

Vol. XVI No. 66 (October - December 2003)
The Stutz Club, Inc.
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Announcements

▶ Grand Stutz 2004

September 9 - 12, 2004

On page 9 please find a brief announcement by Charter Member Steve Pugh (No. 7) of Manhattan Beach, Calif. of the plans he has developed for Grand Stutz 2004. Reserve those dates now!

▶ The Club thanks all members for their support in 2003.

Table of Contents

Vol. XV No. 66 (October - December 2003)

Grand Stutz 2003 – Fond du Lac and Elkhart Lake Wisconsin	2	President's Message	19
Grand Stutz 2004.....	9	Membership Report.....	20
Minutes of 2003 Annual Meeting	13	Treasurer's Report	21
Hershey 2003	13	The Splendid Stutz	
Clippings of Note	16	Sales and Inventory Report	22
Members Help Promote Concours Gran Prix	17	Letters to the Editor	23
Editorial Comments	18	Classifieds	30
		Stutz Sales	31

Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

Grand Stutz 2003 - Fond du Lac and Elkhart Lake Wisconsin

Thursday, September 18, 2003

We followed John Haydon (our leader) out of the hotel parking lot to our first stop at the Horicon Marsh which was originally an Indian hunting ground with its plentiful game. The area had a natural limestone dam which gave the marsh plenty of food for the various game species living there. Around the middle eighteen hundred entrepreneurs moved in and felt that they could have quite a little town if they could drain the marsh and plan a city. They blew up the natural dam and of course thought they could drain it dry and create these parcels of land to sell. Mother nature showed them it was foolish to try and thwart her because the peat was so thick and when it was dry enough if it caught fire it would burn underground for a very long time. The area is a natural feeder to the Fox River which eventually empties into the Mississippi. It is also filled with numerous tunnels left over from iron ore mining. Iron ore was somewhat easily obtained here. A great deal of pig iron ingots were cast here and shipped out. When the Minnesota iron ore deposits were discovered, production ceased here as it was easier to mine in Minnesota.



At HORICON National Wildlife Refuge (L) Barry's 1921 HCS, (R) Haydon's 1928 Stutz, Greer's 1923 HCS (rear).

Following our tour to the marsh we were invited to Jack and Carita Hoffman's car parlor for lunch and a display of their vehicles and memorabilia. I was extremely impressed by the orderliness of Jack's garage with obviously a place for everything and everything in its place.

After a very delicious lunch of so many things to choose from - salads, cold cuts, breads, beverages and scrumptious desserts, the Hoffmans were thanked for their hospitality and graciousness with words from Norm Barrs and a sound round of applause. Jack related that the area and the Horicon Marsh is being returned to its natural state by conscientious conservationists.

Our leader, John Haydon then informed us that there were two different routes to Hartford and the Wisconsin Auto Museum - brave & sissy. The sissy tour, which we took, was very challenging. We finally arrived at the museum a little worse for wear but a very scenic tour was had which took in a large windmill, large farms, and hills. Ron Kneebone had fuel problems, Mike Barry had braking problem, the Didiers were unknowingly left behind with carburetion problems. The Grunders helped the Didiers, Mike use downshifting and Ron used a persuader.



A very delicious lunch at Jack and Carita Hoffman's car parlor.

GRAND STUTZ '03

September 18-21



Road America Elkhart Lake, Wisconsin

This illustration is taken from the cover of Grand Stutz 2003 program booklet.

After arriving at the museum we spent about 1 and ½ hours with the exhibits where Kissel's were featured. (Kissel cars were made in Hartford.) Other featured cars included Rambler, Nash, Pierce Arrow, Studebaker, Hudson, Essex etc. and of particular interest to me was the 1951 Crosley (built in Ohio) and exactly like the one my dad drove. In fact we had two, a sedan and a station wagon because our family (7) couldn't fit into one car. The locomotive #1003 Soo Line was very impressive. It reminded me a bit of the Train Museum in England in 2001. All the memorabilia is thoughtfully displayed with extremely friendly staff making the visit very pleasant.

We were running a little behind so we boogied a little on the return to the motel. We didn't see Bill and Carolyn drop out of the pack (they were behind us and then they weren't, a few moderns got in between us). We arrived back at the motel and became concerned when they didn't show after a considerable time. John Haydon and Jason Gehring jumped back into the John's 28 sedan and retraced our path. While they searched in came Bill and Carolyn with John Jr. and Kathryn following. We now have a 2 gallon gas can in reserve for "just in case" events.

By the way the weather was absolutely wonderful all day Thursday.

Friday, September 19, 2003

The weather today started out cold and damp. We wrapped up as much as we could and off we went to the EAA in Oshkosh. A very nice ride on back roads and we got there at last.

At last is what I mean because we didn't think to put the side curtains on the HCS and by the time we got there you could almost pry us out of the car. Hands, feet and noses were extremely cold. When we parked the car and got out the first thing we did was put the side curtains up before going into the museum.

What an educational morning we had. Planes of all shapes and sizes. Histories of various aviators and their accomplishments could be viewed and heard. War displays and first flight displays. Our tour guide led us through the major displays and then turned us loose to select and spend as much time as could be had to see as much as we could. Of course the souvenir shop was the last stop and I don't think anyone got out of there without spending at least a little money. We bought a teddy (named Piper the Cub) dressed in a leather jacket and flight goggles and scarf and a commemorative poster for a flying friend of ours. After the tour we made our way back to Fond du Lac and lunch. The afternoon was spent in a drive out to Road America to view the trials. Mike took the HCS to the track and left it there for the next day. The Stutzes did not run in the afternoon session. I got a lift back to the motel to write up as much as I could remember of the last two days so that there could be a diary of same.

Everyone made their way back to the motel in time to get spiffed up for dinner at the Rolling Meadows restaurant. The meal was excellent (your own choice). After dinner awards were presented to Norm Barrs and George Holman for their participation in the racing events of 2003. George Holman was awarded the Peter Helck award. Stutz awards were presented to Mike Barry and Ron Kneebone for having the oldest cars on tour. Norm presented John and Kathryn Haydon with the Allison Barrs Memorial Trophy for this year's Grand Stutz hosts with Dale and Bonnie Wells receiving it for the first time for 2002 (they could hold it if they wanted to). The uniqueness of this trophy is that it was won in England by a Stutz and was found some 70 years later in a sad state of disrepair. It has been lovingly restored and presented for the first time to the Wells and Haydons the organizer(s) of the Grand Stutz.

Saturday, September 20th

Clear, sunny, and cool morning made perfect touring weather as members gathered in the motel parking lot for prompt departure at 9:30 AM. John Haydon's Stutz led the tour, followed by Bill Greer's

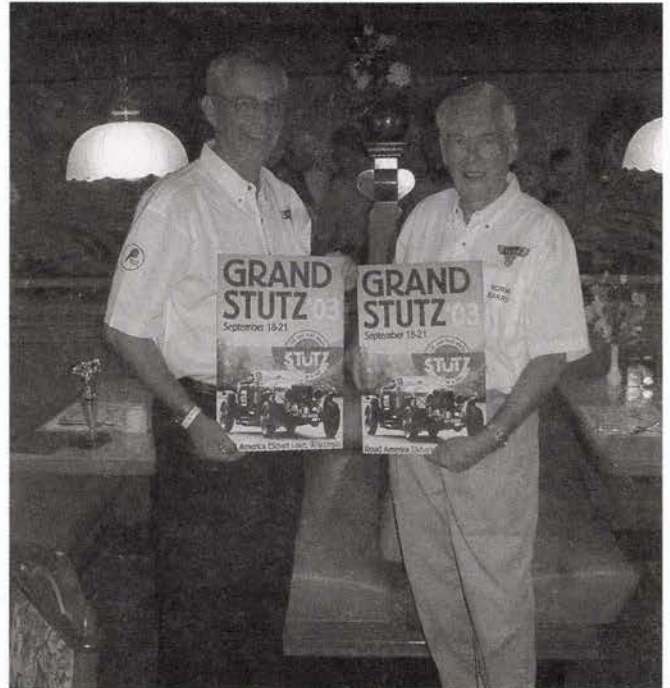
HCS, and Ed Schoenthaler's Model M Cabriolet. Ten members followed in modern cars as we drove east through Fond du Lac onto the winding country roads. A few other cars broke into our tour group as we left the city, and Ruth Toth made a wrong turn at a 3 road

intersection, but quickly turned around and got onto the correct road when she found herself all alone.

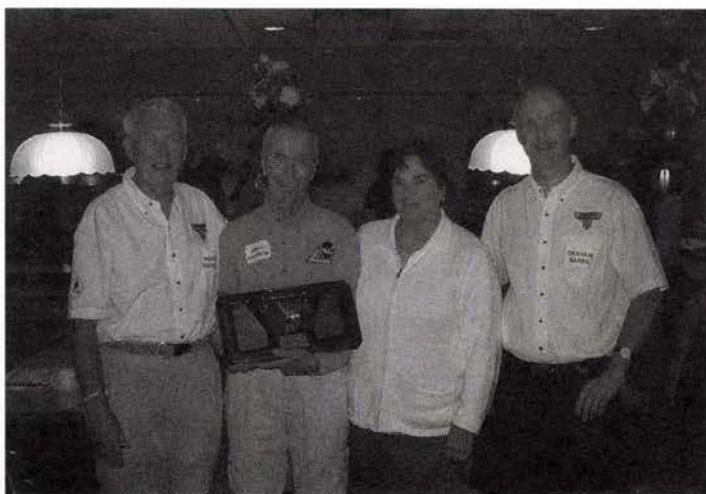
We wound around twisting country roads, up and down long hills through beautiful green dairy farms and



Bill Greer presents George Holman with the Club's prestigious Peter Helck Award for outstanding services rendered.



Norman Barrs and George Holman receive Grand Stutz awards for exemplary participation in racing events - presented by Dale Wells, VP Programs.



Norman Barrs (L) presents John and Kathryn Haydon with the Allison Barrs Memorial Trophy for coordinating and hosting the Grand Stutz 2003. Ron Kneebone (L) and Mike Barry receive Grand Stutz awards for bringing the oldest cars - presented by Dale Wells.

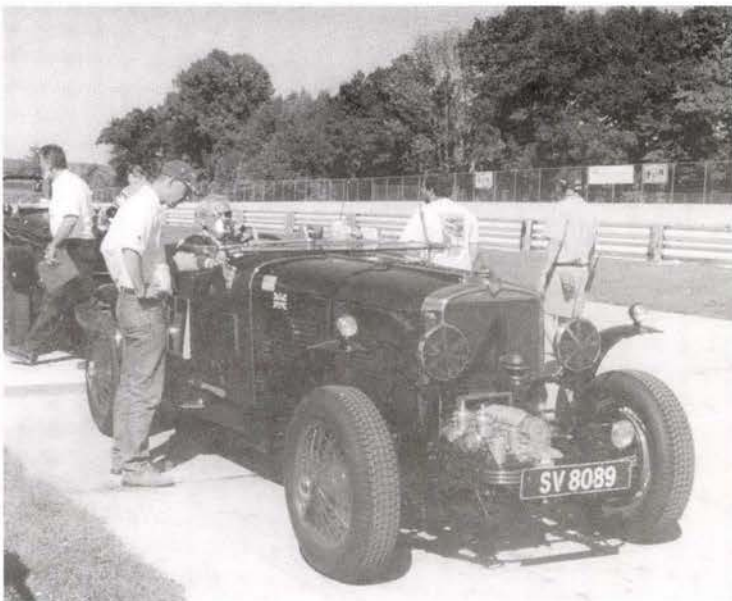


Ron Kneebone (L) and Mike Barry receive Grand Stutz awards for bringing the oldest cars - presented by Dale Wells.

corn fields. We passed one field where 5 deer were spotted, and several miles further passed a small herd of buffalo. There were lots of giant silos on the various farms, and large rolls of hay, and fields of soy beans.

After 35 miles we made a rest stop at the Old Wade House Historic site. It was an 1860's stagecoach inn and was a busy highway stop during the Civil War. To our surprise, there were 2 Bentley convertibles, 1 Rolls-Royce convertible and 2 Rolls-Royce sedans in the parking lot when we arrived. They were touring through the Kettle Moraine State Forest ahead of us, and were also on their way to Road America.

We wound our way through the beautiful, deep forest roads on our way to a lunch stop. We passed Crystal Lake which gleamed in the noon sun and drove on to Elkhart Lake where we drove the original circuit of the 1950's road races before the present course was built. We lunched at The Back Porch (formerly "Dillinger's) in the Victorian Village of Elkhart Lake and enjoyed the beautiful lake scenery from the porch overlooking the water.



The Barrs' and Holman's Stutz Blackhawks' getting ready for their group one race at Road America.

After lunch it was a short run from Elkhart Lake to the Road America course where we all parked in a reserved area for the Stutz Club at turn #5. At 2:30 the vintage cars had their time trials and we watched the Blackhawks roaring around the track trying to catch a formula One 1934 Type 59 Bugatti and a 1933 Studebaker Indy race car which were leading the class. Interspersed with the classic racers were about a dozen assorted MG's which followed onto the track and were soon spread all around the course.

As the late afternoon sun cast long shadows around the in-field, our group began to leave for the return trip to the motel in Fond du Lac (French for "the-far-end-of-the-lake") except for some who had dinner reservations for the VSCDA banquet in Elkhart Lake. Then it was time to prepare for another day at the track when the vintage cars will race for their standings.

Sunday, September 21, 2003

The final day of the 2003 Grand Stutz dawned bright and cool – a perfect late September day in Northern Wisconsin. The schedule called for the cars to be ready for our tour of Road America by 10:20, so we had time for a leisurely breakfast and checking out of our comfortable motel (for those who would be leaving directly from the races). The short drive from our motel in Fond du Lac to Road America near Elkhart Lake gave us a last opportunity to enjoy the rolling hills and the lush country scenery.



Stutz line up for parade lap around the scenic Road America race course.

Our attractive blue and white tent, with the Stutz Club banner, was located near Corner 5 of the race track, being one of the best vantage points for viewing the races. Our enthusiastic members arrived early and had their cars sparkling and ready for display by 9:00. The ten handsome Stutz and H.C.S. cars were lined up near the tent facing the main drive up the hill to the paddock and they gathered a good crowd of interested spectators. Some knew about Harry Stutz's creations, but a number asked "What's a Stoots?" We were patient with the uninformed and many new admirers learned a lot about the splendid Stutz and H.C.S. automobiles. One of the stars of the show was Andy Simo's magnificent prize-winning 1930 Monte Carlo which drew lots of admiring looks. Many hoods were up and expert explanations were being provided.

Mike Barry kindly agreed to "herd" the cars into chronological order (from newest car in front to the oldest in back) in anticipation of the tour around the track, to be led by the Club's two race entry Blackhawks. Every car had its full complement of passengers for our historic ride around the very hilly and beautiful course. We were instructed to proceed out of our viewing area, up the steep paddock road, and onto the track's pit lane via the marshalling area road. Sadly, Charlie Didier's beautiful newly-restored 1929 coupe decided to have a lapse or disconnect (in

the electrical system?) and failed to mount the hill. The remaining nine made it up the hill and onto pit lane, to join the line behind Norm's and George's Blackhawks. We had a pleasant wait in the lane, with lots of spectators looking at the cars and taking pictures from the other side of the fence and enjoying the very unusual sight.

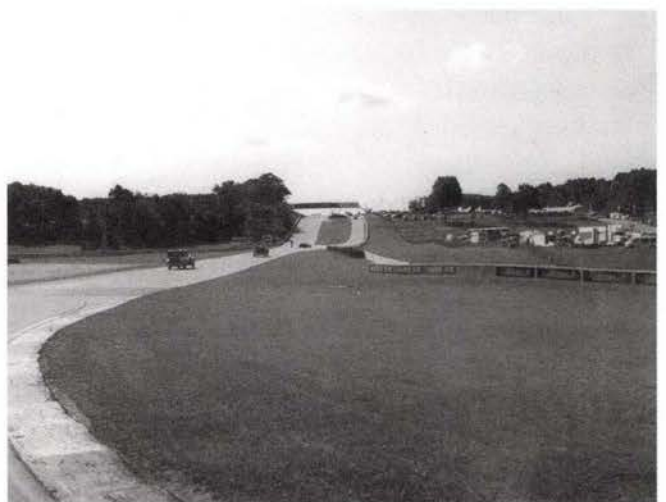
It was reported that the chief of the race track crew, when he saw our cars lined up, called on the radio to all the corner worker stations and track crew: "Get your cameras out and ready, there's a fantastic show coming you won't want to miss!" After a fair wait and lots of visiting, we were led out onto the track for our parade lap before the pre-war sports car race, being Group One featuring the two Stutz Blackhawks.

Motoring around beautiful Road America race course, to the waves and cheers of the corner workers and spectators, was a thrill we won't soon forget. All the Stutz and H.C.S. cars performed flawlessly and presented a stunning sight.

The race itself lived up to its billing. A 1934 Bugatti T59 formula one race car from San Francisco (having a fraction of the weight of the Stutz Blackhawks) qualified first and stayed out in front, but a very close race ensued for second place between



Even at 40 mph its a thrilling ride in a 1923 HCS on such a famous track.



Coming to the end of a wonderful parade lap at Road America.

George Holman in Norm Barrs' Stutz and a 1933 Studebaker Indianapolis race car from Kansas City. Further excitement was provided when Bill Holman, in George's Blackhawk, stalled on the grid, so he was delayed in getting it off the line. As the result, he lost his good starting position and started way back in the pack.

Consequently, we had two races: the Indianapolis race car very close behind George trying to catch him and Bill's racing through the pack to try to catch up with the leaders. It was said that the close racing between George, in Norm's Stutz, and the Indianapolis racer was one of the best for Group One and it provided very good racing for the spectators who cheered as they passed, "nose to tail" as the expression goes. Sadly, near the end of the race, the driver of the Indianapolis race car pushed his car beyond the limit in trying to catch George and, as we understand it, tipped over! The dangerous situation caused the race to be red flagged, with George earning a well-deserved

second place, followed by Bill in third having passed everyone but George and the Bugatti. Good Show, Indeed!

Many of us stayed for more race watching and kibitzing, while some had to leave in order to get a head start for the long treks home. By mid-afternoon our group had become rather small but still enthusiastic as we gathered our chairs in a semi-circle near the Club's tent and reminisced about what a grand time we had had.

The turnout for this year's Grant Stutz exceeded expectations, as had the weather, with the success of the two Blackhawks making the event quite special. As we said our final adieus, we recalled the warm friendships which had been kindled or renewed, and we were happy to know that similar fun awaited at the 2004 Grand Stutz.

What a great group of really fine people, brought together by an appreciation of the results of Harry Stutz's genius.

Participants, September 18-23, 2003 2003 Grand Stutz

<u>Names</u>	<u>Hometown</u>	<u>Stutz or H.C.S. Automobile Present</u>
1. Graham Barrs	London, England	
2. Norman Barrs	London, England	1929 Stutz Blackhawk
3. Mike and Toni Barry	Brunswick, OH	1920 H.C.S. Roadster
4. Del and Margaret Beyer	Hartford, WI	
5. Eugene Bohne	South Elgin, IL	
6. Tom and Madelyn Cox	Richmond, VA	
7. Mark and Gloria Desch	Stillwater, MN	
8. Charlie and Mary Didier	Maple Grove, MN	1929 Stutz Coupe
9. Joe Gabrink	Riverside, IL	
10. Bill Gehring	Stow, OH	
11. Jason Gehring	Stow, OH	
12. Bill and Carolyn Greer	Indianapolis, IN	1923 H.C.S. Touring Car
13. Jay and Brenda Greer	Shelbyville, IN	
14. John and Betty Grunder	Torrington, CT	
15. John and Kathryn Haydon	Fox Point, WI	1928 Stutz Sedan
16. Bill Holman	Wilbraham, MA	
17. George W. Holman	Wilbraham, MA	1928 Stutz Black Hawk
18. Carl and Carrol Jensen	Hales Corners, WI	
19. Ron Kneebone	Madison, WI	1920 Stutz Touring Car
20. Ken Kruse	Riverside, IL	
21. Jim and Karen Lockwood	Frankfort, IL	1933 Stutz Convertible Sedan
22. Chic Postier	Kennesaw, GA	
23. Dean Rymer	Wilbraham, MA	

- | | | |
|------------------------------|---------------------|--|
| 24. Wayne and Mary Saunders | Dorchester, Ontario | |
| 25. Ed and Judy Schoenthaler | Oak Brook, IL | 1930 Stutz Cabriolet |
| 26. Andy Simo | Riverside, IL | 1930 Stutz Monte Carlo |
| 27. Ernie and Ruth Toth | Chagrin Falls, OH | |
| 28. Ernie Toth, Jr. | Chagrin Falls, OH | |
| 29. Max and Sue Triplett | San Marcos, TX | |
| 30. Dale and Bonnie Wells | Kalamazoo, MI | |
| 31. John White | Providence, RI | |
| 32. Turner and Diann Woodard | Indianapolis, IN | 1927 Black Hawk "LSR" replica, 1929 Stutz
DC Sportster and 1923 Stutz ("14 Bearcat replica) |

CERTIFICATE OF PARTICIPATION

THIS WILL CERTIFY that the 1923 H.C.S. Touring Car
owned by **Bill and Carolyn Greer** participated in the
2003 Grand Stutz held at Fond du Lac, Wisconsin, on September 18-21, 2003,
and successfully completed the Grand Parade of Stutz and H.C.S. automobiles
preceding the Group One vintage race on September 21
at the Road America road racing course located at Elkhart Lake, Wisconsin.
The Stutz Club hereby expresses its appreciation to **Bill and Carolyn Greer**
for bringing this fine automobile to the 2003 Grand Stutz.
IN WITNESS WHEREOF, the undersigned has executed this Certificate
on behalf of the Stutz Club.


2003 Grand Stutz Coordinator

10/9/03
Date

Ed's Note: Grand Stutz 2003 coordinators John and Kathryn Haydon with help from Carl and Carrol Jensen cannot be thanked enough for their excellent planning and execution. The program brochure was very complete with every detail carefully covered and nicely presented. They even thought to provide Certificates of Participation as shown here.

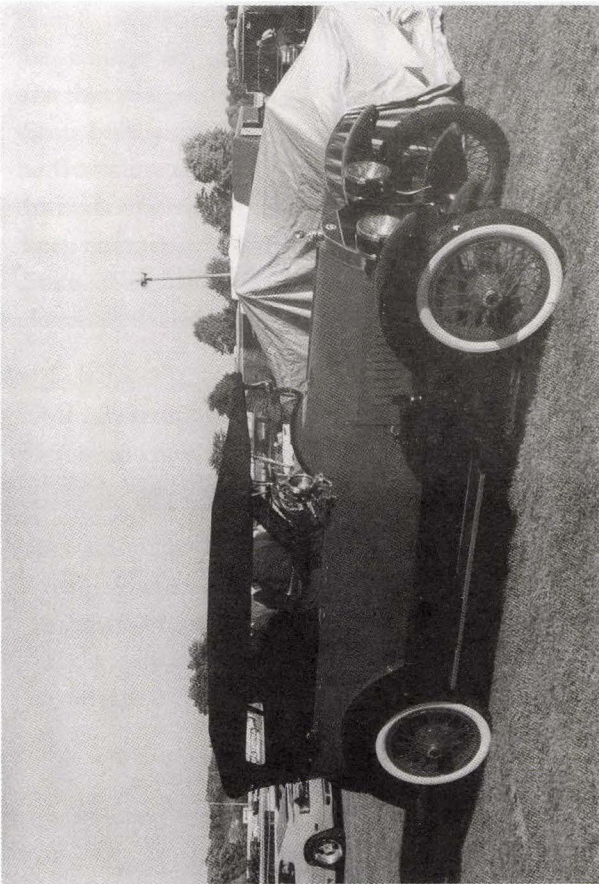
2004 Grand Stutz September 9 - 12, 2004

The 2004 Grand Stutz will be held September 9th through September 12th 2004 at Redondo Beach, California. The hotel is located in King Harbor Marina (hotel arrangements are pending and will be announced shortly.) There are many fine restaurants and beaches within walking distance.

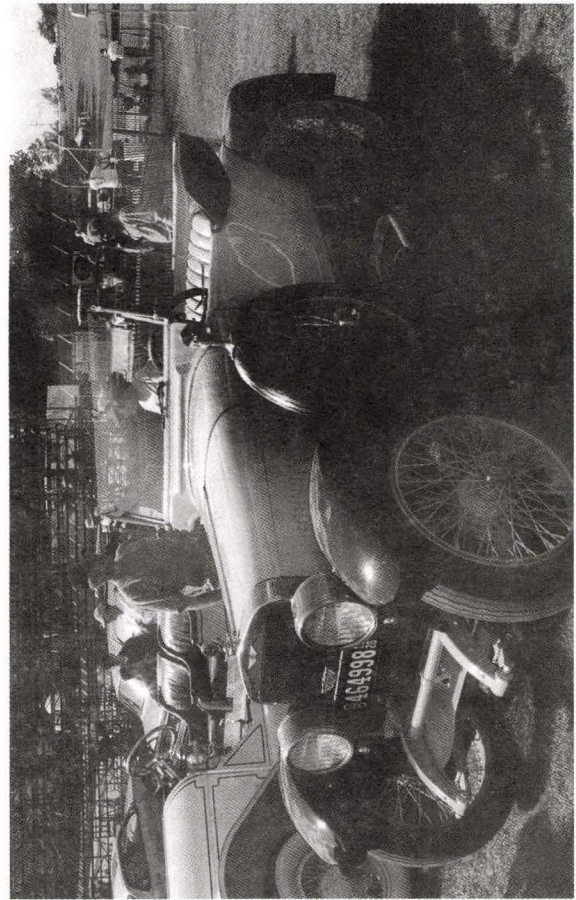
So far, we have scheduled a morning trip to the Nethercutt Museum and the San Sylmar Collection, a tour of a private collection that includes some early cars including Stutz as well as many fine Classics, and a driving tour of the Palos Verdes Peninsula that features breathtaking views of the Pacific Ocean. We will have

several other car-related activities as well as some optional non automotive activities especially for out-of-towners including the J. Paul Getty museum.

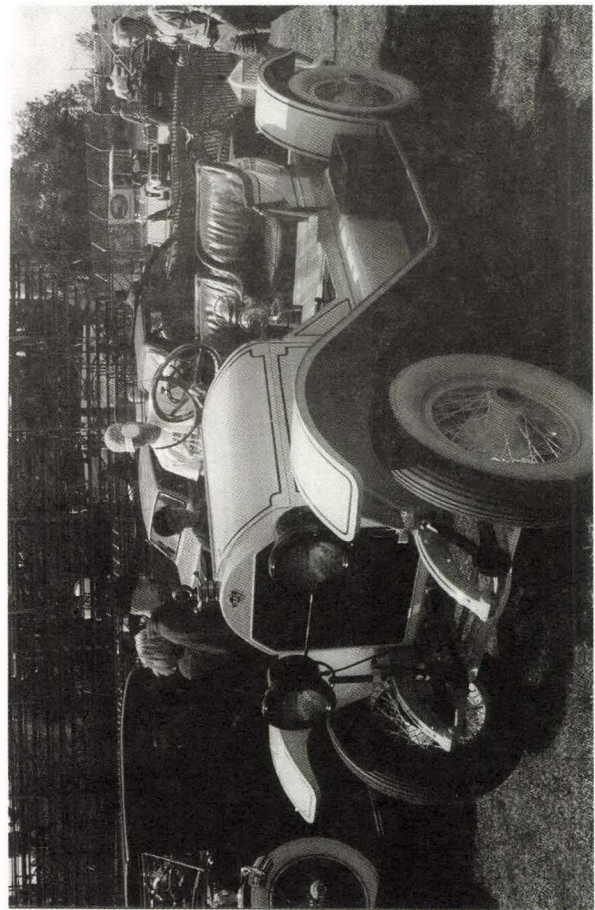
These dates tie in nicely for those of you that may wish to attend the Palos Verdes Concours, which will be held on September 12th. We are in discussion with the Palos Verdes Concours about having a special class for Stutz and allowing as many Grand Stutz attendees as possible to show their cars.



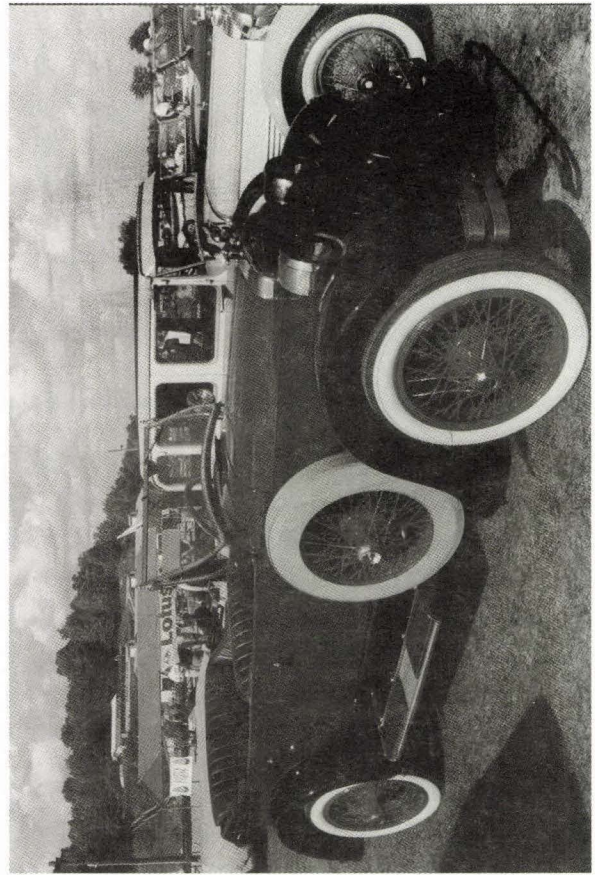
Kneebone's 1920 Stutz "H" Touring



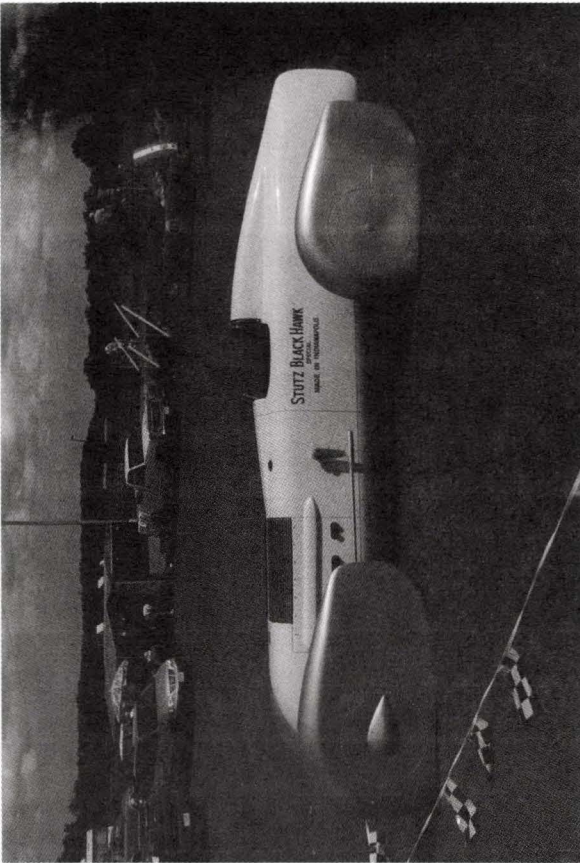
Barry's 1921 HCS "S-2" Roadster



Woodard's 1923 Stutz "KDH" (1914 Bearcat Replica Body)



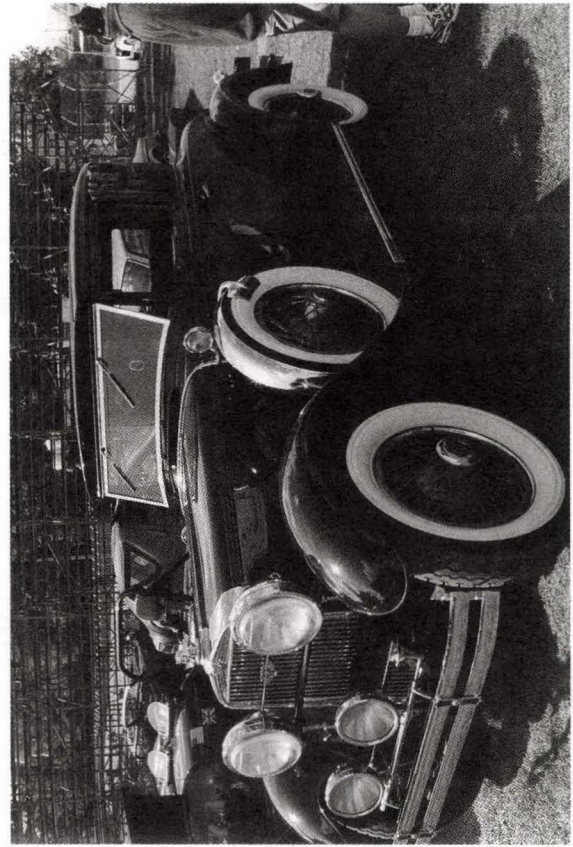
Greer's 1923 HCS Series, IV, model 6 Touring



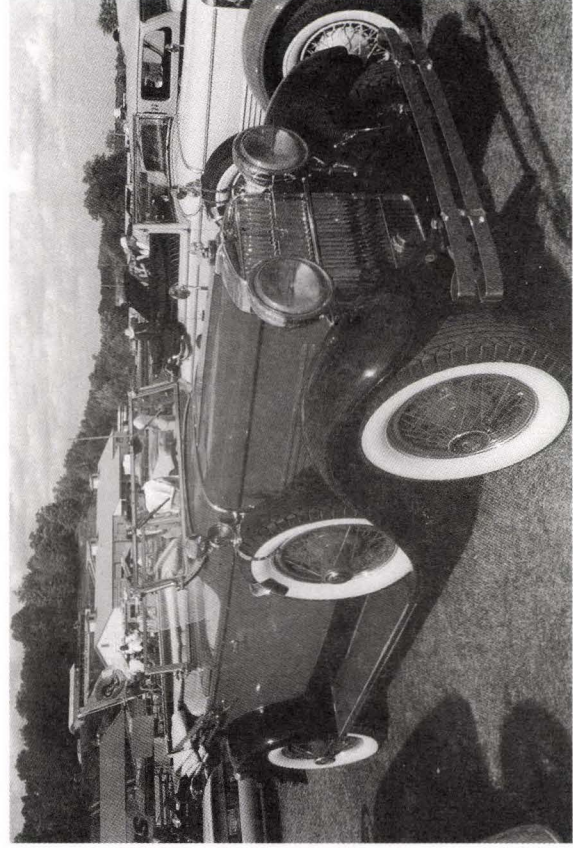
Woodard's 1927 Stutz Black Hawk "LSR" Racecar replica



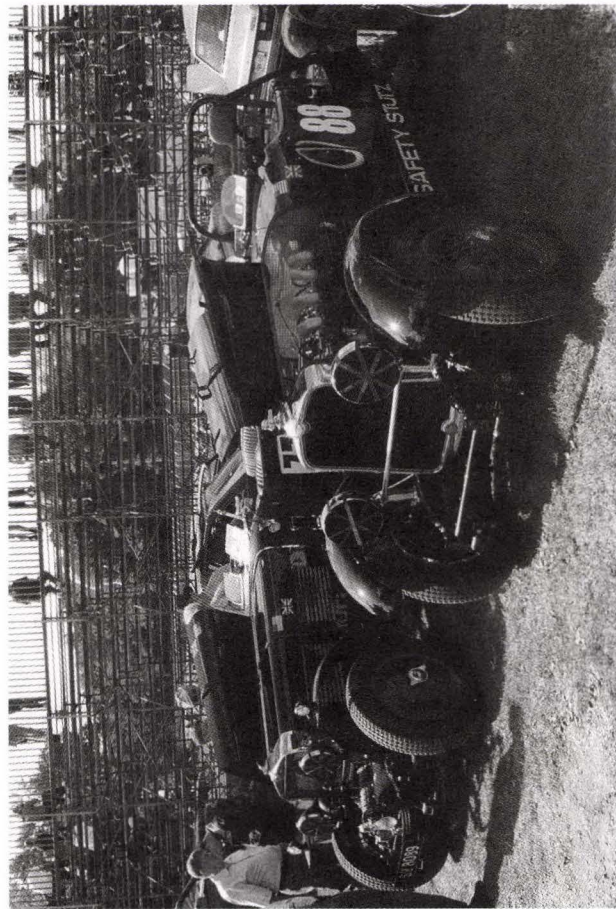
Haydon's 1928 Stutz "BB" 5-P Sedan



Didier's 1929 Stutz "M" Coupe



Woodard's 1929 Stutz "M" Dual Con'l Speedster



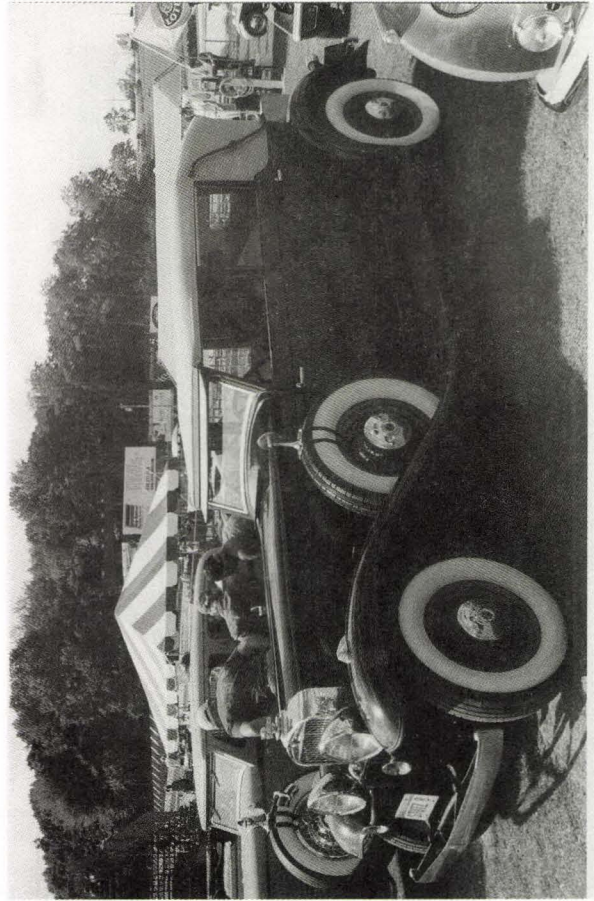
(R) Holman's 1928 Black Hawk BT Speedster (L) Barrs 1929 SC Blackhawk LeMans replica



Simo's 1930 Stutz "SV16" Monte Carlo, Weyman



Ed Schoenthaler's 1930 Stutz "MB" Cabriolet, LeBaron



Lockwood's 1933 Stutz DV-32 Conv. Sedan, LeBaron

Hershey 2003

by your editor

Can you believe a Hershey dry, sunny and warm? Yes, it can and did happen.

I hitched a ride to Hershey in Dr. Don McCallum's new big Ford truck along with Bob Titlow. We left Indy early Tuesday morning and returned, worn out, on Saturday. Don and Bob accepted my invitation to attend the Stutz club's dinner meeting on Thursday, October 9th and it was a pleasure to introduce these friends. Robert A. Titlow, Sr. had a Stutz agency back in the early 1930s in Pennsylvania and contributed the "Scripps Booth Affair," pages 156-160 in THE SPLENDID STUTZ book. Bob left us at age 91 on November 25, 2003 when his heart failed. We shall miss him and his relentless pursuit of the car hobby.

We enjoyed visiting the recently opened Antique Automobile Club of America Museum on Route 39 about a mile from Hershey Park. Displays in the three-floor 70,000 square foot museum were very educational.

Three Stutz were being offered for sale on the field. A 1929 Stutz M dual cowl speedster at \$195,000, a 1914 Stutz 6E (6cyl) Bearcat at \$165,000 and a 1933 Stutz DV32 Sedan in original condition (ex AK Miller collection) offered by Platinum Motorcars. The minutes of 2003 annual meeting on October 9 follow as well as the list of members who attended the dinner and the "get together" at the CCCA tent on Friday, October 10th.

The Stutz Club Minutes of 2003 Annual Meeting

The 2003 annual meeting of the Stutz Club was held at the Harrisburg East Holiday Inn, Harrisburg, Pennsylvania, on Thursday, October 9, 2003. The meeting was called to order by Norman Barrs, President, after the Club's buffet dinner organized by Treasurer, Toni Barry. Mr. Barrs welcomed those

present and each member and guest introduced himself or herself to the group.

President Barrs briefly reported on the 2003 Grand Stutz held in conjunction with the vintage races at Road America, Elkhart Lake, Wisconsin, and thanked John and Kathryn Haydon for their efforts in organizing and coordinating this event. Mr. Haydon distributed Certificates of Participation to those members present at the meeting who brought their Stutz or H.C.S. automobiles to the 2003 Grand Stutz and stated that the Certificates for those not present would be mailed.

Secretary's Report: John Haydon, as Secretary, made a motion which was seconded and adopted to dispense with the reading of the minutes of the 2002 annual meeting and to approve such minutes as published in the Stutz News.

Treasurer's Report: Toni Barry, as Treasurer, gave a brief oral Treasurer's report and stated that the Club was in good financial condition.

Membership Chairman's Report: Mike Barry, as Membership Chairman, reported on the status of membership and the few number of members who have not paid dues for 2003. He also reported on the rental, at \$135/month, of a room at the Stutz factory building operated by member Turner Woodard, for the safekeeping of the Club's library, records, memorabilia and related material. This will permit the valuable material now stored at Bill Greer's home to be moved to these more suitable and ample quarters. A question was raised regarding the cost of the new space in comparison to the Club's dues income and the rationale for this expense was explained in detail.

The Stutz News Editor, Bill Greer, explained the error made by Grundy Insurance Co. in the ad on the rear cover of the current issue of the magazine (which shows a Cadillac rather than a Stutz, as promised) and the apology by Grundy. Grundy has agreed to redo the ad with a Stutz for the next issue and to pay for the second ad.

Mr. Barrs advised that Keith Marvin and David Braun have agreed to assist with Stutz research and to contribute articles for the Stutz News reflecting their research. Mr. Barrs also generally discussed the campaigning of his 1929 Stutz Blackhawk here in America during 2003 and expressed his appreciation for the hospitality and friendship shown to him, his son and his crew. He further reported that he plans to enter the car in the 2004 Le Mans vintage races.

Mr. Barrs introduced Steve Pugh, of Manhattan Beach, California, who has agreed to serve as Coordinator of the 2004 Grand Stutz to be held in Southern California (tentatively centered in Orange County). Steve discussed various options for the event and requested feedback, particularly the return of the questionnaire contained in the current issue of the Stutz News.

New member Bob Praetorious distributed to each person present a handsome Stutz cap which he had commissioned. These caps were received with thanks to Bob.

Mr. Barrs summarized the awarding of the new traveling trophy, the Alison Barrs Memorial Trophy, which the Barrs' family has established. It will be awarded annually to the Grand Stutz Coordinator for that year and was presented at the 2003 Grand Stutz briefly to Dale and Bonnie Wells for their work as Coordinators of the 2002 Grand Stutz and then turned over to John and Kathryn Haydon who will keep custody of the trophy until the 2004 Grand Stutz. Written conditions for the trophy have been developed which grant discretion to the Club's Board

of Directors to modify the terms and procedures for awarding of the trophy.

President Barrs introduced Bobbie' Dine Rodda and thanked her for her enthusiastic support of the Club and for her pictures. Mr. Barrs also reported on the sale of the Club's book, "The Splendid Stutz," in Europe as well as the £1000 award presented to the Club by A.O.N. Insurance. Norman had taken his 1929 Lancefield Model M sports sedan to the Tribute to Ayrton Senna Historic Race weekend in June 2003 at Donnington Park, and the car was awarded 2nd place in the Concourse and the cheque for this event was made payable to The Stutz Club and these funds are being kept in England for Club purposes.

It was also reported that Club member Charlie Didier has arranged for Club tee-shirts to be made available for purchase, with a significant percentage of the proceeds to be paid to the Club Treasury. These are in addition to the Stutz Racing Team shirts which are available for purchase.

President Barrs reminded the members to keep in mind the annual Grand Stutz events being planned for the next three years: 2004 in California (likely in May or June); 2005 in Colorado (for the Pike's Peak Hill Climb); and 2006 in Europe (for the LeMans Historic Races).

There being no further business to come before the meeting, it was adjourned.

Respectfully submitted,

John B. Haydon, Secretary

The Stutz Club Annual Meeting

Dinner Meeting

10/9/03

Holiday Inn East

Get Together

10/10/03

CCCA Tent

Mike Adams, Walnut Bottom, PA	X		
Norman Barrs, London, England	X	X	Guest Mike Treatlein
Mike Barry, Brunswick Hills, OH	X	X	
Toni Barry, Brunswick Hills, OH	X	X	
James Bartlett, Houston TX		X	
Paul Freehill, Ft. Wayne, IN		X	
Jason Gehring, Stow, OH	X	X	Guest: Bill McGaughey

William Gehring, Parma Heights, OH	X	X	
Jean Gorjat, Harrisburg, PA	X		
Bill Greer, Indianapolis, IN	X	X	Guests Bob Tillow and Don McCallum
John Grunder, Torrington, CT	X	X	
Jan Harvey, Espoo, Finland	X	X	
Len Harvey, Espoo, Finland	X	X	
John Haydon, Fox Point, WI	X	X	
George Holman, Wilbraham, MA	X	X	
Jon Lee, Brunswick, ME		X	
Jim Lockwood, Frankfort, IL	X	X	
Gus Ludwig, Bloomington Springs, TN		X	
Peter Neville, Surrey, England	X	X	Guest: Carroll Giddings
Dag Oppegaard, Vestby, Norway	X	X	Guest: Per Skaare and Lon Braaten
Lyle Patterson, Cornish, NH		X	
Robert Praetorius, Petersburg, NJ	X	X	
Steve Pugh, Manhattan Beach, CA	X	X	Guest Maria Rajaratnam
Norman Roberts, Biddeford, ME		X	
Bobbie 'dine Rodda, Glendale, CA	X		
Eileen Roges, Buenos Aires, Argentina		X	
Ruben Roges, Buenos Aires, Argentina		X	
Cathy Ruffle, Keene, OH		X	
Ron Ruffle, Keene, OH		X	
Wayne Saunders, Dorchester, ONT, Canada		X	
Ron Shimmin, Escondido, CA		X	
Fred Shoemaker, Dundee, NY		X	
Ernie Toth, Jr., Chagrin Falls, OH	X	X	
Ernie Toth Sr., Chagrin Falls, OH	X	X	
Ruth Toth, Chagrin Falls, OH	X		
Bob Valpey, Center Harbor, NH		X	
Dan Verdier, Pound Ridge, NY	X	X	
Brian White, Apex, NC		X	

(Seen on the field: Fred Guyton, St. Louis, MO and Dale Wells, Kalamazoo, MI)

Clippings of Note

OLD CARS

August 28, 2003

41

Lime Rock Park Vintage

By Tom O'Hara



This 1928 Stutz Blackhawk ran well in the pre-1941 sports and racing cars event. Except for some American track requirements, including rollbars, the cars were as available from the factory or wore equipment typical of their vintage. (Tom O'Hara photo)

Lime Rock Park in Lakeville, Connecticut, hosted its 20th Annual Lime Rock Park Vintage Festival Presented by BMW August 30 through September 2, 2002. Last year's new stewardship from Steve Earle of General Racing and sponsorship from BMW brought a high level of expectation and excitement to the event, a level that is expected to be equalled, if not surpassed, at this year's event held August 29 through September 1, 2003.

In 2002, more than 200 vintage race cars registered for the eight races held Monday afternoon, but the holi-

day weekend began with early arrivals of cars, campers, and patrons on Thursday afternoon for the distinction of being first in line.

Last year's events began Friday with a practice round by the race groups, a luncheon, and a swap meet. While not as big as Carlisle, Pennsylvania, flea markets, this swap meet offered a great deal of parts and paraphernalia for the early race car enthusiast.

Member Bob Valpey (No. 402) having a good ride at New Hampshire's Int'l Speedway July 30-31, 2003 at 13th Annual Vintage Open Wheel Celebration.

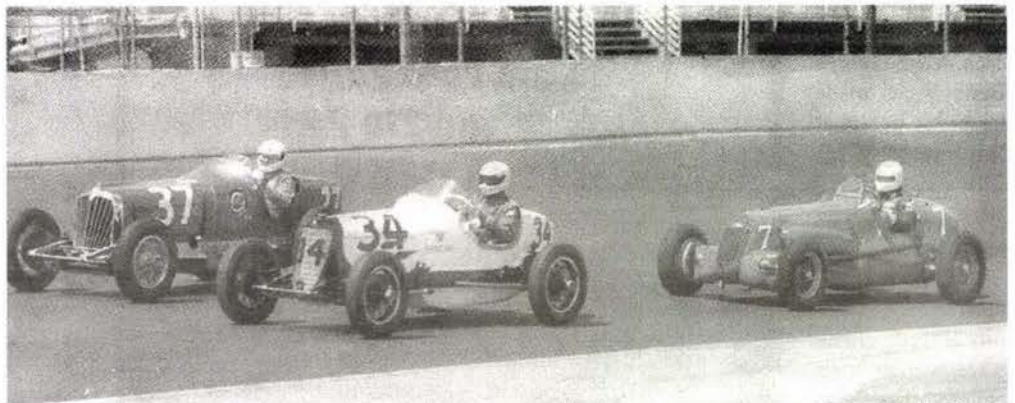


photo: Eric Caldwell

#37 Robert Valpey, 1931 Studebaker Indy Car; #34 Kim Eastman, 1935 American Twist Drill Special; and #7 Robert Valpey, 1935 Alfa Romeo GP.

Members Help Promote Concours Gran Prix

The Concours promo shot below features the 1927 Stutz AA Sedan and 1928 Black Hawk LSR replica Lockhart race car owned by Turner Woodard (No. 367) and 1931 Duesenberg 8, J-472 Conn. Victoria Rollston owned by Dr. John Klein (No. 345) far right.

Kruse Goes to the Races

-story and photo by Rick Carey

Dean Kruse's love of racing and Indiana's automotive history has been demonstrated for years with events and even sponsorships. He's now taking it to another level with two new Kruse auctions in concert with both contemporary and historic races.

The first new event is the Indianapolis Concours Gran Prix & Auction on Saturday, September 27, 2003. Held at the White River State Park in downtown Indianapolis, the event will coincide with both the Formula One United States Grand Prix and the Indianapolis Jazz Fest. Organized with Pinnacle Motorsports, the concours portion of the September 27th event will feature 50 of the finest collector cars in the region. Vehicles will range from classics such as Duesenbergs and Stutzes, which were produced in Indianapolis, to exotic sports cars.

The Indianapolis event will feature celebrity judges, who will select trophy winners on the basis of individual appeal, not a lengthy checklist of finicky details. It is the hope of event organizers that in years to come the event will evolve into a world-class Concours d'Elegance.

It is a tradition of various concours to be affiliated with charities. In keeping with this, a portion of the Indianapolis Concours' proceeds will benefit Christel House, an Indianapolis-based charity that funds and operates schools



Concours cars on display on the bridge in Indianapolis.

in India, Mexico, South Africa, Venezuela and Indianapolis.

What inspired Kruse and Pinnacle Motorsports to establish an Indianapolis Concours? "Indianapolis has more automotive heritage than any other city in the world, with the exception of Detroit. It's where they built the Duesenberg and the Stutz. It's the racing capitol of the world. What better place to have an event that celebrates outstanding vehicles," said Dean Kruse, founder and CEO of Kruse International.

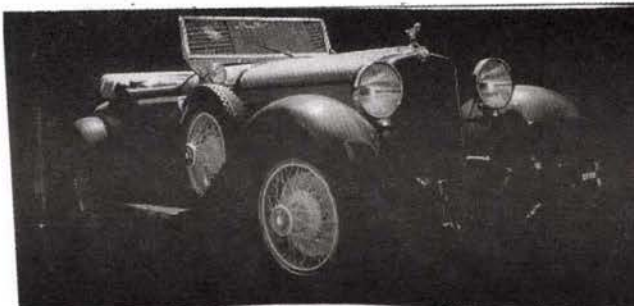
Another event typically included at a concours is a fashion show, and the Indianapolis Concours is no exception. A fashion show, sponsored by Indianapolis Woman Magazine, the Helen Wells Modeling Agency, and Saks Fifth Avenue, will be held at the River House at White River Gardens.

The day's events will conclude with a collector car auction, which will feature over 100 collector cars crossing the auction block.

Another significant development is the announcement that Kruse is shifting its annual Scottsdale sale to Phoenix International Raceway during HSR West's race weekend. The relocation, about which details are sketchy at the time this issue goes to press, signals a dramatic change in focus for Kruse and also a big shift in the weekend's center of gravity. The combination of Kruse's well-established collector car auction and the Kruse organization's promotion will highlight the HSR-West historic races and give spectators (as well as racers and bidders) a further reason to make a two-week event out of their annual January pilgrimage to Arizona. ■

46 September 2003 Victory Lane

The 1928 Stutz BB Roadster owned by Kathryn Tornquist (No. 209) was featured in the Kruse Auction Brochure. The auction was held on September 27th at White River State Park downtown Indianapolis.



1928 STUTZ BB ROADSTER

It is a real find for the show, finished with tan body, chocolate brown fenders and frame. This beauty features a fold down windshield, twin fender mounted spare tires and rumble seat with an access door on the passenger side for ease of storage. This car was advertised by Stutz as the world's smoothest vertical 8 cylinder engine with twin overhead cams and dual ignition. Also advertised as the world's safest motor car built in Indianapolis, IN. The restoration after research continued over 11 year period in meticulous form by John Tornquist with VIN BBC22BL00828. The buyer will certainly receive event invitations and it is truly a fine addition to your portfolio of investments, along with the view down the long hood!

Editorial Comments

A few comments are in order pertaining to the previous issue No. 65. On page 25 credit should have been given to ace photographer Bobbie 'dine Rodda for the nice photo of member Charles Didier's 1929 Stutz M Coupe (not 1928 as per caption). Also, on page 29, credit should have been given to member Janice Vaughan (No. 330) for the bottle of Stutz Olive Oil found in Tulbagh, South Africa by member Jean M. Gorjat (No. 75) (not John M. Gorjot as stated). Then, please note that due to a mix up the wrong Grundy as was used on the rear cover. Instead of showing Glenn Mounger - co-chairman, Pebble Beach Concours d'Elegance standing by a 1930 V-16 Cadillac we intended to have Richie Clyne - Director of the Auto Collection at the Imperial Palace Hotel and Casino, Las Vegas NV standing by a 1932 Stutz as shown on the back cover of this issue. Our special thanks to Grundy Worldwide for these ads and their contributions to the club.

In this issue credit needs to be given to several members who contributed so expertly to the feature article covering Grand Stutz 2003 held September 18-21 at Elkhart Lake/Road America, Wisconsin.

Thursday, Sept. 18 - Toni Barry, Treasurer

Friday, Sept. 19 - Toni Barry, Treasurer

Saturday, Sept. 20 - Dale Wells, VP Programs

Sunday, Sept. 21 - John Haydon, Secretary and Grand Stutz 2003 Coordinator

Photos covering Grand Stutz 2003 were submitted by a number of members: Mike Barry, Tom Cox, Carolyn Greer, Jay Greer, John Haydon, and Ron Kneebone. Our many thanks for their contributions.

A number of Stutz were offered for sale since the previous issue and these have been listed on a separate page. Please help the editor or Mike Barry locate the new owners of these Stutz so that we can contact them.



Thanks to member Bobbie'dine Rodda (No. 8014H) we are able to show you a photo of the "Jones" Stutz Special now owned by Robert Pass and on display at the Auburn-Cord-Duesenberg Museum. In 1930 it placed 10th in the Indy 500 driven by LL Corum with Freddy Patterson as the riding mechanic. Member Frederick A. Patterson (No. 554) is Freddy's son (see pages 308-9 of *THE SPLENDID STUTZ*). Member Joseph S. Freeman (No. 242) replaces Dale K. Wells (No. 92L) as president of The Society of Automotive Historians, Inc. (SAH).



President's Message

December is always a very good time to reflect on all the many things that happened in 2003, but also to look forward and plan for the future which in my opinion for the Stutz Club looks very interesting indeed.

Member John Guyatt has not been idle. In addition to driving my car, his talents also extend to hill climbs and sprints, and he has had several successes this year with his Talbot Lago.

Terry Rogers, a charter member of the club and a qualified engineer, claimed first prize in his class at the Loton Park hill climb with his 1928 Fraser Nash and just so we keep Stutz firmly in the frame, I notice that member Ian Rendall has had a very busy and successful year, he currently leads in the VSCC Edwardian Trophy with his 1918 Stutz.

Mike Holt also, whilst residing in France, still competes in Club events in the UK either with his Bugatti or his Stutz and we look forward to a very close association with him next year with so many events planned for Europe.

For my part, of course the year started with the sad loss of Alison and I do wish to thank you all on behalf of Graham, Daphne and myself for your kind thoughts and support.

Both Graham and I have enjoyed the hospitality and friendship extended to us by you all and in particular by George Holman and his family during our many visits to the USA this year. This of course was in conjunction with the racing programme of the 1939 Blackhawk Stutz. Not only has George demonstrated so conclusively his driving capability but his organizational talents have been quite exceptional. The five days that we spent at Laguna Seca and Pebble Beach will be remembered by us for a very long time.

Another great success of course was the Grand Stutz meeting at Elkhart Lake carefully planned and managed by John Haydon. The whole event was an enormous success and something for which the Club should be justifiably proud.

As to the future of course, I understand that Steve Pugh is busy planning for our California Grand Stutz, details of which will appear in this issue, and from my own point of view 2004 looks most interesting with our entry already confirmed for the Le Mans 24 Hours in July with the supercharged Blackhawk Stutz and so far we have already received an indication that events suitable for our car will also be promoted at Silverstone, Donnington, Nurburgring, Spa, etc. etc.

We are anticipating that George Holman will be joining us hopefully to continue to drive my car at certain events, there is also the possibility that his own Blackhawk Stutz will be eligible for certain events in Europe so no doubt we will have two Stutz's racing in Europe.

In conclusion, of course the Seasons Greetings to you all, a very Happy Christmas. Good health to you and we all look forward to a successful and enjoyable 2004.



Membership Report

CHECK OUT OUR WEBSITE

www.stutzclub.org

Our site is also a link to other useful sites, please check it out. All pictures and stories welcome.

Please welcome our first 2004 members. Please add to your rosters.

649 Grant Martin
22450 Cherry Hill
Dearborn MI 48124 USA
Home: 313-562-1223
Bus: 313-562-1223

650 Robert Sahl
PO Box 460/49 Old Farm Rd
Litchfield CT 06759 USA
Home: 860-567-9097
Bus: 860-567-4916
Fax: 860-567-3775
Email: sahl@optonline.net
1928 Model 8

651 Ian Ferguson
Vika House
The Green, Upper Quinton
Stratford on Avon
CV37 8SX UK
Home: 017-89-720797
Email: fergvika@globalnet.co.uk
1926/1922 Vauxhall with Stutz engine #
K10627KDH / SV9575

652 Christopher Gruys
219 Burgundy Road
Healdsburg CA 95448 USA
Home: 310-849-5598
Fax: 707-473-0609

653 Mark Morton
31621 Peppertree Bend
San Juan Capistrano CA 92675 USA
Home: 714-448-3781
Bus: 909-788-2500
Fax: 909-788-5050
Email: markalla@pacbell.net

654 Jim Loucks
27433 48th Ave So
Kent WA 98032 USA
Home 253-854-9560
Fax: 253-854-9319
Email: jloucks@attglobal.net
1984 Stutz Victoria
VIN 1G3AN69YXEX354303

655 Jorge Penedo
20 De Setiembre 555
Jose Marmol BS
AS 1846 Argentina
Home: 5411-42192407
Email: luispenedo@hotmail.com
1916 S Race Car
Eng. S-2134

IN MEMORIAM

Charter member Marshall Mathews (No. 99) died October 30, 2003 at age 57 in Woodside, Calif of Lou Gehrig's disease which was diagnosed in Sept. '01. He was co-owner of Mathews-Carsen Body Works in Palo Alto, CA and spent 25 years doing what he loved most: working with cars. Nancy Mathews said her husband's love of cars began at an early age. When they met in 1977, he already had a collection of old Porsches and Ferraris. He continued to add American made antique cars, motorcycles and boats. A favorite was his all black 1914 Stutz Bearcat. Our sincere sympathy to the family: Nancy, Evan and Emily.

Treasurer's Report

CASH BALANCE JANUARY 1, 2003

17,387.37

Income

Membership dues	2002	35.00	
	2003	7,820.00	
	2004	<u>385.00</u>	8,240.00
Advertising			200.00
Interest income			100.82
Donations			220.00
Splendid Stutz sold	3,439.39		
less cost to ship	<u>(145.32)</u>	3,294.07	
Grand Stutz 2003		216.19	
Posters		(119.70)	
Shirts		88.00	
Hershey dinner 2003		39.37	
Stutz News		<u>171.95</u>	12,450.70

Expenses

Stutz News (print & mail)	7,249.17
Administrative expense	132.06
Archive rental	675.00
Membership expense	487.28
Website Expense	285.00
Samsung ML-1650 laserjet	<u>347.36</u>
	<u>(9,175.87)</u>

TOTAL CASH IN BANK 20,662.20

LIFE MEMBERSHIP RESERVE 14,000.00

TOTAL CASH & RESERVES 34,662.20

RESPECTFULLY SUBMITTED,

Toni Barry

Treasurer November 11, 2003

The Splendid Stutz Sales and Inventory Report

*Submitted by George Holman
September 1, 2003*

	PERIOD	PERIOD	PERIOD	PERIOD	TOTALS
Limited Editions Sold by TPP	105	27	6	2	140
Limited Editions Sold by Stutz Club	0	0	6	15	21
Standard Editions Sold by TPP	64	20	3	2	89
Complimentary	2	1	1	2	6
General Sales	145	138	85	111	479
Museum Sales	0	14	9	47	70
Bookstores	0	11	7	0	18
Motorbooks International	0	45	206	235	486
Totals	316	256	323	414	1309

9/1/2003

Inventory Balance

92 Limited Editions

590 Standard Editions

The Splendid Stutz

To : Order Department, The Stutz Club, Inc., 583 Main Street, Wilbraham, MA 01095

Please send me _____ copies of

The Splendid Stutz. Enclosed is a check for \$69.95 plus \$5.95 shipping and handling for each copy:

Name: _____

Address: _____

City _____

State _____ Zip _____

Phone: _____

Letters to the Editor

From: John E. Boyle (No. 538) Abilene, TX

Date: November 15, 2003

I hope this letter finds you well.

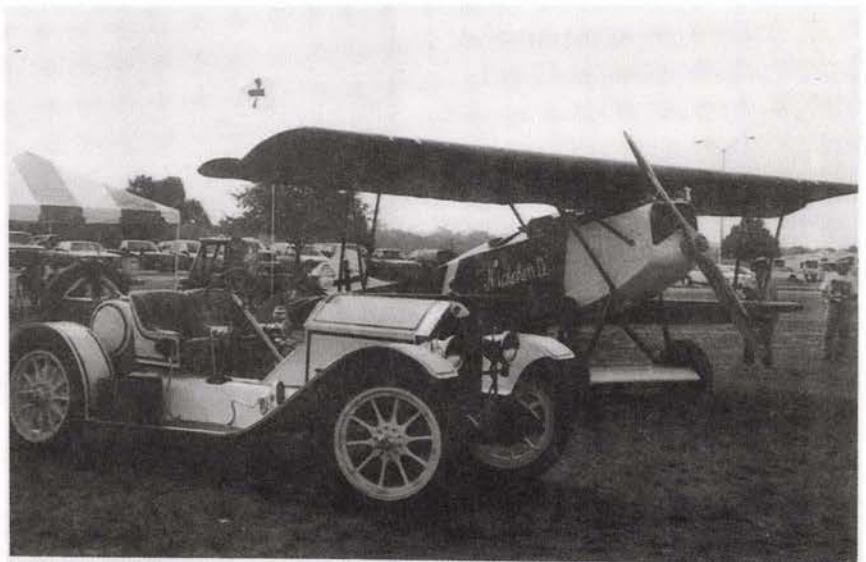
Enclosed is the obituary for fellow member Marshall Mathews. Since I learned of his illness this January at the auction in Scottsdale, I've feared the news of his passing.

The obituary mentions an article in the Mercury News in March where it went into some detail about his life, collection and illness. What greatly impressed me was the mention that whenever he rented a car out for a wedding or a commercial photo shoot, he always gave the money to charity. That, and his generosity in

sharing his cars with the public and enthusiasts alike, **give me** an example to live up to.

I plan on sending a donation in his name to one of the **charities listed**. It's a small thing to do for a fine man.

I believe **I've told you how** after reading in Stutz News about my interest in the film **Powderkeg** (the pilot for the Bearcats! TV series), **he sent me** a nice snapshot of his car, which was **the very car used in** the film. A later telephone conversation led to **the discovery** that we both like a particular illustration of a Bearcat, and an invitation to be his houseguest in California. I really regret not making the trip, not only to see the cars, but to meet him as well. He was the type of man this hobby was built on and I'm afraid are getting rarer as the cars increase in value.



Your editor had the pleasure of meeting John and Anne Boyle in person on Sept. 14, 2003 following their participation in "Dawn Patrol Rendevous" held at USAP Museum in Dayton, OH. The Boyle's 1914 Bearcat (Barris Replica) is shown above with a WWI Fokker DVII Fighter replica.

Our thanks to John for providing the obituary for charter member Marshall Mathews (No. 99) used as a reference for IN MEMORIAM (see page 20.) Ed.

From: Tom Cox, Richmond, VA, November 11, 2003

Well, we had a great time spending two weeks each in Australia and New Zealand. Really pretty and interesting country down there. Used 12 rolls of film so have around 300 pictures in our album.

As predicted, the kids came thru after the storm. Had to get a crane to get the tree off of the house. \$3200 charge for that. Then a carpenter covered the damage with plywood and a huge tarp. Water took out part of the bedroom ceiling and messed up the floor but it can be saved. They packed up alot of china and glassware just in case the tree job might have vibrated the place and knocked things down. Several trees down in yard but most of that has been cleaned up. Cant get

repair people to even come to give estimates so nothing has been done yet to fix up the place. Its getting real tiresome.

I found two Stutz in a museum and looked up a club member in Brisbane. Notes attached to the photos should tell all. The prints which have black places at top and bottom are from our show. Aussie print shop didnt have equipment to make panoramics of them. I dont want them so do whatever you like.

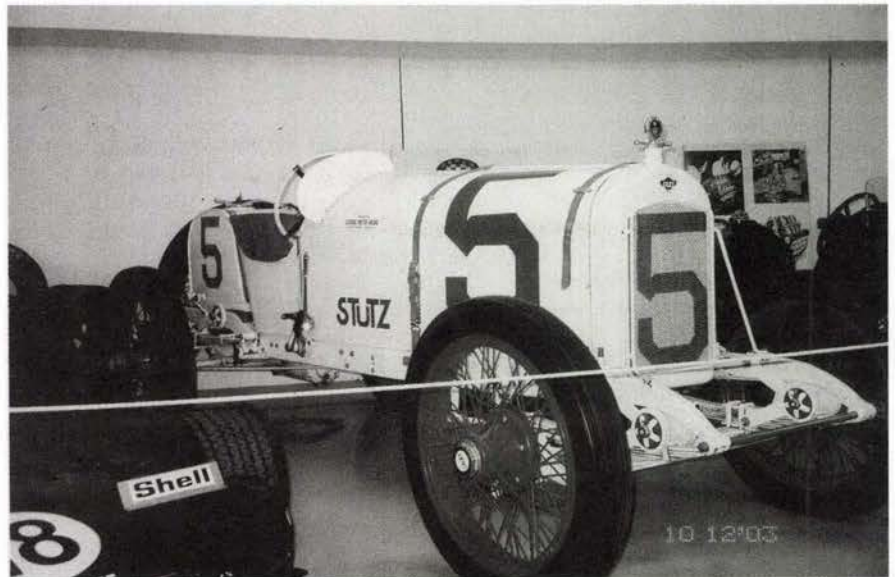
I will write necessary information which I have on the back of the photos. The only one which I want returned is the one of club member Jeffery Black. You can put the rest in your scrapbook.

*Southward Car Museum,
Paraparaumu, New Zealand. Houses
the largest automotive collection in
south hemisphere. Information in guide
book:*

*"One of three Stutz racing cars that
won the American Road and Track
Championship in 1915. Car number
five was third in the 1915
Indianapolis 500, averaging a speed
of 87.6 mph. It was first in the 1915
Astor Cup Race over 500 km at an
average speed of 102.6 mph and as a
Durant Special was second in the
1919 Indianapolis 500 averaging 87
mph. The car was brought to New
Zealand in 1923 and raced by Bob Wilson who drove it to victory in
1926, 1927 and 1928. Later the engine was in a speed boat while the
chassis (with another engine) was used as a farm tractor. Engine and
chassis are now reunited and the car restored to its former glory by the
museum.*

*My friend in New Zealand collects license plates and
automotive badges and has been to Hershey several times.
I have never seen this Stutz Registry badge. Do you know
anything about it, who made it, etc? I would like to have
one for my collection.*

Ed: Can anyone help Tom?





Southward Car Museum

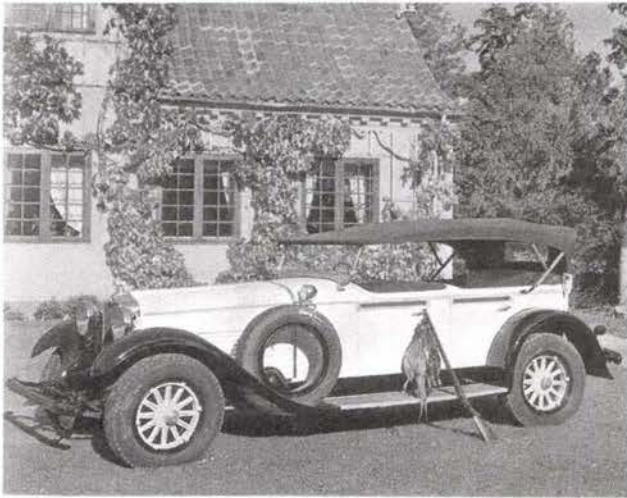
Stutz Bearcat 1931

The original Bearcat was a beautifully designed fast tourer with lines more typical of European than American models. This car was rebodied in the Te Awamutu by the late Mr. Martin Smith in the 1950s.

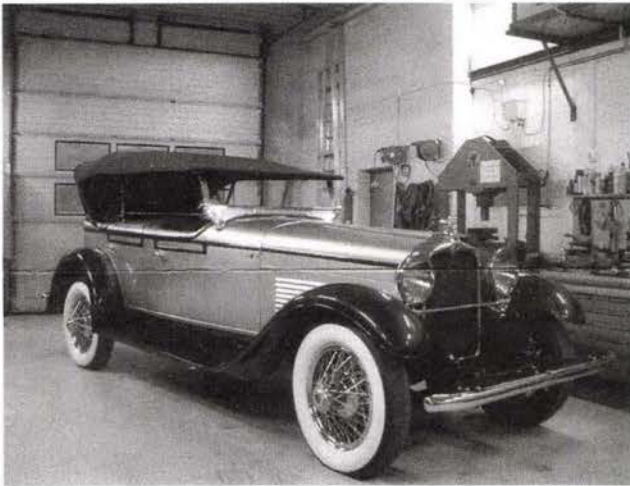
Classic lines from other models have been included in the design to produce a remarkably nice looking car. The guide book also says that the museum has a 1927 Stutz Coupe and a 1928 (no model listed) awaiting restoration.

Stutz Club charter member Jeffrey Black (No. 131) with his 1929 Blackhawk sedan. This has been a long painstaking restoration. Many parts he had made from new castings. It is looking really nice. He says that if he could find a month to put in working on it he would have the job finished. Sorry about the canvas on the window. We just weren't thinking!





My 1928 BB as shown in the book «Veteran and Vintage Cars in Colors» in 1971, when it was still in the Raben Car Collection at Aalholm Castel in Denmark



Same car august 2003, nearing a complete 7 year long restoration by Jon Braaten, Minnesund Norway

„STUTZ“ Automobilen er:
Driftssikker — Kraftig — Elegant

MOTOR TRADING CO.
AKTIESELSKAP

Raadhusgt. 17 Kristiania

The only norwegian STUTZ car ad I have found (1919) ¹⁾

The Raben car collection in the 1970s was one of Europe's greatest collections with over 300 cars on display. About 100 cars were sold in 1995 to pay taxes.

From: Dag Hiorth Oppegaard

Date: September 6, 2003

Its a long time since I've written you about the Norwegian Stutz'es! Things are going forward in all garages and my '28 BB is very close to being finished. We have now been working on it since 1996, and we have probably performed one of the most serious restorations ever done in Norway. Everything, and I say everything, have been apart, restored, rebuilt or built new.

We have just decided that we are going to use one more winter on the car and I am really looking forward to take it to the car shows here in Scandinavia next year. All mechanical work is finished and we started it up and took her for a test drive in August. Everything works exceptional.

But the story this time is not about my car, but what I started back in 1996 by importing my Stutz from Denmark.

I have earlier told you about all the Stutzes that were in Norway in the old days, and that the last original we saw in any rallies where in the early '70s. but, by starting on my project, more people got interested in the make, and more cars have been imported.

Torbjorn Haugen, that you have met, bought his original 1927 4 pass Speedster a few years ago, has built an all new body to the car, but keeping most of the original sheetmetal. Per Skaare, who also attended the last meeting at Hershey, bought another Stutz from the States, a 1928 Speedster.

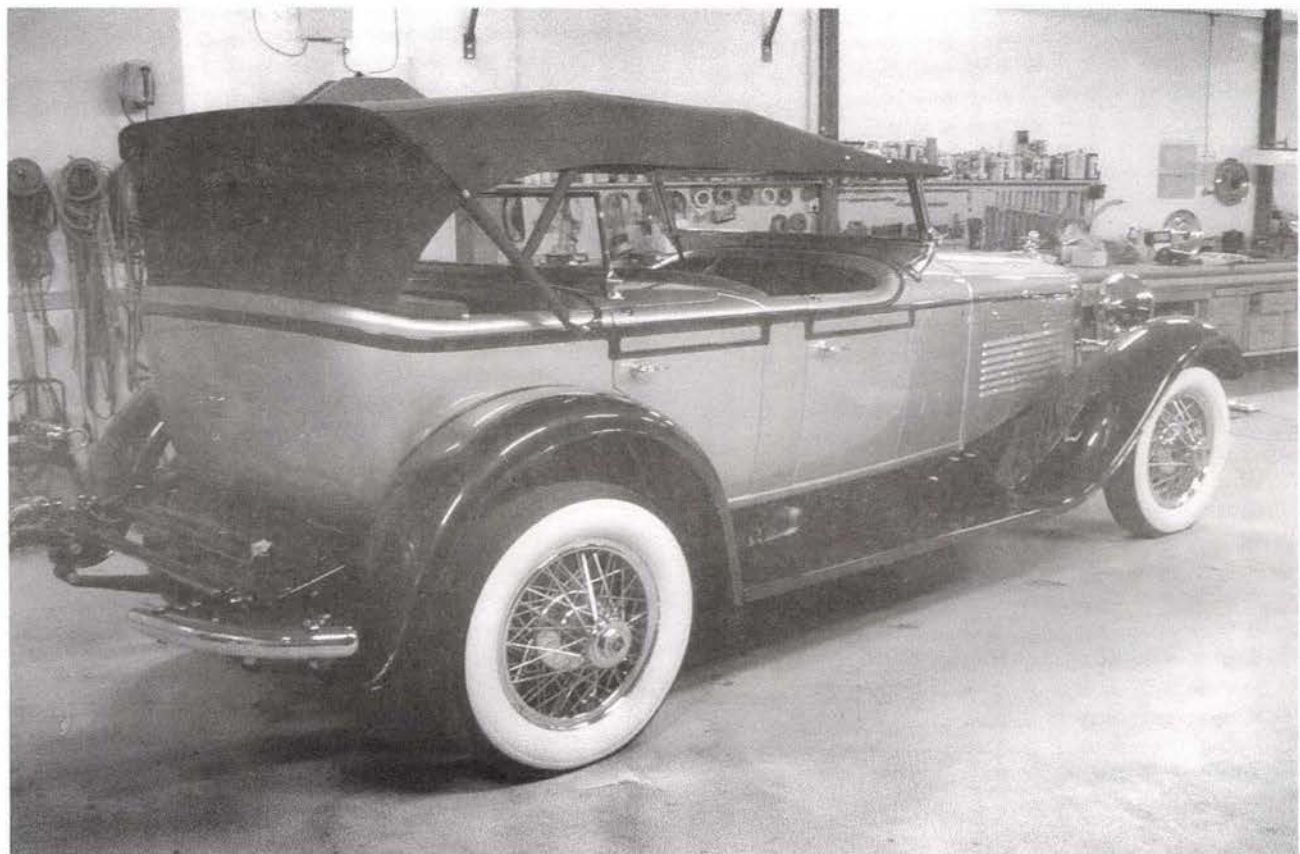
In the middle of the summer another guy called me and told me that he had bought a 1923 HCS from Denmark. The car came from the AK Miller collection and all of the sudden appeared here in Norway.

So with my2, and the other old norwegian HCS, we are now six out here by the Atlantic Ocean.

Per Skaare, Torbjorn and myself are coming over again for the Hershey Meet, and we are all looking forward to see you all again and gather with you!



The 1928 Stutz BB as it looked in August 2003. The back window, side mount spare wheels, cowl lamps and running boards are not yet mounted.



From: Keith Marvin, Worcester MA

Date: 3 October 2003

Dear Bill,

Issue 65 has arrived. Congratulations on an interesting number [aren't they all?]

The only thing I found amiss was the photo of the listing of specifications for the 1933 DV—32 series.

Perhaps I just got the only copy [a very few copies] in which the camera fought back shading the top of the spec sheet making it virtually unreadable. Its no problem as I can make it out but there seems to have been some over exposure there [page 19] and I thought you should know about it.

I think that the STUTZ NEWS is one of my favorite automotive magazines. It illustrates the work of the editor and staff and otherwise promotes the club to all corners. This is frequently overlooked by the reading membership who have little or no idea the amount of time, setting up a good format and juggling where certain space allows a photo or dome text , a sort of jigsaw puzzle operation. I know that the years I served as editor of THE UHV AUTOMOBILIST it was always difficult to do these things in proper order to assure a decent issue. In addition to running the thing, I also wrote a column and feature articles. It was hard but it was fun. And it was a black day when the decision came to cease publication. But we all worked on the magazine from 1951 through 1993 and shut down after our 189th consecutive number. And do I ever miss this connection with a group? You bet I do.

The STUTZ NEWS is a well known publication. It brings credit to a club, its members and a fine publication plus its editor. Who could ask for anything more?

And that's it for the moment. Best wishes and Happy Autumn

From: Eoin Young, Surrey, England

Date: 27 September '03

Remiss of me to have stayed out of sight for so

long after selling my beloved superbly unoriginal 1928 Stutz Black Hawk to Bruce McCaw in Bellevue, Wa. They say that there is always one car that you wish you'd never sold and the Stutz was mine. I really loved that car... until the wicked McCaw made me the mythical offer I couldn't refuse...

In fact I visited the car a couple of years after it had moved to the McCaw motorhouse and Bruce suggested I take it for a spin. I sat behind the wheel again, trying to remember the starting drill but couldn't, so I whirred the starter — and there was a huge explosion via the supercharger and the exhaust box. That was what I was trying to avoid but since I still can't remember what I did to avoid the BANG! during my ownership, I don't suppose it makes a lot of difference now. It was bliss to drive the old Stutz again and it somehow seemed better than I remembered it. When I mentioned this to Jim Cuevas, who tends McCaw's automotive affairs, he pointed out that they had changed the centre accelerator to the more usual place to the right of the brake pedal. That was always my torment, terrified that in a time of panic, I would floor the throttle instead of the brake. You only do that once and then it's seared into your brain.

I used to go to sleep at night saying "Throttle in the middle... throttle in the middle"... instead of counting Stutzes.

I have had a book published in New Zealand that includes a chapter on my Stutz. "Classic Racers" is all about Kiwi Grand Prix drivers, races and famous old cars that found their way to the colonies, including the first Ferrari to win a Grand Prix (Froilan Gonzales won the 1951 British GP) and the P3 Alfa Romeo that Tazio Nuvolari drove to win the 1935 German GP on the Nurburgring to the total bewilderment of the crowd who were expecting a home win by Mercedes-Benz or Auto Union.

If you were wondering about my photo at the head of my column in Victory Lane (Stutz News #65) it shows me in my sometimes derided Irish Donegal tweed cap... and a photo of Tazio Nuvolari wearing an identical cap — which I show to people who deride my cap.

I was convinced that my Stutz was one of the handful of shorter six-cylinder chassis fitted with the

straight-eight and right-hand drive and shipped to Britain in the middle of the Depression to be fitted with lightweight Weyman sports bodies. The wheelbase was correct and it was right-hand drive so what was a chap to suppose? I bought it from Allan Bramwell who had his engineer, Murray Jones, adapt and fit a Fokker Friendship aircraft cabin blower as a super-charger, an XJ6 Jaguar gearbox with overdrive and a Ford V8 truck differential. He commissioned the experts, Auto Restorations to design and build a handsome Stutz Le Mans replica body. When I wrote about the car in STUTZ NEWS a few years ago, I feared a reader backlash but the only correspondence received was from owners asking how to fit a Ford truck diff in place of the delicate worm drive..,

“Classic Racers” was well received but for one letter from a man who said he had enjoyed the book but felt that he should query my story of the Stutz. He said that, far from being a Black Hawk it had started life as a limousine and his father had owned it in New Zealand in the 1950s and that at some time the chassis of the big car had been shortened and then it had disappeared. I wrote back, thanking him for his kind comments on the book but saying that I preferred my version of the Stutz history to his!

“Classic Racers” is available by airmail order (price is £20/ approx \$35 including air post) from the Bain brothers at their old car emporium, Fazazz, in Christchurch, New Zealand. (P.O. Box 22-642, Christchurch, NZ. Fazazz@ihug.co.nz)

I have another book “Forza Amon!” just published, the biography of Chris Amon, the Kiwi who started his formula 1 career age 19, won Le Mans for Ford in 1966 sharing with fellow countryman, Bruce

McLaren, and went on to lead the Ferrari team (1967-68-69) and the French Matra team (1971-72). If Sir Stirling Moss was reckoned to be the greatest driver never to win the World Championship, Chris Amon was rated as the best driver never to win a Grand Prix. He had HUGE talent, and Sir Jackie Stewart was happy to confirm this in his foreword for the book.

The first 500 copies of “Forza Amon!” to reach Britain, sold out over the weekend of the Goodwood Circuit Revival in September but copies are now available from Chaters motoring book shop (8 South Street, TW7 7DH — w.w.w.chaters.co.uk)

I have also just delivered a book to Haynes publishers, on Jim Clark and the mysteries of his Grand Prix Lotus — the monocoque Lotus 25 he drove to win seven of the ten GPs and the world title in 1963 eventually foundered down the food chain racing in New Zealand with a 1.5-liter Ford in the national formula, and was eventually sold as a pile of junk to be totally restored in Australia.

Then there was the Lotus 49 that Jimmy famously drove to win first time out in the 1967 Dutch GP. The pedigree piece of F1 history was sold to American racer, Pete Lovely, as one of Graham Hill’s cars but it was spotted later by the Lotus mechanic who had built it originally. For years Lovely refused to listen when the mechanic tried to tell him his car wasn’t the one he thought it to be, but now he is delighted to own Jimmy’s own winning car! This book is due out for the Goodwood Festival next summer.

At the moment I am working on the second volume of my autobiography. The first volume (It Beats Working) in 1996 sold out two editions. The next one is to be titled It Still Beats Working and the publishers hope to have it on sale before Christmas but I’ll believe that when I see it!

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Stutz News/October - December 2003

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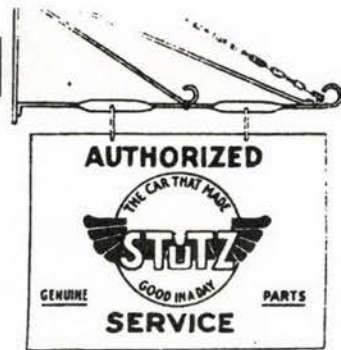
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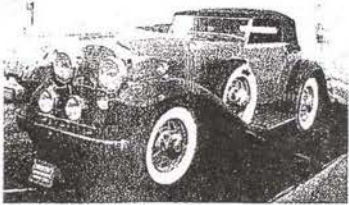
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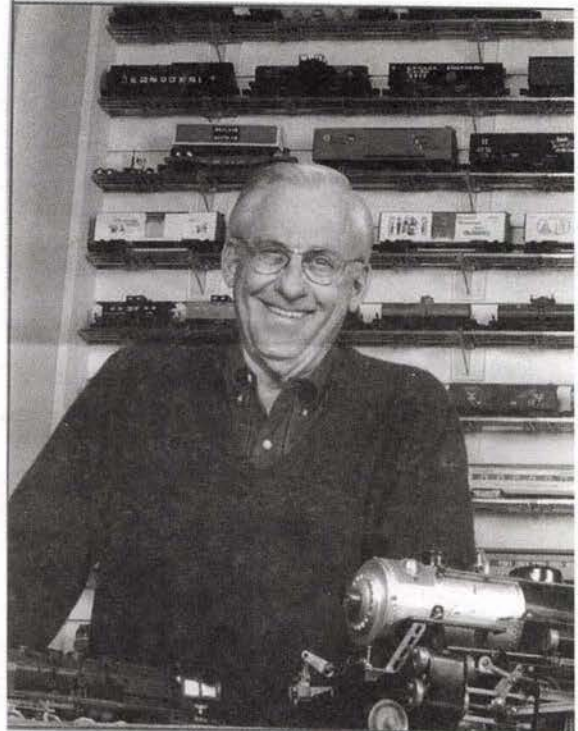
This Super Bearcat appears to be the one previously owned by Bernard Berman (No. 21).

49, Christie's, Pebble Beach, 8/17/2003

1932 STUTZ DV32 SUPER BEARCAT CONVERTIBLE; S/N DVSB1439; Engine # DV33155; Olive, Dark Green fenders/Dark Brown leather, Dark Green top; Estimate \$280,000 - \$320,000; Older restoration, 2+ condition; Hammered Sold at \$260,000 plus commission of 12.88%; Final Price \$293,500



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Richard and Linda Kughn (No. 240) offered their 1929 Stutz M LeBaron Town Car for sale in the RM Auction held August 8-10, 2003 at Novi Expo Center, Michigan. (Photo of Mr. Kughn taken from Auction brochure.) Ed.



1920 STUTZ MODEL H ROADSTER This beautiful little 6 Cylinder roadster had a ground-up restoration. It is a former part of the world famous Harrah Automobile Collection.

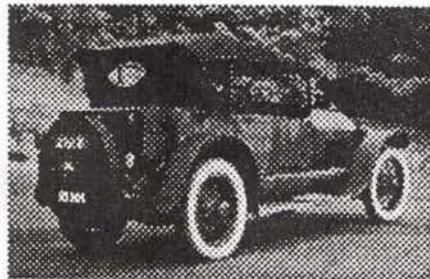
Did this Stutz sell at the Hershey 2003 auction?

602

from auction prepared (Ed)
Hemmings Motor News

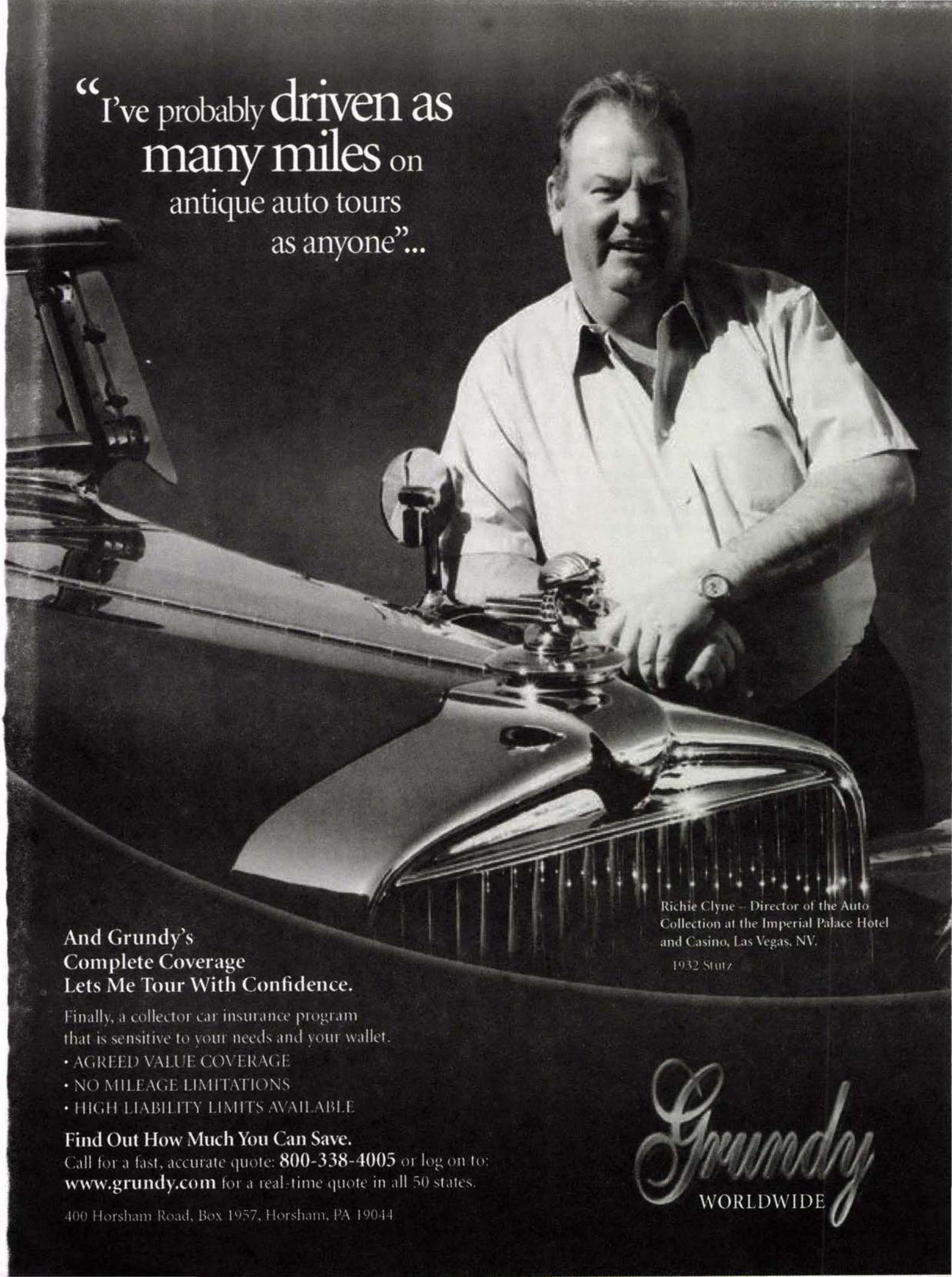
Remember Rusty?

Member George Schuetz (No. 455) had loads of fun with this ex-AK Miller car. Your editor was very impressed with this Stutz's performance at the Grand Stutz hosted by Ray and Lou Bowersox (No. 193L) a few years ago. It's the only 1924 Touring known to exist. (Ed.)



Stutz 1924, original T-head 4-cyl chassis in extremely well preserved condition, it would be wrong to restore this Stutz, it runs well, drives and stops as it should, steers easily, it behaves just like a Stutz should, \$77,000, pictures available by e-mail. 802-356-1144, FAX: 802-649-8119, VT; e-mail: george41@sover.net

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