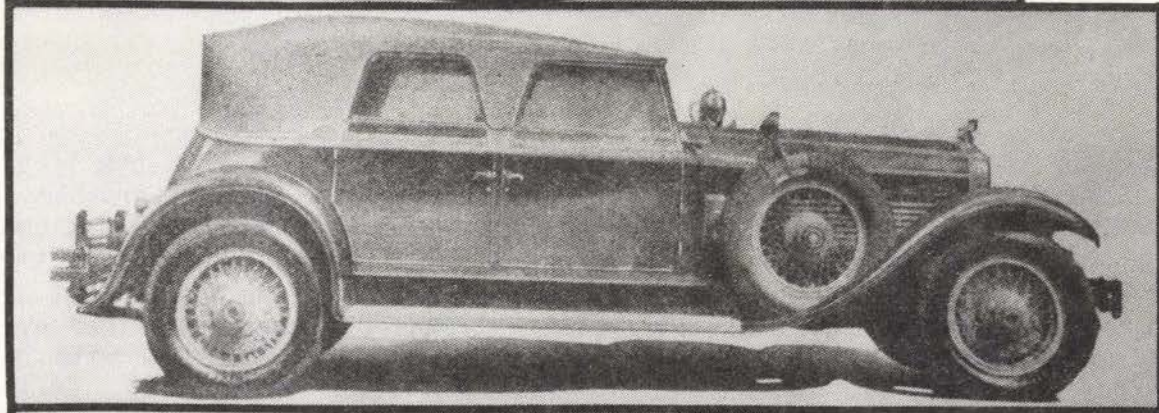
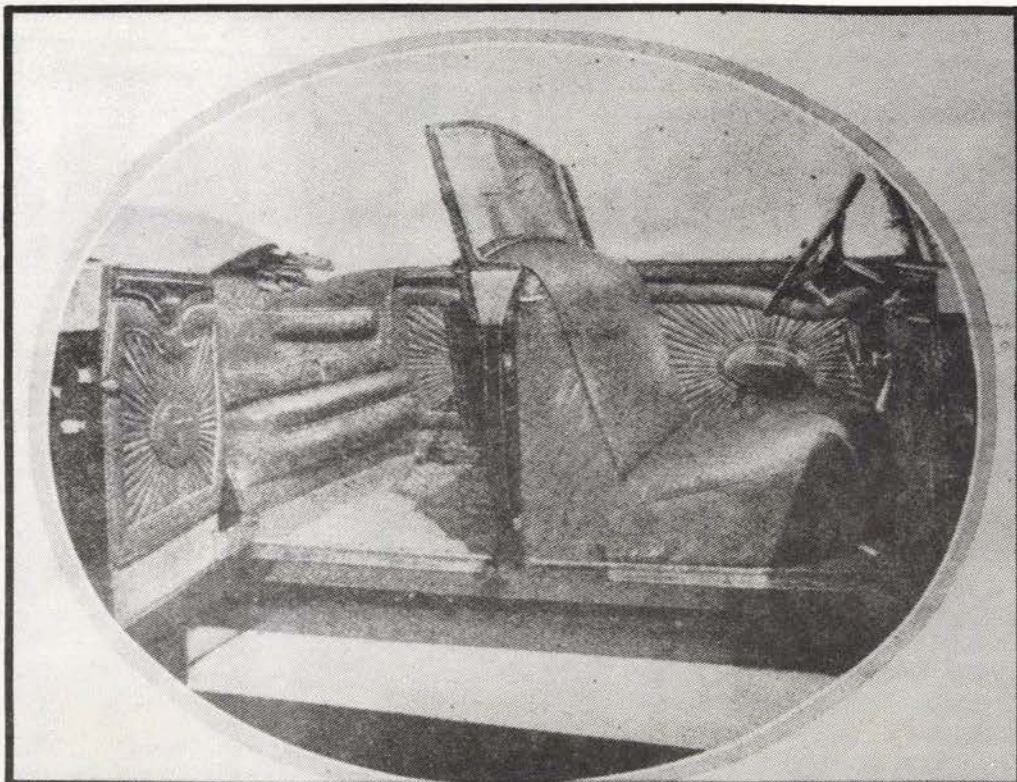
(Phillips?) of Warren, Ohio. This car was on the 145-inch wheelbase chassis. Philips built convertibles for many brands. This convertible sedan had a vertical windshield with external sunvisor, landau bars, and side-mounted spare tires with a trunk box on the rear. This model was available in three configurations; five passenger sedan, five passenger limousine, and seven passenger limousine. The limousines had a glass partition built into the front seat back. The partition could be raised or lowered. This car would have been a very desirable addition to anyone's garage. The writer believes Philips also made the catalogued convertible coupe bodies for 1928.

Now, what was going on in England at this time? A London body builder, Thomas H. Gill and Son, Ltd. put out a gorgeous convertible sedan on the 145-inch wheelbase 1928 Stutz chassis. The limousine partition and the windshield were both slanting, and no external sunvisor was used, nor were landau bars.

A COMFORTABLE OPEN CAR.

IT is not often that an open car has such a beautifully finished interior as has a Stutz straight-eight on which an H.D. all-weather body has just been built by T. H. Gill and Son, Ltd., 23, Chilworth Street, W.2. The features of this type of coachwork, as shown in the two accompanying illustrations, are the moulding which runs from radiator to rear to emphasize the straight line and the arrangement of the head, which fits snugly round the metal-framed winding windows in the doors, so that when closed the car is as draught-proof as a saloon, while it opens up into a touring car with a snugly folding hood.

The colour scheme is cream and green, and the upholstery is carried out in green furniture hide with pleated panels on the doors and polished woodwork and fittings of a character usually associated with enclosed bodies. At the back of the front seat there is a falling partition which acts as a rear screen when the car is open, or shuts off the rear compartment when the hood is erected.



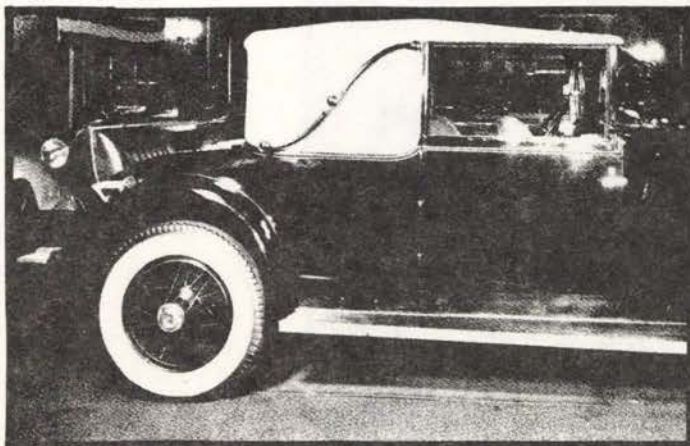
With its pleated leather door panels and polished cabinet-work, this interior is worthy of an enclosed car. The H.D. all-weather design is notable for the straight line of the beading from radiator to stern and the closely fitting hood.

The writer wishes to thank Harry Edwards of the Morris Register (England) for furnishing the photos and data of the Gill car.

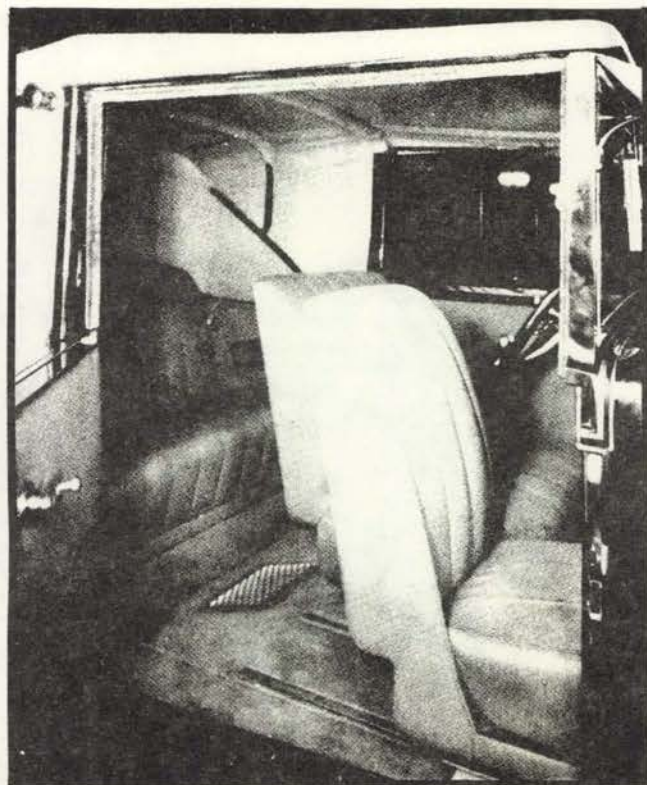
The color scheme of this particular car was cream and green, the upholstery being green furniture hide. The pleated panels on the doors were leather in an intricate pattern. The polished woodwork and fittings were of a character usually associated with enclosed bodies. The magazine article on this car called it an H.D. All-Weather body. It would be the writer's guess that H.D. stood for Hibbard & Darrin as that outfit specialized in "Center Vee-canvas" convertible sedans. Would it not be terrific to have this car in all its glory to show up at the next Grand Stutz? Maybe, with whitewalls!

Next!! About 1930 or so, convertible victorias of the "Waterhouse-type" appeared on most of the expensive brands of cars. Some cheaper cars used convertible two-door sedans. The "Waterhouse-type" all used a long wheelbase chassis with a short body and a large trunk behind the sedan back. No rear deck as one would expect a coupe to have. The Stutz, as we know, had their convertible victorias built by Rollston, as did Duesenberg. This was probably the most graceful car of the early thirties classics. A convertible victoria was rare in 1928, and this is what we will now look at.

One of Locke's most unusual body creations, again on the 145" chassis, was the 1928 Convertible Victoria, 8 BB, with rumble seat.



The extremely wide door and front seat adjustable on tracks made possible easy entrance and accommodations for five people inside, complete with floor heater for cold weather comfort. The rumble seat was still available for two persons with fur coats. Truly a handsome, all-weather car.



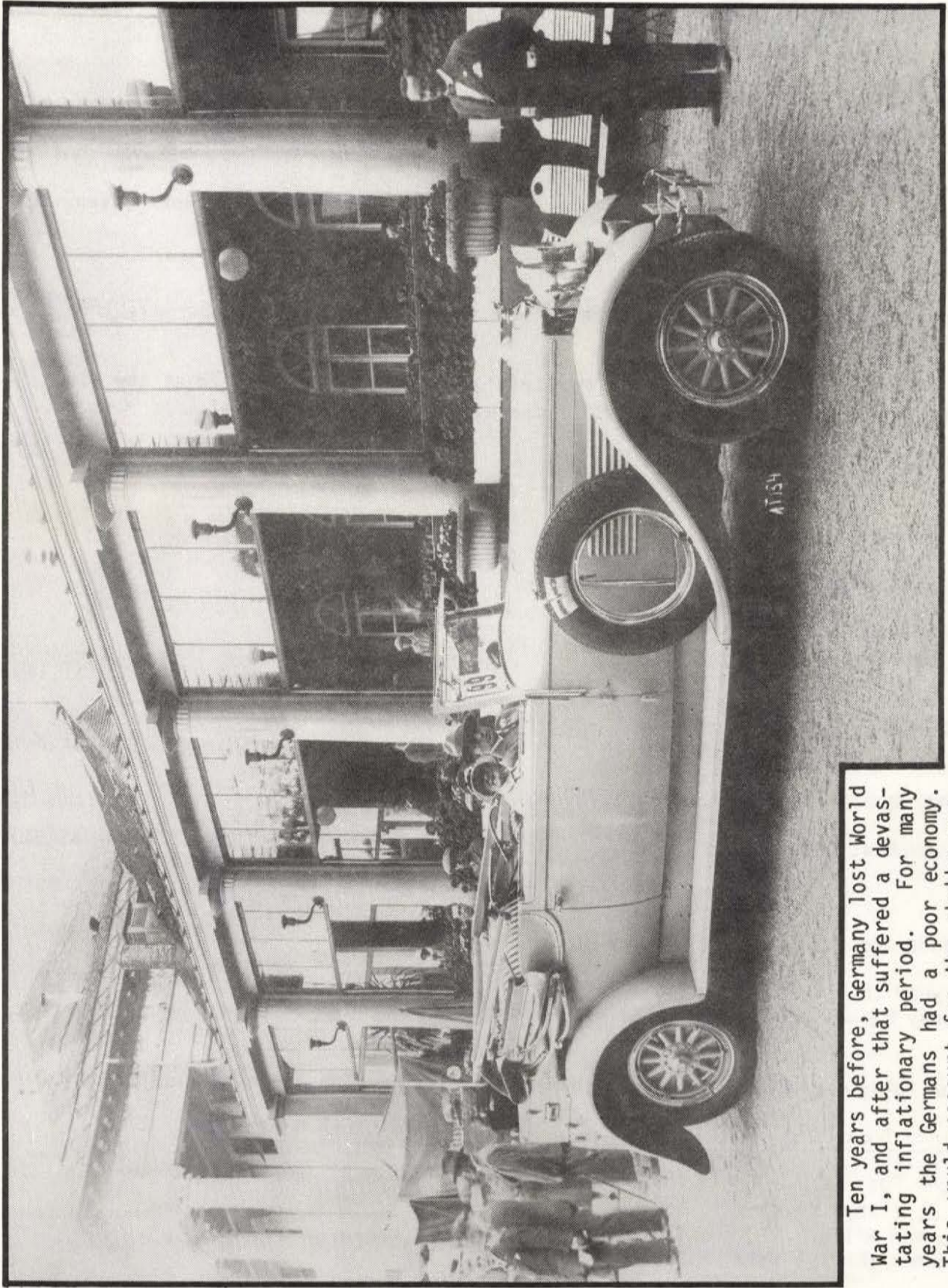
This car was built by Locke for some 1928 Auto Show (note whitewall tires, rare in 1928). As could be expected, the long 145-inch wheelbase was used, as well as side-mounted spare tires. Although Locke did make many classic bodies, and much for Chrysler, very few Stutz cars had Locke bodies. This car had the landau bars, as most convertibles did then, also a vertical windshield, and external sun visor. It also had the rounded coupe rear deck. The interior view shows how nice the passengers had it. The floor heater is shown, and one can notice how the front seat could slide way forward on tracks, for easy entrance to and exit from the rear seat. A very handsome all-weather car!

Or was it? Note that this rascal also had a rumble seat for two more people! It is hoped that these people had fur coats in the winter. This car did give one of the best of both worlds. Does anyone know of any other convertibles like this? Do NOT mention a '76 Eldorado convertible with a special rumble seat deck lid. It does not count.

PRESS ON REGARDLESS!!! The last of our trio of 1928 Stutz convertibles is what would be considered the least charming of the group. Whitewall tires would not help this one much, if at all. It is strange-looking to American eyes. It is a convertible victoria with body by Erdmann and Rossi of Berlin-Charlottenburg, Germany. The German convertibles never seemed to have decent looking folding tops. The headlights are not regular issued equipment. The rather crude and messy way luggage is strapped at the rear leaves an awful lot to be desired.

The windshield has a slant, and also an external sun visor. There is a horn mounted under the headlight. At the top of the door, front edge, is a turn signal. An illuminated arm swung upward and outward when actuated.

One gets the idea this car was in some sort of Concours due to the large number "99" in the windshield. From the smug look on the face of the passenger, you can see they did not prefer a Mercedes.



Ten years before, Germany lost World War I, and after that suffered a devastating, inflationary period. For many years the Germans had a poor economy. This would account for the shabby condition of the background buildings and the clothing of the people.

So ends the thrilling scoop on the three 1928 convertibles.



FINANCIAL REPORT

by Joseph B. Folladori, Treasurer

This report covers the two months period, August 17 through October 17, 1990 as you will note below.

It is a pleasure to welcome Mr. Max Triplett (#139L), Staples, TX as the club's 27th Life Member. Currently, 9% of the membership is made up of Life Members.

BALANCE as of August 17, 1990		\$5,729.94
INCOME		
Membership Dues (8/17/90-10/17/90)	\$ 210.00	
Interest Earned (CD 129.93, M/M 58.46)	188.39	
Stutz Book Fund (see listing below)	175.00	
Sales, various items	410.42	
3rd Grand Stutz	155.53	
Donations	<u>10.00</u>	
		\$1,149.34
EXPENSE		
Stutz News, Vol. III, No. 13		\$1,275.35
Less deposit of \$63.50 on 10/12/90 not credited		<u>63.50</u>
BALANCE at October 17, 1990		\$5,540.43

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)	5,540.43

The following donations have been received by the Club since the last report:

<u>Stutz Book Fund</u>		<u>Other Donations</u>	
John Fossette	\$50.00	M.B. (Brantley) Tidmore	\$10.00
A.J. (Tony) Koveleski	\$50.00		
Norman Miller	\$50.00		
Norman (Curly) Walz	\$25.00		

Donations recorded for the Book Fund as of October 17, 1990 now total \$1,900.00. This total does not yet include any proceeds realized from the sale of various items donated to the Club for the Book Fund.

The April-June '89 issue arrived here September 8th; so that kinda' put a crimp in returning the Member Survey before Labor Day as was requested. I did fill mine out and mailed it to Ms. Katzell. As one suggestion, people hate to tear up their magazines, so the next survey should be a separate sheet of paper; I photocopied both sides and sent in the photocopies, so I wouldn't have to cut the page. Something to think about, at any rate.

I received my membership card from Mr. Wells at about that same time. The note he enclosed about help is something I've been harping on all along. One of my pet projects would be to have a catalog or index of Stutz literature, both the factory stuff, and later magazine articles. That way, if for example, someone is looking for materials issued by the factory in 1929, he would have at least a place to start as far as knowing what was printed (shop manual, owner's manual, etc); and could narrow his requests to a specific area. I am willing to make copies from my collection for legitimate requests and needs, but if someone were to ask me for all of my 1929 literature, it would take all day long to sort it out and make copies!

In part this gets back to what I was talking about in my first letter* to you, about the engine and car numbers: the best way to get something done is to be organized about it. Lists, indexes, etc., entered into a computer (that they can be expanded and corrected as needed), will help far more than just writing down an engine number on a scrap of paper, or making a copy of the 1929 Blackhawk sales catalog (I could be a real smart-ass here and say, "which one," as there are at least two 1929 Blackhawk sales catalogs, plus several folders, used for sales----but that just proves my point!!). (* May 12, 1989).

My specific comments about several items in the April-June, 1989, issue:

Page 9: The Blackhawk had a "shortened 127-1/2" Stutz chassis. Right?" **WRONG:** the 1929 Blackhawk had its own unique BLACKHAWK chassis! It wasn't shortened from anything; it was in fact completely different from the Stutz, using its own unique parts. It is also a milestone of sorts: this is the first production "X" member auto chassis ever, beating the L-29 Cord by at least six months. And, where the Cords "X" member used a rather peculiar fabricated design, the Blackhawk simplified matters with strong, one piece stampings. Moreover, the rear motor mounts floated in rubber (perhaps another first), and not even the senior car could boast that feature. Overall, the Blackhawk car was an innovative, imaginative product, and it is too bad it is virtually unknown today.

Page 20-26: Mr. Petrik's article did a good job in sorting out **BLACK HAWK** and **BLACKHAWK**. His theme that there are inconsistencies in terminology is quite correct, but I would put **that** down more to the variegation of advertising agencies than an attempt to confuse Stutz historians sixty years later! Having had some background in advertising, ad copy and dealing with agencies, I can testify to the problems.

To enlarge on some of the statements made, I would like to make some comments as follows:

Models MA and MB were first used for the 1931 cars, not the 1929 cars. In '29, the cars were known as Model M, and the long and short wheelbase versions were differentiated by Type Number only. The boattail speedster for 1929 was completely different than the 1927-28 type, and was not a boattail *per se*, but rather more of a "turtle top" shape. There were enough left-over 2 and 4 passenger speedster bodies from the 1928 production, that a fair number found their

ways onto 1929 chassis; although the factory didn't list them as such in any of the literature. Some exist today. Also, same as Franklin cars, Stutz was rather liberal in what they applied the term "speedster" to, and various body configurations were called speedsters, even though they were far removed from the strict meaning of the term. Franklin was a little more daring than Stutz Motor Car in that they extended the term to closed bodies; an area where Stutz didn't want to tread.

Stutz made a genuine effort to promote the Blackhawk car, as seen by sales literature, the LeMans effort (see below) and various custom bodies, exhibited at the shows. The LeBaron coupe shown on page 25 was actually a pair: one was mounted on the Model L chassis and one was mounted on the Model M (albeit with a disappearing top); the LeBaron "lady's town brougham" was featured in separate advertising and folders (and was so well liked that the same body was shown on Lincoln chassis a year later); and several bodies were mounted in England as part of the introduction of the car to the U.K. (the British took a liking to the Model L immediately and many cars were sold in that country). In this country, some custom bodies were sold, the total number unknown, but car 160098, L6-10-DW04C, is a good example: a Weymann-American "Bordeaux" five-passenger sedan, showing the best of Europe and America.

The 1929 Le Mans race saw three Stutz cars entered. As noted, these race cars were built around the 127-1/2" Blackhawk chassis and the eight-cylinder Model M engine. The point that has served to confuse historians ever since is the fact that the race was open only to cars that were properly homologated over a production run. One or two cars did not qualify, but 25 did. So, Stutz bent the rules a little and produced 25 sets of superchargers and steel con rods and told the organizers of the Le Mans race that the three team cars being sent were part of a production run of 25 or so. That satisfied the Frenchmen, but Mr. Petrik's statement that more than the three chassis were produced is new to me and I would be interested to know the documentation for this. As for the superchargers, Stutz sold them to whomever, either in the U.S. (several examples still exist) or overseas. Documentation for this is found in *Automotive Industries*, November 2, 1929, pages 645-646.

The irony of the Stutz supercharger saga is that the Le Mans cars did not use them. The three team cars ran without them, either physically removed or disconnected. The intake horns show in the various photos taken, giving some credence to the 'fact' the cars ran with working blowers, but the contemporary literature and subsequent documentation show the cars ran 'unblown.'

The Le Mans car shown on page 26 is genuine; and it is the only known survivor of the three 1929 team cars. Car #6 was the Eyston/Watney car; and I am sorry to say it was a "DNF," Did Not Finish. #6 retired on the 104th lap, fifth overall, 1,056 miles, for "unstated reasons," according to the contemporary press (*The Autocar* and *The Motor*). Subsequently, Mr. Griffith Borgeson, in a 1967 article said the car quit after its fuel tank "split a seam," but that DNF was attributed to its teammate, driven by Chiron, so I am uncertain if both cars had the same problem. The winning car, #5 Bouriati/Philippe (de Rothschild), came in at 5th overall, 1,558 miles, averaging 64.8 mph; 1929 being another Bentley year.

#6 was kept by Gordon Watney for a number of years, and appeared at several Irish Tourist Trophy races, as well as being run at the great track at Brooklands. Later, the car was owned for many years by a man named Grist, and was purchased in the 1970's by the Harrah Automobile Collection. Restored, the car was shown (and run) by HAC at the 9th Annual Monterey Historic Automobile Races and the 32nd Pebble Beach Concours, 1982. Its only other public outing during that time was at the Nut Tree, as part of their "Great Racers" car exhibitions. During the sell-off of the Harrah Collection, the car was sold to

a private individual, who I believe is a Stutz Club Member in Pennsylvania.

Interestingly, when HAC restored this car, they elected to replicate rather than restore many of the component parts. During the confusion of the famous (or infamous, depending upon how you look at it), Thomas Perkins take-over bid for HAC, many cars, some literature and most of the parts were disposed of in somewhat of an ethical twilight situation. Many of the original parts for this Le Mans car are in a private collection, giving rise to the thought of a "replica" Le Mans car but using mostly original parts (what would it be called, "orireplica;" "original by virtue of the fact the parts are original;" "sortof-replica" ---- gives pause for thought at any rate!!).

The Frank Lockhart Land Speed Record car is another whole story in of itself; just like the Le Mans cars. The brief mention on page 26 just touched on the fact that Stutz wanted to be involved with the LSR attempts, and only Duesenberg alone among the American manufacturers, with Stutz, wanted to be associated with this activity. LSR is so estoeric and so removed from normal racing activity that it was and is now, a sport remote from normal automotive competition events.

The Lockhart car was Miller-powered, of course, and probably the only Stutz parts involved were simple nuts-bolts-washers. There is a persistent story that the brake system of the car used Stutz parts, but in looking at photos of the car under construction, and the later wreck photos, the parts simply do not look like Stutz items from that era. Frank Lockhart was the penultimate "Man On Fire," as I call him, and I hope in the future to document and discuss his very brief career, including new information I have uncovered regarding his final, fatal run for the LSR record.

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THE LANCEFIELD STUTZ

by Norman C. Barrs

It all started in 1986 following a planned visit in Southern England to view a Railton Tourer advertized for sale for restoration. Somehow the Railton did not inspire me, perhaps you would like to see a Bristol or early Donnet quizzed the Vendor, who had several restorable cars for sale. I could not be motivated and had reached a conclusion that my journey had been a waste of time. I do have one other car he said, it was purchased by me many many years ago, I have started the restoration but never seem to get the time to make real progress.

Tarpaulins in one corner of a Poultry Shed were pulled aside, a plug in electric lamp obtained and there parked in the corner was a large Chassis complete with wheels and transmission together with some ten (10) large Tea Chests containing the mortal remains of probably the only surviving 1929 Type M Lancefield bodied Sport Sedan. Close by stood the wings (fenders) together with bonnett (hood) together with radiator shell and cowl. This is it, I thought, but would he sell, and if so, how much? Over a cup of coffee, the story was told of the history of the car.

Discovered abandoned in Brickett Wood near Watford just north of London by the manager of a local dairy in the early 1960's a group of early enthusiasts lifted and removed the car and yes, we do have the photographs of this operation being carried out. Eventually, it arrived into the possession of Tony Evans who started the Chassis Construction in England moved to France and took the car with him, returned to England still with the car unrestored and finally some 20 years later decided to consider parting with the project and I managed to convince him that I would and could restore the car to its original condition.

After coffee a deal was struck, and 10 days later a van and trailer load of parts was removed to the work shop of Mike Treutlein who would undertake the

complete mechanical restoration. It took several days to sort through the boxes of bits and pieces, and believe it or not, after 20 years, practically everything was there.



The Lancefield Stutz in Brickett Wood near Watford just north of London (Circa 1960).

European Critics Praise Stutz

The European tendency in automotive power units is somewhat opposed to the American trend. In Europe they are looking toward smaller engines and greater fuel economy with a consequent sacrifice of power while the chief criterion for judging motor cars in America is power and its corollary performance.

In view of this trend and in view of the well informed and meticulous attitude of European automotive critics we are very proud of recent judgments on our cars carried in European publications.

THE LONDON TIMES

A fellow townsman, Mr. John S. Wright, Director of Advertising of Eli Lilly and Co., Indianapolis, has forwarded us the following clipping from *The London Sunday Times*.

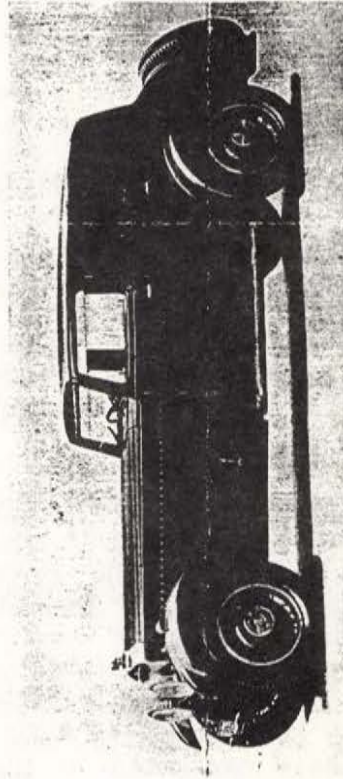
"Big Engine Attractions"

In these days of economy, the tendency is more and more towards smaller engines. Certainly these develop tremendous power and

I have been fortunate recently in having charge of a car with a really big engine, and the impressions I have received show that this type of motoring is in a class by itself.

In the first place, there is almost unlimited power at one's disposal. The smaller types of engine develop only a few horse-power when they are pulling slowly, but the big engine, instead of putting out, say, 8 h.p., is delivering a very good 30 h.p. Hence the control is more on the throttle than on the gearbox. In an emergency or on a hill there is no need to snatch at the lever, and try to make a rapid change. All that is necessary is to open the throttle further, and the enormous reserve of power will take the car through all its difficulties.

The car to which I am referring had eight cylinders, a wonderful gearbox with the popular silent third, magnificent brakes, and such an accurate steering that I could run any wheel I picked over a matchbox laid in the road.



Lancefield 4-Door
Saloon Body Built for
London, England, Stutz
Distributor

give an extremely good road performance. It is sometimes refreshing, however, to get on a car with a really big engine. The only drawback, apart from its initial cost, is its petrol consumption, but it follows that, if one can afford the car in the first place, an extra £10 per year for petrol is not of maximum importance.

Motoring takes on a new meaning on such a car. The most winding of lanes, the steepest of hills, and the broad main roads all came the same to it. Whether trickling along in traffic or punching mighty holes in the atmosphere, such a car remained as easily controllable as one of the latest "babies."

It is not everyone who is fortunate enough to own such a car, but even the most economical motorist would get a real thrill out of such a car. The car which sent my appreciation of motoring up to such heights was one of the latest Stutz, which is supplied in this country by Warwick Wright, Ltd.

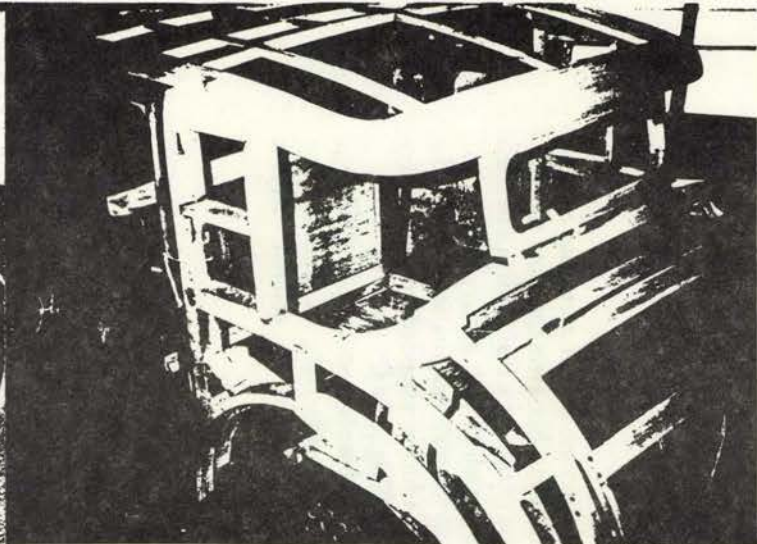
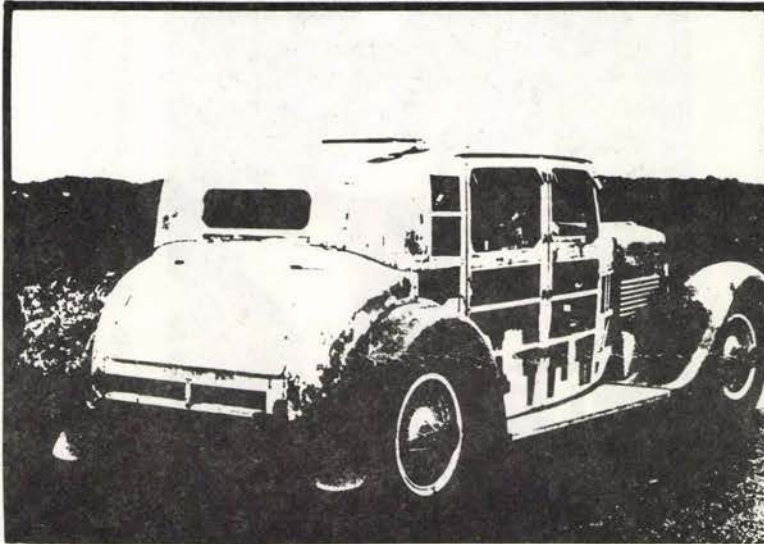
The above tribute is from the pen of George C. Stead, automotive critic of *The London Times* and appears in his column "Motor Matters."

Story continued from previous page. This article from *The London Times* is included with Mr. Barrs' story for a couple of reasons. It shows a Lancefield Saloon and also confirms how the Stutz Company capitalized on any good item that came their way. Ed.



The 1929 Model "M" Lancefield bodied sport sedan under restoration at the Coach Builder in 1989.

Two other views of the Lancefield Stutz at the Coach Builder in 1989.



The body as can be seen is quite unique, built on the Weyman principle by the Lancefield Coach Works, we have every single fitting in good original condition. The only major components missing were the Carl Zeiss Head Lights fitted to all Stutz cars in 1929, if they were European Imports. The originals can be seen on the Brickett Wood photographs of 1960. To replace these two (2) Zeiss head lamps, Tony had acquired the large pair of Ryan-lites but these are too big for the Type M. If any one in the U.S.A. wants a very large pair of Ryans, please let me know.

I think it would perhaps be wise to start now at the beginning of the restoration. The Chassis which was never damaged was cleaned and repainted, the front axle/steering gear was in perfect order as were the brakes. The rear axle is original and required no work. The gear box which is the four (4) speed with no-back was stripped, new bearings were fitted, the clutch facing was replaced but all the gears were found to be in perfect condition.

The engine had been stripped and reassembled but we stripped it again and checked it, and found the crank not correctly line bored and the big end tolerances were irregular so it was necessary to completely rebuild the bottom end to acceptable tolerances and then complete the engine rebuild. The electrics I have converted to 12 volt.

A new drive shaft has been made as the original was missing and the Bijur lubricators have been restored and the copper pipe work replaced. Strangely the neck and filler cap was missing from the petrol tank but a new one has been obtained. The original double acting hydraulic shock absorbers have been completely rebuilt.

The mechanical work took some 18 months, but in the meantime, consideration had to be given to the body. Should we forget the original body style after all we only had pieces of the original but we did have the four (4) doors complete and in good order or should we build a replica open style body.

I was fortunate to be in touch with Colin Buckmaster who together with Mike Holt and Terry Rogers were probably the only other Stutz owners in the U.K. in 1986. Colin recommended that I speak with John Heath (who rebuilt the Le-Mans Stutz) who is highly regarded in the U.K. as a fine coach builder and restorer and John agreed to undertake the complete body restoration which as can be seen from the photographs is a very complex and skilled operation. He has also refurbished all of the body metal work.

The car is now at the Coach Trimmers who are making new sprung seat frames and recovering the body with fabric similar in colour and finish to the ori-

ginal. New brown leather seats and door linings in English Coach craft style are being machined and we have even obtained pure wool mohair for the head lining. All of the original walnut timber trim, dash panel, vanity boxes have survived. Even the original road tax holder supplied by Warwick Wright with a Stutz emblem was there.

It would not have been possible to achieve this unique restoration in the U.K. without considerable support from the U.S.A. and my grateful thanks must be expressed to the Toth family both for their courtesy and hospitality when I visited the U.S.A in 1988 but also for the dedication of Ernie, Jr. who has discovered and fabricated those small castings and parts and also provided advise and guidance without which it would have been almost impossible to bring this project to a successful conclusion.

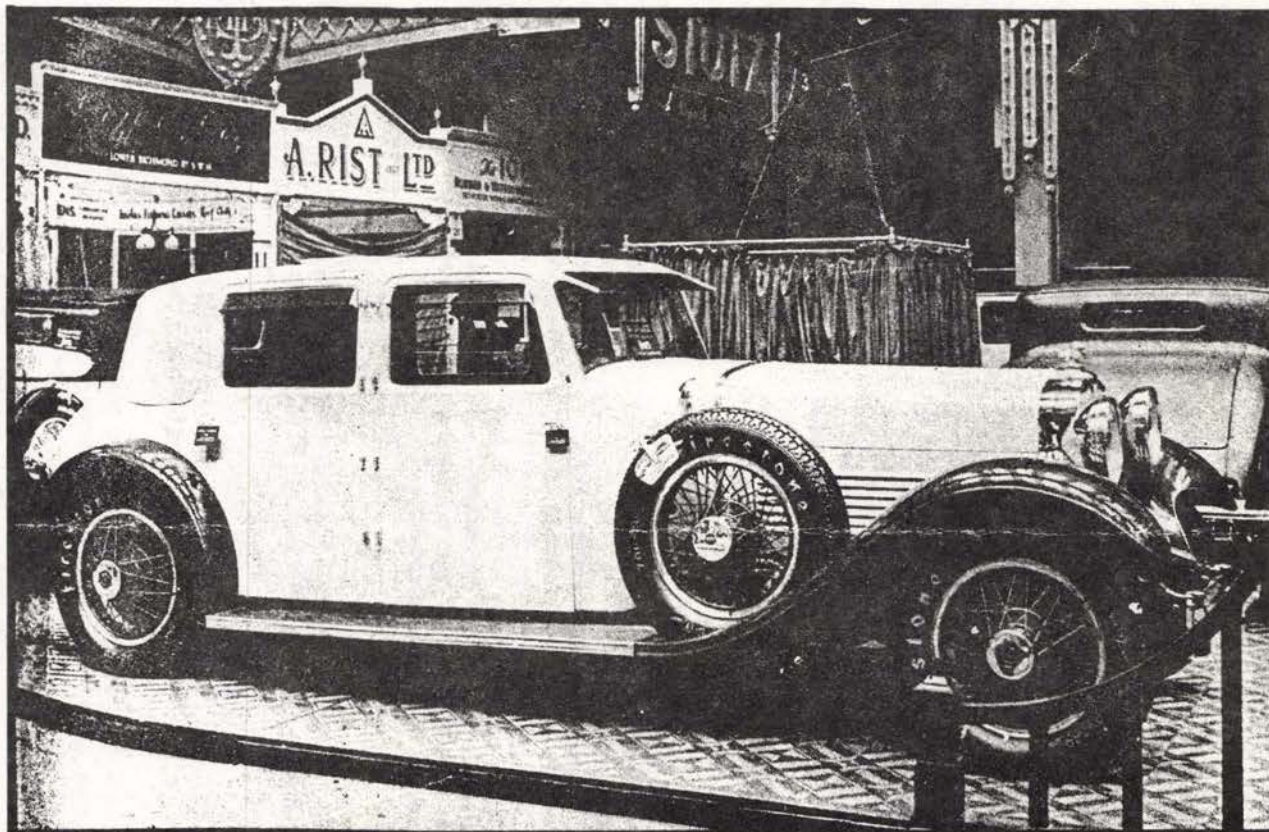
The car should be finished later this year and by then my DV 32 will be well on its way with its current restoration, but that is another story.

Ed's Note: The editor had the pleasure to meet Mr. Barrs at the AACA Hershey Meet and the opportunity to discuss some additional inputs regarding his rare Stutz. This 1929 Model "M" is further identified with Vin. No. 40804, Engine No. 31511 and with two (2) original body plates which read "The Lancefield Coachworks, Brainsby Woolard Motor Bodies."

The Lancefield Stutz was registered for the road on November 18, 1929, just 23 days after the Olympia Motor Show held October 17-26, 1929. The picture shown below of the alleged 1929 Olympia Stutz is identical to the Lancefield under restoration. Mr. Barrs finds it difficult to accept that both Weymann and Lancefield would put identical looking bodies on a 1929 Stutz at the same time. Their approaches in constructing the wood framework were quite different. Norman has good reason to question if the 1929 Olympia Stutz featured in the Show Catalog was a Weymann as stated or in reality his Lancefield.

We hope to have a follow-up article with photo(s) of the Lancefield Stutz after its restoration is completed.

THE REAL THING Weymann flexible lightweight body for 1929 Olympia Stutz.



By Milton Gene Kieft

A bright red 1914 Stutz Bearcat with black fenders and red wire spoke wheels was one of seven class-winning cars earning perfect 100-point scores at the 33rd annual invitational Stan Hywet Car Meet in Akron, Ohio on June 17.

The raceabout, owned by Sam Flohr of Denver, Colo., was the oldest car at the meet and also won the show's top award, the judge's choice trophy.

The Bearcat predates the Stan Hywet estate by one year. Originally, the grounds of the 65-room Tudor-style mansion built by Frank A Seiberling, founder of the Goodyear and Seiberling Rubber Co., included over 1,500 acres. Now, the mansion presides over 70 acres of woods, gardens and the "Great Meadow" where each Father's Day over 10,000 spectators come to one of Ohio's largest and most prestigious shows to relive the automotive past among 600-plus cars.

The Stutz marque was this year's feature car. William Abbott's 1931 DV32 boattail speedster, Bill Snyder's 1930 Stutz 8 cabriolet by LeBaron, and John Grunder's 1929 Blackhawk touring with scooped front doors were among 11 examples present. Also

displayed was Dr. John McAnlis' 1921 HCS touring (HCS are Harry C. Stutz's initials). Most of the cars had attended a national Stutz meet in the area on Saturday and had remained to honor their marque at Stan Hywet.

Ralph Scott's 1929 Stutz 8 dual cowl phaeton from Fort Wayne, Ind., was presented the exhibitor's choice award. Class winners matching the Bearcat's 100-point tally were Dennis Koury's 1956 Mercedes-Benz 300SL Gullwing, Jeff and Eileen Brashares' 1953 Buick Skylark and Merrillie Kessler's 1957 Chevrolet Bel Air two-door hardtop.

The Keller family of Streetsboro earned a matching set of silver bowls. Honors for early production 1928-1936 went to Skip and Jane's 1930 DeSoto CF 8 roadster, while Jonnie's 1929 Ford leatherback sedan won in the new Model A class.

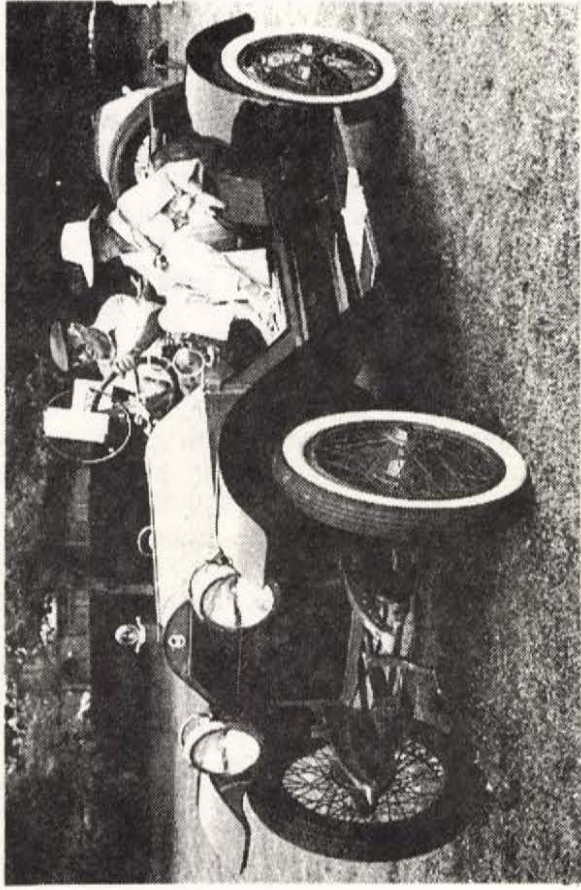
Paul Mehes' two-tone green 1934 Packard 1101 coupe roadster was back to round out the list with a repeat of last year's perfect score in its class.

Some of the classes were redesigned this year to cover a broader range of several marques. For example, class nine for Fords 1946-1965 included Mustangs and T-birds from 1958-'65.

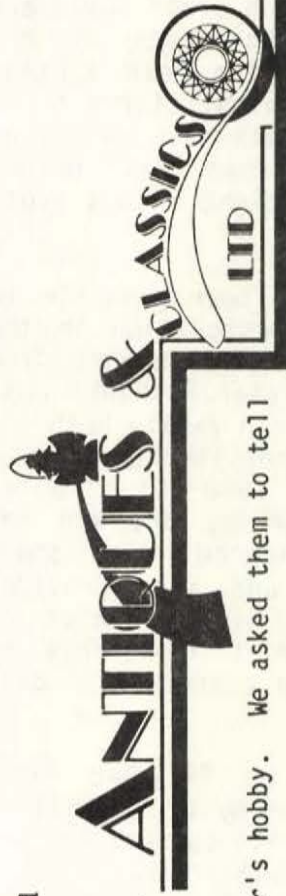
Ed's Note: The logo depicts Sam and Ruth Flohr's hobby. We asked them to tell us about it and have reprinted their comments below.

Thank you very much for your note of congratulations and the clipping. We were so pleased and proud of the showing the Stutz made at Stan Hywet and are so grateful to Paul Freehill, his crew and our family for their help. We don't plan on taking the car to Hershey. A few years ago, we found that our old legs and feet just can't handle all the walking.

Now to the information you wanted on our cars. The first car was a 1920 Dodge that has never been restored. We had a lot of fun with it and it performed great in parades. The rest are listed according to age: 1904 Curved Dash Oldsmobile that we drove in the 1985 London to Brighton Run; 1904 Pope Toledo rear entrance Tonneau; 1906 Buick Runabout; 1906 Stanley Steamer; 1907 Chase Delivery Wagon; and a 1909 Chalmers Detroit that we restored in our garage at home. This project took 4½ years, and won a 1st Place at Harrah's Show in Reno in 1970. There is also a 1913 7-passenger Maxwell Touring Car. You're familiar with the 1914 Stutz Bearcat, 1925 Rollis Royce Picadilli Roadster, 1925 Stutz 6 Speedster Touring that Sam hopes to restore this winter. There is a 1928 LaSalle Cabriolet, 1929 Model A Roadster, 1978 Corvette (Silver Anniversary Model), 1983 Buick Riviera Convertible. Sam acquired one of the original Hawk Sculptures done by a man from Fort Collins. The Sculpture is sometimes still used in the Buick advertising.



1914 Stutz Bearcat owned by Sam Flohr of Denver, Colo. won the antiques class and the judge's choice trophy at the Stan Hywet show.



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Wm.S.Abbott's 1932 Stutz Bearcat

"YEAR OF THE STUTZ"

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T*Story by Bill McGaughey*

JUNE 17, 1990

Photos by Jack Trefney

Taking the opportunity to wander through the seven hundred beautiful collectibles fielded for this annual Father's Day event, you were, no doubt taken by the overall quality of the participating wheels. Confronted by what literally was an Aurora Borealis of highlight, style and color, one found it necessary to exercise a great deal of restraint in the beholding, or risk having time elapse and consume the day. Photography types found this especially true.

Skyward doors of Gullwing and Countach! The quiet understatement of small, yellow Ferrari rectangles. Lumbar-grasping leather buckets. Intensely bright radiator shells crowned in a menagerie of mascotry. Bel-Airs, Crown-Victorias, Thunderbirds, and their petrochemical rivals...Pony cars, too! Grey-haired couples paused reverently before depression-era daily workers with seating for five ordinary family folks aboard scratchy mohair cushions. There were rumble seats and tonneau windshields...But, did the stupendously great weather con everyone into leaving their sidecurtains home? Whatever it was that made you stop to admire or reminisce, everything seemed to look a lot better here than out in the real world.

As you might expect, it was difficult to walk the show without moving through at least several viewfinders of the many picture snappers. And, you may be on T-V tonight, judging by all the sophisticated Camcorders seen zooming-in on their favorite hanc-ups. Some of the more heavily equipped brought along their own child labor, tethered as bearers for the battery packs.

But, maybe you were one of those lured into the shade trees to get hopelessly involved in car talk around the long, blue NORCCCA hospitality tent. It really was great, just being a folding-chair connoisseur surrounded by many of the Classic Era's most stunning creations! You discovered that the pie-pan lenses on all those big Stutz Ryan-lites had a tendency to bounce around gamma-rays rather violently. If you succumbed to all the caloric temptation to be found in this coolest location under the sun, you may have missed witnessing a really outstanding spectrum of the automobile.

The convenience of pre-registration was used more heavily this year, contributing greatly to rapid processing of entries under the huge white administration tent. Much to the delight of both the exhibitors and their cooling systems, everyone seemed to roll in smoothly and without any backups or delay. One spectator, "hoofing it" through the gate had abandoned his overheated and very current "celestial" model, outside. It seems he recalled cries of "Get a Horse" from back in the early days of his brand.

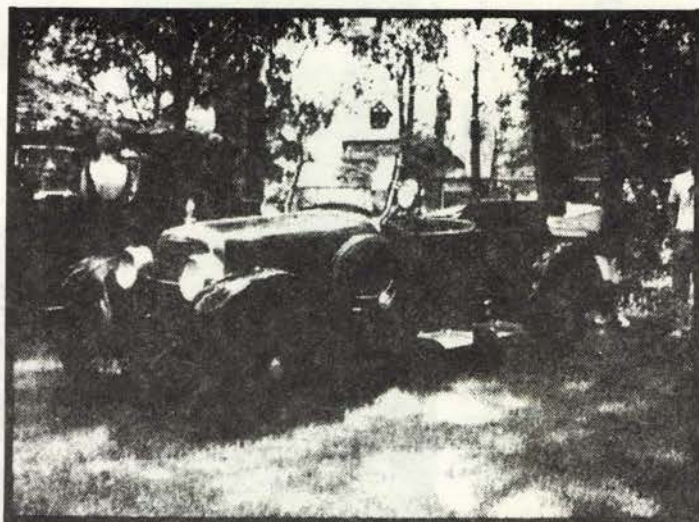
A new layout for the sprawling "Great Meadow" gave the Tudor majesty of Stan Hywet Hall an unobstructed presence high in the background of the gathering. With a radical rearrangement of staging areas for various classes being necessary, the Administration Tent automatically found itself located in the center of action. Incoming traffic was provided a more multi-directional flow onto the exhibition grounds. This same ease of entry also seemed reflected in the exit process at the close of the day.

It was not only the anxious exhibitor who was mopping a shiny brow, as the fireball sun rose past its zenith. Many would have welcomed a nice cold cloudburst. Flesh-colored frames of thousands absorbed the heat radiating from all the metal out on the show field, and, some from fiberglass bodies, too.

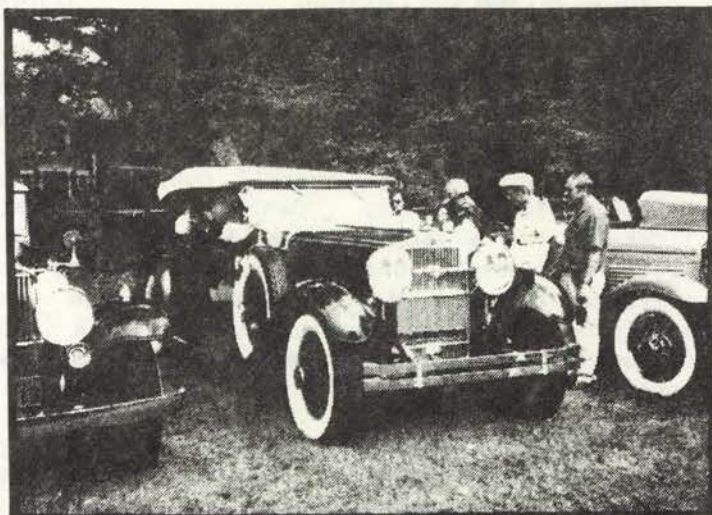
Focal in the grouping of antiques and classic cars was the annual assembly of the Stutz Club, the "Grand Stutz". We were certainly honored to host this great group, even though their spectacular brutes literally ran away with half the awards! Longest distances...Colorado, Connecticut...Virginia, too. Copping the trophies for both the Exhibitors' choice and the Judges' Choice, just has to say that everyone loved these cars. It was Indianapolis all over again when they all fired up. Can a four cylinder really sound like that Bearcat?

Judging began promptly at 12:30, as a multitude of well fed (thanks to Helen Bayowski) clipboard-carrying critiquers hit the field. Headlights began flashing, and hoods popped open all over the place, as points were assessed. Fortunately for the chassis checkers, the ground was dry, and the grass, soft. Helping to keep everything on schedule, ambitious runners expressed the scoresheets to the tabulating committee, hard at work in a secret air-conditioned countinghouse a few hundred yards away.

As Mike Enright emceed the awards, Harry Walkup handed presentations. A huge pyramid of beautifully engraved silver bowls rapidly disappeared into the eager hands of three proud owners in every judging class. There appeared to be smiles on most of the faces inside the cars departing the gate. We'll bet that those who were too sunburned to smile will be back for another round next year.



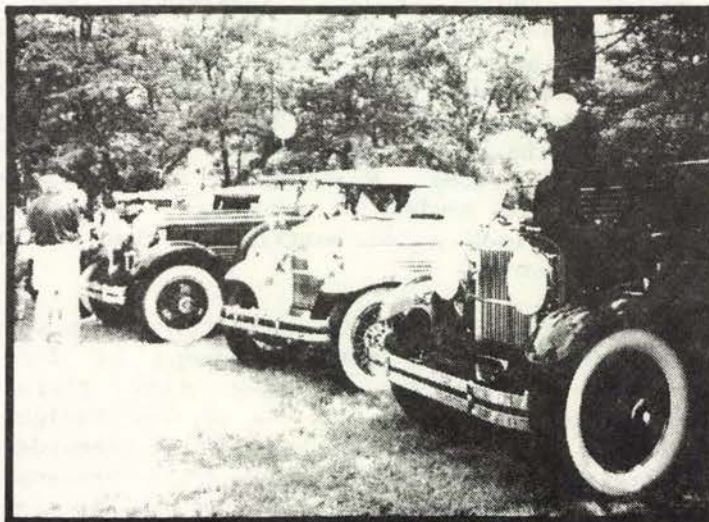
John McAnlis's 1921 Stutz-built HCS



The Stutz Ladies Choice--a 1929 Stutz Dual-Cowl Phaeton.



Ruth & Ernie Toth next to the Stutz Club sign.



Stutz in a row.

From: Mr. Ronald E. Blair (#265), London England dated 27 August 1990.

I've been meaning to write you for ages, but I'm a terrible procrastinator, and I cheat by using the telephone instead. Anyway, there are several things I'd like to say, so here I am at last.

First of all, I have to refer to page 26 of the April/June issue of the Stutz news (which publication I adore, and read from stem to stern every time). At the top is a reproduction of a picture from an ad for Ethyl gasoline, featuring a 1933 Stutz Super Bearcat in the foreground. Not very many of your readers will recognize the background: it is Quebec City, with the famous Chateau Frontenac Hotel looming up in the centre, viewed from the opposite (south) shore of the St. Lawrence River. I know, because I was born and brought up in Quebec City, and it gave me a big kick to see it appear in the Stutz News. I find it particularly satisfying that it was considered sufficiently up-market as the background for a car as distinguished as a Super Bearcat.

Secondly, I wish to thank you for your help and the role of the Stutz News in helping me come to grips with the large problem which very suddenly came upon me a couple of weeks ago after a splendid afternoon's motoring in my 1920 Roadster. I had stopped at a crossroads, fortunately very close to home, when, on letting out the clutch, there was the most horrendous noise from the gearbox. It wasn't terribly loud, just serious- and expensive-sounding. I could not shift gears, and examination showed a serious fracture of the gearbox differential housing. I got towed home, and a week or so later we dismantled the entire rear end: drive shaft, gearbox, differential, and rear axle. In the course of doing so, the gearbox housing simply fell apart, making it painfully obvious that I would need a new one. Happily, I remembered Paul Freehill's ad in the Jan/Mar issue of the Stutz News, and got hold of him on the phone. He is not only sending me a new casing, but also a transmission main shaft, which I also require to get my car back on the road. The gears themselves are okay, but although the crown wheel itself is okay, the pinion is not: one of the

teeth is cracked. But again thanks to the Stutz News I have got to know (if only on the telephone so far, as he lives right up at the top end of Scotland, and I live in the south of England) Mike Holt, a member of the Club, and he has been able to provide me with a brand new crown wheel and pinion. His consignment of the latter to me and my cheque to him crossed in the post: that sort of mutual trust I find tremendously satisfying and heart-warming. Likewise Paul Freehill; I sent him a cheque a week ago, and it will take about 10 days to reach him, but already he has begun organizing the dispatch of the parts I need to my son in Quebec, who is going to bring them over as hand-luggage on a visit here next month. So I am very grateful indeed to Paul, Mike and the Club for this splendid display of cooperation. And my son, of course.

The cause of my problem turned out to be a collapsed bearing in the gearbox. Why it collapsed I cannot say.

Finally, I have a problem which I wonder if it would be possible to set out in the Stutz News to see if anyone can offer advice. When I start the engine of my Stutz from cold, the oil pressure as indicated by the gauge on the dashboard goes right up to the top. As the engine warms up, it declines steadily, and by the time the engine is hot, the oil pressure gauge registers zero, and there it stays. It doesn't seem to create any problems: I have driven as much as 275 miles in a day without anything untoward whatever happening but it worries me just the same, and I would be interested to know if any fellow owners have had this problem. And if so, what they did about it. I use 20/50 multigrade oil in the crankcase.

Bill, I'm enclosing a cheque in U.S. dollars on my Canadian bank account for \$60.00, and would be most grateful if you would send me (1) Volume 28 No. 2 of the "Automobile Quarterly" signed by Joseph S. Freeman; (2) the Stutz badge made in France; and (3) the Stutz cap, costing \$35, \$10, and \$15, respectively. If that's not enough, let me know and I'll send you some more. Thank you very much in anticipation, and kindest personal regards.

From: SOTHEBY'S, 1334 York Avenue (at 72nd Street), New York, NY--News Release

On December 18, 1990, Sotheby's in New York will offer one of the most comprehensive toy collections ever to come to auction, assembled over a period of nearly 60 years from the 1930s to the 1980s, by one of the pioneer collectors in the field, Mr. Anthony Koveleski.

Comprising approximately 500 lots, the sale includes primarily American toys made from the mid-19th century through the 1950's. The sale will be highlighted by excellent examples of cast-iron toys, clockwork tin toys, comic character toys, mechanical banks, and penny toys.

Anthony Koveleski, who amassed this exceptional collection is a founding member of the prestigious Antique Toy Collectors of America and was the organization's President from 1965 to 1967. Mr. Koveleski is also a pilot and a vintage race car driver. He is 79 years old and lives near Scranton, Pennsylvania, with his second wife, Doris with whom he shares his passion for toy collecting. Mr. Koveleski was a wholesale hobby distributor and ran hobby shops between 1929 and 1968. In discussing his reasons for selling his collection, Mr. Koveleski remarked, "I have lived with this special collection for many years, and have decided that now is the time to share my wonderful hobby and these beloved pieces with other collectors."

Sotheby's will hold a reception for A.J. (Tony) Koveleski on December 13th from 6 pm to 8 pm prior to the auction in the gallery where the nearly 2000 toys will be on display. Collectors who wish to attend the reception please contact Elaine Koveleski at 217/346-7495.

From: Drs. Ray (#62L) and Kitty (#62A) Kätzell, Medford, NJ, dated October 16, 1990.

Our sojourn in Europe in September included a few days in Belgium, where we were treated to an elegant dinner in Bruges by Stutz Club member Stefaan VandenEeckhout (#283) and his friend, J. J. Cackaert. Needless to say, much of our conversation centered on Stutz.

Stefaan has a 1928 BB with inauthentic speedster coachwork, and he wants to re-fit it with a proper boat-tail body. However, he needs plans or blueprints to get the work done there. Can anyone help? If so, please contact him directly at Lostraat 61, 9880 Aalter, O.U.L., BELGIUM.

Another highlight was our visit to the Autoworld Museum in Brussels. Described as Europe's second-finest car museum after France's Schlumpf collection, it has over 250 restored cars plus 650 others. Stutz people will be interested in the following quotation from Autoworld's catalog:

"Most European collectors are contemptuous of American cars.... For them, the only models with any class are a Stutz or Duesenberg or, at a pinch, a pre-1935 Packard or Cadillac."

However, it goes on to note that the Mahy family that founded the museum are enthusiasts of American cars so the museum does feature many fine examples. Although among them are several Packards and Cadillacs, there are unfortunately no Stutzes or Duesenbergs, at least not among the restored cars on exhibition. Nevertheless Autoworld is a great museum that is well worth visiting.

From: Ivan Saxton (#205), Victoria, Australia dated 13 August & 2 September, 1990 (excerpts). I have just started to make the wooden frame for a careful replica Black Hawk 2 pass. BT speedster body on short wheelbase. I hope this will turn out pretty authentic. My engine must date from the latter part of 1928 so it matches everything else I have, which is BB. Areas where I need more information are on hinge and latch of doors, golf bag door and boattail lid, the drain guttering for the boat-tail lid, and the top corners of the body where seat back fastens (the radius from side to top of the boattail body just behind the passenger compartment). Can you please help me with the needed details?

Hopefully, Members VandenEeckhout and Saxton will be helped to complete their projects.

EDITORIAL COMMENTS



On October 12, 1990 the Society of Automotive Historians, Inc., at its 1990 annual meeting awarded the 1989 Benz Award to member James F. Petrick of Madiera, Ohio for his article, "The 1962 and 1963 Thunderbird Roadsters." Our hearty congratulations, Jim! Also, our thanks for the many fine articles you have authored for publication in Stutz News.

May I encourage you to read fully Ronnie Blair's great letter of 27 August 1990 to the editor. His letter very explicitly points out many of the benefits of belonging to a club like ours. Thanks, Ronnie, for taking the time to share your experiences with us. Ray and Kitty Katzell's letter of October 16th also mentions other reasons for membership.

The letter Mr. E.S. Gorrell, Stutz President dated September 18, 1933 which was reprinted on page 20 of the July-Sept. 1990 issue was contributed by Wayne Saunders, Ontario, Canada. Wayne has also provided the editor with a copy of the Stutz Company liquidation auction and other items which we hope to reprint in future issues.

Stutz News, Vol. III, No. 13 was the July-Sept. 1990 issue not June-Sept. as shown at the top of the cover page 1. Other errors which have been noted in No. 13 are corrected below. Please make these changes accordingly.

Page 16: in the 2nd paragraph, line 2 it's "yearns" not years; in the 3rd paragraph the bore of the engine was $3\frac{1}{4}$ inches not $3\frac{1}{2}$; in the 4th paragraph the wheelbase was 131 inches not $131\frac{1}{2}$.

Page 19: in the 4th line from the end of the last paragraph, it's "ripe" not rip.

Page 21: under Stutz Book Fund it's William B. Cammarano Jr. not Cammarans.

Someday we will get it right! Right? Wrong!

The editor has been aware of a considerable number of Stutz restoration projects and has been eager to publish some articles regarding such activities. We hope that you will enjoy Member Norman C. Barr's inputs on "The Lancefield Stutz" in this issue. We look forward to having more articles of this type to publish and we request members to contribute.

In Dale Wells' report you will note the addition of three (3) more members who reside outside the U.S. (Members Flanagan, Guyatt and Howie). This brings the total number of OUS Members to 31 which represents 10% of the Club's membership.

We thank the Northern Ohio Region of the CCCA for allowing us to reprint the article "Year of the Stutz" from the August, 1990 issue of Northern Lights (see pages 21 and 22). This article plus the additional coverage on the 33rd Annual Stan Hywet Car Meet by Old Cars Weekly on August 16, 1990 remind us once more of the many pleasures we experienced at the 3rd Grand Stutz held June 15-17, 1990.

We are pleased to include in this issue, David W. Braun's comments to some of the past issues of Stutz News. Also published herein, is Dave's article, "Vertical Eight: The Stutz Production Totals, 1926-1935". Dave has offered to help the Club complete the data on members' cars of the 1926 up era. He will be contacting Stutz owners for data that is missing in the Club's current files. Please cooperate fully with Dave on this important identification project. We need someone to tackle a similar project for the 1912-1925 Stutz cars.

Bill

VERTICAL EIGHT: THE STUTZ PRODUCTION TOTALS, 1926-1935

by DAVID W. BRAUN

One of the "most asked" questions that is directed to me concerns engine or car numbers. An owner will list an engine number, for example, and ask about what year it was manufactured, or where in the production "stream" it fits, "early" or "late;" or if it is a variant or if it is a replacement for the original.

In many cases, the owner and I find that the engine and car fall within normal parameters as outlined in my original article, published in the Summer, 1985 issue of **THE STUTZ NEWSLETTER**. In other cases, though, we have run across anomalies, in the form of engine changes, rebodies and outright mistakes in registration data. As one extreme example, a car listed as a "1931" since at least 1949, was found to actually be a 1930 model, despite changes in fenders and outward appearance. More mild alteration is to be found in engine changes, lost or switched body plates, mismatched numbers on the engine block and the cam cover, or even updated wheels (knock-offs replaced with bolt-ons) or changed hub caps or medallions.

All of these changes serve to cloud the true identity of a particular car. As a historian, I am of course interested in assisting with individual car restoration projects; and with the larger picture of establishing the Stutz production numbers and totals. In the absence of primary Stutz records, such data must be developed from individual car numbers as well as contemporary industry reporting. With these factors in mind, I present a summary of what is known to date on the Vertical Eight production record. After this summary, I will return to an interpretation and discussion of this data.

The Production Totals, 1926-1935

Part One: BY MODEL YEAR

-
- | | | |
|------|---|--|
| 1926 | 5,000 | (a commonly given figure; estimated. One source says 4,835) |
| 1927 | 2,900 | (ditto; other sources show from 2,906 up to 3,312) |
| 1928 | 2,600 | (ditto; other sources show from 2,430 up to 3,516) |
| 1929 | Model M, 2,320 | (ditto; other sources show from 1,419 to 1,492) |
| 1929 | Model L, 1,310 | (ditto; see below for ending number discussion of six cylinder engines; note this "1,310" units includes 8 cylinder Continental-engined cars). |
| 1930 | Model M, 1,510 | (only one source reported 1930 numbers, and is unconfirmed) |
| 1930 | Model L, 280 | (ditto and apparently includes 6 and 8 cylinder cars) |
| 1931 | 384 total cars of models MA, MB and DV-32 | (as will be shortly seen, the numbers can range from 155 units up to and including 537 units!) |
| 1932 | 112 total cars of SV-16 and DV-32, | (also reported as 100 to 105 units) |
| 1933 | 100 total cars of SV-16 and DV-32, | (also reported as 110 to 150 units) |
| 1934 | 6 | (and probably the lowest figure as at least this many cars and engines are known to exist). |
| 1935 | 1 | (as reported in the <i>Classic Car</i> and <i>Stutz News</i> ; see also my comments regarding cars sold after 1935) |

Part Two: BY ENGINE SERIAL NUMBER

- 1926 Model AA #s 80001 - 84541 (number spread is 4,541)
1927 Model AA #s 84542 - 87225 (number spread is 2,683)
1928 Model BB #s 87226 - unknown ending #. (Given 3,516 maximum estimated above, the theoretical ending number would be over 90000. . .)
- 1929 Model M #s 30001 - unknown ending #. (Based on above model year numbers, theoretical ending number range is #311420 to 31493)
1929 Model L6 #s 16001 - unknown ending number and which see. . .
1929 Model L8 #s 28001 - unknown ending number.
- 1930 Model M #s 31420-31493 to (est.) 32704. Low/high spread is 1,211/1,284 making the 'unconfirmed' 1930 Model Year data close to probable totals.
1930 Model L6 #s 17001 - unknown ending number; #17599 known and which see
1930 Model L8 #s 28250 - unknown ending number.
- 1931 Models MA, MB, DV-32 Starting number estimated at #32705 running to 33107 (known). Number spread is 402 units.
- 1932 Models SV-16 and DV-32 Starting number is 33108 and runs to 33208 (100)
- 1933 Models SV-16 and DV-32 Starting number is 33209 and runs to an unknown ending number, possibly #33302. Number spread is then 93 units.
- 1934 Models SV-16 and DV-32 Unknown starting number, although #33319 is the highest known surviving engine number. Less 6 units is #33313; and another 11 units are required to get back to #33302, implying either more production for 1933 or just possibly more than 6 cars for 1934!
- 1935 Model SV-16 One car titled for this year, with engine #33317HC

Part Three: BY BODY SERIAL NUMBER (1931 and later)

- 1931 Models MA, MB and DV-32. #s 1001-1393 (392 unit spread)
1932 Models SV-16 and DV-32. #s 1394-1498 (104 unit spread)
1933 Models SV-16 and DV-32. #s1499 through a reported 1593 or possibly 1649. Car #1593 (eng. #33302) exists and is presently the highest known 1933 serial number, possible spread is low 95, to a improbable 150 units.
1934 Models SV-16 and DV-32. Reportedly starts at #1650. No known ending number, although cars 1654 and 1656 exist, among others.
1935 Model SV-16. Reportedly starts at #1900, although actual body plate on known 1935 car shows "SV-PC-1656"

The foregoing presents and represents a terrific mass of visual data, and could be a little overwhelming at first glance. At the outset I'd like to make clear this is both a compilation and a distillation of information from a number of dissimilar sources. Naturally, all of these figures are subject to correction and refinement in the future as more Stutz cars can be reviewed and their numbers checked.

I might also mention that the obvious gaps shown are for the following reasons
1) Body numbers, 1926-1928, for some reason, I was able to obtain very few numbers of this type, not enough to set up any parameters. Can anyone help?;
2) Body numbers, 1929-1930. These of course are FEDCO, and although I have quite a bit of data, I am not ready at this time to present the data, as I'm lacking beginning and ending numbers and symbols; 3) there is no Model LA and LAA data shown for the simple reason that I have none. All three of these areas are in drastic need for further data-gathering.

To return to the discussion of how many cars were made in a given year, the most straight-forward way of explaining the differences in number spreads between the sections would be that different sources are reporting both model and calendar year production totals. Thus, the 5,000 units for 1926 vs. 4,541 engines could actually represent the tail end of 1925, all of 1926 and the first part of 1927, as viewed on a calendar basis for the 5,000 units and the Model AA model year for the 4,541 engines. As the reader has probably already noted, the largest spread discrepancy is in the years 1926 to 1928. Past 1929, the numbers generally speaking are fairly close. Assuming the final engine number was indeed 33319, then it is safe to say that 3,318 cars (of the senior line, not counting the L6 and L8 Blackhawks) were manufactured from 1929 through 1934. And, the oft-quoted statement that Stutz didn't make more than 700 cars after 1930 appears to be just about right.

The junior Blackhawk cars, which I discussed in the July-September, 1989, *Stutz News*, in connection with the proposed DV-24 model, always seem to get short shrift. The highest known L6 engine number is presently 17599, although one list I have from another source shows numbers beyond 17617. The lowest number I have personally encountered was 16098 (no longer in existence). My own personal Blackhawk has a similar low number 16140, and was assembled by December, 1928. The eight cylinder Blackhawks are rarer still, and I have only a few numbers. Car 28248 was titled as a 1930 model, despite the dividing line shown above. The prospect of the land being filled with a horde of Blackhawk cars between 1929 and 1934 seems remote, and I am personally of the opinion that in this case Stutz skipped blocks of serial numbers to show higher totals; which they did not do with the senior eight-cylinder cars. Otherwise, there is little way of explaining the apparent 1,598 L6 cars supposedly made!!

Of the 3,318 senior eight-cylinder cars made from 1929-on, the most obvious question is one of how many of a given type or body style were made, and the unfortunate answer is that we simply don't know. The engines were issued sequential serial numbers, the FEDCO numbers for 1929-30 were in sequence, as well as the serial numbers from 1931 and later. No apparent provision was made to show body type totals. Under this method, engine 31472 might have gone in to a sedan, 31473 into a roadster, etc., and the corresponding FEDCO numbers, M8-21-SY91W, M8-24-SY92W, attached accordingly. Obviously, from the surviving cars, the breakdown generally followed other makes of cars, with sedans and formal types (town car, etc), in the majority, followed by the convertible coupes and sedans, and lastly by the racy roadsters and dual cowl phaetons.

Compounding all of this was the decision by Stutz Motor Car to compress several model years, and for ever afterward, the model year 1931 is the the most misunderstood of all. This compression of years was what I was referring to above under Model Year when I said "as will be shortly seen. . ."

The end of the 1930 Model Year was a watershed of sorts. Sales were considerably down from 1929, and the sparkle of the new Model M had run its course. It was clear that a redesign or restyling would have to be done to show a fresh face for 1931. To the everlasting credit of Stutz, they did make the cars new-appearing for the 1931 model year, but a close examination reveals they did not largely touch the original 1929 lines. Leaving the radiator shell unchanged, the hood was slightly redesigned, primarily on the sides, the fenders were swept back, a more sporting two-bar bumper was designed, and other smaller changes incorporated, including fender-mounted parking lamps. Overall, the chassis length was left unchanged, basic body shells left as is and the result being one of the most pleasing-looking cars for 1931.

1931 Models were shown at the various auto shows December 1930 and January of 1931. While DV-32 prototypes were also shown, some of the engines were mock-

ups only, as the Corporation was still in the development stages of this type engine, even though they had running prototypes from at least March or April of 1930 (DV-32-equipped Grand Prix cars were run at Le Mans in June of that year). Thusly, for the first few months of the 1931 Model Year (starting January, 1931), only SOHC cars were available. The first DV-32 cars were shipped starting April 30th, 1931. Partly because of this delay, Stutz decided to make sure the 1932 cars were available 'on time,' and started identifying cars made after November 1, 1931, '1932' models. As if this were not confusing enough Stutz decided to really get a jump on things, and listed all cars after May 16, 1932, as 1933 models! This means that the 1931 production year was about eleven months long overall (except DV-32 which was only eight months), 1932 was all of seven months long, and 1933 was a little over seven months as well.

Now, when we go back and try to fix the "1931" production totals, the fact that the year did not start off even with both SOHC and DOHC engine production is where most previous attempts to fix those totals ran off the track. The 155 units shown above is correct only if you are concerned about production past April, 1931. Going back to the data, the first car out the door was serial #1001, engine #32705 (est.), and ending numbers are 1393/33107, giving the number spread of 402/392. Now, 1931 DV-32 production began with car #1250, engine #32952, a type 21 sedan. This spread then becomes 143 bodies and 155 engines, but as this later production still includes MA and MB models, how many of these latter 155 engines were DV-32s is open to speculation. It is therefore not surprising to see '1931' production figures quoted anywhere from 155 cars on up.

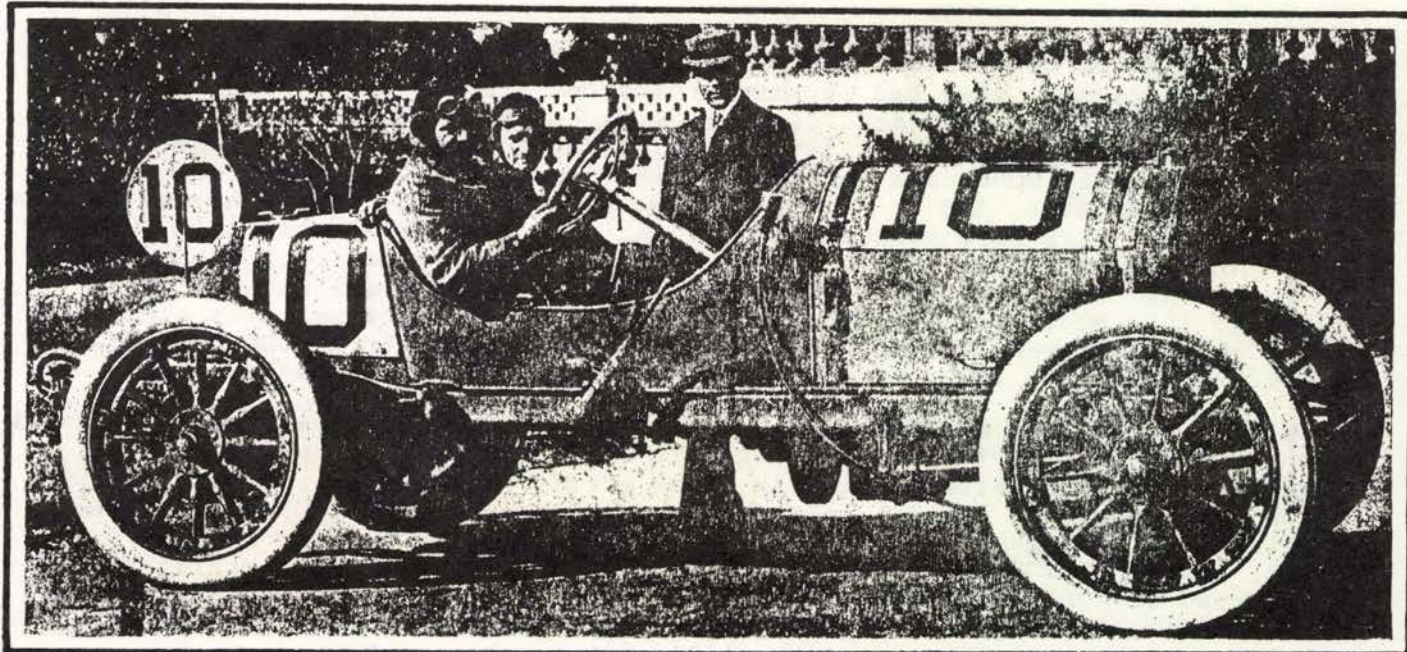
To confuse all of the DV-32 data even further, there are ample examples of older cars which were updated with the DOHC head, as well as DV-32s which have had engine changes. As an example, 1931 car 1154, engine #32950, a type 28 Bearcat later had DV-32 engine 33098 installed.

If we are to attempt to discover how many DV-32 cars were made, then based on all of the above, total possible production could not have exceeded 367 cars, but since the engine numbers are sequential regardless of head type, subtracting the SOHC cars that were probably made puts DV-32 production at about 200 cars, if that many (far fewer than Marmon Sixteen or Duesenberg Model J).

If I may digress a moment, regarding the 1931 and later engines, I have been asked several times just how Stutz identified which ones were to become DV-32s. The answer to this is that they did not, at least at the outset of the machining of the engine blocks. Those of you who are familiar with the SOHC blocks know that the threaded studs holding the wiring conduits in place are in tapped holes that enter directly into the water jacket areas. On every DV-32 block I have ever seen, these tapped holes are in place (with machine screws or cap screws threaded in to prevent coolant loss). I am therefore of the opinion that the bare blocks were machined without any real reference to later head type, and only at the point of assembly, were some of the DV-32 features incorporated, such as drilling the block for the oil return line from the head. Probably one of the last things that was done was to stamp the engine number.

To sum-up, what I have presented is a frame-work against which additional data can be both compared and added. Those unknown ending numbers present a real challenge for more research!

Compiled by David W. Braun from data furnished by Maurice D. Hendry, the late Al Bartz, Charles Jones, various issues of **Cars & Parts**, **Automobile Quarterly** and **The Classic Car**, as well as the many individual car owners who gave engine serial numbers and body plate data. "Thanks."



500 Miles at 68.25 Miles Per Hour—STUTZ CAR. "GIL" ANDERSON, Driving
Designer HARRY C. STUTZ, Standing

An Unprecedented Performance

"Gil" Anderson piloted the new Stutz car through the 500-mile race at the rate of 68.25 m. p. h. After taking an untried car and making eleven stops for tire trouble, it is a performance worthy of note that this car should have made such a splendid showing in so large a field of the brightest racing stars ever gathered together in America. This car was equipped with

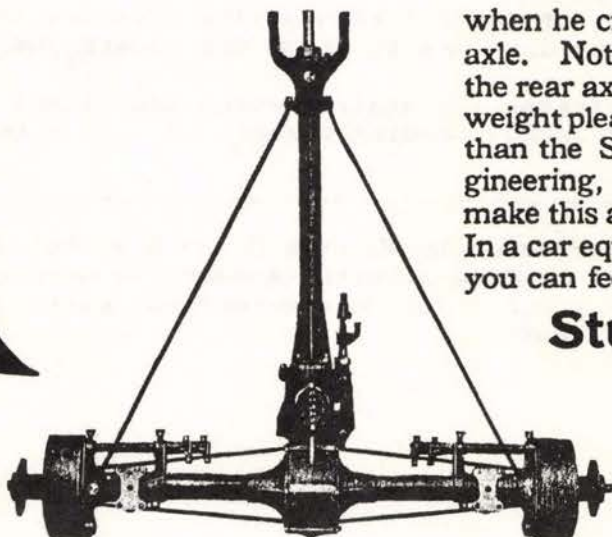
The Stutz Rear System

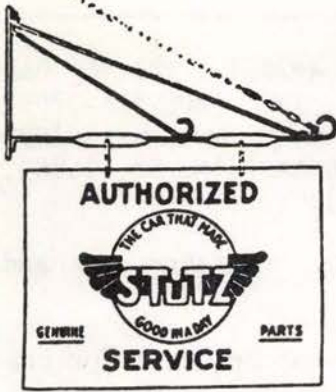
Harry C. Stutz, designer and builder of the STUTZ car and of the STUTZ REAR AXLE AND TRANSMISSION SYSTEM, is well known as the designer of some of America's best known motor cars.

Mr. Stutz never did himself more credit than when he created this light, strong, serviceable rear axle. Nothing has ever been made which solves the rear axle and transmission problem for medium weight pleasure or commercial cars more perfectly than the STUTZ REAR SYSTEM. Strong engineering, faultless parts and unalloyed "pains" make this axle the solution to the rear axle problem. In a car equipped with the STUTZ REAR AXLE you can feel safer than in almost any other car.

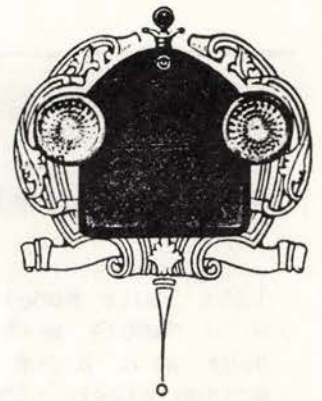
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LET'S PUT STUTZ ON THE ROAD

o Ivan Saxton (#205), Shady Creek Road, Darnum, Victoria 3822 Australia (Home 056/278-277) needs: measurements, drawings and photos of parts required to rebuild a DV 32 engine. These parts to be fabricated include all three sections of the cam cover, front cylinder head cover, camshafts, camshaft bearings, and exhaust manifolds. All patterns made will be a resource for anyone who may need such parts in the future.

Ivan just bought two DV 32 cylinder head gaskets, copper laminated, made up to order. He can arrange to supply these gaskets to members at a price of \$80.00 each plus postage.

o William L. Snyder (#273), 1312 Meadwood Lane, Hudson, OH 44236 (Home: 216/656-9811, Bus. 216/425-3466) needs the following for his 1930 Stutz M-27 Cabriolet: the lower fly wheel cover ($\frac{1}{2}$ moon), a crank hole cover, and a heating element for cigar lighter.

o David W. Braun (#155), 3321 O'Farrell Drive, Sacramento, CA 95815 (home: 916/924-8190 with answering machine) wants the following parts:

a) parts applicable to 1929-1930 Model L6 Blackhawks:

- Borg Clock, oval, white-face
- intake manifold
- parts and pieces, 19" Buffalo knock-off wheels
- Instrument surround (die-cast) with FEDCO plate
- Vacuum tank assembly
- Delco Remy light switch (base of steering column)
- horn button and cap
- backing plates for tail light stations

b) Also, DV-32 tachometer, cable and camshaft take-off; 1931 and later 'swept' front fenders for 6 cylinder cars; roadster or phaeton-style windshield and base, 1929 and on; Weymann-American body parts & hardware; various literature, 1926-1938. Also, still looking for information on the DV-24 'after all these years.'

Cash money for right parts. Also have some parts and literature, both original & reproduction for sale or trade.

o The following items are being sold to help finance the Stutz Book being edited/authored by Life Member Ray Katzell. Send requests to Bill Greer, Editor, with checks made payable to the Stutz Club.

1) The 14 Stutz logo billed caps in royal blue that were donated by Max Triplett, are sold out.

2) Stutz blazer patches/badges, 3-1/4" wide in blue, gold, red and white, are still available at \$10.00 each.

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 21 copies left at \$27.50 (overseas members please send \$35.00 to cover extra postage). Members, please make a contribution to the Book Fund while enjoying this fine issue of Automobile Quarterly and Joe's great article on the renown early Stutz race cars.

° Florence E. Haner (#5A), PO Box 1023, Pasco, WA 99301 (Home: 509/547-4340) has for sale two (2) 8 cyl. Stutz cars both between condition 1 and 2 as follows:

1926 Stutz Model "AA" Victoria Coupe with rumble seat on 131" W.B. Cream body with brown fenders and top and orange pinstriping. Tan leather interior. Natural wood spoke wheels and rear mounted spare. Make offer.

1929 Stutz Model "M" 4-pass. Speedster (Phaeton) on 145" W.B. Cream body and top with deep orange fenders and wire wheels. D.S.M. spares. New tan leather interior. This was a ground-up restoration. Make offer.

° Ernest J. Toth, Jr. (#56), 8153 Cloveridge Road, Chagrin Falls, OH 44022 (216/338-3565 eves.) has for sale new parts for 1926-1934 Stutz 8-cylinder engines:

- Engine valves .003" oversize stems @ \$320 per set, for DV-32 \$480 per set.
- Copper Asbestos Head Gaskets \$125, for DV-32 \$140.
- Air Maze Air Cleaner w/new name plate \$100.
- Timing chains, lower \$185, upper \$130, DV-32 upper \$165.
- 1929-1934 Polished Stainless Steel Radiator Shell Louvres \$525 per set
- Stutz 8 Service & Parts Sign, Double Sided Porcelain Enamel \$100 (8 left)

° Charles E. Jones (#6), 9 Palomar Place Woodland, CA 95695 (916/666-2250) has for sale: Stutz DV-32 Dual Cowl Phaeton. Needs complete restoration. This is an original body with Tonneau Cowl and Windshield. Many extra parts included in sale. Not cheap, but a bargain for a Phaeton. Call for details. Part trade considered for Classic Car only.

° Sheldon E. Ball (#286), 923 N. Oak Ave., Fillmore, CA (805/524-3759) needs the following for his 1929 Bltackhawk 4 dr. Sedan (Vin. No. 16889, Eng. No. 16832 HC):

- all instruments, radiator cap and mascot
 - complete sidemount brackets for one side
 - Window cranks and thermostat for radiator louvers
- ° Johnny Pascucci (#296), Classic Cars, 1979 N. Broad St., Meriden, CT 06450 (203/238-4433) has for sale: 1928 Stutz "BB" 5 pass. Phaeton fresh out of museum. Nice fold down windshield. A good, solid original 8 cyl. Stutz per photo below. Additional details upon request.



Herman



"It's been road-tested."