



Woodard Stutz Garage

Incredible Cars on Display at a Most Appropriate Location.

BY RICK SHAFFER | PHOTOGRAPHY BY FRITZ FROMMEYER

The owner is a modern day “renaissance man” with an eclectic assortment of cars on display in what just might be the most exotic backdrop for any car collection ever highlighted in Vintage Motorsport. Come to 1060 North Capitol Avenue in Indianapolis, Indiana, for a trip to the past. The Stutz Business and Arts Center (aka The Stutz) currently comprises seven connected buildings covering a square city block near the edge of downtown Indianapolis, but once upon a time, it was the factory where all Stutz



An art deco rendition of Ra, the Egyptian sun god, was the mascot for Stutz’s 8-cylinder cars beginning in 1926.

automobiles were manufactured. That’s Stutz, as in Harry C. Stutz, the Stutz Bearcat and the Stutz Blackhawk.

Current owner Turner Woodard is a racer-turned businessman/real estate developer turned entrepreneur/philanthropist with an impressive collection displayed throughout what he describes as “the only former automobile factory left fully intact in the entire country.”

His car-collecting passion began when he and a high school friend purchased a 1948 Plymouth. After restoring it, they sold



(ABOVE) The Safety Stutz with its innovative protective features could also show some speed as it captured the 1927 Stevens Trophy averaging nearly 70mph at IMS for 24 hours. This, a 1927 model, is not that winning car. (LEFT) Early Auburn Boattail Speedsters like this 1929 model have straight-8s that produced 96 or 120hp and are said to have been the only sporting U.S. automobile at the time.

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it. According to Woodard, his friend did all of the mechanical work while he served as “salesman and the guy who waxed the car!” After a tree fell on the car, they bought it back, repaired it and sold it again. Since then, he has spent a significant portion of his life buying, fixing up and either selling or keeping cars as collector items.

Woodard also competed in Formula Ford, Formula B and Super Vee in SCCA from 1969 to 1979, starting at the Jim Russell Racing School at Willow Springs, California. He recalls a certain fellow student named Steve McQueen (yes, that Steve McQueen) who was there to satisfy his insurer’s request to go to a racing school before filming his epic “Le Mans.”

He continues: “My goal was to save money each year to buy another collector car. I would have some money direct-deposited to a special account to buy and sell collector cars. The sale of various cars helped me raise funds for my racing program.” But everything changed when he purchased the former Stutz factory in 1992. It would be a matter of time before he began collecting Stutz automobiles.

He remembers back: “When you collect cars, one of the first questions you have is where can you store them? With the Stutz factory, I now had room. I knew about Stutz cars, but I was more into Corvettes and Cadillacs. After I bought the factory, I couldn’t wait to be able to afford a Stutz to either put in the showroom or near the dock where there is a lot more traffic.”

In 1995, he got his first chance to purchase a Stutz quite by accident.

“The guy in charge of the dock area—Jeff Christensen—got a call from a lady in Arizona whose husband had died and she wanted to sell a Stutz he owned, a 1926 Speedster,” he said. “She found the Stutz Business and Arts Center in the phone book and called here hoping it would be the right place. So, I flew down to Sun Valley, Arizona, bought the car and shipped it back to Indianapolis. I displayed it on the dock where more people would see it.”

As his Stutz collection began to grow,



The Stutz complex has occupied a city block north of downtown Indianapolis for more than a century.

The White House Group



Jensen Interceptors were called “the gentleman’s express,” with 325hp from their Chrysler V8s. This is a 1974 Mark III. Racing Vipers were three-time class winners at Le Mans and an overall winner of the Daytona 24 Hours. Their V10s put out 700hp. This is a 1996 edition.

the Speedster played a new role—parts provider. The car was essentially cannibalized to restore his other Stutz acquisitions. But the Speedster is about to get a new life as “the world’s first Stutz hot

rod.” Thanks to the effort of restorer and collection curator Cliff Burlow, the car now features power from a 400hp Chevy 360 V8. Minus its fenders, the red two-seater appears ready to take on any challenger at



Turner Woodard’s automotive interests are varied and include a 1989 25th anniversary Lamborghini Countach.

Woodard Stutz GARAGE



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any stoplight.

Woodard's current Stutz collection also includes a 1914 Bearcat, a 1920 fire truck, a 1926 Speedster Straight Eight, a 1927 Safety, a 1929 Dual Cowl Phaeton, a 1933 Pak-Age delivery van, a 1933 DV32 Hollywood Sedan and a 1973 Blackhawk that features the world's first dashboard-encased TV. There is a 1929 Auburn Boattail Speedster as well as a 1974 Jensen Interceptor. Modern exotic cars include a



Designed for economical home delivery, the Pak-Age-Car was built by Stutz until 1938. Its 4-cylinder 113-cu.in. Hercules engine generated 21.5 hp and a top speed of 18 mph. (ABOVE LEFT) Introduced in 1926, the 287- cu.in. Stutz Vertical Eight, with its single overhead cam and two plugs per cylinder, produced more than 90 hp.

1980 Excalibur Phaeton, a 1984 Ferrari 512 Boxer and a rare 1989 Lamborghini Countach.

There is also a racing version of a 1996 Dodge Viper, a 1978 Corvette Indianapolis 500 Pace Car and cars he campaigns in current historic events—a 1975 Chevron B31 sports racer and a 1979 March 79B Formula Atlantic that carry different retro paint schemes each season. This year's scheme honors the 1973 Sunoco-sponsored Can-Am Porsche of Mark Donohue.

However, the most unique car in his collection is not really a car at all. It actually is full-scale fiberglass replica of the Stutz Blackhawk land-speed record car that carried 1926 Indy 500 winner Frank Lockhart to his death at Daytona Beach, Fla., on April 25, 1928. Lockhart designed the original car that was destroyed in the accident.

"This car came from one of the Race Rock restaurants," Woodard explained. "There were four of them and they commissioned different artists to build full replicas of the cars that made land-speed record runs on the beach at Daytona. This particular car hung from the rafters at the Las Vegas location. Race Rock ultimately went out of business and I noticed this car hanging overhead while I was at the Barrett-Jackson Auction in Scottsdale, Arizona."

It quickly became a "must-have" for Woodard. The original car had been built in



Turner Woodard (left), whose race shop is in the Stutz building, vintage races a 1975 Chevron B31 (left) and a 1979 March Formula Atlantic. With him is Jeff LaFollette, VP of operations and race team manager.



Ferrari's first mid-engine road car was the 512 Boxer with its flat 12-cylinder producing 340hp. This is a 1984.

In addition to traditional auto racing scenes, Woodard has many of his own works on display in American abstract expressionism style that tends to liven up The Stutz's 107-year-old yellow brick walls.

the Stutz racing department in Building D, where in memory of Lockhart, a hallway has been dubbed "Lockhart Lane."

Then, there is the art. In addition to

traditional auto racing scenes, Woodard has many of his own works on display in American abstract expressionism style that tends to liven up The Stutz's 107-year-old

yellow brick walls. History is everywhere one looks as there are also numerous photographs of the factory in its heyday. In fact, the entire complex provides a museum-like backdrop for mixed-use tenants including artists who produce works of art which only seems appropriate. After all, the location once produced a number of works of art in their own right—they were known as Stutz automobiles. 🏎️



Standing next to this replica of the ill-fated 1928 Frank Lockhart LSR contender, the original of which was constructed in the Stutz facility, the risk of traveling at 200 mph on Daytona's sands becomes very clear.