

Vol. XXII No. 90 (October - December 2009)

The Stutz Club, Inc.

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## Announcements

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- ▶ Holiday greetings to you and your family!
- ▶ This issue of Stutz News can also be viewed online at <http://stutzclub.org/Pages/links.html>. The online version is where you can see color images from the magazine.



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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



# Stutz and INDAC

By Bill Greer

Harry C. Stutz and his close friends and business associate Henry F. Campbell played major roles in the establishment of the INDAC, the Indianapolis Athletic Club. This article derives almost entirely from the book INDAC (252 pages) published April 1924 covering the history of the Athletic Club during its first four years (1920-1924). The book INDAC was loaned to me by Ms. Rachel Daeger, my right arm and part of the left, in publishing Stutz News. She acquired the book and gifted it to her brother, Matt Brandt, who lives in a condominium in the recently remodeled Athletic Club building. The Club was dissolved after some 85 years of service.

We quote some early history from the book INDAC: “Early in March, 1920 Hendry P. Angel of Cleveland, Ohio, while a guest at the Columbia Club of Albert F. Buchanan, engaged several gentlemen he met in conversation, suggesting that Indianapolis should have an Athletic Club. In the group were Harry C. Stutz, Herbert L. Bass, and the late Frank H. Wheeler.”

“It developed that Mr. Stutz already had offered to make substantial sacrifices in order to start the movement. Mr. Stutz was the owner of real estate at St. Clair and Meridian Streets which he had purchased for investment purposes. He previously had offered this site to the Club, on the condition that it would prove acceptable, for the original purchase price. Mr. Stutz also supported this promise with an offer to purchase \$10,000 worth of Club securities. In a gracious manner, typical of Mr. Stutz, he requested that he be kept in the background and that if any other man would sponsor the movement to give the other fellow any glory there might be in it.” (from page 13)

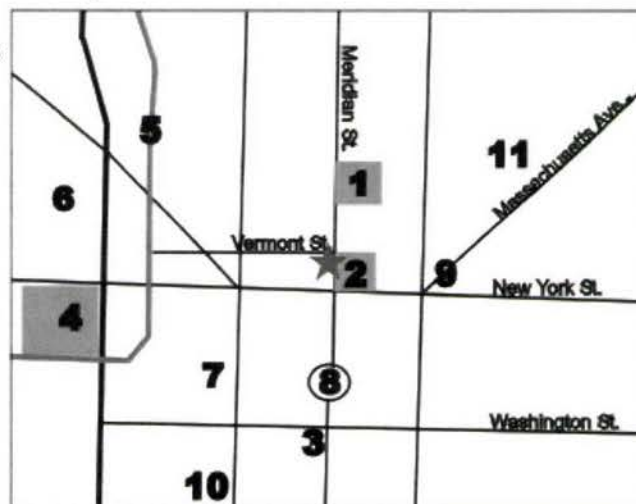
“Discussion of a proposed Club in the near future brought

forth the information that Mr. Stutz, Mr. Bass, and W.H. Barrare Jr. had spent some time in investigating athletic clubs in other cities.” (p. 13)

“Mr. Stutz thus had the honor of holding the first dinner which developed the organization of the club. Mr. Stutz served as chairman of the meeting and Mr. Angel acted as secretary.” (p. 14) Mr. HF Campbell and Mr. HC Stutz and 56 others were subscribers to the Founders Fund. (p. 15)

Mr. Campbell was chosen as chairman of the Foundation Committee first meeting. The meeting was an enthusiastic one, addresses being delivered by Mr. Stutz, Mr. Wheeler, and Mr. Campbell. Mr. Stutz repeated his offer to sell the Club, should the site prove satisfactory, his property at St. Clair and Meridian Street for \$100,000. He also subscribed to \$10,000 worth of preferred stock. Mr. Campbell and Mr. Wheeler followed with a subscription of \$5,000. (p. 16)

Mr. Harry C. Stutz was selected to serve as chairman of the Building Committee on March 4, 1921. He would also chair the House Committee. Reprinted on page 4 is Harry’s contribution to the INDAC book. In the photo of the Main Entrance Lobby on that page, note the large classic chime clock of solid mahogany, a chromatic masterpiece, so much admired by everyone who enters the reception hall, presented to the club by Harry C. Stutz.



- Downtown Indianapolis
1. Veteran’s Memorial Plaza
  2. University Park
  3. Circle Centre
  4. Military Park
  5. Canal
  6. IUPUI
  7. Indiana Government Center
  8. Monument Circle
  9. Massachusetts Avenue Arts & Entertainment District
  10. Convention Center
  11. Murat Theater





The Club building, located on the corner of Meridian and Vermont Streets downtown Indianapolis, was designed by architect Robert Frost Daggett and constructed by Bedford Stone and Co. of Indianapolis. The corner stone was laid May 27, 1922 with considerable fanfare. (INDAC p. 1)





# AT LAST By H. C. STUTZ

*Chairman Building and House Committees*



The organization of the Indianapolis Athletic Club has approached the day where every member is in a position to see the progress and achievement of an idea that was born in the progressive mind of Indianapolis business men, who have been constantly alert and watching the advancement of smaller cities less favored in the industrial opportunities than this city.

The elegance and truly artistic appointments of the general house is the climax of achievement in the annals of great clubs, for it embodies the last word in modern equipment and advanced ideas.

It would be a difficult problem to credit anyone in

particular for this magnificent achievement. Our intention is not approaching the subject that has passed, for that is already a fact, but merely to express our feelings and satisfaction of the results obtained.

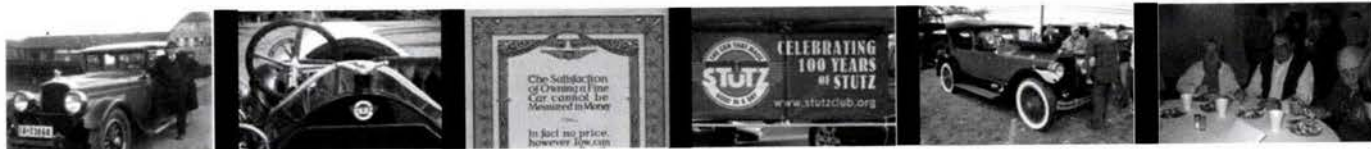
To our members in general, for their confidence in the project that made it possible; to architect and various contractors, for completion of wonderful ideas; to our committees, for their ceaseless, tireless and unselfish co-operation and efforts which often have taken personal sacrifices in order to see it ultimately completed as a masterpiece and pride of the city of Indianapolis, giving one more monumental marvel to the state of Indiana and its citizens.

The directors and committees have given the management unlimited advantage, and that is confidence. The success of an institution depends on general co-operation and patronage by the members.



MAIN ENTRANCE LOBBY





Our object is to convey the idea to the members that they can have anything that is served in the best restaurants of the country and far below the prices that are prevalent in the most exclusive establishments.

The first trial will be a real initiation devoid of the customary historic saying of Barnum, but a pleasant afterthought that will in itself serve as an indicator where you are going to have your next repast.

It is of great importance to the members that their dining service is above normal. Our desire was to make it distinctive and this will be attained by a first-class service, great variance of best food products obtainable at chiefly low and reasonable prices, and, above all, the confidence of the members and their friends. Special care has been taken for ladies, and their dining room for light luncheons, tea parties, bridges, dinners, or any other social or private function, or banquets, dance parties, balls, etc. Our intention is to make the Indianapolis Athletic Club the center of social as well as private activities, with a hostess for the ladies in attendance, and numerous club employes constantly on hand

with a desire to be useful and to please to the utmost satisfaction of the guests.

The house committee's motto is: "Come, inspect; try one of the special luncheons or dinners; glance over the bills of fare, ready with its variance of best selected dishes, prepared equally by a master in culinary art. It is bound to make the most skeptic gourmand smile in pleasant anticipation.

In placing this open request before the members of the Indianapolis Athletic Club, we are looking forward to partial show in confidence by your patronage, with all the organization united and yearning for the opportunity to earn and prove itself worthy of same.

We feel confident with our statement that if someone can give good service and food reasonably, we can do it unquestionably better.

It will be of great interest to many members to know that the club is operating a humidor with unexcelled varieties of the finest cigars of the best and nationally-known brands, seldom obtainable locally, as well as the most popular local brands. Candy,

*(Continued to Page 44)*



THE LOUNGE

AT LAST

*(Continued from Page 41)*

cigarettes, tobaccos and any smoking paraphernalia that can be only appreciated by a real connoisseur.

Amongst other various departments is one chiefly noticeable, the Turkish baths, keenly missed by a great number of clubs. The others are:

A splendid swimming pool for aquatic meets.

Handball courts for instruction and recreation.

Gymnasium for physical culture and various athletic and sport features.

Bowling alleys, billiard tables, and—for those who prefer the games of silence, thought, patience and extreme skill—chess, cards, mah jongg, etc.

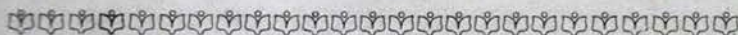
Our motive was to place as fully as possible before your eyes the magnitude and greatness of your institution, also to endeavor and gain your future good will and support in order that we all can point with pride and state, "It is done, and it is a success," for the eyes of all similar organizations in the United States of America are pointed with great interest and unselfish wish to see the progressive Hoosier at last in line, showing its ability to carry out to a successful end whatever he undertakes.

The desire of the organization is to satisfy and please, and depends on you for just verdict. Your co-operation is now as essential as ever before, and it is up to you to make it a successful undertaking and the pride of Indiana, for the ancient motto says: "Union fait la force." So let's go.





The INDAC, 1924



## OUR PRESIDENT'S MESSAGE



**I**T HAS been a privilege indeed to have served almost four years as president of the Indianapolis Athletic Club, during which time the club had its inception, its organization period, its membership campaign and the building of its splendid home.

This achievement has been made possible only by the whole-hearted co-operation of a loyal group of men, all with but one idea in mind, the good of Indianapolis, and it gives me the greatest of pleasure to sincerely thank all of these men for the self-sacrifice they have made and the indomitable courage displayed in bringing to our city this wonderful organization that should for all time to come play an important part in the civic and social life of our state and city.

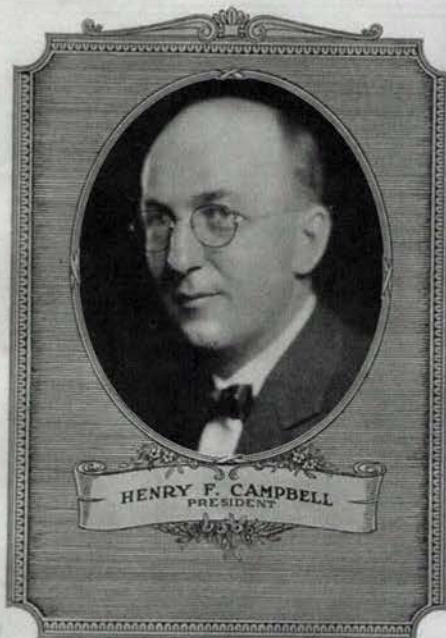
Many obstacles were met and overcome, dark days were encountered, but not once did any man, charged with a duty, falter in his purpose or performance, and our task has been completed after one of the most pleasant associations any group of men could possibly enjoy and friendships formed that can be but everlasting.

To every member of our board, every member of a committee and all those whose assistance helped to make our dream come true I sincerely subscribe "Well done," and I thank them each and all for the loyal support of my administration.

On behalf of the club membership I desire to thank the thousands of men of Indianapolis who have given of their time, ability, and financial resources to make this club possible.

May our great city accept this club in the spirit of its creation and support it in a manner befitting the capital of the Hoosier state, is the fond hope of your president,

HENRY F. CAMPBELL.







Henry F. Campbell held executive positions in all six Stutz related companies ranging from director, secretary, treasurer, secretary/treasurer to president and chairman (see pages 8 and 9, Stutz News, No. 85, July – Sept. 2008).

Auto related members as following in roster:

*(Ad from INDAC p. 172 )*

Louis Chevrolet,  
410 W. 10th St.

JJ Cole,  
720 E. Washington St.

Augie S. Duesenberg,  
4155 Park Ave.

Frederick E.  
Duesenberg,  
Duesenberg Motor  
Co.

Carl G. Fisher,  
438 N. Capitol Ave.

Howard C. Marmon,  
Nordyke & Marmon

Frederick E.  
Moskovics,  
3817 N. Delaware

Arthur C. Newby,  
4020 N. Meridian St.

Charles E. Stutz,  
CE Stutz Sales Co.

Harry C. Stutz,  
1401 N. Capitol Ave.

William N.  
Thompson, 10th and  
Capitol Ave.

George A. Weidely,  
Shelby and Georgia  
Streets

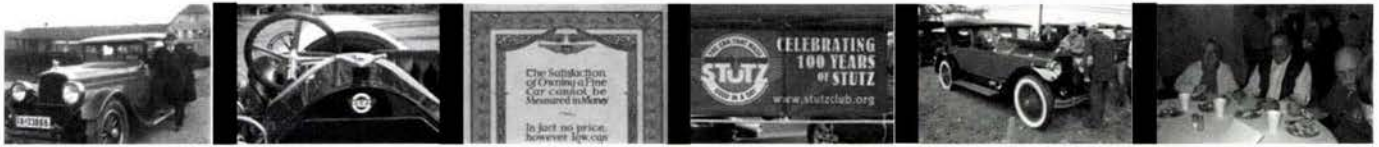
Walter A. Weidely,  
Stutz Motor Car Co.

The Satisfaction  
of Owning a Fine  
Car cannot be  
Measured in Money

In fact no price,  
however low, can  
excuse mediocrity  
in the minds of  
those accustomed  
to buy Fine things.

H.C.S. Motor  
Car Company  
14<sup>th</sup> and Capitol Ave.





## Our 1913 Stutz Series E Bearcat Project

By Warren G. Kraft  
(No. 696) & the Editor

Warren writes:

“The story, briefly, is the rusting parts were found in the late 1970s on a ranch in Montana. Some parts were used as patterns to make new ones, other parts were found at Harrah’s, the Los Angeles County Museum, Paul Freehill (No. 66) and other sources. Every effort was made to produce an authentic Bearcat using as many original parts as possible. My grandson created a website at [www.stutz-bearcat.yolasite.com](http://www.stutz-bearcat.yolasite.com) where you will find additional photos.”

**Ed’s Comments:** Mr. Kraft is an excellent and terrific correspondent to say the least. Since joining the Club in November 2004, Warren’s membership file contains over 70 hand written letters and a few postcards. Most of these contain information as to progress on the Bearcat project and from which comments to the various photos have been excerpted.

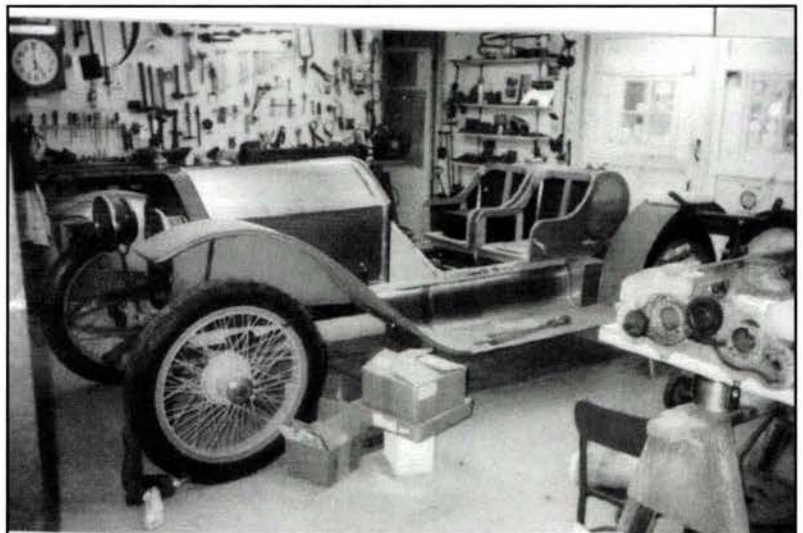
**The following photo was sent with Mr. Kraft’s letter of May 16, 2005 along with comments:**

“The metalsmith nearly kept his promise! It was four weeks instead of three and a good job too! Note the engine case on table at right



*The results of the five year project. Finishing touches are currently underway to complete the 1913 Stutz Series E Bearcat. Note gripper back of driver seat for passenger.*

and old Stutz piston holding table top. That’s the end of a front axle you see in front of the front left wheel – an extra that came with the lot. Currently the mounts for the shocks are being fabricated for the rear. The fronts are done. We will probably paint the seats within the







next few weeks and send them off to be upholstered along with some from another car we are doing.”

“When the entire body sheet metal is fitted together it will come apart for painting – the chassis the same. Our hope is for July 4 is out – now we hope for Labor Day – or Hershey for completion. We keep taking pieces for nickel plate as they turn up- we’re nearly through with that phase. We have spent a lot of time testing various colors on pieces of tin about 12 x 12 inches and have finally decided on a dark green body – red chassis. This because every Bearcat we have seen, except one, has been either yellow or red with black and we thought something different would be in order. The green we used is quite dark, but green for sure, Napier Green (as listed in the Stutz catalog)!”

“The badge on my car was seriously damaged. I was able to find a pretty good reproduction but kept on the search for either an original in perfect condition or an expert to restore the one I had. I found an artist who restores and reproduces “metal artwork.” I sent the damaged original along with the reproduction to the following artist: Dwight H. Bennett, 1330 Ximeno Ave., Long Beach CA 90804, Tel: 562-498-6488. The turn-around time was six weeks or so. It’s beautiful and like new! We still hope to ‘drive in 2005.’”

“Over the years I’ve heard it said the Stutz trans-axle arrangement is weak and a risk to use a Stutz for that reason. This makes me wonder – how come they held together for a race – or did they? I’m going to take the whole unit apart and put in modern hardware. My Packard has a trans-axle also, and that’s what we did to it after a bolt let go due to age fatigue. I didn’t realize the transaxle case of aluminum. That’s cause for concern, as the early aluminum formulas varied considerably. I’m going to call Paul Freehill and discuss the problem. We have a Freehill casting installed.”



#### **On June 22, 2006 Warren wrote:**

“My Stutz project is proceeding slowly. It seems every step turns up new problems. Most recently we had to make new bolts to hold the hubs on the brake drums as they was nothing available on the market that was even similar much less exactly what we needed. The originals were useless! Currently we have the springs apart to bead blast and paint after overhauling the front axle king pins, etc.”

#### **On August 22, 2006 Warren reported:**

“My Stutz project is going ahead slowly. Now we have to have new axles made. I’m told axles require a certain type of steel – how do I find out? The end is tapered where it goes into the hub and my lathe has a tapering bar attachment, but I don’t know how to use it and don’t want to learn!”

#### **On October 21, 2006...**

“16 grease cups 1” diameter, one cup 2” diameter and 10 with little handles on top that go on the pins that hold the springs were delivered for nickel plate treatment – that’s just about everything that needs plating. The frame is hanging from the ceiling along with various spring leaves and the rear end all in prime awaiting color.”

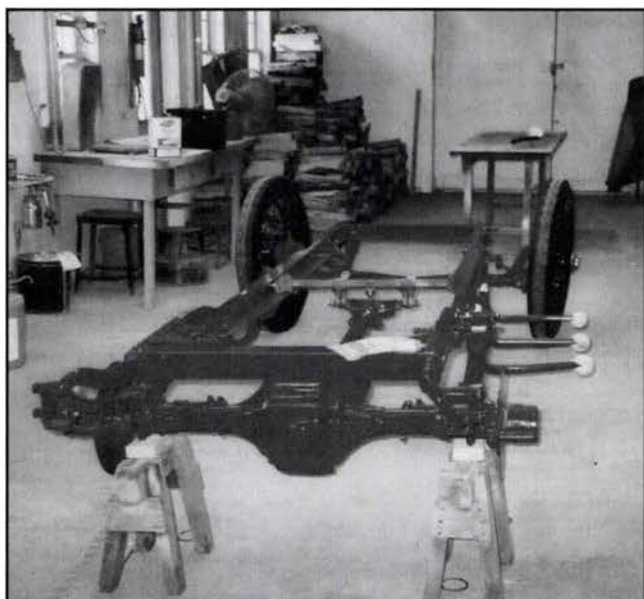




Warren reported that the new axles are scheduled to be delivered by October 30th which will enable the assembly of a rolling chassis. Then, everything will be ready for final assembly of all major components. After that comes the tedious details – electrics, fuel hook up, etc. and other odds and ends. Maybe by Spring 2007?

### On November 20, 2006

Warren reported that delivery of the rear axles were delayed 3 to 4 weeks. A disappointment!



*1913 Bearcat chassis awaiting the new rear axles. Tennis balls protect your shins when walking around the frame.*



*The Bearcat chassis now with dead brakes and wheels. Next comes installing the motor etc.*



*Photos taken in late February 2007 shows the Bearcat fitted with major body components.*

### It's now May 22, 2007...

and Warren says he has been stumped by the electrics on the Stutz Bearcat. "It has an Esterline generator, Berdon System. We can't find any good information dealing with this set-up. I need either Edison or Steinmetz to figure it out. On my Stutz the electric is for the lights, and apparently for spark when starting, the running ignition provided by the magneto. From what I can learn, later models had Bosch systems widely used by other manufacturers of quality cars."

"There's still many hours of work required and no possibility it will be at Hershey this year. At this point work on the Bearcat is delayed in order to finish a 1912 Hupmobile Model 20 and 1904 Winton, 2 cyl. to deliver to owner in early September."



*Close-up view of the nicely tufted black leather bucket seats.*





### On October 30 ...

Warren reported that he needed a good Model G Stromberg carburetor for the Bearcat. He has two, but both are all apart and pieces missing. Another problem was finding walnut of the right thickness for the dashboard. Also, the fellow making the coil box has yet to deliver it. As of November 26 several things remain to be completed; the clutch and universal, generator and magneto as well as the coil box. Plans are to have the Stutz operational by late Spring 2008.



*Early assembly. Note the Gemmer steering box (left) which we made, writes Kraft.*

### During January 2008,

Warren mentions that he was told when he got the Bearcat project that the motor was ready to go. "Being curious, the motor was taken apart and found to be over bored in every cylinder and valves needed seating. All this has been corrected." Earlier, he had the axles that came with the project were nearly an inch short – hence new ones had to be made. Also, considerable time was spent removing silver paint from the engine case and sanding it. The oil pump was overhauled. No oil sight gauge was found so one had to be made and installed before motor assembly could be finished. "Always, something turns up to delay the project. And, so it goes!"

until "fit" is finally set. The body, seats, fenders, etc. are done now in storage until chassis is complete and running.

A modern Jeep clutch was installed as the original was beyond repair. This change brought about severe problems with respect to alignment, particularly regarding the space between the clutch and the first set of universals to the drive shaft. Considerable time was consumed in designing hardware to take up the space.

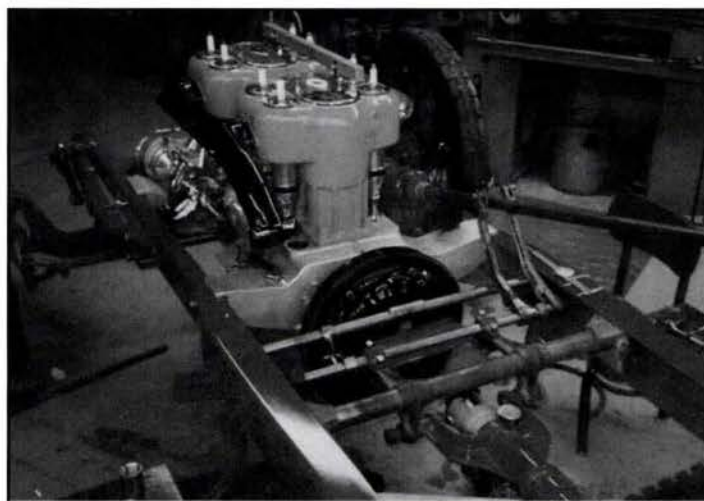
### Warren's letter of May 15, 2008 ...

commented on the coil box and magneto. "Apparently, in 1913 the coil box had two switches on it – one for battery and magneto on and off, the other to each set of spark plugs, left and right side and one to fire both sides. I never saw one like it but I'm told it was only on Stutz. The mag has a distributor on both ends, also unique with Stutz. The experts tell me I'm probably the only Stutz owner with that original equipment – the Splitdorf stuff being substituted by Bosch, a superior product, on later Stutz cars."

Meanwhile, the local woodworker is currently putting walnut planks together for the dashboard which when finished will permit the installation of gas lines,

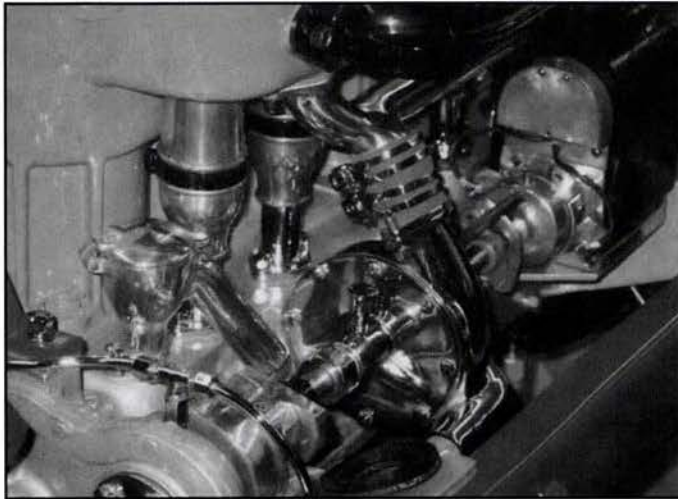
### The Bearcat project in July, 2008.

A little bit happens daily. The non-original fly-wheel and clutch and the crossbars remain unpainted



*Here is a look at the Bearcat project in early July, 2008*





*A close-up look at the water pump and dynamo*

electrics, etc. There is hope for the Bearcat to make Hershey in October.”

**We quote from Warren’s letter of September 4, 2008:**

“Today the dashboard’s walnut got sanded again and revarnished. In between new brake rods were made (to replace the old, rusted ones) and the brake and clutch pedals were fitted. The body was on the car for this operation but removed again, after that was satisfactory. Next we will install the various rods controlling the gear shifting mechanism. After that the exhaust pipe from the motor aft, Then, of course, the fuel lines and battery lines will be installed. The wire system from coil box, magneto etc. comes next – and, we hope, then the final check out of all systems prior to starting it up. I’m inclined towards not putting any stripe on the Stutz.”

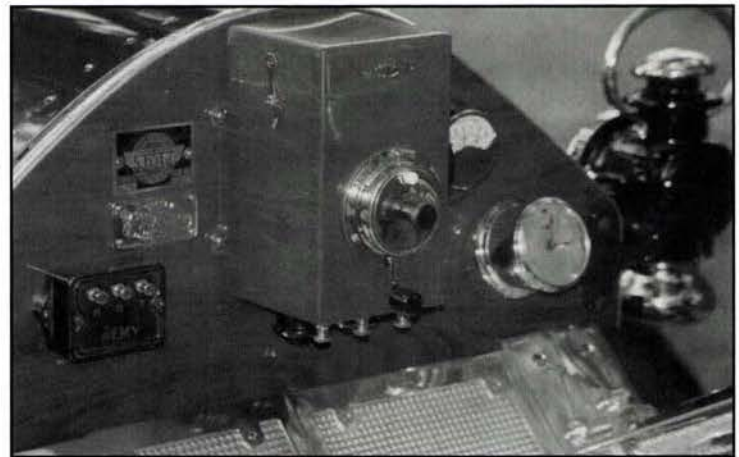
**Bad news arrived on November 11.**

“The magneto was rebuilt and shipped back but apparently the trucker dropped it, or something, as there is play in the armature shaft. The rebuilder said there was none when he shipped it – but its possible he overlooked it. The magneto must be sent back for correction. Another delay in progress. On December 22 Warren reported that the mag guy said he was having patterns made to cast new pieces for the Stutz magneto – more delay.”

**It’s now February 21, 2009**

and Warren shared recent progress on the Bearcat. “As previously written we had a useless clutch so one had to be fabricated. This we did and it didn’t work. So we tried various combinations of levers, springs, etc. all to no avail. Last week we visited an old machine shop trying to find a clutch service expert – years ago there were several but no more – and one of the men there admitted that he, at one time, did nothing but clutch work. He examined our parts and hook up and made a few suggestions after our telling him our problem. He volunteered to come here and he did. After trying a few of his ideas we suddenly had an operating clutch!!! What a pleasant surprise – a major problem gone at last!

“As respects the muffler/exhaust pipe, we have used flex pipe from just aft of the cut-out to the muffler. We had to make the muffler using the castings from the original for ends, and supports for the pipe to it.”



*The beautifully finished Walnut dash fitted with coil box and instruments . The result of uncalculable hours of fine work.*

“The wire looms are now installed. They are mahogany varnished many times, and their supports are duplicates of the originals which were useless.”

“The water pipe from the bottom of the radiator to the water pump was a problem until we noticed it looked like the brass pipe under the kitchen sink. That’s what we used. The local plumbing supply company had several and one was nearly perfect for us.”





### Further, on March 11, 2009 ...

Warren writes: "We have been busy doing the exhaust system. The pieces we had for the Stutz we assumed would fit both at the exhaust and the muffler but did not. This required getting a piece of metal and cutting out the pieces and fitting them. The pieces we had were probably for a later car, or had been made by someone in the past who did the work without checking them against the exhaust manifold or muffler. All the fittings to support the gas line and electric wire to the tail light are ready to install.

The Bearcats had an aluminum casting on the floor under the throttle for the heel of the driver's shoe. Well, we can't find one so today I borrowed one (from member C. Arthur Smith) and sent to a shop in Illinois that does casting, etc., work to find out if he can duplicate the piece for us. I'm told by an antique boat restorer that he does excellent work so I'm optimistic. Our ongoing problem with the Splitdorf double magneto may suffer further delay because the shop told us today the person who can fix it just underwent open heart surgery.

What that means, time-wise, we will learn in a week or two. I have found in Dykes the wire diagram for the ignition so that's settled. The diagram for the lights and dynamo still is a question, as the diagram we have shows a terminal board from the top with the wires going to it – the problem is we don't know how the terminals are constructed on the underside, out of sight in the drawing."

"They are currently making a movie here using all sorts of flood lights, etc. They want to use my 1911 White Opera Coupe Model GA in a few scenes so that should use up good time when we could be working on the Stutz."

### In Warren's letter of April 3 ...

he states: "With the exhaust pipe in we now have to design a system to open and close the cut-out and the newly installed electric starter. Traditionally the latter is activated by a plunger on the floor – front of the driver. We may install the plunger but only as a dummy for the

starter and hide a starter button under the side of the driver's seat. That approach would make it easy to lift out the floor board should the need arise and eliminate a design problem. We did that on the 1910 Simplex and it worked out just fine. Another problem or question is the taillight and license plate mounting. I don't have a photo of the rear end of a 1913 Stutz so I'm at loss as to the solution."

### Warren reported more progress on April 11...

"We ran all the wires in the chassis for the head side and tail lights, magneto and battery. Then the fuel line and splash aprons along with a braided tape along the frame rails. That done we put the body on for last time, seats, gas tank plus the radiator. The magneto is still with the mag doctor in New Hampshire. In mounting the headlights we noticed the glass was loose – not much, but not good. Careful inspection revealed the glass was small about 1/4" to 1/8" side to side, a disappointment as the eyebrows looked pretty nice. I called a source I know and he had a pair of amber ones the correct size, 10" diameter, and they are on the way to us."

### On April 22 ...

he writes saying: "My son John just completed the running boards for the Stutz and put them on the car. The coil box is currently undergoing sanding and varnishing and the switch, etc. are at the plater's to be nickeled. Little by little we're getting toward completion. I called member Bob Valpey and he is going to inform me about the mounting of the taillight and license plate."

### Warren reported on May 7:

"Now we have some woodworking to do. The floor boards and the two rails that run along each side of the hood. The latter are Mahogany about 5" wide max tapered (at the end near the driver) and the lumber yard did not have the size needed in stock, so now we wait. On June 10 he says: "We rebuilt the Stutz horn, sent out the trumpet and motor cover to get nickel plated and primed the back part for final painting. The aluminum dash plates have been fitted but not finally installed, however, as we may need to get behind them doing the electrics. Wiring connecting the dash-coil,





ammeter and switches, etc. is yet to do. We may have a problem with the old bakelite fixtures in the lights We will try to rig the tail light to also perform as a brake light.”

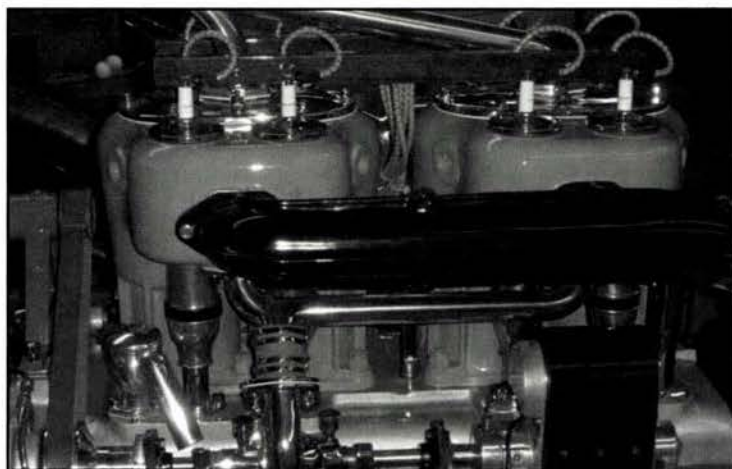
### Progress as of June 29:

“Today we spent some time on the Stutz making the floor boards, putting on the rubber mat and



*Note fitted aluminum dash plates and footrests for driver and passenger and the rubber mat as mentioned in text.*

the trim around it. We have to make the escutcheons for the self starter and cut-out and rig them as required. We made the foot rest for the passenger and sent it off to be nickel plated.



*The great Stutz Wisconsin engine awaits its time to perform. Its 390 cu in produces over 60 brake hp @ 1500 rpm. Enough for a healthy ride.*

meeting on Thursday evening. Our meeting on the field was all too brief. Shown below are a photo of the 1913 Stutz Series E Bearcat as of October 19, 2009.

Our many thanks to member Warren G. Kraft for his perseverance in bringing back to life a significant piece of history. Warren says, “I was an observer.” He states his son, John, did 99.9% of the work. A lucky father - a skillful son. Records indicate that only 759 Series B & E Stutz cars were produced in 1913.

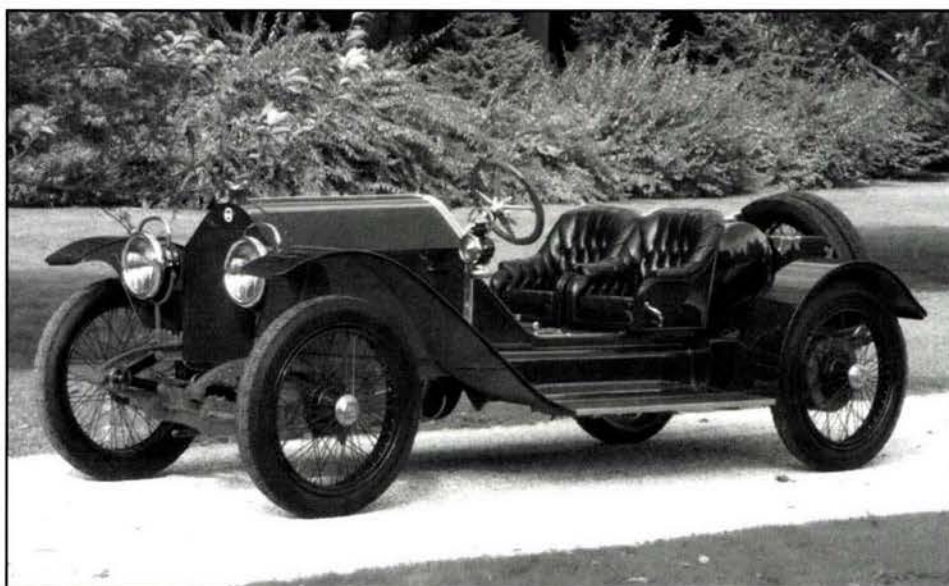
*The Bearcat appears ready to blast away in its racing green body and bright red chassis. It's eye-browed head lights focus on the open road ahead. Note gripper for the passenger.*

### On August 22 ...

Warren enquires about sources for Stutz catalogs or other sales items. He has what is supposed to be a 1913 brochure and it identifies cars of that year as Series E. The picture of a Bear Cat depicts a car like his. It is apparent that Warren's 1913 brochure pertains to the introduction of Series E in the fall of 1913.

### On September 15 ...

Warren confirmed plans to meet the Editor at Hershey. Unfortunately, he was unable to attend the dinner







## Hershey 2009 Get Togethers

By Jason Gehring, Secretary

Photos by Honorary Member Bobbie 'dine Rodda

### Thursday, October 8, Dinner Meeting at Wyndam Gardens, Harrisburg, PA



Mike Barry started the meeting off by having everyone introduce themselves and sharing with

everyone how excited he was over the upcoming events the next two years. Bill Greer talked about the upcoming events that are in the planning stages. We all know that the 2010 meet in Indianapolis has been postponed for one year which leaves 2010 open for ideas.

Attendees to the Thursday evening dinner in Harrisburg:

Mike Barry with guest Keith Hensley  
 Jason Gehring  
 Bill Gehring  
 Bill Greer with guest Willy Vinton  
 Ernie and Nancy Toth  
 John Grunder with guest Charlie Hepperich  
 Dan Verdier  
 Mark and Gloria Desch  
 Jim Lockwood



*Bill Greer, VP Publications at podium*

Bob Praetorius  
 Dan & Mary DiThomas  
 Shawn Miller  
 Norm Miller  
 Steve Pugh & Maria Rajaratnam  
 Bobbie 'dine Rodda

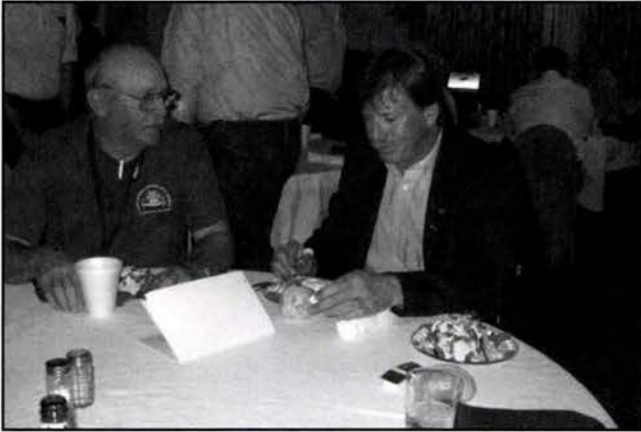
The general consensus seems to be that we will have an event in the summer of 2010 centered around the new Simeone Museum in Philadelphia. There are plenty of other historical attractions in the area to fill a three or four day event. It seems that 2011 there will be three events honoring Stutz cars. The first weekend in June the Gilmore Museum in Hickory Corners, MI will

have a Grand Experience honoring all Indiana built cars. Our 100th anniversary meet at the Indy track is slated for Father's Day weekend and finally Pebble Beach in August will have a special Stutz class honoring our centennial.

Ernie Toth read a letter from Club President Norm Barrs sending his regrets for not being able to attend this year as his wife Daphne is experiencing some medical difficulties. Bob Praetorius has had new brake clips cast out of aluminum which fit all 8 cylinder cars equipped with Lockheed hydraulic brakes. Anyone interested in these should contact Bob. Steve Pugh

*continued on page 17...*

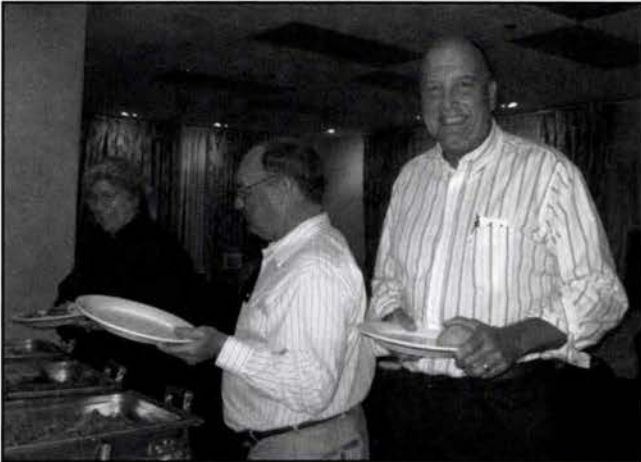




*L to R: Willy Vinton (new member) and Shawn Miller*



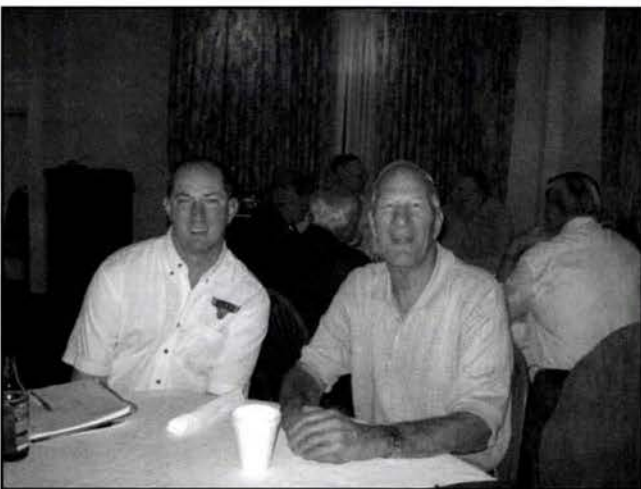
*L to R: Mary & Dan DiThomas, Willy Vinton*



*L to R: Gloria & Mark Desch, Robert Praetorius*



*L to R: Bill Gebring, Maria Rajaratnam and Steve Pugh*



*L to R: Jason Gebring, Secretary, and his father Bill*



*L to R: Dan Verdier and John Grunder, VP Technical Services*

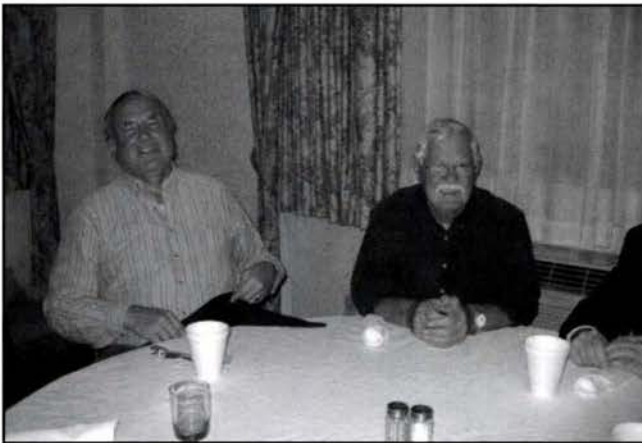




*L to R: Ernie and Nancy Toth, archivist*



*L to R: Keith Hensley (guest of Barry) and Jim Lockwood*



*L to R: Norm Miller and Charlie Hepperich (guest of Grunders)*



*1922 Stutz KDH Bulldog owned by member Dr. John McAnlis. That's Shawn Miller facing camera next to Dr. McAnlis on the Hershey Show Field. (Ed.)*

*continued from page 15...*

visited the Simeone Museum a few days earlier and gave the group a brief report. Finally Bill Greer's guest Willy Vinton spoke briefly about a new antique car museum in Fairbanks, Alaska which features two Stutz cars where he is the manager. In all, everyone agreed the new setting for our annual Hershey dinner was a hit and we will convene here again next year.

Above photo and the one at left taken by Bill Greer. Sorry, we didn't get a photo of our ace photographer Bobbie 'dine in action'.



*Members begin to congregate at Barry's space CK 36&37 for Friday Get-Together.*



SPECIAL GM ISSUE

# Old Cars

WEEKLY NEWS & MARKETPLACE

Vol. 38 • No. 32

www.oldcarsweekly.com

August 6, 2009 ©

## Mighty Millers in Monterey

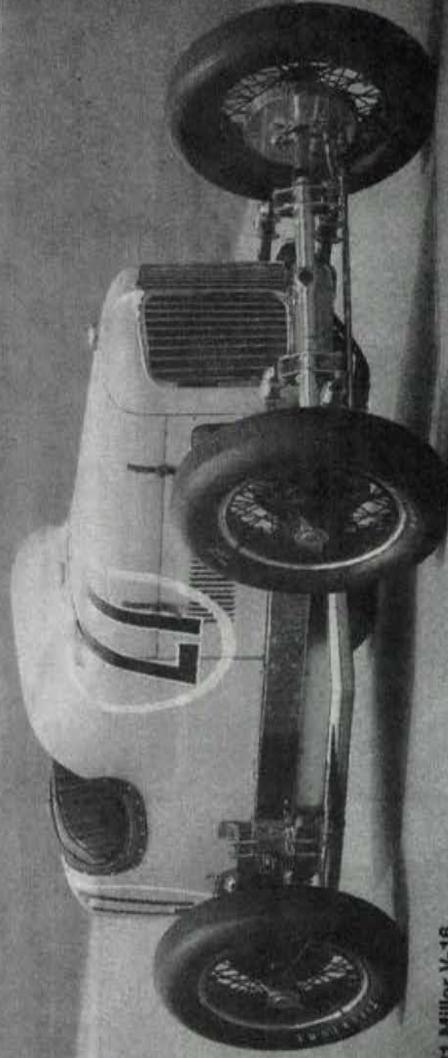
### RM AUCTIONS TO OFFER PAIR OF MILLER RACE CARS

RM Auctions will lift the gavel on an important pair of Miller race cars when its highly anticipated Sports & Classics of Monterey event returns to historic downtown Monterey, Calif., Aug. 13-15.

Now in its 24th year, the annual RM event was the first auction held during the now-famous Pebble Beach classic car week. The auction has been witness to the sale of some of the most significant sports and Classic automobiles available to the market, and this year will be no exception as a one-of-a-kind 1931 Miller V-16 and a beautifully crafted 1927 Miller 91 rear-drive from the esteemed Chuck Davis Collection lead the pace for early consignments.

The masterwork of legendary American racing car designer Harry Miller, both cars boast fascinating histories and are set to attract the attention of vintage racing enthusiasts worldwide.

"The Millers of the Chuck Davis Collection that RM



1931 Miller V-16

will be featuring at the 2009 Sports & Classics of Monterey event are indeed highly prized pieces of racing innovation and design and are highly illustrative of Miller's mechanical legacy," said Jan Kelleher, president and chief operating officer of RM Auctions. "They are truly important Miller prewar racing cars and their offering is already

attracting strong interest from around the world."

The 1931 Miller V-16 competition car boasts an intriguing history and tale of survival. The only V-16 Miller racing car ever built, this example embarked on a long

» See Miller, Page 14

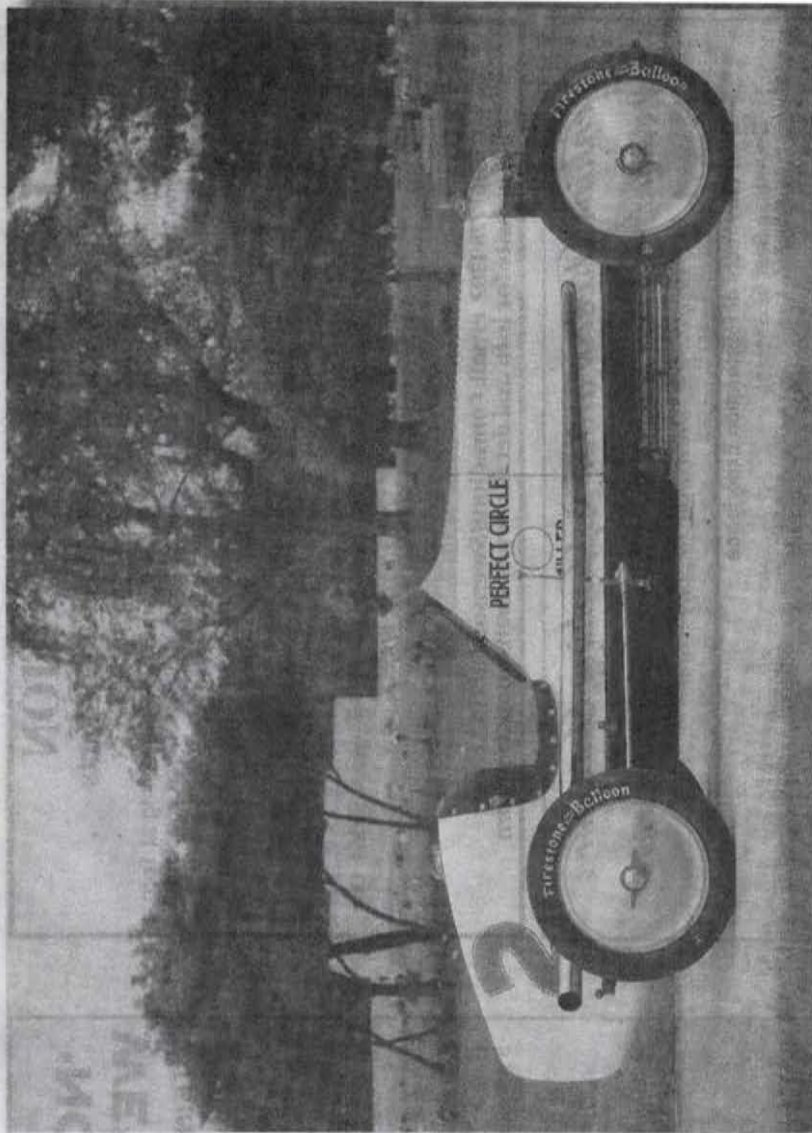


vintage racing career that included numerous starts at Indy. In a bid to enhance performance, the Miller V-16 was continuously modified — including its engine — in its early years before it was retired from the competition circuit and left to languish in storage for more than 20 years. It was uncovered by a passionate Ohio-based enthusiast before finding its way into the distinguished Chuck Davis Collection in 1978.

A longtime collector and Miller enthusiast, Davis immediately set about the long and arduous task of resurrecting the Miller V-16 and restoring it to its former glory piece by piece, in a project that has been described as an epic restoration of one of the most important and fascinating Miller race cars ever built. As word of Davis's project spread, parts began resurfacing from across the country, including one half of the original V-16 engine and the original body. The project also saw various important parts recreated, including a full set of Miller carburetors.

With a warehouse full of pieces, the car was finally reassembled in 1992, and after mechanical testing, underwent a meticulous restoration back to its handsome 1932 Indianapolis configuration. Painted light gray with contrasting numbers, it made its first appearance at the 1993 Monterey Historic Races and Pebble Beach Concours d'Elegance.

Joining the 1931 Miller V16 at the Monterey event will be another important and beautifully crafted Miller competition car — a spectacular 1927 Miller 91 rear-drive car — a re-creation of the legendary Frank Lockhart Muroc Lake Land Speed Car and featuring the specially built Miller engine from that car. Like the V-16, this example has also undergone a comprehensive and flawless concours restoration and is “on the button” and track ready. For further information, call 519-352-4575, or go to [www.rmauctions.com](http://www.rmauctions.com).



A 1927 Miller 91 rear-drive racer from the Chuck Davis Collection will be among the show-stoppers at the RM Monterey event. The car is a re-creation of the Frank Lockhart Muroc Lake Land Speed Car and carries the specially built Miller engine from that car.

## Clippings of Note

**1931 Miller V-16 Racing Car; S/N N/A 1; Engine # 1; Light Grey/Black leather; Estimate \$600,000 - \$1,000,000; Competition restoration, 1 condition; Post-block sale at \$545,455 plus commission of 10.00%; Final Price \$600,000 -- AAA registration # 45, program #27. Left hand drive, 2 seat, chromed frame and suspension, 4-wheel brakes. Entered by William S. White at Indy in 1931 driven by Shorty Canton with Miller V-16 power. Later shortened and re-powered with fours with a best Indy finish of fourth in 1935 driven by Floyd Roberts with riding mechanic Carl Parenti owned by Earl Haskell. Eventually rescued by Bob McConnell and reunited with (most of) an original Miller V-16 and (probably) the original body by Chuck Davis. Completed in 1993 and displayed and demonstrated anywhere it counts, it is still in show quality condition, better than even Harry Miller would make it. The story of the assembly of the parts, duplication of what couldn't be assembled and restoration is worth the price of admission. It's seriously over-restored but if that's what it took for it to survive it's worth it. The bidding stopped at this amount on the block and it took RM a little while and some negotiating to conclude it at this price. It's a whopping great automobile and impossible to argue with the buyer's and seller's agreement on the value.**

-- Lot # 523, RM Auctions, Portola Plaza, Monterey, 8/15/2009

**1927 Miller 91 Rear Drive Racing Car; S/N N/A 2; Engine # 7; White "Perfect Circle"/Black leather; Estimate \$400,000 - \$650,000; Competition restoration, 2 condition; Not sold at Hammer bid of \$380,000 \$380,000 -- Wheel discs, rear wheel brakes, centrifugal supercharged, Lockhart intercooled Miller 91 eight with Miller carb (between the driver's knees), 3-speed gearbox, four-wheel brakes. A bita built for Chuck Davis over a period of years. The intercooler is one of several original Miller parts (the blocks came from England with lineage tracing back to the Duray Millers.) Not like new but so clean and sharp it might as well be, and not over-restored into jewelry. It's hard to imagine any realistic consignor turning down a money bid of this much. This is a neat car but it has no history before about 1980 when the pieces began to come together. -- Lot # 541, RM Auctions, Portola Plaza, Monterey, 8/15/2009**

November 2009 • Vintage Oval Rac





## Clippings of Note

For Immediate Release

### CENTENNIAL ERA CONCOURS D'ELEGANCE MOVING TO 2011 AT IMS

(INDIANAPOLIS, Friday, Sept 25, 2009) - The Indianapolis Motor Speedway Centennial Era Concours d'Elegance, featuring some of the world's finest classic and antique automobiles and motorcycles, is moving to June 17-19, 2011.

The event, originally scheduled for June 18-20, 2010, is shifting to the new date due to the challenging state of the world economy. This decision, based on the recommendation of industry leaders, will provide the best opportunity for a successful event as the economy continues to recover in 2010.

IMS officials anticipate strong participation from concours and industry enthusiasts based on the tremendous initial response since the Centennial Era Concours d'Elegance was announced in March 2009.

The Concours d'Elegance will be a featured event during the Speedway's Centennial Era, honoring the 100th anniversaries of the opening of the fabled facility in 1909 and the inaugural Indianapolis 500 in 1911. The event will celebrate the significance of vehicular transportation and competition to Indianapolis.

IMS officials anticipate strong participation from concours and industry enthusiasts in the Centennial Era Concours d'Elegance in 2011 based on the tremendous initial response since the event was announced in March 2009.

## IMS, IRL lay off more employees in effort to cut costs

**A**nother 10 people in the Indianapolis Motor Speedway organization lost their jobs Thursday as the downsizing continued amid a stressed financial situation.

The cuts were shared between the Indy Racing League and IMS Productions, raising the week's total to about 25 people.

A statement released by the company linked the layoffs to "a tough global economy," but it's clear the new IMS regime, led by **Jeff Belskus**, is heeding the call to become more efficient.

That process started last winter when then-president **Jole Chitwood** organized the closing and razing of the Brickyard Crossing Inn, which was used sparingly when the track was inactive. Additional adjustments are expected next week as aspects of the business are outsourced.

"All of our business units have been impacted by the tough global economy," **Fred Nation**,

### Curt Cavin

PIT PASS

executive vice president of communications, said in the release. "We will continue to address these challenges by improving the operational performance of our companies."

At its height, IMS Corp. employed more than 400 people, with nearly 300 at the Speedway. Today, about 250 remain at the track, including the golf course and food and beverage division, and about 100 at the IRL and IMS Productions.

Most of those released this week worked behind the scenes, including four members of the Speedway's online staff. Among the notable staff members cut were **Ron Green**, the director of public relations since 2002, and **Gloria Novotney**, the director of business affairs whose employment dates to the late 1970s.

The emphasis on efficiency appears to have taken on a greater significance in the past six months, and it's believed to be at the heart of **Tony George's** removal from several key leadership positions. Neither George nor his sisters, who comprised half of the board of directors, have commented on the reasons for his June 30 departure.

Belskus, the company's long-time financial officer, said last week when Izod was introduced as title sponsor of the IndyCar Series that changes are necessary. He suggested the company grew out of luxury rather than necessity, and today's economic climate necessitates efficiency.

Belskus confirmed a decrease in revenue for NASCAR's Brickyard 400, and it was clear the MotoGP crowd was lower in the second year of that event. When income slows, spending must adjust with it, he said.

"We've still got some work to do (financially), but we'll get

there," he said. "The question is, how fast do we want to get there?"

As for the organizational chart, much has changed in the past year. Departing were staff adviser **Laura George**, Chitwood (to International Speedway Corp.), IMS Productions president **Charlie Morgan** (to Emmis Communications) and general counsel **Curt Brighton** (to Hulman & Co.).

The Speedway's staff is led by Nation, **Mel Harder** (senior vice president of operations), **Chris Schwartz** (VP of marketing) and **Bob Beasley** (sales director).

**Brian Barnhart** (competition) and **Terry Angstadt** (commercial) are the IRL presidents. IMS Productions is being led by vice presidents **Brian Gordon** (executive producer) and **Robby Greene** (general manager).





## Editorial Comments

I believe most Club members have some interest in racing either past or present. Thus, your editor was inspired to clip an article from the August 6, 2009 issue of OLD CARS titled "Mighty Millers in Monterey" (see pages 18 - 19). Added to that clip are the RM Auction results published in the November 2009 issue of Vintage Oval Racing, pages 43 and 44. Writer Rick Carey stated: "Over at RM it took some post-block negotiating to close the Miller V-16 and no amount of wheeling and persuasion could pull a workable offer out of the otherwise generous reported high bid on the Miller 91 Rear-Drive. The V-16's engine is a gorgeous object, but the combination of the fluted supercharger under the hood of the 91 was a real treat to see."

While owners of the Chuck Davis collection accepted the \$600,000 bid for their rare Miller V-16, they did not accept the \$380,000 bid for the re-created Frank Lockhart LSR Miller 91. This permitted your editor to have a good look at the ex-Lockhart car at Ed Dalton's Classic Car Carrier facility in Zionsville later in August. Ed transported the Miller Cars to the auction and returned with the 1927 Miller 91.

Two right hand drive Stutz were sold at the RM Hershey Auction. A 1918-19 Series G 4-door close-coupled Touring in Condition 1 sold for \$60,000 and 1920 Series H (Condition 1) 4-door touring with side mounts sold for

\$45,000. Please see the Bonhams ad below which was taken from the August 20, 2009 issue of CAR COLLECTOR. This very rare 1925 Stutz Speedway Six Series 695H Tourer is not listed by any member of the Club. Did it sell? Who owns it now?

The clipping from Vintage Oval Racing, November 2009 titled Harry A. Miller (see page 24) is of interest thanks to Gordon White's inputs on the Pitcairn

**Bonhams**<sup>1793</sup>  
AUCTIONEERS & APPRAISERS



Vintage New England  
A Sale of Important Motorcars  
and Automobilia  
Saturday September 26, 2009  
Larz Anderson Auto Museum  
Consignments now invited

**Inquiries**  
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rupert.banner@bonhams.com

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+1 917 340 4657  
evan.ide@bonhams.com

30 year restoration recently  
completed to the highest  
standard of authenticity  
1925 Stutz "Speedway Six" 695 H  
(Hydraulic Brakes)  
Tourster coachwork by Racine

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www.bonhams.com/brookline





## Editorial Comments cont.

Autogiro AC-35 of 1936. In a undated full page typed letter written by AK Miller of Stutz lore on Lincoln's Birthday to a Dear Friend in Orlando, FL. AK wrote and in quote: "Yes, I still have most of my old cars. I have been, now and then, offered various trades, but nobody has any Stutz cars to trade me other than the types I already have."

"I never had a LaSalle, but have had various Cadillacs. A 1907 1 cyl. Cadillac I traded for a 1914 Stutz roadster; a 1914 4 cyl. Cadillac I traded for a 1923 HCS Touring car (a Series IV Model 6, 6 cyl. Ed.) which I have run a lot; a 1918 Cadillac, I forget what I did with it, a 1923 Cadillac Touring which I sold; a V16 Cadillac Touring which I traded before the war (WWII Ed.) for a

Pitcairn Autogiro or a Pitcairn Fleetwing biplane; a V16 Cadillac coupe which I trade for a Rolls Royce Tilbury Sedan, which I ran for 20 years and finally sold some years ago. But I am now tuned in to the Cadillac boys and don't know any of them. But a great many that I used to know have died and the newer ones seem more at home with later cars after 1934. That is where I stop, with a 1934 Franklin plus three earlier Franklins, starting with a 1907 4 cyl."

Charter member AK Miller (No. 76) died from a fall from October 1993. His wife, Imogene Raymond Miller, died in February 1996.

## Membership Reports

*by Mike Barry, VP Membership*

### THE STUTZ CLUB

2009 in review...

I want to thank the membership for their continued support of our club and it is through your loyalty that we continue to keep alive the legacy of Harry C Stutz including the Stutz automobile and all his other ventures. He was truly an automotive visionary.

2009 has continued to mark new milestones for the club with the introduction of paying your membership on line (PayPal) and introduction of reading our newsletters online (see notice in this month's publication for link to read and view this issue in color) and finally the start of advertising to the world the celebration of the 100th anniversary of Stutz Automobile as witnessed at our new booth at Hershey in October. (see photos on back cover.)

We have decided to wait a year for the new membership roster and will coordinate the special edition with our 100 year celebration which will now start in 2011. An interim update membership list will be provided in 2010.

Let me take this opportunity on behalf of all the Stutz Club Executive to wish all .....

*The Best of the Holiday Season.*

### REMEMBER TO RENEW IN 2010

Happy Motoring!

Mike Barry, VP Membership





## Treasurer's Report

**THE STUTZ CLUB**  
**Treasurer's Report**  
 For the period January 1, 2009 to September 30, 2009

Beginning CASH, Jan. 1, 2009:	Oppenheimer investments	\$ 46,708.45	
	Bank of America checking	<u>531.14</u>	
	Total	\$ 47,239.59	
Receipts.	Membership dues	\$ 7,960.00	
	Book sales	363.70	
	Investment interest	178.22	
	Back issues sold	<u>50.00</u>	
	Total receipts	\$ 8,551.92	
Total funds available		<u>\$ 55,791.51</u>	
Disbursements:	Archive rental	\$ 1,411.06	
	Newsletter	4,119.27	
	Webmaster	250.00	
	Bank & PayPal fees	99.79	
	Bill Greer, Editor's expenses	110.17	
	Mike Barry, Membership exp.	<u>873.41</u>	
	Total expenses	— \$ 6,863.70	
Period ending funds available, September 30, 2009:			
	Oppenheimer investments:		
	Money Market	\$ 6,872.97	
	Mutual Funds	10,066.22	
	N-A Auction Bills	<u>25,000.00*</u>	
	Total	\$41,939.19	
	PayPal collections	\$ 453.18	
	Bank of America:		
	Checking	\$ 1,535.44	
	CD @ 2.5%	5,000.00	
		<u>6,535.44</u>	<u>6,988.62</u>
TOTAL CASH, September 30, 2009		<u>\$ 48,927.81</u>	

\*As previously reported, these Nicholas-Applegate auction bills have been frozen due to banking crises. Broker considering use of TARP funds to redeem for investors, but hope improved market will provide liquidity.

Respectfully submitted, Dale K. Wells, Treasurer





## Clippings of Note

### Harry A. Miller

Harry A. Miller, the dominant designer of American racing cars and engines during the 1920s, went bankrupt in 1933 in part because of the Depression, in part because of the adoption of the "Junk Formula" rules by the Contest Board of the AAA in 1929, and in part because of his quixotic pursuit of too-complex racing and road-going designs.

After losing his plant in Los Angeles, Harry formed a fleeting alliance in New York with Floyd Brown to design aviation engines; then in Detroit with Henry Ford, to design the Miller-Ford racing cars of 1935; in New York with Thomas L. Hibbard, formerly of the Hibbard-Darrin body design company; in Butler, Pennsylvania, with Roy Evans of the Austin Car Company, and finally with the Gulf Oil Company to design Gulf-Miller cars for Indianapolis.



### Pitcairn Autogiro AC-35 of 1936.

As he left California, Harry abandoned the barrel-style crankcase that had been his very successful style of engine design for a dozen years, in favor of a crankcase split along the center line of the crankshaft. While definitely easier to put together compared to having to drop the crank in at the end of the case, it gave up some of the rigidity of the barrel-style. At the pressures involved in engines in the mid-1930s, that probably made little difference.

That split-case design showed up in the Gulf-Miller four-cylinder engines, but also in a smaller four Miller designed in 1935 for Harold Pitcairn's AC-35 autogiro.

The Pitcairn was designed for the Department of Commerce's Civil Aeronautics Administration under a competition to create a road-going "everyman's airplane," to sell for \$700. The plane, which had a short takeoff roll of 173 feet, could be driven at 40 miles an hour on the street with the rotors folded. Unfortunately, it could not be built for \$700 - it cost more like \$12,500 (\$186,000

today), several times the average family income in those days, so only the prototype was built.

An autogiro was essentially a single-engine aircraft with an un-powered rotor instead of a wing. Pitcairn's Autogiro Company of America continued work on an improved version, but the beginning of World War II and the advent of the practical helicopter spelled an end to Pitcairn's hopes for the autogiro design.

An aircraft in everyone's garage had been the idea. The AC-35 had many features designed to appeal to the public. The rotor blades could be folded back over the fuselage for ground travel and for storage in a 7 x 24-foot space, certainly small enough for the average-size garage. It could be flown by a licensed pilot who did not need rotary-wing-aircraft experience. It seated two in a side-by-side arrangement and had hand baggage storage space behind the seats.

The prototype had a 90-hp Pobjoy "Cascade" engine mounted behind the cabin. A shaft encased in a metal housing extended through the cabin between the two seats to the propeller installation. When the AC-35 made its first flight on March 26, 1936, it was equipped with two Contra-rotating propellers, but, because they produced excessive noise, they were replaced by a single propeller. The engine was also connected by a shaft to the tail wheel for use on the road.

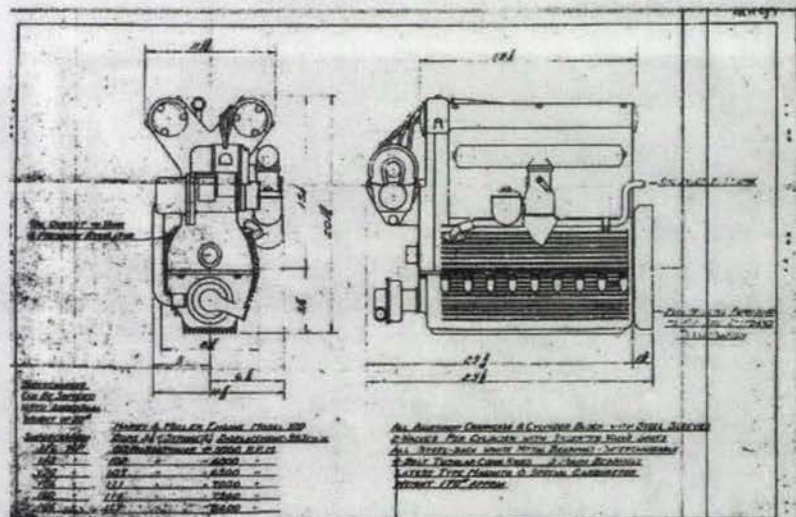
## "Historically Speaking"

-From the desk of Smithsonian motorsports consultant Gordon White



The Miller engine, supercharged, was designed as a follow-on, for a more powerful Pitcairn model. Aside from the split crankcase, it was much the size and layout of the Midget racing engine that Fred Offenhauser began building in 1934, although it had five main bearings to the Offy's three. To save weight the block was aluminum, with steel sleeves.

The little Offy Midget engine went on to establish a sterling reputation in the Midgets, and the larger 255 cubic inch championship Offy continued to dominate Indianapolis into the 1960s, and in fact; turbo-charged Offenhauser engines defeated the four-cam Ford V-8 engine in 1968 and held the crown at Indy until 1977. Its stout barrel-type crankcase held the pressures of turbocharging better than the conventional Ford V-8, and lasted until artificial boost limits and fuel economy rules gave the edge to the Cosworth engine beginning in 1978. Thus a design that Miller began to build in 1921 outlasted all the more modern "advances" that 57 years of technology brought forth, and even Harry's own new designs could not top his work of the 1920s.



Drawing of Miller engine for the AC-35 Pitcairn Autogiro.





## Letters to Editor

**From: John B. Haydon (No. 486)**

**Date: November 5, 2009**

Member Carl Jensen (No. 638) came across this website and mentioned that I might enjoy it. Here are some pages (I didn't print them all.) See pages 7 and 8 regarding the 1927 Stutz Sedan (stock car) at the 1927 Pikes Peak Hill Climb. On page 313 of *The Splendid Stutz*, W. P. Bentrup is listed as winning the stock car class.

### **“Wild” Bill Bentrup in a 1927 Stutz Winner Of 1927 Pike’s Peak Hill Climb (Stock Cars)**

In 1927, Stutz won the very first running of the Stock Car class of the Pikes Peak Hill Climb. Stutz continued to be active in competition, winning the Stevens Trophy for reliability in 1927 and receiving the AAA designation as America's fastest stock car.

<http://home.pacbell.net/pughs>



**From: Carl King, Lake Forest Park, WA**

**Date: September 13, 2009**

Thank you for your letter of 9/09. I regretted having to sell my Stutz but considering my involvement with other cars at this time, and my age (78) I figured I'd never be able to complete a restoration, which this Stutz requires to make it correct. Also, it carries a rather unattractive body – practical but not beautiful to my eyes.

I continue to drive my other cars and restore my Auburn V12 and I just find I am often a little short of energy. I sold the Stutz to Daniel J. Oberle, 11208 S.

Iroquois Dr., Phoenix, AZ. However I have been told that he sold it soon after he bought it from me. I may be wrong.

I thank you for advertising my 20 in. Buffalo wheel center. One thing I really miss about my Stutz is those beautiful Buffalo wheels. My Auburn carries the Rudge Whitworth type wire wheels – not as attractive as the Buffaloes.

My email address is [king.carl@comcast.net](mailto:king.carl@comcast.net), should you wish to contact me again. I felt the Stutz Club is a great organization.





**From: Warren G. Kraft (No. 696)**  
**Date: September 19, 2009 (in part)**

*Exhaust side of Stutz AA engine*

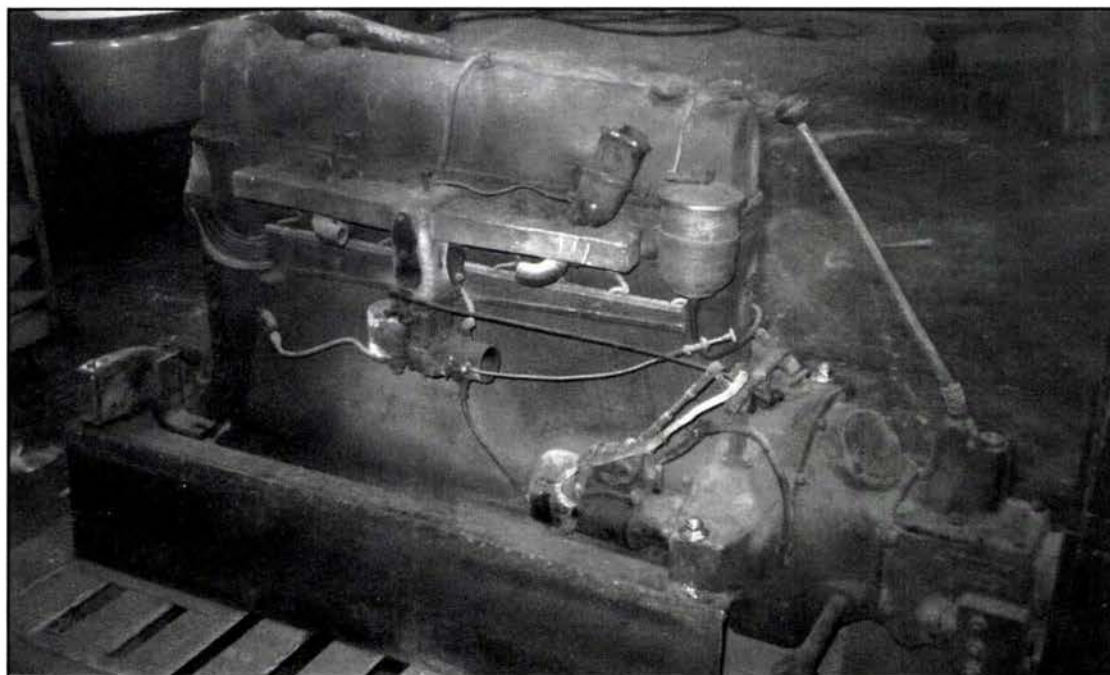
I enclose a set of photos of what is said to be a Stutz 8 cyl. motor. It was in an old boat which dried up in storage years ago. The motor is thought to be 1928 or so. I can't find any numbers on it or name plate. Can you identify it?

When primed and with battery, it started up easily and ran for a few seconds on the limited gas supply provided.

The motor is for sale and perhaps you could list it in the newsletter. I have no idea as to value though I think between \$5,000 and \$10,000. It has



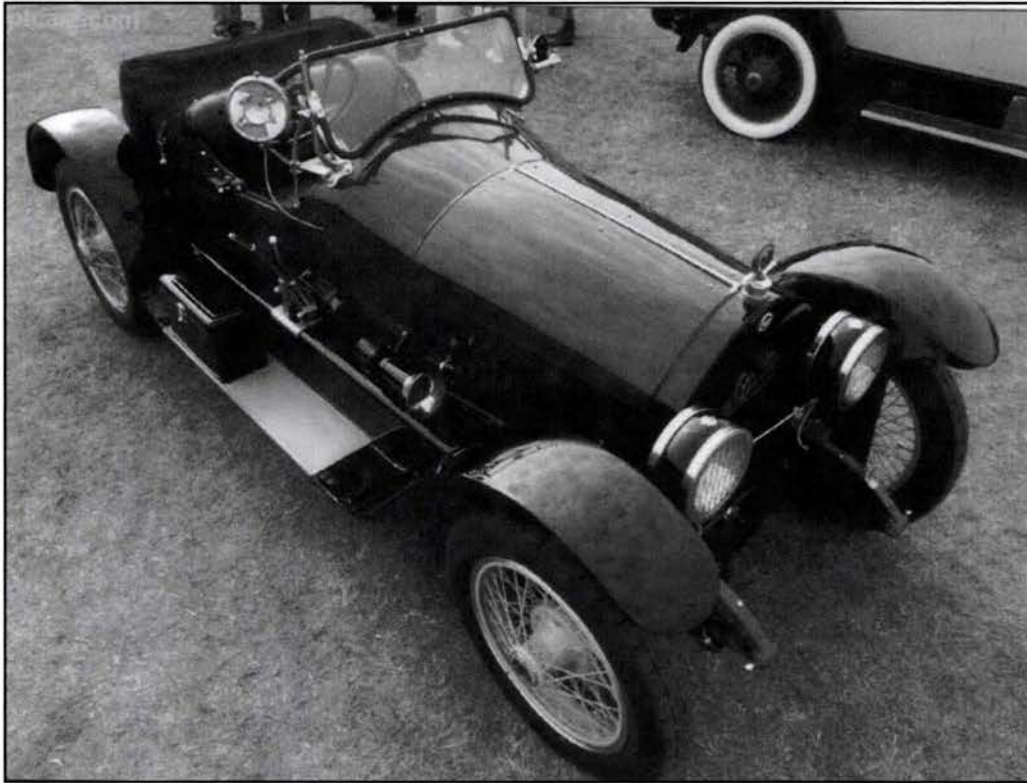
a Zenith carburetor. I don't know if the transmission is a car or boat type. The clutch pedal goes on the shaft you see on the side of the transmission.



Mr. Kraft's address is PO Box 248, Cold Spring Harbor, NY 11724  
 Tel day: 631-692-7797

*Intake side of AA engine. Note rectangular intake manifold and brass Zenith Carburetor*





*An interesting overhead view of this historic Bearcat*

**From: John Muckel (No. 777)**

**Date: September 29, 2009**

In response to your letter, here is the information you requested.

My 1920 Stutz Model "H"

Body #8437/ Engine #8437

Prior owners: Brian White, Raleigh NC

Ray Katzell "The Splendid Stutz"

Since purchasing the car, I've had Bob Mosier of Mosier Restorations go through the car to have it completely sorted for touring and pleasure driving. It is a wonderful car. Now if you can just find me a pre-15 Bearcat (real, sorted and affordable..ha,ha). I'll really be happy. Before purchasing this car, I asked Paul Freehill about its pedigree, and was assured it was the real thing.

A Stutz Bearcat was on my wish list, and now that I have one, life is good.

*Ed's Note: Your member No. 777 brought you luck!*

1920 Stutz "Bearcat"

Engine: 361 cu. in. 16 Valve 4 cyl.

Horsepower: 80

Transmission: 3 – speed

Wheelbase: 120"

Weight: 3000 bls.

Base price: \$3500

Previous Owners:

Raymond Katzell, co-author "The Splendid Stutz"

Brian White, Raleigh, NC

Awards: AACA Senior First Place

Owners:

John & Linda Muckel, Rancho Palos Verdes, CA





**Active**  
Chiropractic Clinic, P.S.

Wayne D. Herstad, D.C.

Ed's Comments:

Our many thanks to member Herstad (#519) for sharing these wonderful photos showing Stutzes in their prime on the road in far away places over 80 years ago. In view of the number of great photos we found it necessary to show them in several issues.

*Theo Doon before his trip to Europe. Home at 1415 N. Pennsylvania St., Indianapolis, IN*

October 26, 2009

The Stutz Club, Inc.  
William J. Greer, Editor  
7400 Lantern Road  
Indianapolis, IN 46256

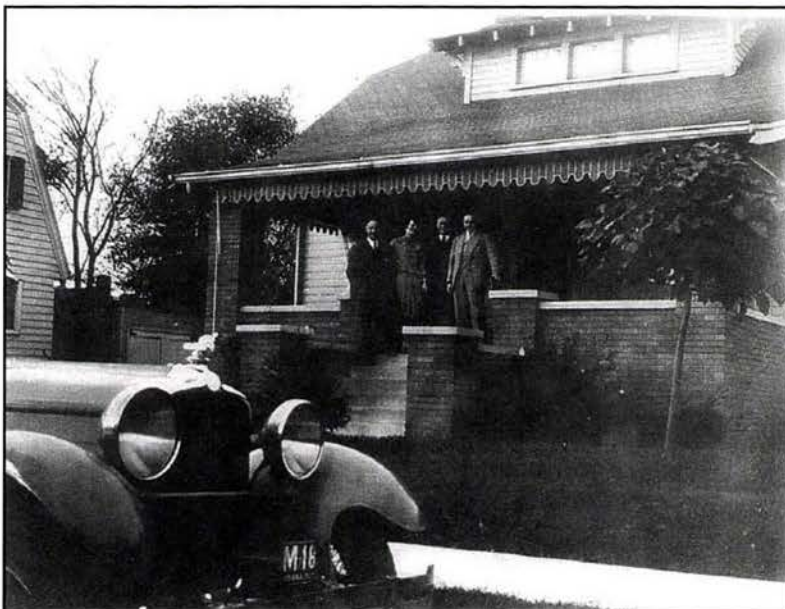
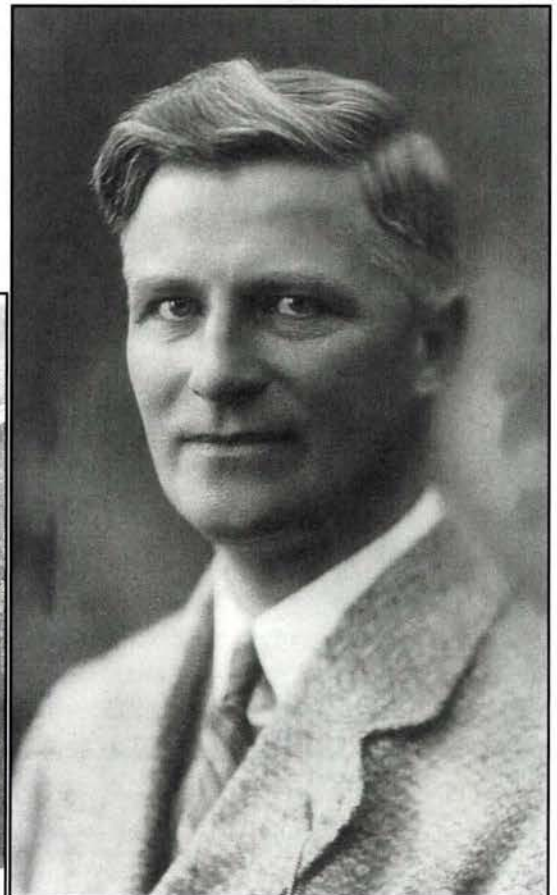
Dear Bill,

Enclosed please find copies of 42 photographs from the album of a Mr. Theo Doon of Indianapolis, Indiana. Mr. Doon was of Dutch ancestry. The photos were taken in the fall of 1927 and winter, spring, and summer of 1928. Mr. Doon was a great Stutz enthusiast, and where ever he traveled throughout Europe he would take pictures of any Stutz that he saw. He was also a Stutz racing fan, and there are many pictures from the Avus track in Berlin, and from the 24 Hour Race at Le Mans, France.

I hope you can use these. I think they are quite remarkable. If you need any further assistance or help, please give me a call.

Sincerely,

*Wayne*  
Wayne D. Herstad, D.C.  
WDH/ch







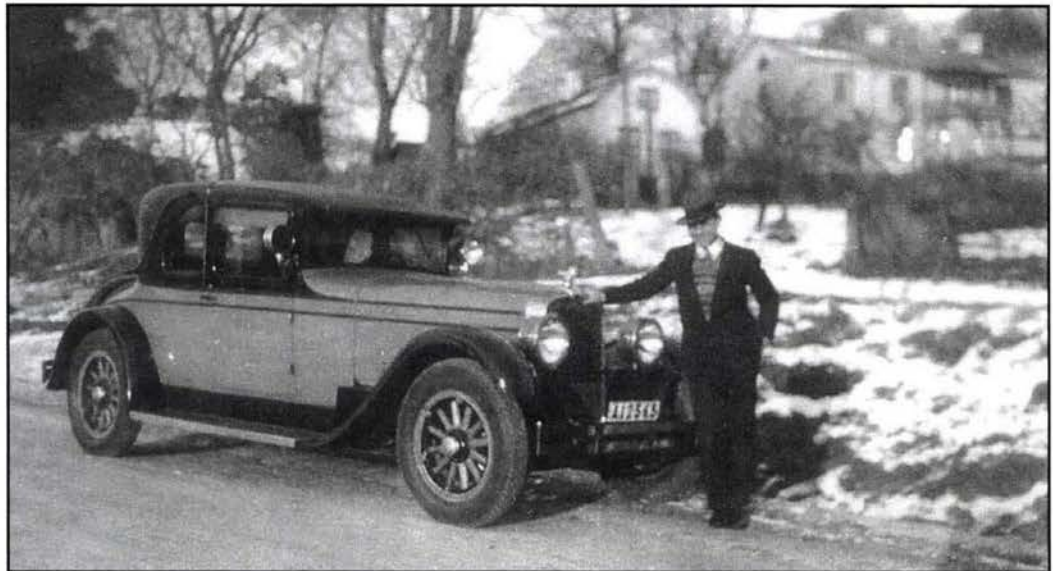
*These two photos were taken in Stockholm, Sweden in the snowy winter of 1927.*

*Left: 1926/27 Stutz Series AA 4-door Sedan*

*It's hard to tell the body color. Appears to be green with black trim.*

*1926/27 Stutz Series AA Victoria Coupe, 2-door, 4 pass.*

*Appears to be grey with black trim*



*Mr. Doon took this photo on the street in Volendam, Holland.*

*This Stutz appears to be a 1928 Series BB 4-door, 5-pass Sedan?*







*Above: Possibly Mr. Doon at left with owner of the 1928 Stutz Series BB Sedan which could belong to Mr. Doon?*

*Below: 1927/28 Stutz Series AA Sedan*



*Above: Stutz Sedan along the road in Holland.*

*Mr. Doon took the following two photos in Germany in 1927.*



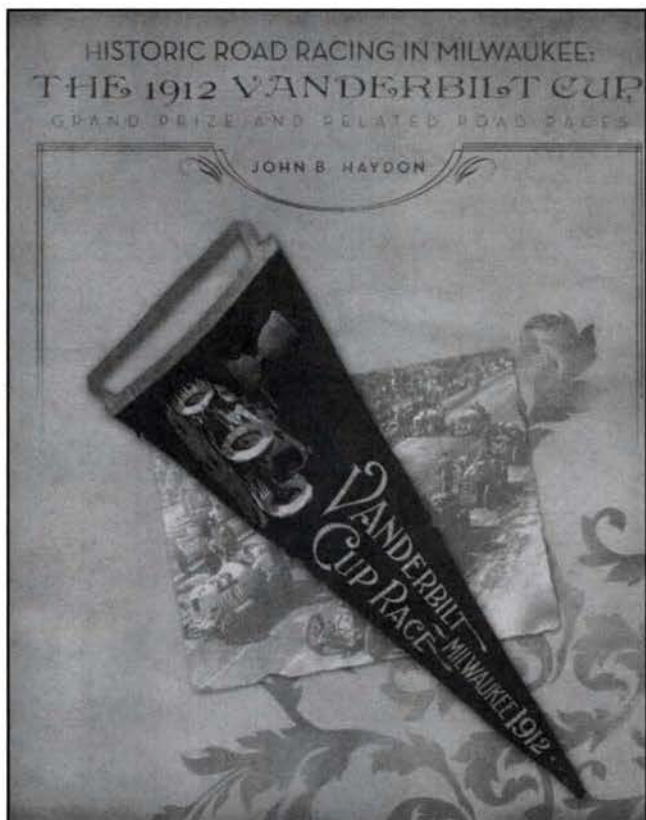
*Stutz repair shop in Berlin, November 6, 1927. One car an AA Convertible Coupe. The other Stutz has the hood and radiator removed.*

*Ed's Note: Mr. Doon will take us to Paris, France and Barcelona, Spain in the next issue.*





## Classifieds



### Historic Vanberbilt Cup Booklet for Sale

As part of the July 2012 anniversary reunion celebration of the Vanderbilt Cup and Grand Prize international road race held in Milwaukee in 1912, a 28-page booklet has been published containing a historical account of this famous event. In addition to extensive details, the booklet includes interesting aspects of these races, background on individual drivers who competed, as well as numerous tables and pictures. This booklet provides a fascinating historical insight into this significant motoring event.

The booklet is being offered for sale by the author at \$10 each, plus a mailing charge of \$1.25 if mailed. To obtain copies, send your check to:

John Haydon  
317 East Acacia Road  
Fox Point, WI 53217

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32 Thank you to Mike Barry for photos of his Hershey space.