

*1920 Stutz Model 666 Triple Combination Pumper
See page 30 for details*



The Keeneland Concours d'Elegance 2012

by Dan DiThomas

"You meet the nicest people at a Kentucky concours."

Mary and I loaded up the 1925 693 STuTZ Roadster and headed for Lexington KY for the July 21, 2012 Keeneland Concours. The annual Keeneland Concours d'Elegance is held at the beautiful Keeneland Race Course in Lexington, Kentucky, showcasing over 130 of the finest collector vehicles in the country. Automobiles, motorcycles and other unique types of vehicles were judged for their historical accuracy, presentation, and cleanliness. The beneficiary of this concours is the Kentucky Children's Hospital.

The STuTZ Club was represented at the Keeneland this year with four STuTZ cars and a number of club members displaying other marques. The club members on the field along with Mary and me [1925 STuTZ 693] were Gus and Ruth Ludwig [1923 STuTZ Speedway 4], Richard and Irina Mitchell [1932 STuTZ Bearcat & 1929 STuTZ M Lancefield Coupe], Dan Hanlon [1939 Packard], Carl and Carrol Jensen [1948 Jaguar], Clem Lange [1935 Auburn], and Jay Kolb.

The significance and beauty of the 1929 STuTZ Model M Lancefield Coupe was recognized and appreciated by the public and the judges. Richard and Irina Mitchell were awarded the Best in Show and 1st place in the Coach Built Classics class.

Announcements

ATTENTION!

Annual Stutz Dinner | Thursday, Oct 11 at 7:00PM | Cost \$33
HOLIDAY INN Harrisburg East, 4751 Lindle Rd, Harrisburg PA 17111

STUTZ CLUB GROUP ROOM RATES

We have secured a block of rooms at a rate of \$119 per night double occupancy at:
Wyndham Garden Hotel Harrisburg, 765 Eisenhower Blvd, Harrisburg PA 17111

Call 717-558-9500 and mention The Stutz Club for the reduced rate.

SPECIAL NOTICE! There will be NO "on the field" Meeting on Friday Oct 12, 2012

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Richard and Irina Mitchell presented the Best of Show Award. Richard and Irina are 3rd and 4th from the left

Clem Lange



Dan and Mary DiThomas



Gus Ludwig and Dan DiThomas talking about their STUTZ cars



Carl and Carrol Jensen



Gus Ludwig



Richard and Irina Mitchell



Dan Hanlon on the right



MY STuTZ

By William L. (Bill) Snyder

While Christine and I have other Classic Cars and although some of those other Classics are Stutz cars, this one has always been “MY STuTZ”. My story explains all of that.

When I was in junior high school during World War II, I read a book about two kids who played on an old abandoned Model T Ford on their grandfather’s farm. As time went by, they fantasized about making it run and about driving it. Grandpa gave the “okay” and they began working on it and eventually got it running again and they drove it around the farm. I began to fantasize about doing the same thing, but with a different conveyance.

Around that time I was about 14 years old and my father (who was an attorney) was handling the estate of a man who had passed away leaving but one heir, an elderly woman. My dad thought I might be interested in seeing the old car the man owned. It was a 1936 supercharged Auburn convertible sedan and it looked (to my 14-year-old eyes) just like it was brand new. It wasn’t even 10 years old and must have been the man’s prized possession. I was in love so I asked my dad if I could buy it.

“Do you have the money?”

“Do you have the money?” he asked. Amazingly at that age, I did. I think the price was somewhere between \$300 and \$400 and I had managed to save that from a variety of sources including my paper route, profits from old motor bikes and motor cycles I bought and “fixed up”, selling magazine subscriptions, birthday money from my aunts and gifts for special events like first communion. So, yes, I had enough money.

With that obstacle overcome he said, “You can’t buy it. I can’t sell it to a relative and besides, you are too young

February 3, 1947 and the birthday gift to myself is MY STuTZ. That’s lifelong pal and past Director of the Florida Region Jim Prior sitting in the car.

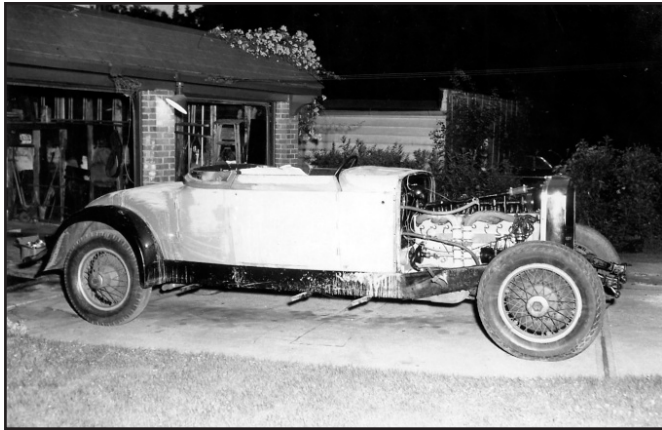
to own a car”. That was an odd argument; I had been riding motorbikes for some time. He went on with, “It is an orphan car . . . you can’t buy parts for it or even get it fixed if something breaks so no, you can’t buy it!”.

It was a lesson well learned and in January of 1947 as I was nearing my 16th birthday I asked my dad if I could buy a different car. “If you have the money” he responded and as an afterthought he suggested I go see the Desoto-Plymouth salesman he dealt with who might be able to put me in a reliable pre-War Plymouth.

The only part I heard was the “okay” to buy as I already had found the car I wanted and it wasn’t a Plymouth. The next day, the 3rd of February, my 16th birthday, my pal Jim Prior and I walked over to the house of the owner and hopeful seller of what was to become My STuTZ. He lived in Cleveland Heights, Ohio, just a few blocks from our high school and I paid the money and got the title.

The first problem, easily solved by two 16-year-olds, was the gearbox. I learned to drive on a 1941 Desoto with Fluid-Drive and Jim’s dad had a 1941 Oldsmobile with Hydra-Matic so neither of us had really learned to shift gears but at least I had used the clutch with Fluid-Drive





to go from neutral to either the first/second range or the high range. So the first hurdle was but a few minutes of experimentation. We drove the car home and despite the February weather, washed it and put the top down so we could “see how it looked”.

This was a Tuesday and Tuesday evenings my dad played Gin with some of his friends at the Cleveland Athletic Club which meant his arrival home would be in the wee hours. I lived in what had been designed as maid’s quarters on the third floor even though we never had a maid. I was awakened by the sound of the door to the stairs being thrown open and heavy footsteps ascending. My dad burst through my door and demanded to know “What in the hell is that in my garage?”

“ It’s MY STuTZ.” I responded.

And to that he asked, “What did you pay for it?”

“\$500,” I stammered, to which he replied in a high voice “You are a damn fool!” and left with a healthy door slam.

So that is how it became forever “MY STuTZ”. But “forever” was interrupted when after 18 years of ownership I was faced with a serious cash problem. At that point in my life, two years into my new business, in 1964 I found myself in need of additional cash. I was forced to sell this and other cars when my banker informed me, after looking at my financial statement, that he would not loan me more money but would send flowers.

1951 having just completed my first restoration.

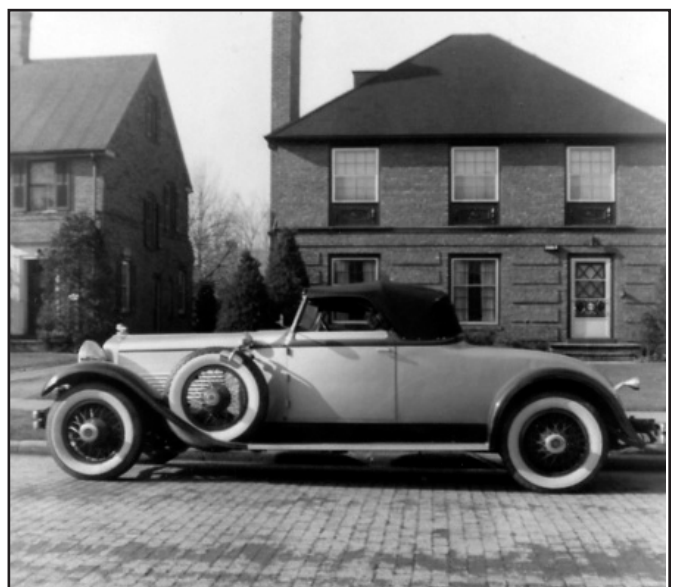
1950 and hard at work restoring MY STuTZ

I Was Forced To Sell

What followed was 40 years of begging and pleading with the gentleman who bought the car to sell it back to me. Forty years of pestering did the trick and in 2004 I once again owned MY STuTZ, or at least most of it!

Restoration began with replacement of bad wood and the search for missing parts including correct bumpers and headlight lenses to replace the cracked ones I got with the car. My search for lenses was fruitless until several months before the restoration was completed I found a dust-covered box labeled “Stutz Ryan Lights” buried behind other boxes in my basement and believe it or not it contained two correct and perfect lenses.

The box was marked 1969, a time when I did not own a Stutz and I still don’t have a clue as to when or why I acquired them. I think there must be a lens fairy out there! Another big problem was the incomplete supercharger. As only ten Stutz cars were ever so equipped, parts did not exist. Fortunately past CCA President George Holman had intimate knowledge of the supercharger as well as the special carburetor it required and his company had the equipment to fabricate and repair both units, which he did to perfection.





A great deal of work as well as much information-gathering was required to make this car “as new” so the restoration was not completed until September of 2011 just in time to debut at The Glenmoor Gathering of Fine Cars when I drove it for the first time in 47 years to pick up an award on the show field. We had shown it at the Grand Classic which Christine and I coordinated the day before but we were too busy to spend time showing or chatting hence our restorer Jim Capaldi and his associates did the showing and, presumably, the chatting. We did score 100 points.

Looking back, the real fun with this car began in the summer of 1947 when I was given the okay by my folks to take the summer off to tour the country with the only proviso that I return in time for the first day of school. I guess I must have driven about 5,000 miles that summer. I drove from our house in University Heights, Ohio to Glendale, California where I stayed with my aunt. From that base I toured up and down the coast, north to San Francisco and south to Tijuana, as well as everywhere in between.

On my way to California I followed old Route 66 much of the way but was too uninformed to plan on traveling the desert area at night. The heat was terrific and my water supply was running out so at one point I decided to take what I thought might be a short cut. It turned out to

In the desert with MY STuTZ without a drop of water.

be a very untraveled road and the car boiled over in a very forlorn spot. Since I was down to only one of the desert water bags, I figured I would let the car cool before adding that meager amount to the radiator.

I assumed that someone would come along sooner or later. That never happened so eventually I decided I might as well pour in what I had, move on and hope to find civilization soon. Of course the car quickly overheated but I did come upon a tiny airport and was able to buy enough water (at 25 cents a gallon) to fill my radiator and restock my water supply. From there on, since evening had arrived, the car ran cool enough that I was able to continue my trip. But the overheating problem was destined to cause big trouble late in the summer.

As the summer waned I decided that I would give myself ten days to get home so I said goodbye to my aunt and headed out with a plan to cross the desert at night. I didn't get far before the embattled connecting rod bearings gave out close to the little town of Indio. I got towed to the only garage in town and the mechanic inspected the damage and explained that several of the poured rod bearings were destroyed but he could send the rods to Los Angeles and they would be back in “a few days”.

Time passed and the Labor Day weekend was getting closer. School started the day after Labor Day so I knew I was going to have to hustle. When the car was finally ready I left with the plan to get through the desert area at night but amended that plan to drive as long as I could each day and night so that I would meet my deadline. I did arrive home at 2 a.m. the morning of the appointed day and got up for school with both myself and the car the worse for wear.

In 1950 I did a pretty fair (and amateur) job of improving the appearance of the car with the help of friends (I did match the original colors carefully) and enjoyed it until that fateful day when I had to sell it and I am certain that a few tears rolled down my cheeks when the buyer removed it from my garage. That was then and this is now. I have it back in my garage and I'm going to enjoy it anew starting now!



Back home from my trip to California. The Stutz and I are both wiped out.

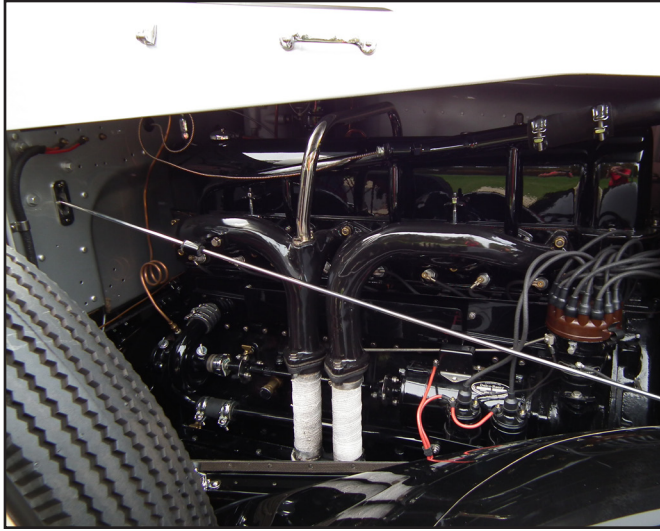
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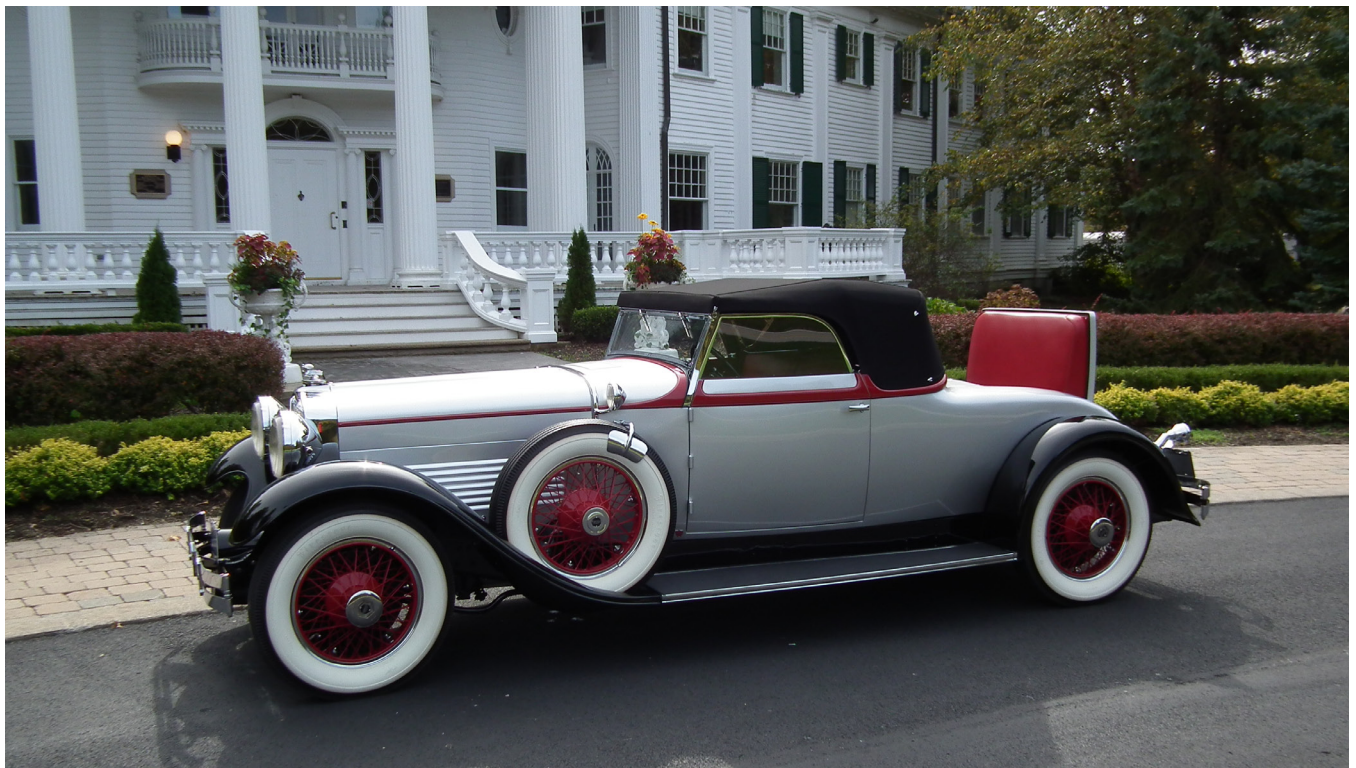
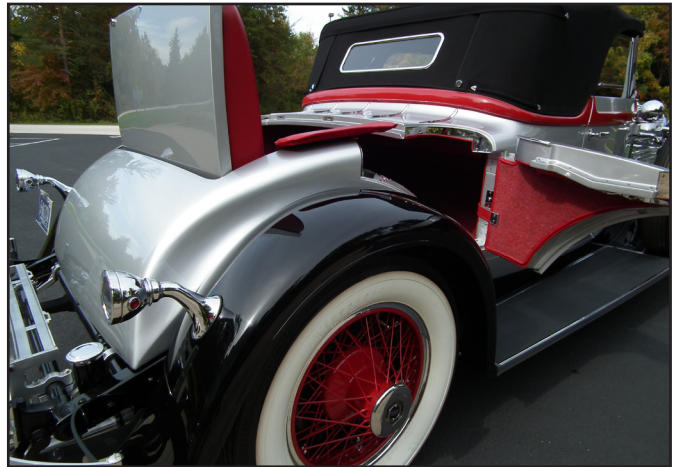
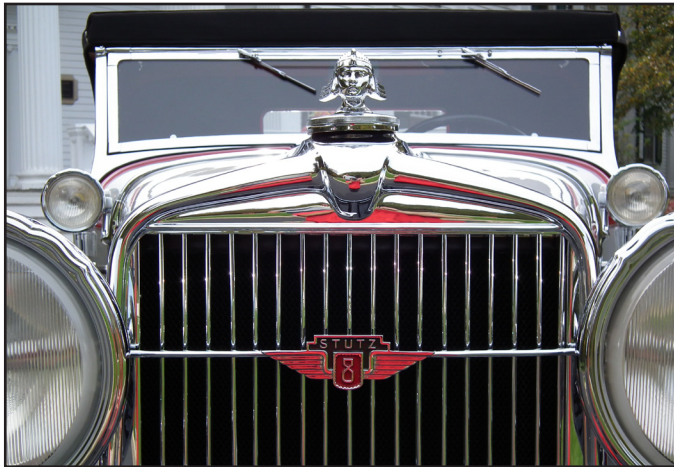
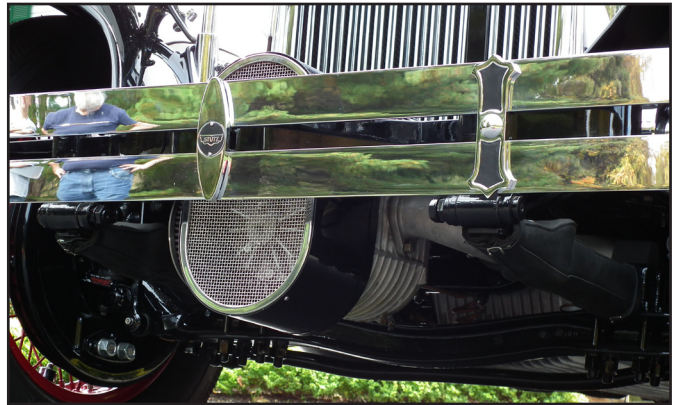
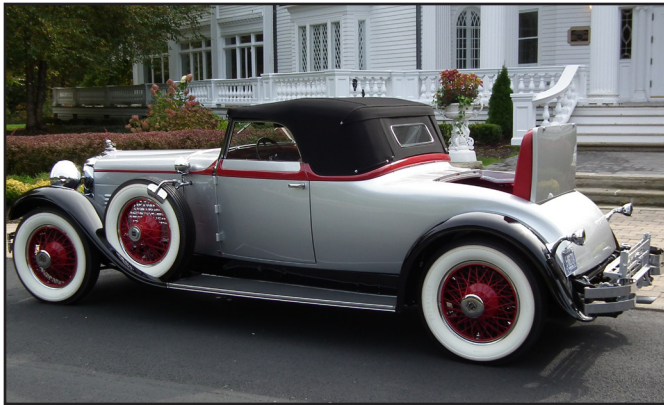
The 145” wheelbase chassis for my supercharged Stutz was built, along with nine others (some with 134-1/2” wheelbase) in November of 1929. It was not titled until 1930 as the body, constructed by The Derham Body Company of Rosemont, Pennsylvania was not completed until that time.

Brief specifications are: Engine 322c.i.d., single-overhead-cam, four-speed transmission with “tractor low”. The normally-aspirated engine is rated at 113 bhp and the supercharged engine as fitted to this car at 156 bhp.

Member William L. Snyder (No. 273) with his 1930 Stutz MB Supercharged Derham Roadster. Photo by member Ronald Sieber (No. 812) taken at 2012 Amelia Island Concours d’Elegance.









2012 Indianapolis Motor Speedway Celebration of Automobiles

Dan DiThomas

The 2nd annual Indianapolis Motor Speedway Celebration of Automobiles featured many of the world's finest classic/vintage automobiles on Saturday, May 12 at the speedway. The Celebration of Automobiles pays tribute to the rich heritage of automotive development at the track for more than 100 years. The STuTZ Club was represented this year by four STuTZ cars; a 1932 Stutz Bearcat displayed by Richard Mitchell, a 1920 Stutz H 7 Passenger Touring displayed by Jim and Becky Aldrich, a 1929 STuTZ Dual Cowl Phaeton displayed by Turner Woodard, and a 1925 STuTZ 693 Roadster displayed by Dan and Mary DiThomas. It was a successful day for the STuTZ cars with Jim and Becky Aldrich awarded 1st place in their class for their 1920 Stutz H 7 Passenger Touring and Richard Mitchell was awarded the Driver's Choice Award and best in class for his 1932 Stutz Bearcat.

As usual, the STuTZ cars attracted a lot of interest and their participation was highly appreciated by the

Professor Aldrich holding class for a group of interested spectators on the technical attributes of his beautifully polished 1920 STuTZ engine.



Jim and Becky Aldrich enjoy displaying their STuTZ Touring and Becky's collection of antique clothing.

spectators and event organizers. Other club members enjoying the event were Carl and Carrol Jenson, Fred and Beverly Guyton, Jay Kolb, and Stephen Tarr.

Jim and Becky Aldrich receiving the 1st in Class Award at the awards dinner





Richard Mitchell receiving his awards.



Richard Mitchell's 1932 STuTZ Bearcat



Dan and Mary DiThomas' 1925 STuTZ 693 Roadster



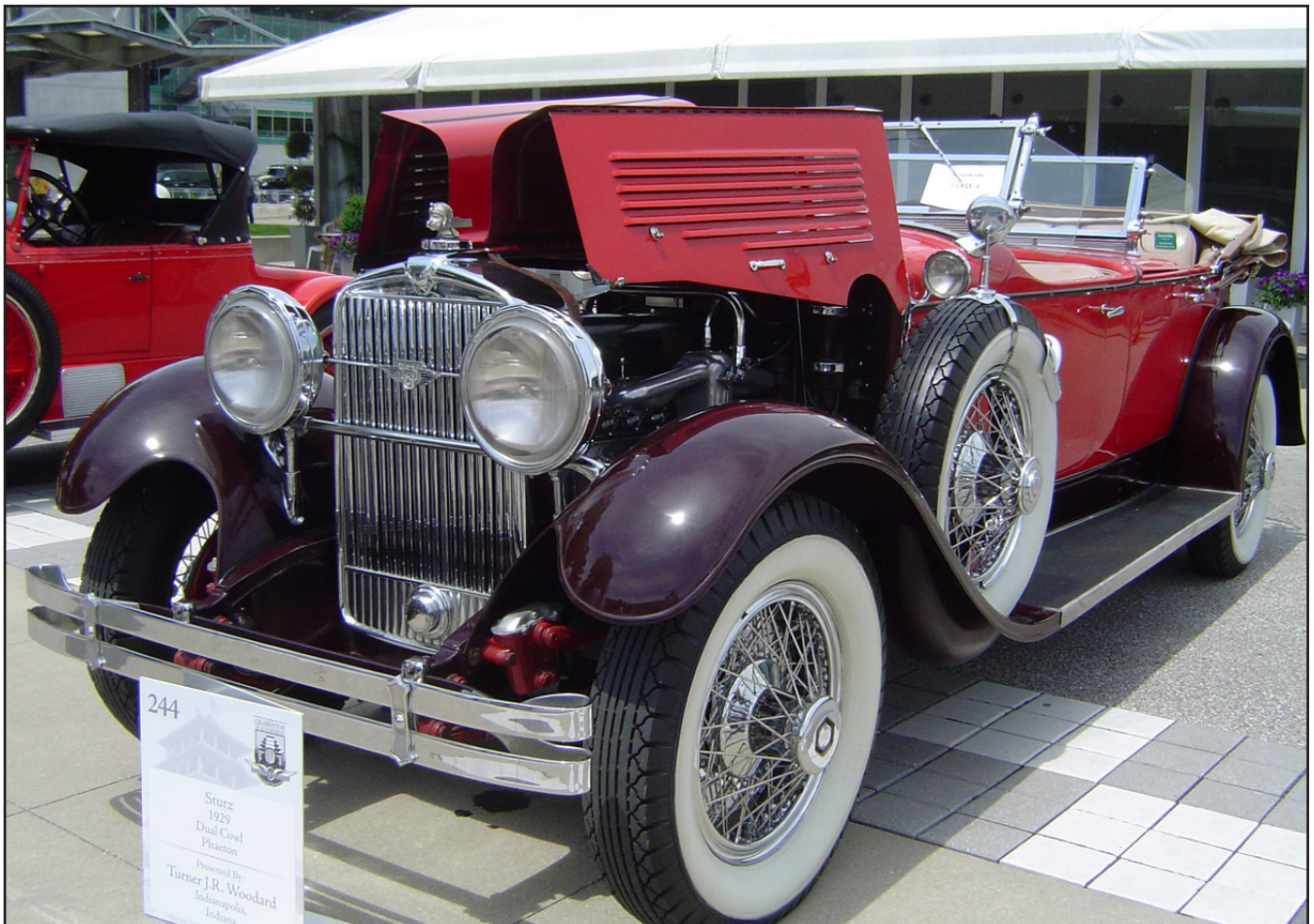
Dan DiThomas being interviewed by a reporter for an Italian Auto magazine



Fred and Beverly Guyton next to their award winning Bugatti

Carl and Carrol Jensen with Becky Aldrich. Carl and Carrol were event judges

Turner Woodard's 1929 STUTZ Dual Cowl Phaeton





CAR NUTZ

Cruising in a 1920 Stutz seven-passenger touring car (at the Indianapolis Motor Speedway)



Big Dan Pfeiffer

In May the Indianapolis Motor Speedway held a car show that featured automobiles from all eras, and a few of the models had already been showcased in my column. The cars that I focused on that day were the oldest ones that I could find, and this drew me to the stunning 1920 Stutz seven-passenger touring car that you see here.

Jim Aldrich and his wife, Becky, had brought the car from Raleigh, N.C., where Jim restores everything from airplanes to muscle cars. The couple were dressed in period-correct evening wear as they displayed their Stutz.

Jim said the car had been restored by a man in Minnesota in 1988 and then displayed in a museum for many years before being sold at auction in 2011 in Connecticut, where Jim's friend Brian White bought it, even though he already had one exactly like it. Brian also has two Stutz Blackhawks in his collection.

Brian decided he did not need two identical Stutz touring cars. And the one he had just purchased needed a new top and some carburetor work to get it on the road again, so he offered it to Jim, who became the proud owner.

Jim installed new carpet, had a new top put on the red and black Stutz and then turned his attention to detailing, which included painting and polishing the engine compartment. He then worked on the carburetor and got the old Indianapolis-built car back on the road.

It is powered by a 360-cubic-inch four-cylinder engine, which puts out 80 horsepower.

What is really amazing is that the car weighs almost 6,000 pounds.

The engine has four valves and two spark plugs per cylinder and is referred to as a T-head because the carburetor and intake manifold are on the right side of the engine, while the exhaust manifold is on the left. The engine was used from 1917-22 in all Stutzes, including the Bearcats.

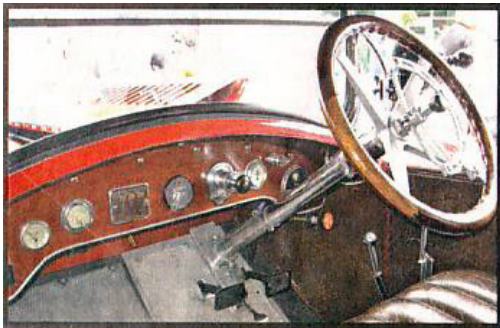
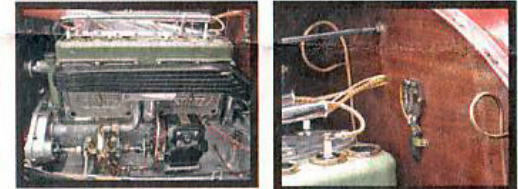
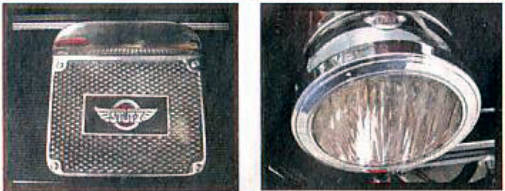
Jim and Becky drove their car around the IMS at about 45 mph, although it is capable of highway speeds.

Because there are very few of these cars left today – only 3,000 Stutzes were built in 1920 – they are desired by collectors.

The Aldriches enjoy driving the touring car near their home several times a month, often taking their grandchildren, Tyler, Brittany, Lisa and Park, out for ice cream. Jim says they just LOVE riding in the old open-air car and especially get a kick out of the fact that it and all Stutzes are right-hand drive.

I'm sure that Grandma and Grandpa enjoy the summer excursions with the grandkids as much as the children do!

Until next week, keep on cruising!



Clippings of Note
 Thanks to Les Brandt, father of Stutz News publisher Rachel Daeger, for the contribution



IN MEMORIAM

William A. C. "Bill" Pettit, III 1934-2012

March 14, 2012, one of our fine classic car elder statesmen left us. I am honored to provide this tribute to a grand man. Before describing all of his automotive accomplishments, of possibly more importance would be knowing a little about Bill Pettit, the man.

Bill Pettit, III was the quintessential "Southern gentleman," and a true man of integrity. He had a soft voice, unassuming character, subtle wit and polite demeanor. Never do I recall him uttering a foul word. Bill was a life-long bachelor, a status created by the tragic loss of his high-school sweetheart to a car accident. He held that young girl's memory close to his heart and would never again look at another woman. Another of his virtues was his enduring love and respect for his parents. Years after their death, Bill delighted in being a curator of sorts for his parents' many treasures; and that brings us to the Pettit automotive legacy.

Bill was born into a world of car collecting. His father and uncle founded the Pettit Brothers Chrysler Plymouth Dodge dealership in Louisa, Virginia. Bill described himself as "master car washer." Slowly he was given increasing responsibility and would one day own the dealership.

His father, Bill, Jr., was a collector of rare automobiles. In 1958 he erected Pettit's Museum of Motoring Memories in Natural Bridge, Virginia. This fine museum grew to over 150 vintage cars, many with period dressed manikins and dioramas. There was much memorabilia plus a license plate collection numbering in the thousands.

Both father and son had several Auburn-Cord-Duesenbergs including an 812 Cord Phaeton and a L-29



Bill Pettit, III.

sedan; included in the many Duesenbergs were the Bauer Cars (one being the 1941 Town Car); J-436 LaGrande d/c phaeton; and J-270 LeBaron d/c phaeton.

Eventually the museum would close, and most of the vehicles found new owners. However son Bill kept a couple dozen of the finest for himself. In 2002 he chose to leave his beloved Virginia where his family roots had been since the

Civil War. He relocated in New Smyrna Beach, Florida. Behind his home Bill erected one of the choicest private automotive museums. There Bill immersed himself in his automotive pleasures.

Bill made no bones about not being mechanically inclined. That however, did not keep friends from teasing him about his photo appearing in the *Popular Mechanics* book, "How to Restore Antique and Classic Cars" (1954).

Bill, III was part of the hobby since his youth. He attended the first ACD meet in Avon, Pennsylvania in 1955. Many of us should still have fond memories of Bill, racing his Duesenberg, "Blue J," down the tarmac at the 2010 Duesenberg Drag Races in Kendallville, Indiana.

Bill's love affair with automobiles was far more extensive than just the ACD marques. He was an avid collector of Mopar, Rolls Royces, Stutz's, Packards and even Bantams. He was an active member of the VMCCA, CCCA, AACA, Horseless Carriage Club, Rolls Royce Owner's Club, Silver Ghost Club, WPC Club,

American Austin Bantam Club and a charter member of the Old Dominion Packard Club, and others not included here. Bill frequently participated in shows and tours, assisting wherever he was needed.

Bill's library was a testament to



Bill, participating with his LeBaron Duesenberg J-270 at the ACD 2010 Duesenberg Drag Races in Kendallville, Indiana.



his involvement in the hobby. Carefully preserved were decades of neatly cataloged club newsletters, such as his *The Bulb Horn* magazines, leather bound volumes enclosed in glass cases.

Bill Pettit was 78. Per Bill's request, any donations in his memory should be directed to the Shriners' Hospital for Children of Tampa, Florida.

I am honored to have been able to call Bill a close friend. I shall miss him dearly, as I am certain will many others who shared his passion for the old car hobby.

*Tribute and photos submitted by
John Baeke, M.D.*

From: William Sullivan, VMCCA Publications VP and Webmaster, Albuquerque, NM
Date: July 11, 2012

You are welcome to publish in The Stutz News the Bill Pettit obituary as printed in the March/April 2012 Bulb Horn. Just mark it as "Used with Permission, published originally in Veteran Motor Car Club of America's March/April 2012 Bulb Horn.

My sympathy for the loss to our hobby of a giant like Bill Pettit. He leaves a legacy with his cars, hopefully his Stutz will find the road again someday.

Thanks for your interest in VMCCA and your long service to the hobby as editor of The Stutz News.

Ed's Note: Our many thanks to the Veteran Motor Car Club of America for permission to reprint the above In Memoriam which appeared in the March/April 2012 issue of The Bulb Horn. Bill Pettit (Charter Member No. 10) listed a 1931 Stutz DV-32 Convertible Sedan in the Stutz Club Directory.

In Memoriam

Charter member No. 102 Rose Barbara Phillion, wife of William R. died June 13, 2012.

PHILLION, ROSE B.

Grand Blanc

Age 81, died Wednesday, June 13, 2012 at Genesys Regional Medical Center. The Funeral Liturgy will be celebrated 10:30 a.m. Tuesday, June 19, 2012 at Holy Family Catholic Church, 11824 South Saginaw Street, Grand Blanc. Rose will lie in state in church Tuesday after 9:30 a.m. Father Jonathan Perrotta will preside and interment will follow in Great Lakes National Cemetery in Holly. In lieu of flowers, memorial contributions may be directed to Holy Family Catholic Church.

Your editor has been advised by Lawyers that her will includes a bequest of \$1,000 to the Stutz Club, Inc.

Welcome New Member

0842

Leslie Lorance

10419 Dark Star Dr

Indianapolis IN 46234

Phone No: 317-417-0751

Email: lvg22@comcast.net

Annual Stutz Dinner | Thursday, Oct 11 at 7:00PM | Cost \$33 -
HOLIDAY INN Harrisburg East, 4751 Lindle Rd, Harrisburg PA
17111

STUTZ CLUB GROUP ROOM RATES

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THE STUTZ CLUB, INC Treasurer's Report

For the Period: January 1, 2012 to July 31, 2012

Beginning Cash January 1, 2012	Huntington Bank Checking Account:	\$ 4,676.36
	Huntington Bank Money Market Account:	<u>37,122.03</u>
	Total:	\$ 41,798.39

Income:	Membership dues	\$ 10,074.31
	Book Sales	1,410.73
	Hershey dinner	-
	Investment interest	0.93
	Magazine Advertising	64.09
	Back issues sold	59.00
	Club Merchandise	148.78
	Plus Total Income:	<u>\$ 11,757.84</u>
		\$ 53,556.23

Expenses:	Archive room rental	\$ 951.00
	Stutz Magazine, print and mail	3,966.45
	Hershey dinner	200.00
	Website fees	1,033.78
	Shipping for books	402.30
	Bank fees	
	Foreign Check Conversion Fee	10.20
	PayPal fees	66.44
	Membership	
	Club Promotion	500.57
	Directories	200.00
	Mailing Supplies	94.06
	Postage	319.05
	Post Office Box	-
	Treasurer	
	Post Office Box	-
	Stamps	88.34
	Less Total Expenses:	<u>\$ 7,832.19</u>
Period ending funds available:		<u>\$ 45,724.04</u>

Huntington Bank balances on July 31, 2012	Checking:	\$ 8,601.08
	Money Market:	<u>37,122.96</u>
	Total ending cash balance:	<u>\$ 45,724.04</u>

Comments:
Member status:
Paid up for 2012 = 255; Life = 24; Complimentary = 15; Honorary = 2
Total club membership as of July 31, 2012 = 296 members

Respectfully submitted: _____
Dan DiThomas, Treasurer



Letters to the Editor

**From: Nancy DeWitt, Historian, Fountainhead
Antique Auto Museum, Fairbanks, AK
Date: January 31, 2012**

Here are some photos of our 1925 Stutz Speedway Six Series 695 Sportbrohm. Owner Edward Gil restored it in the late 1980s. Ten years later he sold it to Frank Hurley, president of the Horseless Carriage Club of America. Hurley in turn sold it to Peter Hageman of Kirkland, WA in the mid 1990s, and the Fountainhead Museum purchased it in 2011.

VIN 14640
 Body Robbins #31402
 Engine 6-cylinder overhead-camshaft inline #15304





From: Bob Hickman, ex-member
Date: July 6, 2012

Building model cars go back to the 1940s.

One of the early manufacturers was Anthony Koveleski with the Hudson miniatures series. A wooden model of his 1914 Stutz bearcat was part of that series. This series was 1/16th scale. An easybuild series was offered in plastic 1/32th scale. The 1914 Stutz was a part of that series in 1952.

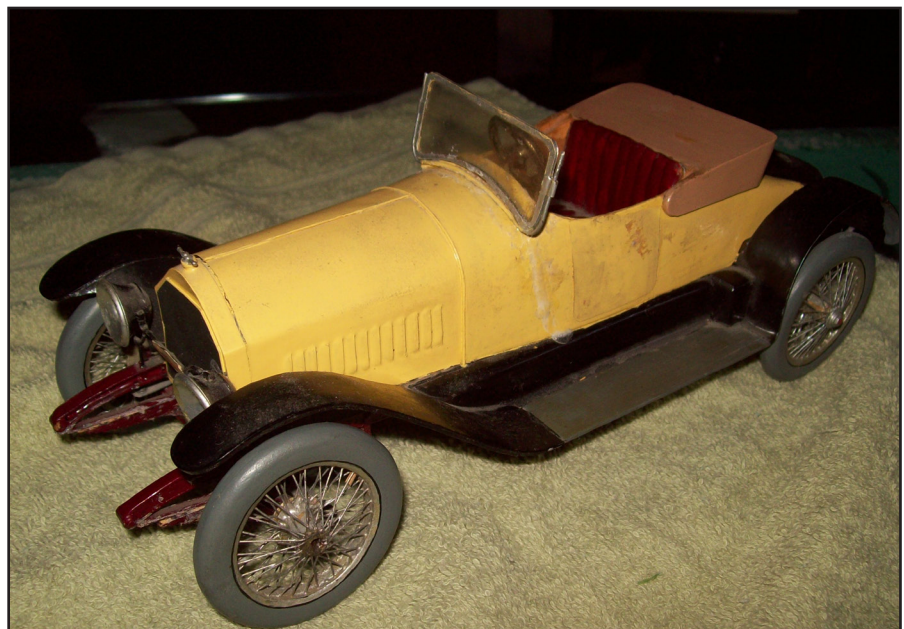
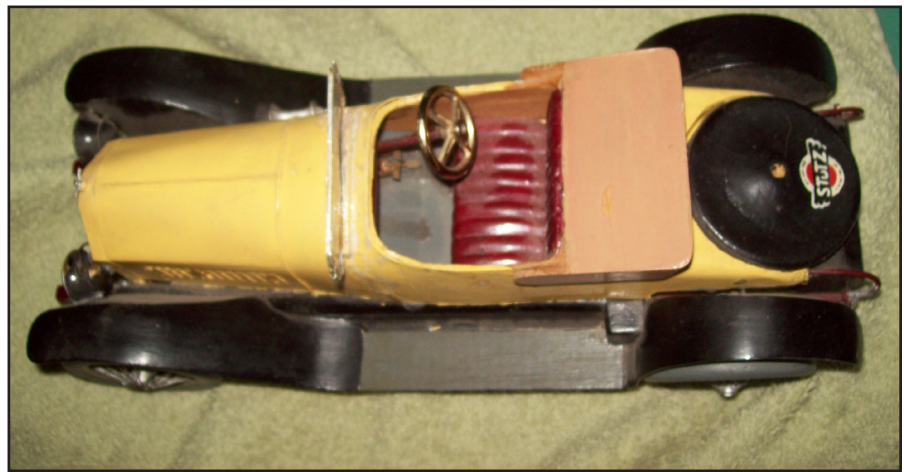
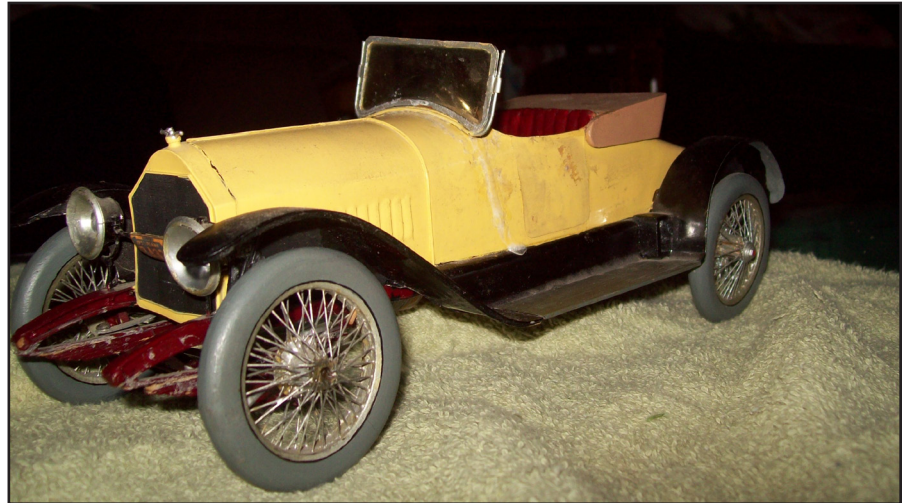
In 1953, Revell took over that series and called it Highway Pioneers series. In 1961, Aurora came out with the Old Timer series in plastic 1/16th scale. A 1914 Stutz Bearcat was a part of that series.

In 1993, Franklin mint came out with a 1915 Stutz Bearcat in die cast 1/24th scale. The larger the scale number, the smaller the model.

Shown here is a model of a Stutz roadster in my collection which looks like a 1917 series r roadster. I would like to know more about this 1/16th scale model.

STUTZ roadster model in 1/16th scale made of wood and steel (not a Bearcat)

Thanks for the great work on Stutz News.





This real Stutz 1917 roadster was at one time owned by Jim Silvey of Indianapolis



STUTZ roadster model. Please note chrome headlight covers and windshield frame



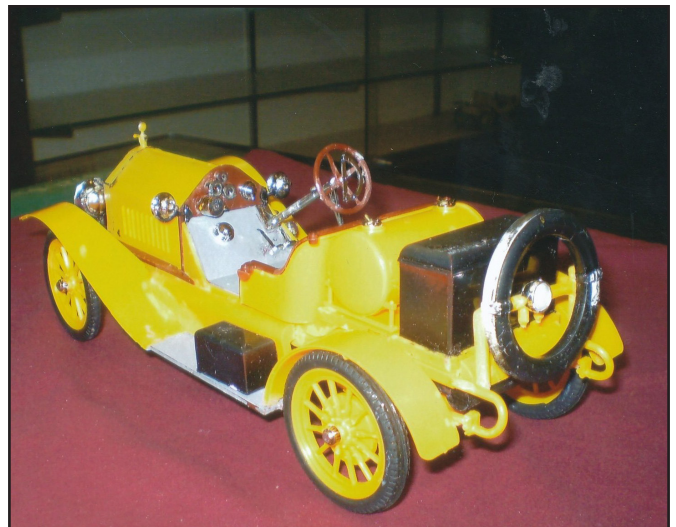
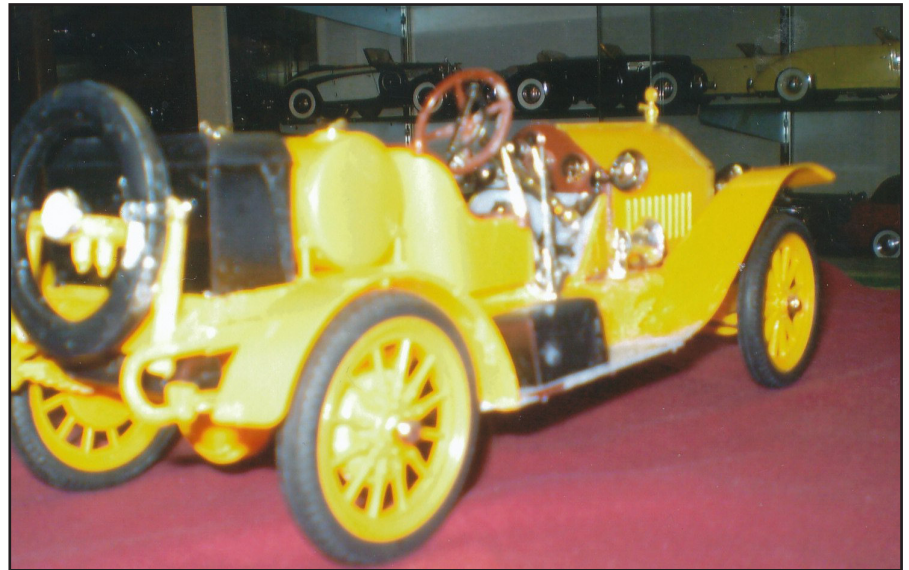
Regal 1914 underslung model

This STUTZ model roadster was built in the late 40s or early 50s





**1914 Stutz Bearcat Aurorra
Model from Old Timer Series
in plastic at 1/16th scale**





1914 Stutz Series 4E Bearcat previously owned by Life Member Anthony J. Koveleski of Scranton, PA at Pebble Beach Concours. Tony purchased this Bearcat from the original owner circa 1947 and used it to make the 1/16th scale model offered in his Hudson Miniature Series in the late 1940s.

Tony's wife's maiden name was Hudson and he honored her with his famous OLD TIMERS which are now available for viewing at the Smithsonian Institute.



Our thanks to Robert Hickman of Phoenix, AZ for sharing these inputs on Stutz models. (ed.)





From: John Kelsey (Charter Member No. 115)

Date: July 7, 2012

What a pleasant surprise to see a page from our brochure in the most recent issue of the Stutz News. I want to thank you for your consideration. Janice and I want to extend all our best to you and Carolyn. We trust you will have a pleasant summer.

Ed's Note: John – the Stutz Club inserted a page from your brochure in the Stutz News No. 101, page 27, because we wanted the membership to know that Kelsey Tire, Inc. was a good source for antique and classic tires.



1932 Stutz DV32 Bearcat BT Speedster/ richard Mitchell

From: Cornelius W. Hauck (Charter Member No. 22) Cincinnati, Ohio

Date: July 8, 2012

Zounds -- a HUNNERT Real ISSUES of the Noozel! Amazing. Whoda thought that twenty four years ago! All sorts of complements and Accolades! Gets better and more professional-looking every issue too. Classic Car move over.

1917 Stutz R Bulldog in yellow



Haven't been writing/sending offerings lately a/c not much new. But we had the 35th occurrence of our local Concours in June, and one noteworthy Stutz -- the 1932 DV32 of Richard Mitchell's. Enclosing a photo from the back -- crowd pressure thwarted front-on pic -- but maybe this view is 'different'? Also, in the 'sore subject' category, a California friend sent me, about a decade ago, a photo of "my" 1917 "R" Bulldog in its reincarnated form -- now with new chassis and P dual-valve motor, and painted yellow. (You may remember that I had it in catalog- original battleship grey and black.) Eternal thanks to the late Paul Freehill for saving all the bodyworks (and sorry he was unable to buy it back then).

I continue to be impressed with the number of "new to me" Stutzes that keep appearing in your pages. And for sale, too. besides the 'big iron', that was a very appear cute little 1921 HCS four -- that would be fun to tool around in -- you have had experience with these cars, how do you think it would compare on the road with my old "R" Bulldog? In retrospect -- I am surely out of the business.

You're getting very democratic -- running stories about Bentleys.



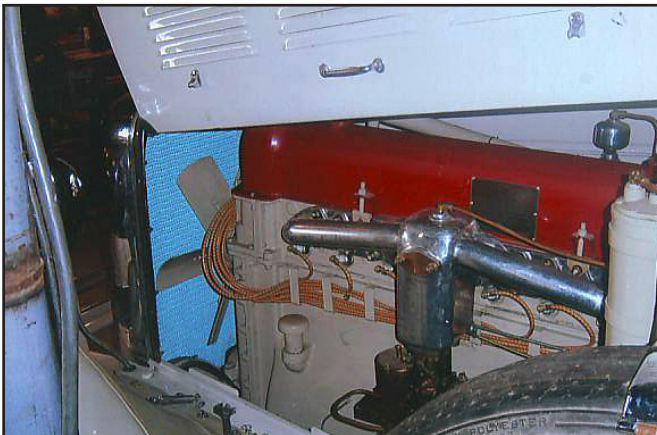
From: Ken Embling, Member No. 841, Caledonia, NY

Date: July 15, 2012

Thank you for your letter of 7/8/12. I have a 1927 Stutz BT Blackhawk which I have previously supplied the VIN and engine number. All I can tell you is that it was

purchased from Clayton Restorations out of Castle Rock Co. by a professional restorer in Feb. 2000. I have owned it since April 2012.

Have enclosed photos and copy of the collectible car show series on the internet.





From: Ced Pearce, Charter Member No. 18, South Africa
Date: July 21, 2012

Just a quick note to express my appreciation and admiration for your efforts resulting in the 100th edition of Stutz News. *(just received)*

This particular issue with its magnificent colorful and informative content does justice to this milestone.

From: Warren G. Kraft (No. 689)
Date: July 23, 2012

Well, here's another chapter in the ongoing 1913 Bearcat Saga.

You will recall my earlier comment regarding the rear springs. I was right, the car was a bit lower aft, determined after we got it on a perfectly flat surface – a tennis court.

After removing the spare tires, the trunk and the rear fenders we rigged up a sling under the chain hoist to anchor eye bolts in the fender bracket fittings on the frame. It worked





just fine. Note in the photo the white plastic pail – it to catch the chain out of the hoist as we raised it. The springs came out easily with little paint damage.

Next came a discussion with the local spring expert, some arithmetic and finally into the press – cold. We had to consider the weight present – spare tires, brackets, trunk and a full tank of pass (passenger weight not our issue.)

The slight pitch to port and spring shackle swing were also in the equation – the spring bolts showed a little

wear so they were replaced.

After all the bending was done the springs were re-stacked and now await going back in the car.

Hopefully there will be no more surprises.

A Documentary in the Making

Dear Stutz Club Members,

My name is Leslie Lorange and I work at the Indiana State Museum where I learned about the incredible story of AK Miller and the amazing Stutz auction of 1996. One of our curators attended the auction and purchased lot #12 the 1927 Stutz AA Four Door Sedan. The car has been fully restored and is on permanent display in our gallery.

My job at the museum is Video





The ex AK Miller 1927 Stutz Sedan on display at the Indiana State Museum

The second thing that stood out to me as I tried to glean a deeper understanding of who AK Miller was and the significant impact he had on preserving the Stutz legacy was that with every website I visited I found the exact same information being passed around. Most of the information seemed to come from one basic source the bio written about Miller, which was published in the Christie's auction catalog. But after reading that bio I came away with a lot more questions than answers. Who were AK's grandfather and father? Where did the family money come from? Why did AK seem to distrust the US Government? Was he really a recluse? Where did the estate money go? And where are all of AK's Stutz cars today? As I started looking

Producer and Editor and I recently produced a short video interview with our curator talking about the museum's car and his experiences at the auction. As I listened to him tell this wild tale of Stutzes hidden away in barns, gold and silver stashes, IRS involvement, I wondered if there was more to the story and just who was this Miller character anyway. I wanted to know more about his family, his involvement in WWII, his love for the Stutz car.

Scouring the internet for additional information the first thing I noticed was that I am not the only person interested in AK's story. Although the discovery and auction occurred sixteen years ago the fascination with the Miller's is still strong today. As recently as Dec 2011 there have been discussions about the auction on several antique car websites.

Leslie Lorange at Indiana State Museum





into the answers to these questions I realized there is a richness and depth to the Miller story that hasn't been told. AK had friends, maybe not many but a few good friends. He was a shrewd businessman but also a relentless pursuer of Stutz parts. He was determined to participate in WWI even after the US Air Force rejected him. And he collected a great number of classic cars but hid them away. All of these characteristics make for a complicated interesting compelling must-be-told story.

So why am I writing to you? I am working on an independent documentary film and thought you might be able to assist me in my research. You may have gone to the auction, visited the Millers, done business with AK, currently own one of his cars, or have a story to tell.

A documentary film needs good images and interviews. I am looking for pictures, video from the auction,

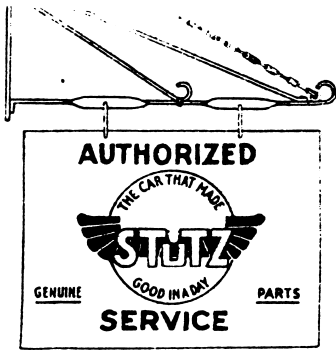
black and white photos shown in the Christies' catalog, images of AK and Imogene, letters to friends, images of his restored cars or any bit of information you may have that could lead me to discover the breadth of the story.

With your help I hope to find the hidden secrets about the life of AK Miller and his wife Imogene. To learn whom they were before they retreated to the small town of West Topsham VT. And to understand what AK's car stash meant to the preservation of a truly classic car.

If you have any information, images, videos, stories or know where AK's cars are today and you would like to share please contact me at: 317-417-0751 (lvlg22@comcast.net)



From John Ryder of Australia - a publicity stunt?



The Club and the editors aim to publish accurate information and recommendations, but neither assumes responsibility in the event of claim of loss or damage resulting from publication of editorial or advertising matter. Statements of contributors are their own and do not necessarily reflect Club policy.



FOR SALE

Stutz 1926 8 cyl OHC

Stutz called it 7 passenger speedster only one known one of 5 with 145" WB AA-14C Custom hydraulic brakes folding windshield, Protex safety glass (embedded wire original), Aluminum body, Fedco-anti theft system pop out vacuum turn signals, 28716 total miles, \$180,000 Barney (248-762-0350) 48215 West Rd., Wixom, Michigan 48393



FOR SALE

Charter Member Annabelle Postier (No. 64) is seeking reasonable offers for the following two Fire Engines from husband Chic's collection.

Both are very original, complete and operable.

1920 Stutz Model 666 Tripple Combination Pumper, 22 ft. 6 in long by 6 ft., 10 in. high and 6 ft., 3 in. wide. A similar vintage Ahren Fox Pumper sold recently for \$185,000 listed Condition 2.

1920s Baby Stutz Fire Truck. A similar vintage Ahren Fox unit sold recently for \$85,000.

Hoping to recover Chic's investment!

Mrs. Annabelle Postier

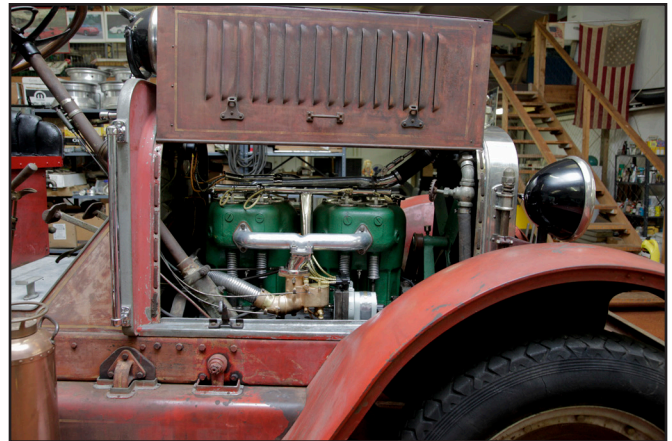
2345 Ellis Road NW

Kennesaw GA 30152-4110

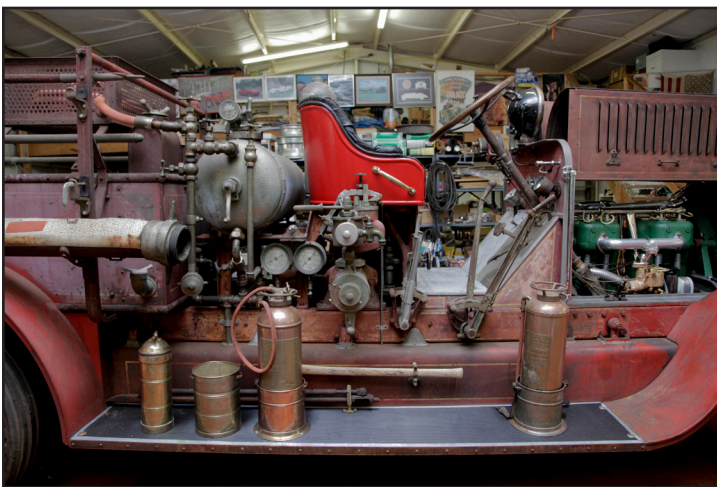
770-421-0446



Front of Baby Stutz



4 cyl. Engine Compartment



Pumping Station



4 cyl. Engine Compartment



FOR SALE

Kenneth Embling's 1927 Stutz Black Hawk AA Speedster, as seen on page 24 and 25, is for sale through Joshua Lambert, 602-510-2109, jlambert.lightstream@gmail.com



FOR SALE

1928 Series BB Stutz Brougham 4-door sedan, with yellow/cream color body (American Body Co.), butterscotch color fenders, black fabric top, orange Buffalo wheels. Older (mid-1980s) complete restoration but well-maintained and in fine condition. Numerous features. CCCA and AACA Senior awards. Various useful spare parts and tools included. See pictures in July-September 2006 issue of the Stutz News. \$34,500. John B. Haydon, 414-732-5013 (cell) or 414-352-1669 (home).



BOOK ORDER FORM
The Splendid Stutz, collected and edited by the Stutz Club

The definitive history of Harry Clayton Stutz and the cars produced under his leadership. This comprehensive hardbound book is full of stories, photographs and illustrations that tell the story of the most exciting and innovative times in automotive history. 392 10 1/2" x 8 1/2" pages- over 500 illustrations.

This book has received the Society of Automotive Historians 1997 Cugnot Award as the best book on automotive history published during that year.

To : Order Department, The Stutz Club, Inc.,
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Please send me _____ copies of 'The Splendid Stutz.'

Enclosed is a check for \$69.95 plus shipping and handling for each copy. (US Shipping: \$11/ Mexico & Canada: \$26 All other countries: \$42)

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Circa 1920 Stutz Baby Firetruck, see page 30 for details