

S T U T Z

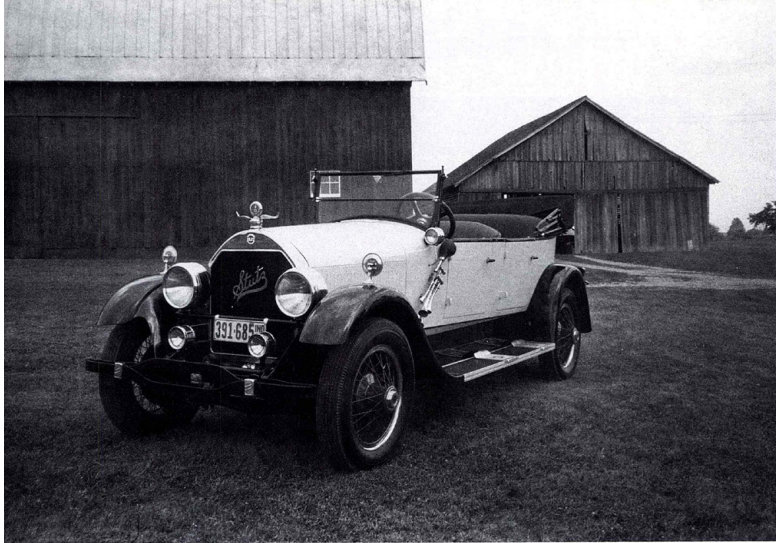


The Egyptian god Ra hood ornament from W. J. Ridout's 1931 SV-16 LeBaron Speedster.

"The Car That Made Good in a Day" was built in just five weeks. Harry Clayton Stutz was in Indianapolis in early 1911 when he heard that a big race was planned for the newly-bricked speedway in town. His career thus far had been spent bouncing among various automobile companies in the Midwest. Stutz wanted to be his own boss. He had enough money saved to produce one car; the race would be his "advertising department." Stutz did not win the first Indianapolis 500. Incessant tire changes relegated his car to 11th, but every finisher ahead of it

had considerably more cubic inches than the Stutz's 390, and its 68.25 mph average was something to crow about. Harry Stutz did his crowing with that famous slogan. Stutz began winning races regularly in 1912 with cars that were little different than the ones sold in the showroom. Most memorable was the model that was described matter-of-factly in the catalogue as "a speedy car of the semi-racing type." The Bearcat roared onto the scene even before the twenties—and would ever after be identified with that raucous decade. Ironically by the early twenties, the biggest roar from Stutz was heard on Wall Street. With racing success increasing the demand for his cars, Stutz had decided to take his company public in order to expand. A speculator named Alan A. Ryan bought controlling interest; by 1919 a heartbroken Harry C. Stutz left to begin another automotive venture (H.C.S.); in 1921 Ryan engineered the infamous corner on Stutz stock; by 1922 he was broke. "Schwab Takes the Wheel at Stutz" was the next big headline. For \$2.7 million the steel magnate bought control of the Indianapolis company.

Now the question was what would "Genial Charlie" do next. . . .



1925 Stutz Speedway Six Model 695 Sportster

Owner: Joe Folladori of Indianapolis, Indiana

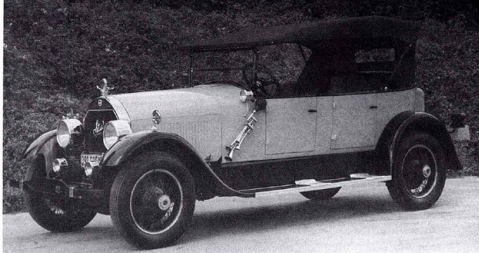
Charlie Schwab, it was widely acknowledged, didn't know what a mechanical drawing was, much less what it meant. But the livery owner's son hadn't risen to the top of the Carnegie hierarchy, become U.S. Steel's first president and spun off on his own into Bethlehem Steel without knowing a few things about business. Stutz's venerable 360-cubic-inch T-head four, introduced in 1917, was still the mainstay of production when Schwab took over. The marque's sporting image, nurtured over years of its racing rivalry with Mercer, remained indelible. Just a couple more cylinders would do the trick, the Schwab group thought.

The most sporting new Stutz was the Speedway Six, an overhead valve 288.6-cubic-inch 80 hp machine. Joe Folladori has owned his for three years: "It is the only five-passenger touring Sportster in existence, to my knowledge. The model was built only in 1924 and 1925. Following restoration, I discovered this Speedway Six to be a really fine driver with plenty of power and good brakes. Stutz engineered a good car."

True, to be sure. The Speedway Six had more horses than most prestige cars with two more cylinders. It was, in the Harry Stutz idiom, a magnificent masculine brute of a car. But

buyers in the Stutz price class wanted more than performance by now. Refinement and sophistication were demanded. Stutz needed an image change.





In 1925 Charlie Schwab hired a new president for Stutz, gave him a million dollars in development money and a clean sheet of paper. Among the first things Fred Moskovics did upon arriving in Indianapolis was to phone across town to Marmon, where he had previously worked, and convince Edgar S. Gorrell to join him at Stutz. Already there was veteran engine designer Charles R. "Pop" Greuter. The team got to work. The "Stutz Vertical Eight, Safety Chassis" arrived for the 1926 model year.

The designation had been carefully chosen. Vertical was the Stutz word

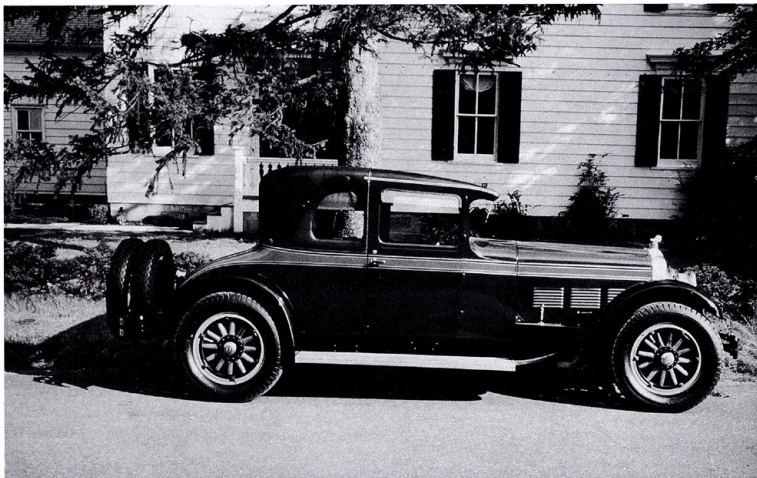
to rhetorically differentiate its straight eight from the competition. And it was different: a nine-main-bearing single-overhead-camshaft 287-cubic-inch unit developing 92 hp at 3200 rpm. Safety glass with imbedded wiring was featured. The safety engineer into the chassis included hydraulic brakes and an underslung worm drive that significantly lowered the car's center of gravity from the usual bevel gear rear axle—and allowed for coachwork sensuously lower than the norm. Stutz sales in '26 neared the 5,000 mark, nearly doubling the annual figure of earlier in the decade.

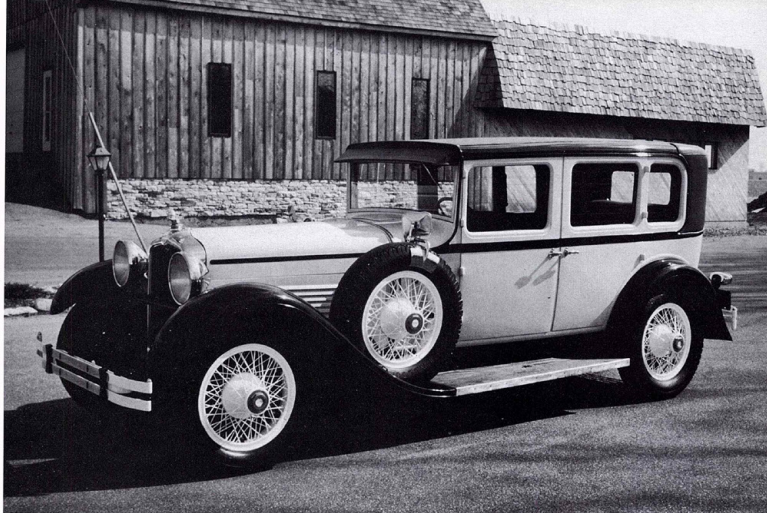
1926 Stutz Vertical Eight Series AA Victoria Coupe

Jean Gorjat is the second owner of the '26 Stutz Victoria Coupe which he acquired from the estate of S. O. Curry of Camp Hill, Pennsylvania in 1986. The odometer read 22,000 miles and the Indianapolis-to-Harrisburg railway shipping manifest was inside the car which, except for a repaint, remains original: "I already owned a '28 Stutz BB so getting this AA was terrific. So is the car, especially from a mechanical point of view. It was so advanced that it remained up-to-date for decades. The car is kind of like a Bugatti, but even better with hydraulic brakes and shocks."

The Bugatti reference is well taken. The Hungarian-born Moskovics had apprenticed in Europe and returned there frequently. Late in 1926, at the Paris Automobile Salon, he met Ettore Bugatti. The two men became good friends and talked awhile about a reciprocal alliance which would see Stutz represent Bugatti in the U.S., Bugatti to do the same for Stutz in France. Nothing came of that, but an offhand comment of Bugatti's about how he water-cooled his exhaust valves was mentally noted by Moskovics in Paris and adopted on the revised BB Stutz engine back in Indianapolis. Horsepower of the 298-cubic-inch BB was 115 at 3600 rpm.

Owner: Jean Gorjat of Harrisburg, Pennsylvania





1928 Stutz Vertical Eight Series BB Four-Door Sedan

Owner: Jean Gorjat of Harrisburg, Pennsylvania

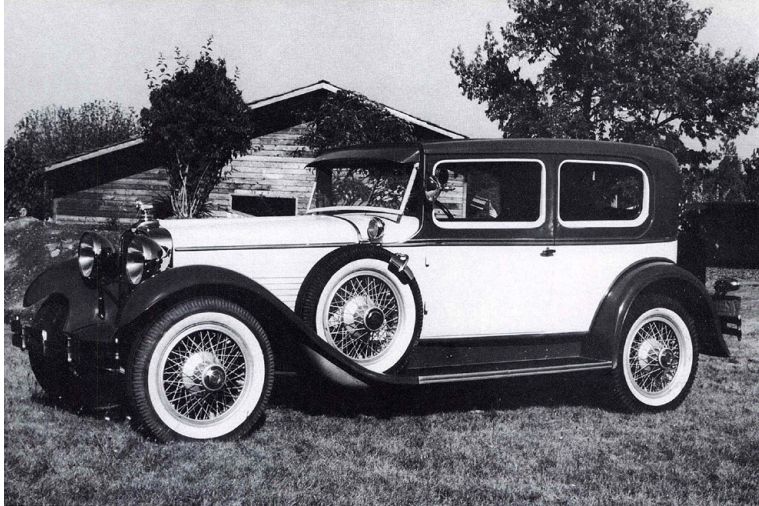


1928 Stutz Vertical Eight Series BB Dual Cowl Phaeton
Owner: Edward Rowan of Chatham, New Jersey

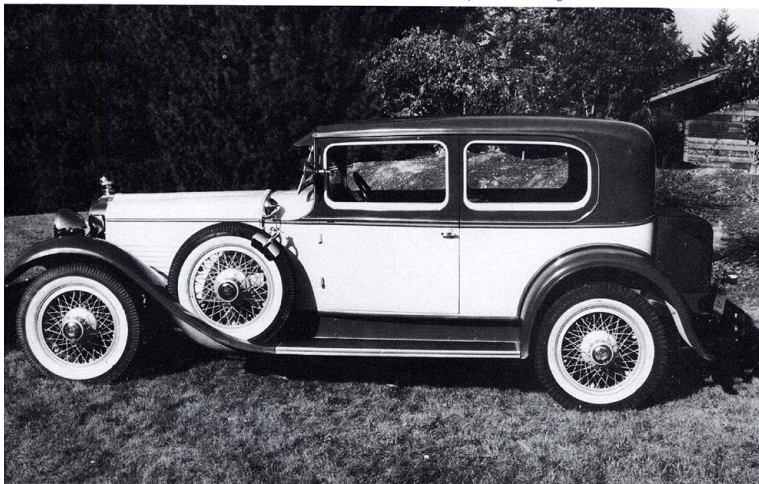
The Series BB Stutz was offered in no fewer than twenty-five different body styles. "The Type 3-C was the first announced on June 9th, 1928," says Bruce Harlow of his Custom Coupe. "This strikingly beautiful close-coupled body is somewhat similar to the five-passenger LeBaron except it is a two-door type on a 131-inch wheelbase. This is an excellent original car with just 47,000 actual miles since new."

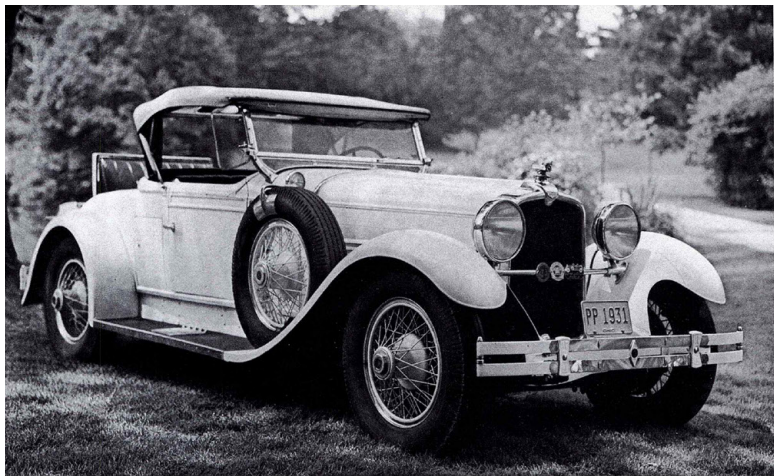
Edward Rowan's Series BB Dual Cowl Phaeton spent much of its life in South America. Ed acquired the car two years ago. It is currently undergoing engine and mechanical restoration.

Jean Gorjat's BB Sedan remains mechanically original: "I was living in Brazil in 1985 when I learned about the car, sent a friend to have a look and bought it over the telephone. The wife of a Stutz dealer in Florida was the original owner; it had been put on blocks with only 18,000 miles following her death in 1934. Repainting and reupholstery only have been done. As a European, I consider the Stutz and the Duesenberg the two best cars ever produced in the United States."



*1928 Stutz Vertical Eight Series BB Custom Coupe
Owner: Bruce A. Harlow, Rear Admiral U.S.N. (retired) of Poulsbo, Washington*





1928 Stutz Vertical Eight Series BB Roadster

Owner: Ernest J. Toth, Sr. of Chagrin Falls, Ohio

Photo: Torque

Both BB Roadsters shown here have enjoyed long residences in their respective garages. Philip Reed purchased his from its original owner sixteen years ago.

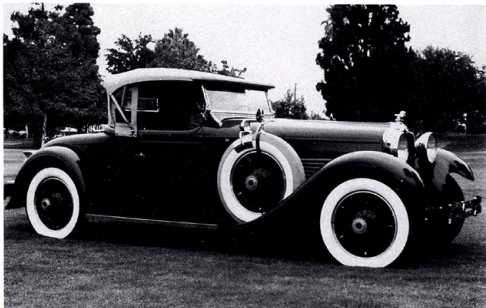
Ernie Toth acquired his in 1967 at the Latham, New York auction of the estate of Earl Pfannebecker: "I took a set of 1928 plates and held them up as I bid. I was so excited I even jumped my own bid at one point. When the Stutz was mine, I surveyed my acquisition and noticed the Egyptian sun god Ra hood ornament was not on the car. I asked Mrs. Pfannebecker and she said, 'You'll have to give me something extra for it. What will you give?' I replied, 'How about a big hug and kiss?' She said, 'I'll take that,' so in front of this huge crowd, I hugged and kissed her and she gave me the Ra. She must have been a flapper in 1928. This Stutz exemplifies the spirit of the roaring twenties, when cars were cars, men were men, and women were women. We were constantly invited to gala Gatsby parties after we got it. The car has been an absolute joy to drive—except once, back in 1976 when we decided it was roadworthy enough for the Bi-Centennial CARavan. On the way to the departure point in Williamsburg, the Stutz developed a ticking noise

which I assured my dear wife was a noisy speedometer cable. When the noise persisted, I said I would look into the matter in depth when we got to Alexandria that night. No sooner had I made that decision when, with a horrendous explosion, the engine disemboweled itself and the roadway was covered with wristpins, miscellaneous engine parts and twelve quarts of oil. I hated to lose the fresh oil I had just put in. But the bright

spot was that I met Dick Gold who loaned me his 454 Chevy with new trailer to transport the car to my friend Bill Johnson's in Camden, New Jersey. I still would not admit the situation was hopeless and planned to make repairs on the road. This proved impossible. Fourteen years later my Stutz received a brand-new engine for Christmas. And it will be back on the road for the New England CARavan in 1990."

1928 Stutz Vertical Eight Series BB Roadster

Owner: Philip Reed of Whittier, California



The Black Hawk Speedster was Fred Moskovic's answer to Harry Stutz's fabled Bearcat. That Stutz would relinquish its sporting image was unthinkable. Racing had been on the agenda since the Vertical Eight's inception. Set on the shorter of the two (131- and 135-inch) Series BB chassis, the Black Hawk was a whopping 1,377 pounds lighter than the sedan and, with a higher 6.25:1 compression ratio, delivered 125 hp. All this combined with impressive torque and the Stutz's superb handling and braking made the Black Hawk the car to beat in 1927. No one managed it. Stutz won every major stock car event that year except one, and only because the factory chose to sit that race out.

Early in 1928, following a two-way average of 106.53 for the flying mile at Daytona, the Black Hawk was proclaimed America's fastest production car. True, that April a Black Hawk did lose the match race against an H6b Hispano-Suiza at Indy. The mitigating circumstances included nearly eight liters of Hispano versus not quite five of the Stutz, which Moskovic had confidently believed would be surmounted by the superior long-run capability of the

Black Hawk over the twenty-four hours of the race. What he did not count on was his driver—aware of the \$25,000 wager his boss had riding on the outcome—attempting to win the race in the opening laps. Over-revved to a fare-thee-well, the Stutz swallowed an inlet valve. Moskovic found his pride easier to swallow, however, when his match race adversary, Charles Weymann, chose a Stutz and not an Hispano for the Twenty-Four Hours of Le Mans that June. There the lone Black Hawk relentlessly battled the vaunted three-car Bentley team, led for a while, dogged two of the Bentleys into retirement and finished a splendid second to the third. Even W. O. Bentley admitted that the Black Hawk was a better handling car than those of his own team. And the Stutz which finished second had to run the last four hours (nearly 200 miles) without top gear; in second the car had a 7.01:1 ratio limiting speed to 68 mph at 5000 rpm. Now that is amazing!

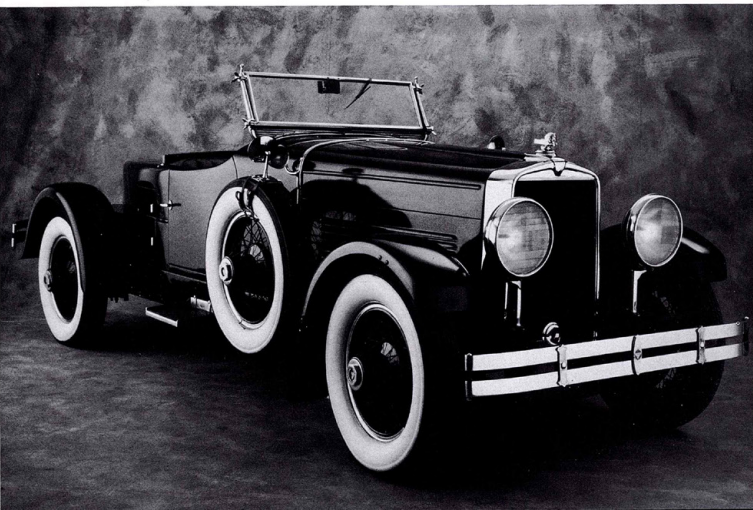
These were the glory years for Stutz. With three million dollars in orders arriving at the factory during the first week of the Vertical Eight's introduction, the Indianapolis

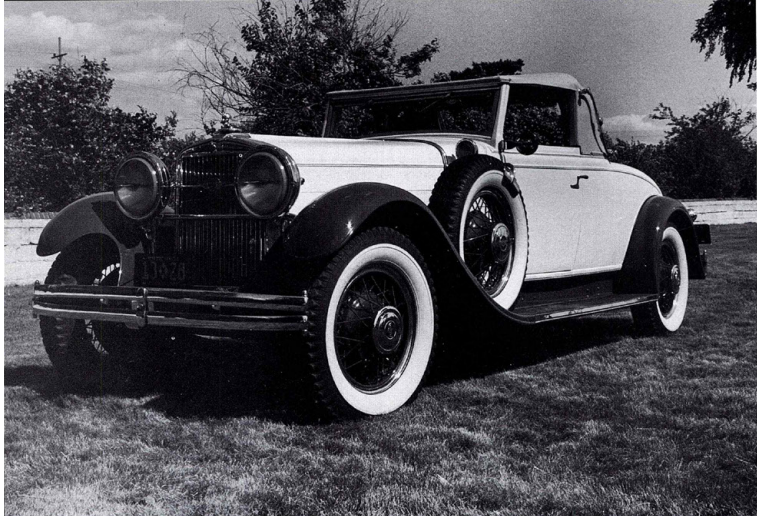
company had launched a program that made Stutzes available in every conceivable guise. For about \$5,000 the sporting driver could purchase a Black Hawk Speedster like Miles Collier's from the showroom floor. The bank president might select the Biarritz Sedan, his wife the Monaco Coupe. Stutz designations were posh; so were the cars. Many carried Weymann fabric bodies, Stutz contracting to take Charles Weymann's entire American output during the spring of '28.

But then things went awry. The Stutz legal department became a busy place as the company was sued for breach of confidence by James Scripps-Booth who had shown Charlie Schwab an underlung worm-drive design of his own prior to Moskovic's appearance on the scene. The drawings were meaningless to Charlie, and Howard Marmon would testify to Fred Moskovic's behalf that he and Fred had worked on the low-slung chassis idea together when the latter was with Marmon years before. But the situation was very unpleasant. Schwab pulled out of Stutz, followed soon by Moskovic. Edgar Gorrell became the new Stutz president.

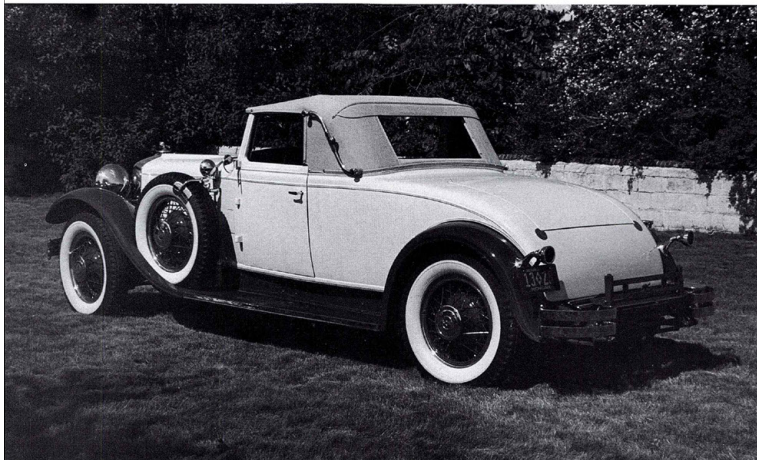
1929 Stutz Vertical Eight Series BB Black Hawk Speedster

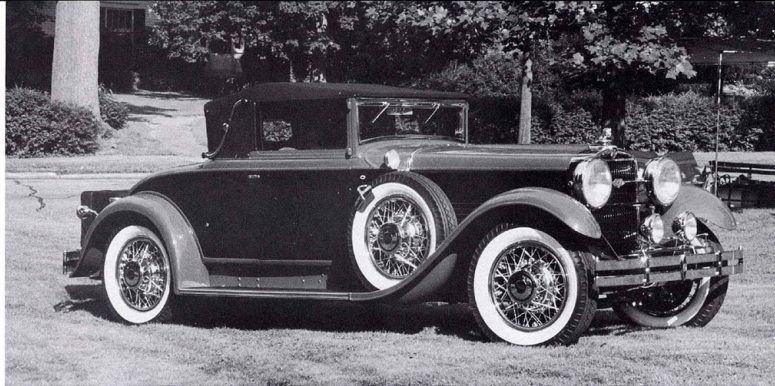
Owner: Miles C. Collier of Naples, Florida





1930 Stutz Vertical Eight M-46 Convertible Coupe, LeBaron (engine and instrument panel facing page opposite)
Owners: Bill & Barb Phillion of Grand Blanc, Michigan Photos: Cars & Parts





1930 Stutz Vertical Eight Model M-27 Cabriolet Coupe

Owner: Louis M. Groen of Cincinnati, Ohio

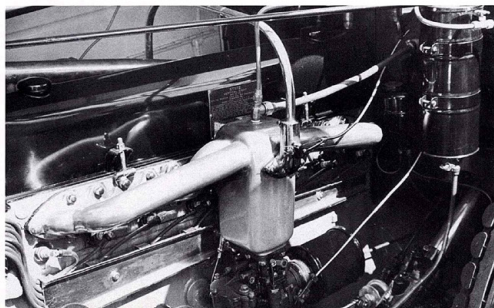
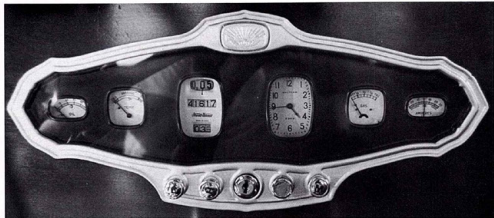
Photo: Milton Gene Kieft

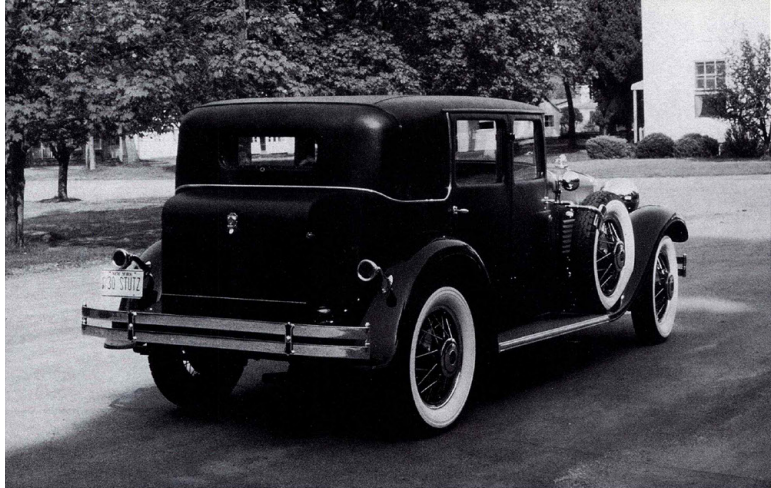
Bad to worse. The stock market crashed that October. Stutz sales dropped to half the '29 figure. Edgar Gorrell found himself at odds with

the new regime at Stutz. The new regime wanted to bail out already. The only good news in Indianapolis remained the Stutz cars themselves.

"The quiet, understated elegance of the styling speaks to me," says Louis Groen of his '30 M-27 rumble-seat convertible. "And a very positive statement is made in the 5,100 pounds of solid protection that gives the driver the feeling of assurance. Broadway and Ziegfeld Folies star Maddah Bowman bought my car for \$3,395 in 1930 and drove it for eleven years. It remained in storage until three years ago, when I acquired it from the second owner."

Bill & Barb P'hillion have owned their '30 M-46 LeBaron Convertible Coupe since 1954. Comments Bill: "The price was \$650 which my wife of a little over a year and I had previously earmarked for household furnishings. I drove the car home from Upstate New York to Michigan in February through rain, sleet and snow with no problems. I have an understanding wife. Our Stutz is very special to us because, first, it's fun to drive and, second, we've owned it for so long it's part of the family. A lot of standard features on the 1930 Stutz did not appear on most makes until years later—vacuum-assisted power-assist hydraulic brakes, overhead cam engine, side marker running lights, all engine accessories driven by the timing chain (no fan belt). Most 1930 Stutzes extant are on the 134½-inch wheelbase. Our LeBaron is on the 145-inch chassis. All those extra inches are in the forward portion of the rumble-seat compartment, making the leg room back there more than ample."



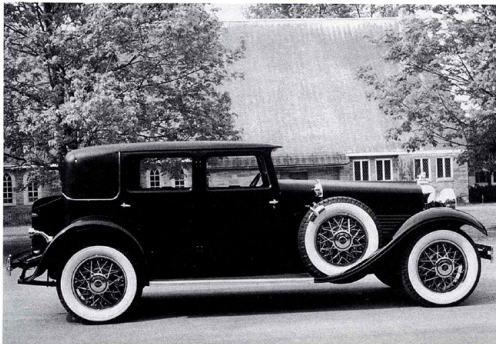


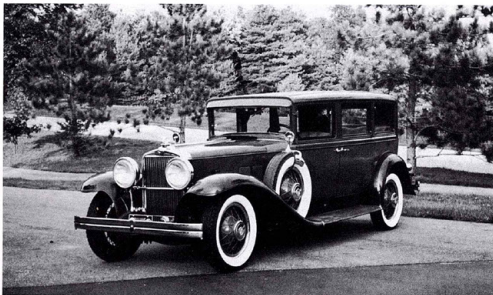
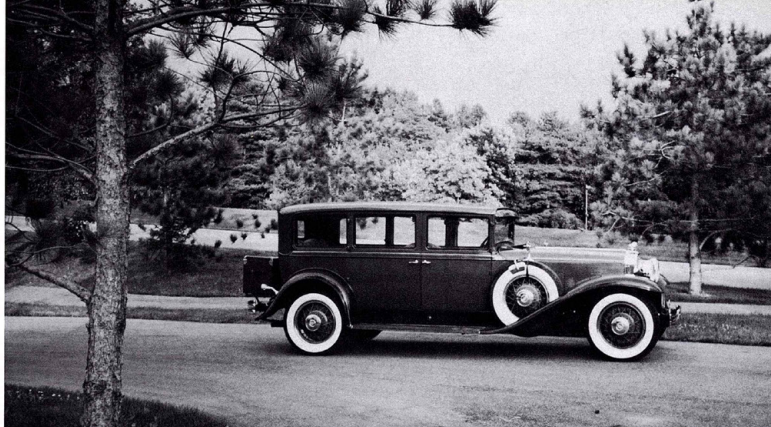
1930 Stutz Vertical Eight Model M-36 Versailles Sedan, Weymann
 Owners: Roger S. & Frances M. Chase of Broadalbin, New York Photos: Daniel B. Lyons

The history behind the 1930 Weymann Versailles owned by the Chases is captivating, as related by Roger: "This car was purchased off the floor of the New York Automobile Show by William Menge. The person who ordered it had lost a bundle in the stock market crash and couldn't take delivery. Fifty years later I acquired the car from the Menge family. It had been driven 50,000 miles and then put on blocks in 1937. What Stutz called its 'Chateau series' of Weymann fabric coachwork was introduced in August of 1929 at the Saratoga Racetrack. A Versailles-bodied Stutz like this one was featured there. In 1930 Cannon Ball Baker drove a car identical to mine from New York to San Francisco in three days, averaging 50 mph and breaking the transcontinental record. During the five-year 5,000-hour frame-up restoration of this Stutz, my admiration for it grew immeasurably. Stutz was a name that had fascinated me since childhood. The Weymann body gives the car an international distinction; it would look good in New York, London or Paris. And it provides an almost silent ride. Those heavy-duty running boards act as safety bumpers among

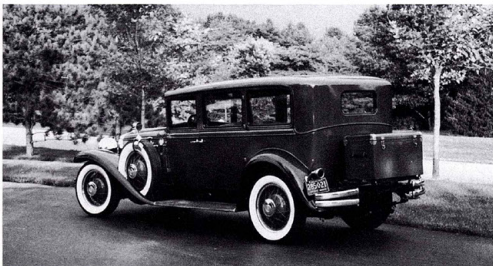
the numerous features in the remarkable Stutz 'safety' chassis. And unique features abound in the car: an ignition/transmission anti-theft lock, a directional compass in the headliner directly over the driver's head, a pull-out cigarette lighter on a long retractable cord that converts to a trouble light by exchanging the lighter head with a small spot light

that is stored conveniently behind the dash, a rear window curtain that can be driver-operated by a silk cord through an intricate series of miniature pulleys, a back-up light that is automatically actuated when the car is shifted into reverse. So many features separate this Stutz from most of the Classics of that era."



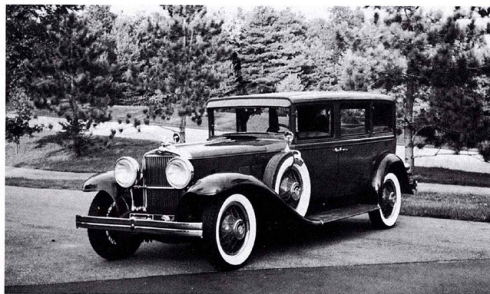
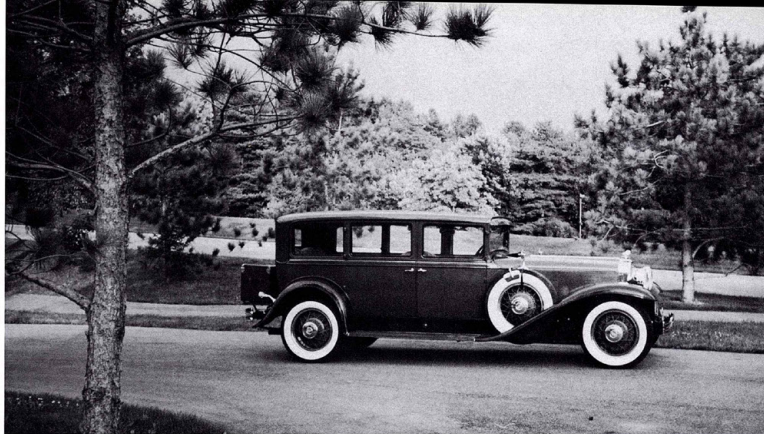


1931 Stutz Series SV-16 Model MB Seven-Passenger Sedan
Owner: Dale K. Wells of Kalamazoo, Michigan

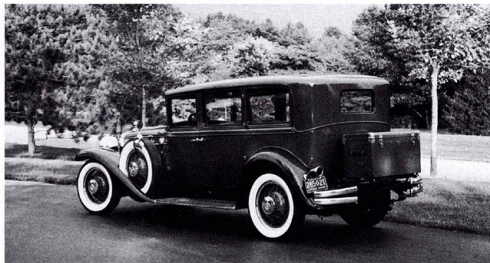


In 1929 the Stutz Vertical Eight engine had been bored out to 322 cubic inches. Curiously, horsepower was advertised as 113 at 3300 rpm. All this remained the same through 1931. The differences are explained nicely by Dale Wells, who has owned his '31 Seven-Passenger Sedan for over two decades: "Nineteen thirty-one was the last major body restyling for Stutz, mainly through the use of longer flowing front fender lines and hood doors replacing louvers.

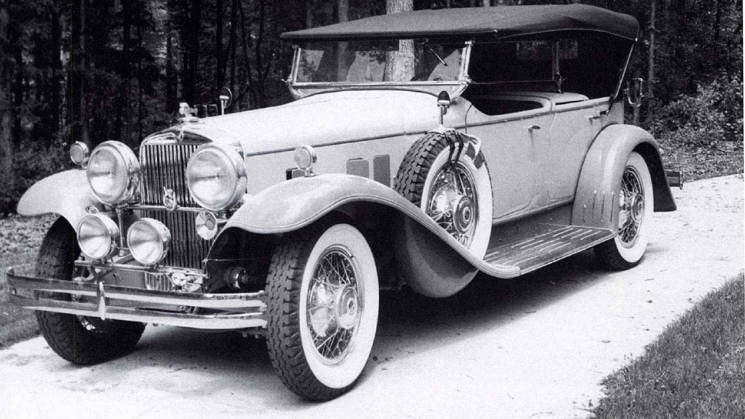
Chassis changes were few since Stutz, like most independent Classic manufacturers, was barely surviving the Depression years. The MB Stutz featured the long 145-inch wheelbase as opposed to the MA on the shorter 134½-inch chassis. Mechanically, the cars were the same with the overhead camshaft, dual ignition system, Bijur chassis lubrication, header-style exhaust manifolds, nine main bearings and hydraulic brakes. With the introduction in 1931 of the DV-32 (the number translating to valves), the M series cars were redesignated SV-16 since they only had sixteen valves as commonly used on straight-eight engines. If you like to talk to spectators about your car, you should have an SV-16 emblem on your Stutz. Someone will invariably comment about sixteen cylinders and ask to see the engine. You can then launch into historical commentary about Stutz model designations. Purportedly, my car was originally owned by a staff member at Notre



1931 Stutz Series SV-16 Model MB Seven-Passenger Sedan
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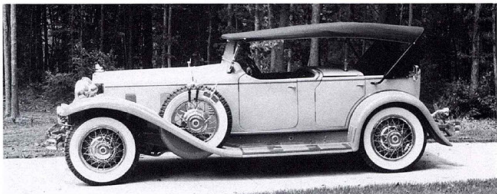
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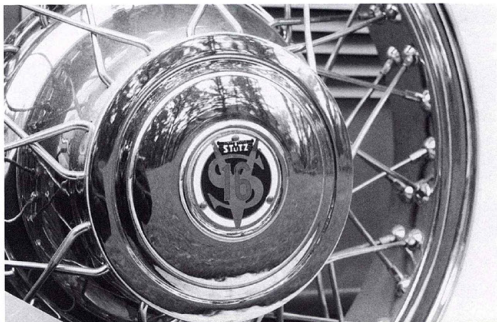
Dame. When I acquired it, 47,000 miles showed on the odometer and the physical condition and completeness suggested it was not the second time around. Although one sees more open models at shows today, this 'gangster' type sedan is more typical of the great masses of Classics seen on the highway in their own era. With mine, I just overhauled the motor, repainted the body, did a few cosmetics and proceeded to drive it. That is the way to really enjoy a Classic car."

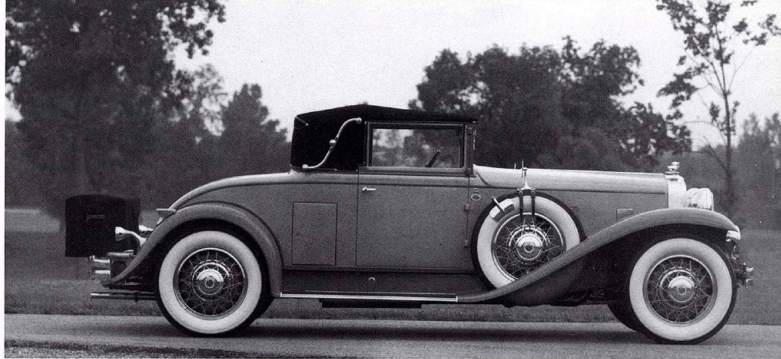
Ray Miller has been enjoying his '31 Cabriolet Coupe since 1979: "I like the car for its distinctive lines and its all-around road performance. This 'Twentieth Anniversary' Model MA Stutz is a refinement of the advanced engineering and safety features which made the Stutz one of the finest performance and luxury cars of the era."

"The Classic Era provided us with many quality automobiles. The SV-16 Stutz stands up to all of them in every way," comments W. J. Ridout, Jr. "My LeBaron Four-Passenger Speedster drives like a dream, is very powerful and extremely rare. I like the extra low gear and the device which prevents the car from backing up if the motor stalls. The driving lights turn with the front wheels, and the Bijur chassis lubricating system works perfectly."

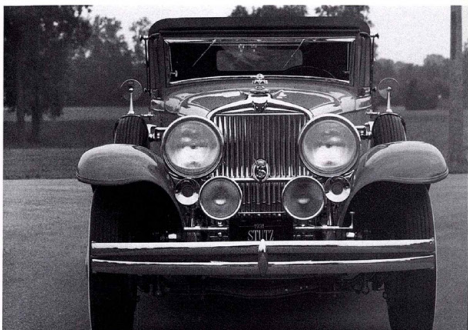
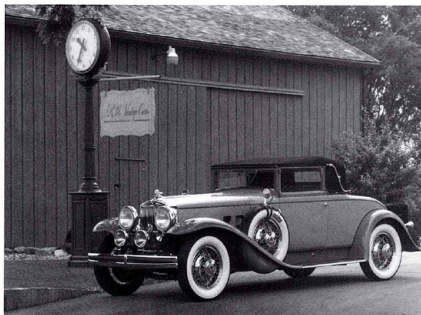
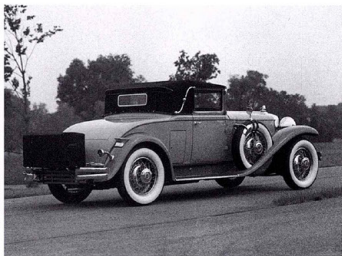


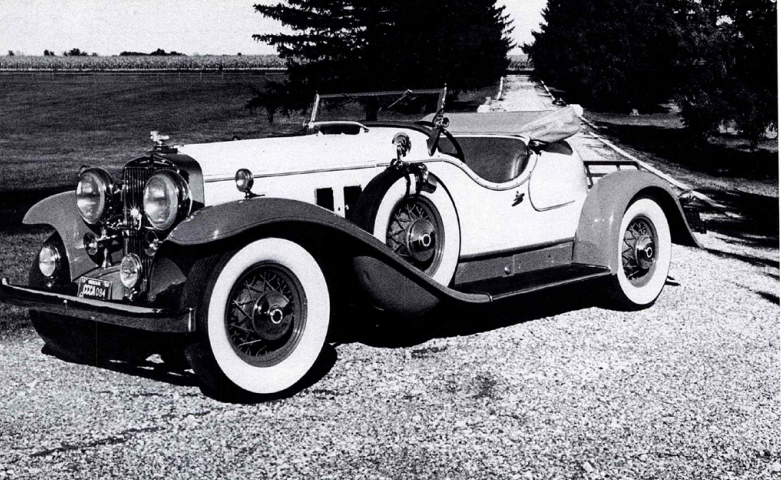
1931 Stutz Series SV-16 Model MA Four-Passenger Speedster, LeBaron
Owner: W. J. Ridout, Jr. of Bracey, Virginia





1931 Stutz Series SV-16 Model MA Cabriolet Coupe
Owner: S. Ray Miller, Jr. of Elkhart, Indiana





In 1931 why did Stutz not join the multi-cylinder race? Lack of development money is the logical answer but, if anything, only partly true. Twelve or more cylinders virtually decreed a vee configuration, and Stutz had no experience with vee-type engines. The company was justly proud of the Vertical Eight. Better to carry its concept of high efficiency from small displacement to an ultimate conclusion. To "Pop" Greuter, the conclusion was double overhead camshafts, four valves per cylinder and a single spark plug in a polished hemispherical combustion chamber. The DV-32 developed a potent 156 hp from 322 cubic inches and torque by the gobs (300 lb/ft at 2400 rpm). Stutz commented casually that 100 mph was possible.

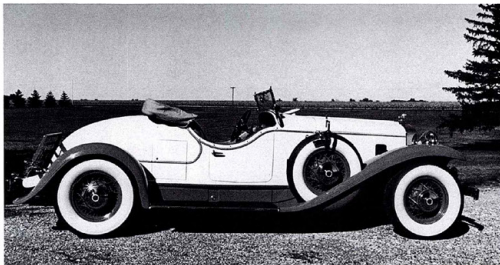
Quite possibly, this fabulous new Stutz might not have been produced save for Edgar Gorrell's s.o.s. to Charlie Schwab. Stutz had survived the involuntary bankruptcy brought by decidedly unfriendly creditors in 1930, but the post-Schwab regime desperately wanted to be rid of the Indianapolis company. Gorrell asked "Genial Charlie" to help and, with several associates, Schwab repurchased control. "Nothing short of marvelous" was his phrase for the new DV-32 Stutz. The trade press was equally enthusiastic.

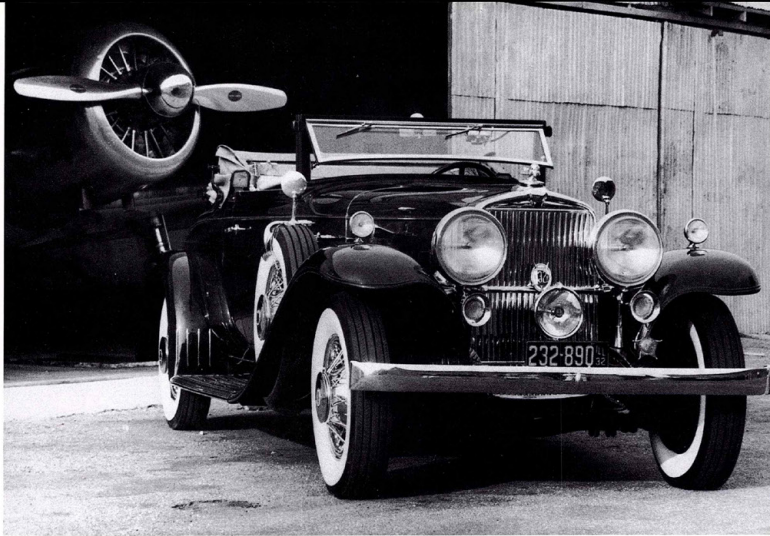
"I love the body style and the double overhead cam engine, which is much like the Duesenberg, only smaller," comments William Abbott of the DV-32 Bearcat Speedster he has owned for forty years.

If that longevity of ownership is impressive, heed now the wonderful story of Bruce McBroom's DV-32 Cabriolet Coupe: "My grandfather, Arthur N. Powers, saw this car at the Chicago Automobile Show in the winter of 1931 and arranged to buy it when the tour of auto shows concluded. In June of 1932 he took delivery and gave the car to my mother Gwen as a high school

graduation gift. She drove it awhile at Northwestern University. Later in the forties my grandfather bought her a new car and kept the Stutz himself for trips to the golf course as it had a convenient golf bag door. I received the car in 1977 and did a paint and upholstery restoration to original. The car now has 29,000 miles on it. This Stutz is a very fast automobile. My grandfather used to race the streamliner *City of New Orleans* from Chicago to his home in Kankakee, Illinois along the straight track bordering the highway. I once raced a Stearman bi-plane on the runway at Santa Paula, California airport."

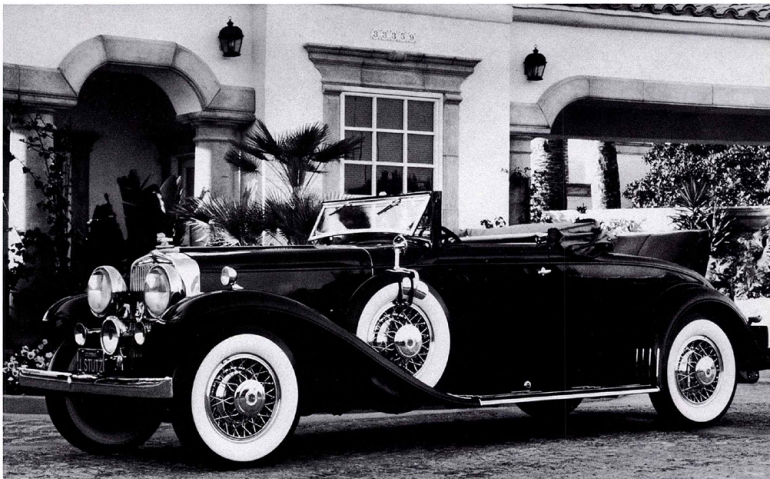
1932 Stutz Series DV-32 Bearcat Two-Passenger Speedster
Owner: William S. Abbott of Jerseyville, Illinois Photos: Jerry Manis

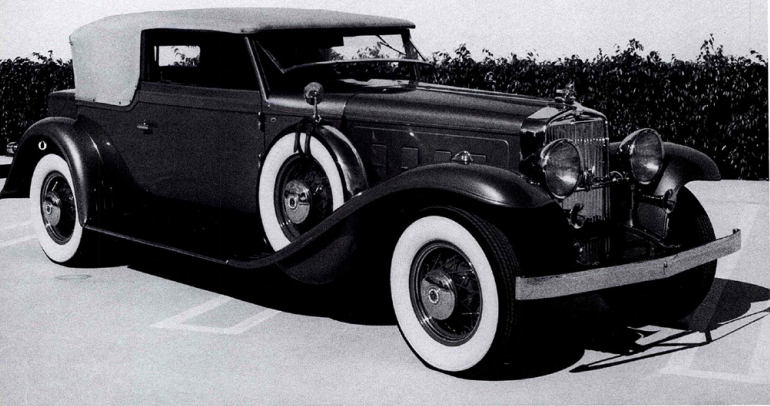




1932 Stutz Series DV-32 Cabriolet Coupe

Owner: Bruce McBroom of Los Angeles, California





To the production DV-32 body styles and the Weymann Chateau Series, Stutz added a flurry of designs by LeBaron (eight), Rollston (three), Brunn, Waterhouse and Fleetwood (one each), all save the Waterhouse on the long 145-inch wheelbase. All of the body styles were available on both the SV-16 and the DV-32 chassis, the increment an even \$1,000 for the latter. Bill Lassiter's DV-32 Rollston Convertible Victoria was priced at a hefty \$7,400. His Rollston Sport Phaeton—the famous "Dragon Phaeton"—was a one-off built especially for the New York show.

In the checkered career of Clive Cussler's DV-32 LeBaron Town Car was work awhile as a pick-up and tow car at NHRA events for the drag racer Eddie Hill of Texas. Clive acquired the car five years ago: "Little is known of the history. Rumor put it in a junkyard in 1941 somewhere in Mohawk Valley, New York. The car is thought to have been originally bodied as a coupe but was restyled before it went to the junkyard. The design is unusual in that the slant on the divider window is at the same angle as the windshield. The rear passenger's compartment has a liquor bar."

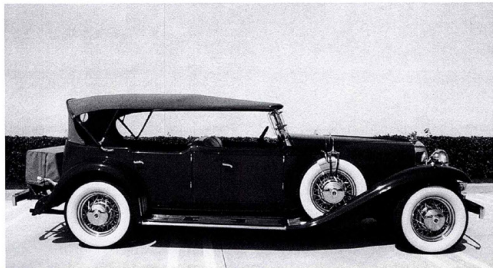


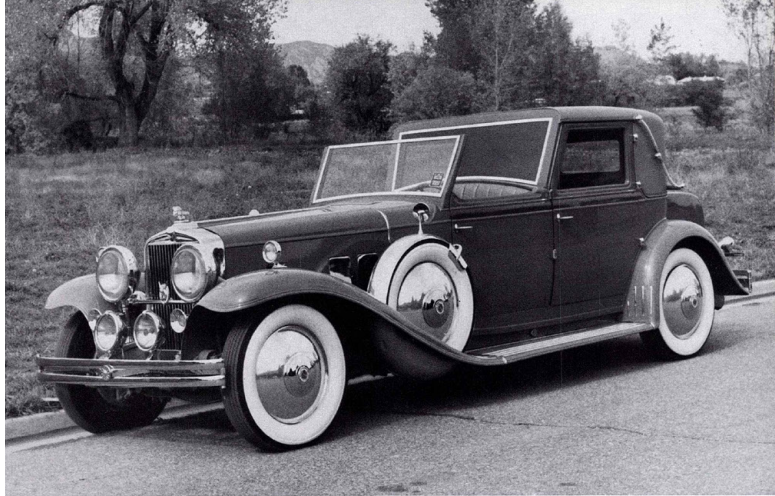
1932 Stutz Series DV-32
Convertible Victoria, Rollston

Owner: W. G. Lassiter, Jr.
of West Palm Beach, Florida

1932 Stutz Series DV-32
Sport Phaeton, Rollston

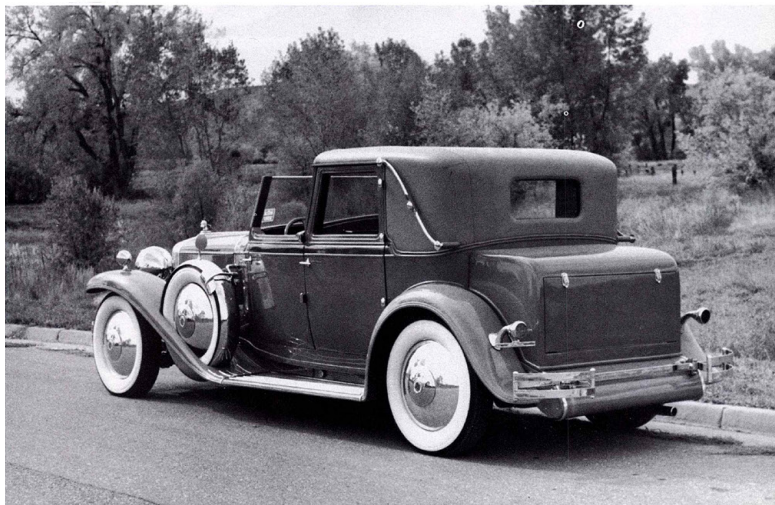
Owner: W. G. Lassiter, Jr.
of West Palm Beach, Florida





1932 Stutz Series DV-32 Town Car, LeBaron

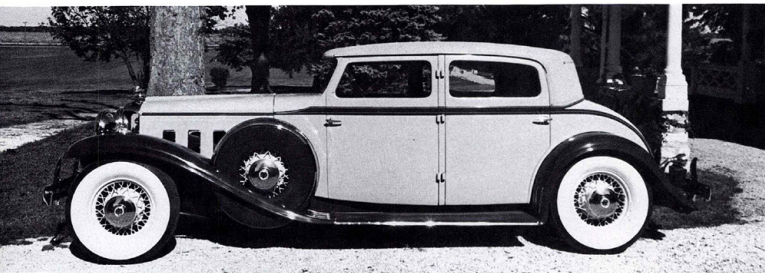
Owner: Clive Cussler of Golden, Colorado



The Bearcat name had not been used at Stutz since the mid-twenties when Fred Moskovic decided that car's hairy image wasn't in keeping with the refined Vertical Eight. But Moskovic was by now long gone—and in the depths of the Great Depression, Stutz concluded that reviving the legendary name might help sales. It was in the Series DV-32 that the Bearcat returned—as a speedster model on the 134½-inch chassis, as William Abbott's car shown earlier. And as the Super Bearcat on a truncated 116-inch wheelbase, as Bob Bahre's car seen here. The factory guaranteed that each Bearcat had been driven 100 mph before delivery. The performance of the lighter and smaller Super Bearcat was even more super!



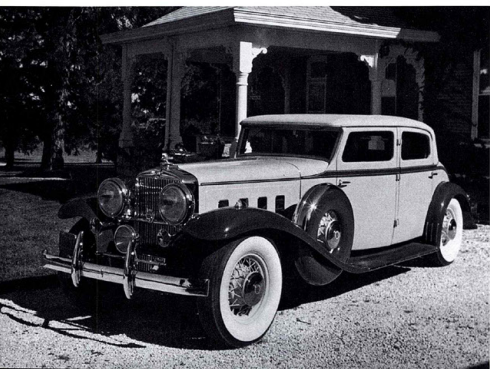
1933 Stutz Series DV-32 Super Bearcat Convertible Coupe
Owner: Bob Bahre of Oxford, Maine



1933 Stutz Series DV-32 Monte Carlo Sedan, Weymann

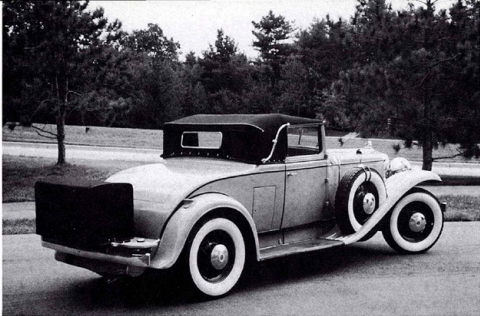
Owner: William S. Abbott of Jerseyville, Illinois

Photos: Jerry Manis



No one agrees about precisely how many Stutzes were sold during this period, but consensus puts the figure very low—for 1932 few more than 100. This makes all the more remarkable the number of refinements to the 1933 Stutz line—downdraft carburetion, automatic clutch, thermostatically-controlled hood doors, automatic choke, new instrument and dash layout, new lights and hood line. But it was not enough. Sales for '33 continued to hover around the 100 unit mark.

Rare is any '33 Stutz DV-32. William Abbott's Monte Carlo, which he has owned for thirty-four years, is rarer yet as an aluminum Weymann which, at \$6,895, was priced a full thousand dollars more than the fabric body in the same body style. But prices for Stutz by then were negotiable. The company was desperate.



1934 Stutz Series SV-16 Cabriolet Coupe
Owner: Dale K. Wells of Kalamazoo, Michigan

"The Car Which is Safest Has the Right to be Fastest." Given Stutz's remarkable racing record of the late twenties, this declaration from an independent Classic manufacturer was more than justified. By the mid-thirties, it had become a plaintive cry. Six is the usual figure cited for the number of Stutzes sold in 1934; if there were more, they were precious few.

"Mine is the only open 1934 model I know of," comments Dale Wells who has owned his SV-16 Cabriolet Coupe for nearly three decades. "The embossed hood sides with four side doors were used only on the later cars of 1933-1934. The teardrop parking lights are really quite incongruous with the Ryan headlights but are more typical of the advanced styling going into the

middle thirties. This was my first antique car—my introduction to the hobby. It's a driver, never trailered, and is an excellent touring car, handling very well on the highway at freeway speeds, doing the Stutz nameplate and image proud witness. I wonder sometimes if the Stutz sales department liked that cross-bar SV-16 emblem, figuring most people would not appreciate the difference between sixteen valves and sixteen cylinders and this way the Stutz owner would not have to feel embarrassed in the country club parking lot. Everything about the car is luxurious, the Carpathian elm solid wood dashboard with full range of new airplane-type full-sweep gauges, for example. But at \$3,495 in 1934, my SV-16 Cabriolet Coupe was about twice the price of many other similarly-sized eight-cylinder cars. The end of production was near at hand."

In January of 1935 the company announced that "it is not a part of the present program to continue manufacture and sale of the Stutz car." Survival was tried awhile with production of a light delivery van called Pak-Age-Car. In 1937 the Stutz Motor Car Company admitted its insolvency. In 1939 the firm was liquidated. The Stutz memory will ever linger on.

