



**Club member Branislav Sudjic at speed in California as he crosses the U.S.
Cannonball Baker would be proud of you!**





The 2014 Grand STuTZ Tour Across America

Submitted by Dan DiThomas

We all love our STuTZ and HCS automobiles. Some members enjoy showing their cars and others enjoy touring in them. I enjoy having my STuTZ at an event and talking to non-STuTZ folks that are curious about the marque and appreciate the splendor of the design and the exceptional performance of these automobiles. Then we have a member that enjoys long distance open car touring!

On November 3, 2014 I met Branislav Sudjic a very special STuTZ member and enthusiast who took his love for his STuTZ and touring to a higher level. Branislav is from Scotland where he enjoys touring and racing his vintage 1914 STuTZ Baby Bearcat and Bugatti. But on November 3rd around 3:30 PM he was in Columbus, Ohio, on his way to Oxnard, California. He started his journey on November 2nd in Washington DC. He traveled alone on interstate highways with a few spare inner tubes, water, oil, a few spare parts, and a small suitcase.



Me and Branislav

Here is a brief summary of Branislav's 2014 Grand STuTZ Tour Across America in his 1914 Mini Bearcat. The summary is based on text messages Branislav sent to me each evening when he pulled off the road for the night.

Announcements

From the Treasurer: The 2015 Renewal Forms have been mailed out. Please be sure to carefully review your personal and car information on the form and make corrections as needed. Please return the form even if you are paying by PayPal. I will be working on updating the Directory in the 2nd quarter. The information on the renewal form will be the information used in the directory. The better the information you provide will produce a more accurate directory. Please note on your form if you sold a car when you sold it and the name and contact information on the new owner.

Important Dates for 2015

- Membership Renewal for 2015 February 1
- Hershey Dinner on Wed night October 7
- Grand Stutz 2015 March 12

Table of Contents

		Vol. XXVI No. 110 (October - December 2014)	
The 2014 Grand STuTZ Tour Across America	2	Election of Officers for Stutz Club	15
Provenance and the Struggles for Confirmation	6	Tech Report	16
Mystery Photos.....	9	More Mystery Photos!.....	17
Stutz Bearcat by George Barris.....	10	Correspondence to the Club	18
Holiday Greetings	12	Auction Report.....	22
Team Stutz Racing Update	13	In Memoriam.....	22
2015 Grand STuTZ Amelia Island, Florida.....	14	Classified Ads	23



Branislav heading west on I-70 in Columbus, Ohio

- 2-NOV-14 Leaves Washington DC on the interstate highway heading west until it got dark. He reported that his headlights are useless and he is not pushing hard. "It's a long way to California"
- 3-NOV-14 Leaves Bentleyville Pa and arrives in Columbus, Ohio. We visit for a few minutes and he is on his way. He wanted to get as far as he could before dark. The car is running well and he is averaging 45 to 55 MPH.
- 4-NOV-14 Leaves Springfield Ohio heading to St. Louis. He reported that he got soaked but made it just short of St. Louis, Missouri.
- 5-NOV-14 Leaves the St. Louis area heading for Oklahoma. He reported better weather and made it to within 20 miles of the Oklahoma eastern border.
- 6-NOV-14 Heads further west. That evening he reports in. "Another good day. Fine weather, car running well and early start. Have reached Elk City, Oklahoma. Hope to reach western New Mexico tomorrow"
- 7-NOV-14 He reports "Another good day. Overnighing in Roswell, New Mexico".
- 8-NOV-14 He reports "Another good day but only made it as far as Lordsburg, New Mexico! However, went over a 7951 ft. pass. Wondered why it was getting so cold!"
- 9-NOV-14 He made it to Bisbee, Arizona, in short order. "after lunch at the Copper Queen just chilling out in downtown Bisbee."
- 10-NOV-14 He reports "Overnighing at Quartzite, Arizona, just short of the California state line."
- 11-NOV-14 "In Los Angeles staying with friends"
- 12-NOV-14 "Good afternoon from the sunny Pacific coast. Last bulletin! The STuTZ had a delightful run up from LA this morning and is now tucked up in Oxnard awaiting repatriation to Scotland. A triumph of American engineering and Scottish preparation!"

Branislav in Ohio ready to head west



continued on page 4...



continued from page 3..

On behalf of the STuTZ Club and all of our members I want to congratulate Branslav on his sense of adventure and the successful completion of his Grand STuTZ Tour Across America.

In our April – June 2011 issue, we spoke the loss of Branslav's wife, Eleanor Howie (member no. 298). She must have been quite an interesting lady to find and restore this great car. The captions below are letters from Eleanor talking about the car. They are very interesting and I thought worth publishing again.

The great photos on the cover were snapped by someone on Highway 10 in Los Angeles, California. Rachel came across it through social media.

(Rachel: If you are interested in the comments this photo generated, read the post at <http://redd.it/2m0mx3>. Also go online to watch a video of Dan DiThomas meeting Branislav as he traveled through Ohio. <http://goo.gl/enqiiS>

In Memoriam

Eleanor J. Howie (No. 298), age 65



We learned of Member Howie's death, Boxing Day, December 2007, in an e-mail dated 24 February 2011 from her husband Branislav Sudjic, B. Sc, MA, LLLB, SSC who continues as member No. 298, the Club's only member in Scotland.

Life member
Michael Holt, No.

84L, York, UK helped member Howie purchase her 1915 Stutz HCS Speedster (Car No. 93) from member A.K. Miller (No. 76) of Vermont in 1990. In a letter to the editor dated 29 August 1994 she reported:

I am very sorry that I haven't got round to writing before this. My Stutz HCS (#93) is making progress - in fact is quite near to being on the road. I will let you have photographs when I do some, but meanwhile enclose odd ones taken during restoration of particular bits.

As I think you know, I bought the car from A K Miller from Vermont (with considerable help from Mike Holt).

I have a copy of a letter from Mr Junius Spencer Morgan who was the first opener of the car - bought for him as a graduation present by his father Pierpoint Morgan. Interestingly enough there is a slight Scottish connection! When my mother heard us talking, she said "My father used to play golf with someone of that name" - in fact I understand that Pierpoint Morgan used to come to Scotland on holiday - including playing golf with my grandfather!

The restoration has been pretty extensive including even fabrication of some pieces of the chassis. The engine rebuild included new pistons. I had high hopes of getting them from a US firm, but they failed to deliver - so we had them made here. Similarly I've had to have a new crown wheel & pinion made, also brake drums. In fact I rather think I've managed to forget some of the more expensive bills!

However, the car now starts on the button (very large!) and is painted red all over. The big problem now is the wheels - they're spoke wheels (24" diameter) for straight side tyres 32 x 4. They're in bad condition, especially the locking rings. To have them rebuilt + tyres here is going to require a second mortgaged! I wonder if anyone in the States knows of any serviceable wheels (with/without tyres) for sale?

In a letter Eleanor dated 16 November 1997 she stated:

I notice with some horror that I last wrote to you in 1994. Despite the optimism I clearly had then, it has taken a great deal longer than I thought to get the Stutz on



AK Miller and Mrs. Miller lower "Harry" the Stutz HCS (Car No. 93) from the shed using a chain and pulley. This was "tricky," with a rear wheel seized.

Eleanor at the wheel of the Stutz HCS Speedster in 1987.

the road. However, it now is and I enclose some photographs (including a "before" one with AK Miller and his wife helping remove the Stutz from its previous resting place in Vennont !).

As you can see from the photographs the restoration is not quite finished. Wings-lights & monole windscreen still have to fitted and there is painting & upholstery work needed. Nevertheless we recently enjoyed a trouble free trip of some 800 miles in 5 days which included a 1 in 4 pass, taking us up to over 2000 feet from sea level. I was very pleasantly surprised at the brilliant road holding and suspension - and even the brakes are not too bad. The lack of lights led to some excitement on one occasion when we got slightly lost and had to travel some distance in the dark !

You asked about the radiator badge: this says STUTZ as can be seen on the photographs. The main reason for the holdup in the restoration was the wheels. I won't bore you with the details and expense, but essentially I now have 5 surplus Oakcrest rims - in 3 different sizes - and eventually had to have the wheels rebuilt in England.



Records indicate that 99 of these Series I cars were produced, Car No. 93 is one of two survivors, the other resides in the IMS Museum in Indianapolis and was displayed in our Stutz tent on Friday and Saturday, May 13 and 14, 2011 during the Stutz Centennial Celebration.



Provenance and the Struggles for Confirmation



PROVENANCE: Defined in my dictionary as
1. The place of origin, as of a work of art, etc. and
2. The record of ownership of a work of art,

by Hugh P Guthrie

The provenance of an old automobile – further defined by me as a work of art - is crucial for establishing the automobile in its historical context. Automobiles are as prone to copying and replication as any other work of art, particularly if there is likely profit to be made from trading on the reputation or merit or appeal of the item. Definite attempts will be (and have been) made to copy.

Therefore, if the item is to be offered for sale, or is sought for purchase, one must critically examine the provenance of the item and its bonafides. Bonafides are also defined simply as the “good faith” involved in the process, but is a concept sometimes treated cynically in this modern society, unfortunately.

To illustrate the importance of provenance and the associated good faith in the old-car business, let me exemplify my argument by explaining the process of establishing the provenance of my Stutz, which I know as a 1916 Bearcat. This search for information became necessary when the details offered on the origin of the car had to be established beyond doubt, rather than hear say. The car had to be factually what it was claimed to be and that history had to be available for checking, if required.

As I stated earlier, the good faith in which the car might be offered for sale, for example, might not be accepted by the market, probably justifiably because of some experience of attempts to offer counterfeit examples. What follows illustrates the patient effort necessary to try to establish the facts. I have to say that the efforts, in my case, proved worthwhile.

I looked on this matter as a challenge to defend the honour of my lovely old lady (well, she is on her good



days!). I began by establishing the origin of the car – who built it, where, and were there distinguishing features to define the model and age. This part was relatively easy, but protracted. Apart from research over 50 years, I visited the owner of another 1916 Bearcat in Europe and established that the special features that differentiates a Bearcat from other

Stutz vehicles were evident – brakes, chassis dimensions and shape, engine and ancillaries (although my car had a few more correct items such as the magneto –of which more later) – and universal joints, etc.

It is interesting that the only indication that my car (as I found it 62 years ago in derelict condition) was a Stutz, was the name cast into the top cover of the gear-box and the word Stutz stamped onto a pedestal for the magneto advance-retard fitting. When the car was manufactured was established when the car was presented to the Veteran Car Club of Australia for “dating” (establishing the age, not meeting a friend!). The Stutz Club, in response to their enquiry, established that the chassis and engine numbers were correct for 1916 manufacture. As a result of the fairly exhaustive examination of the authenticity by the Veteran Car Club, there is now an internationally-accepted certificate of authenticity for the car, in my possession.

This brings us to the question: when did the car come to Australia and what has been its history since that time? Bear with me for a moment, to offer a little educational history. Australia has always been seeking to overcome the “tyranny.” There were motor vehicles built in Melbourne and Adelaide before 1900 and even a four-wheel drive truck produced in New South Wales in quantity around 1907; Lawrence Hargrave’s work on gliders and flight was noted by the Wright Brothers as important in their endeavors; Marconi carried out some of his long-distance radio experiments in this country. Motor vehicles and motorcycles were not a novelty in Australia by 1914.

There were several journals published in this country that reported the American motoring events such as the Memorial Day race as well as the European motorsport. For example, and there are many more, the Australian Motorist in August 1916 reported Earl Coopers activities in a white Stutz lapping at 103.1 mph at Chicago. By 1916 motor vehicles were being imported into Australia in increasing quantities. Another report

from the Australian Motorist states that 225,900 chassis and 73,106 bodies were imported from USA into Victoria alone in 1916. So we can assume that Stutz was a fairly well-known marque in this country in 1916,

Given that Stutz cars were relatively well known in this country, how do we know that they were being offered for sale and be a possible source of my car. Enter Alan Irwin. Who was he, you might ask? His business was the importation and sale of motor cars in the city of Melbourne. His advertisement in 1916, again in the Australian Motorist shows a Bearcat, with the suggestion one could look on the car as a growing investment. He also ran advertisements in the Melbourne Argus daily paper advising of the expected arrival of shipments of Stutz cars throughout 1916. Copies of those advertisements, carrying a journal reference so that their authenticity can be checked, are in my “honour” file. I have not been able to establish if my car came from his company, but it seems likely, as he advertised extensively over several years.

In 1916 – actually from 1914 to 1918 - Australia was heavily involved in World War 1, and many of her young men and women were overseas on active duty. The Victorian State Government cancelled all motor sport in the State during that period. The first record I can find of motor sport after the end of the war is reference to an event in 1920 called the Victory Hill Climb, which is described as the first motoring contest in the State for six years. A Stutz with the cubic capacity of the 1916 Wisconsin engine is reported as taking part (but not recording fastest time).

This establishes that Stutz Bearcats were a well-known automobile in Victoria and there is factual evidence they were for sale in 1916. However, it is still necessary to place my car factually in that historical context. In Victoria, around 1935, the law was introduced that all motor vehicles including motorcycles must have an Owner’s Certificate – a legal document that listed the ownership and description of the vehicle, and that the necessary registration fees had been paid.

Because motor vehicles had carried a registration number since the early 1900s, any previous registration number information was usually carried forward onto the new Certificate when it was issued. I have that Certificate for the Bearcat, and it lists some of the registration numbers that had been issued to the car before 1935.

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The records of early motor vehicle registrations in Victoria are presently held by the Association of Motoring Clubs, Inc (AOMC). A search conducted by the AOMC of that database found two earlier registration numbers associated with the Bearcat engine number, the earliest of which, they suggest was issued on 24 November 1916. That AOMC report is also on file, with AOMC reference no. 379.

The car was recorded on the Certificate as a 1916 Stutz Roadster in colours of grey and red, but on 25th September 1937 the Certificate was amended (with suitable official initials) to describe the car as an utility vehicle with a carrying capacity of 10 cwt. The Certificate records that I purchased the vehicle in December 1952. At this time the Stutz was derelict; it was still in the guise of a utility vehicle. I was able to contact a previous owner who had owned the car in 1946, who advised that it was in use as a light truck at that time.

It has been suggested but not confirmed that the Stutz was involved in a serious accident about 1935 and was converted at that time. Examination during the restoration showed that extensive repairs had been carried out on the chassis and engine bearers, and the radiator and headlights replaced before the Second World War.

Whilst not a matter of provenance, this car was the beneficiary of Harry Stutz' generosity and is fitted with Bosch magneto and engine electrics. And because the Stutz Bearcat had such a racing/competition reputation in this country, it was delivered fitted with Houk wire wheels – the sign of a sporty vehicle in that era, and “The Splendid Stutz “ reference tells us that Stutz were among the first cars to be fitted with these types of wheels.

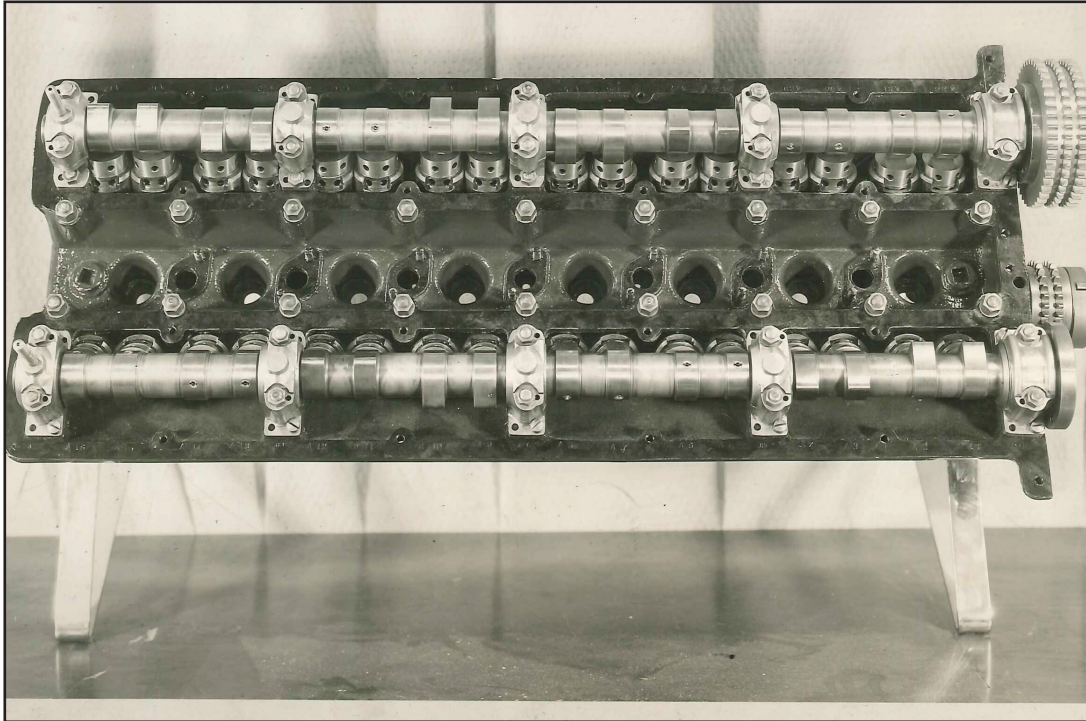
I purchased this car in 1952, a few days before it was due to be trucked off to the scrap metal man. In my early ownership, the car was fitted with a home-built body and registered for road use for several years. The car ran in several early rallies for Veteran (1914-1918) vehicles, as well as being used as private transport until 1957 when it was stored pending restoration, which was finally completed in 1997.

So the provenance is established – my Stutz Bearcat is a 1916 model, which came to Australia as a Roadster in 1916. This has been a protracted process, but now the car has an established history in this country from 1916 to today. I am proud to say that having saved the car from the scrap metal man in 1952, I have proudly owned this car for more than half its life – and for some two-thirds of mine!



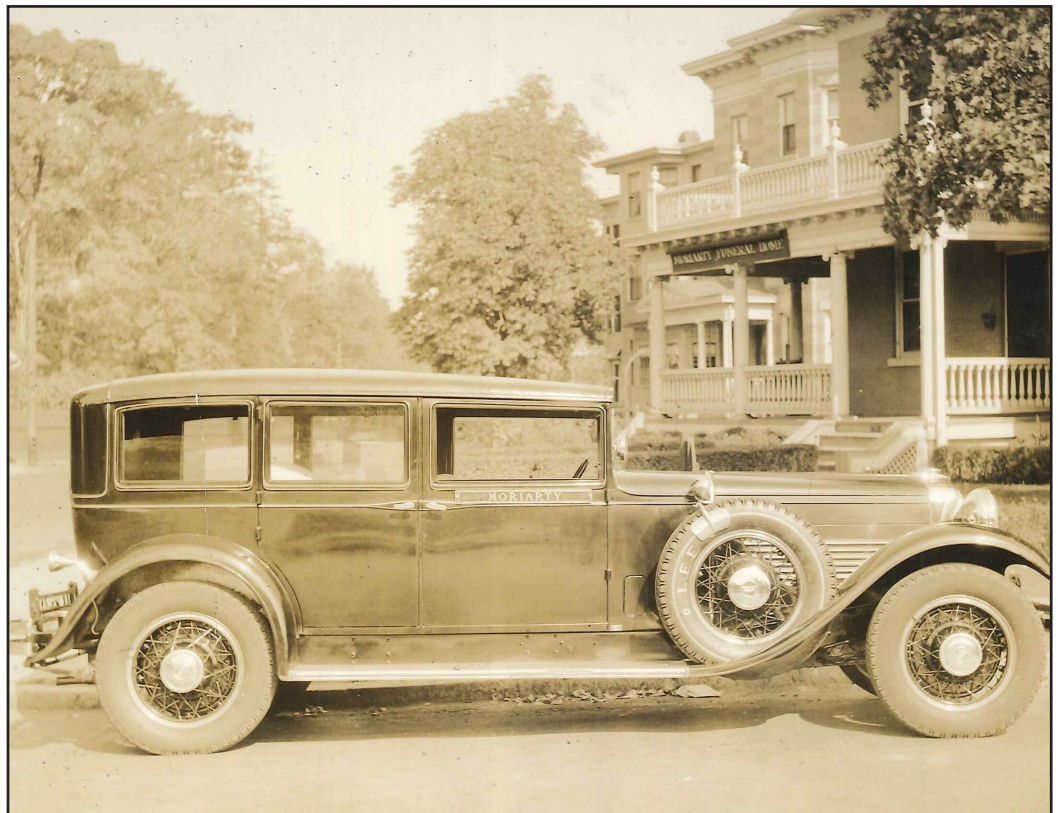


Mystery Photos



The following two photos were donated to the Stutz Club by Del Beyer. The first photo is very interesting as it appears to be a promotional photo for the Dual Overhead Cam.

The second photo was taken in front of the Moriarty Funeral Home. Note the hood ornament is missing on this grand Model MB. Possibly it was removed to make the car look a little less flamboyant. With a little research on the internet, I found the Moriarty Funeral Home located in New Jersey. I called and talked to Hugh Moriarty III who was happy to receive a copy of this old photo of his family's business.





Stutz Bearcat by George Barris: The Made-for-TV Production You Can Drive - An Ersatz 1914 Car made for the 1971 Television Series 'Bearcats!' is still on the Road

By: A.J. Baime, Dec. 2, 2014

John Boyle of Colbert, Wash., with his George Barris-built 1914 Stutz Bearcat replica, used in the 1971 TV series 'Bearcats!' This Stutz replica is one of many TV and film cars built by customizer George Barris. Mr. Barris built TV's original Batmobile, the Munster's Koach and the Wagon Queen Family Truckster from 'National Lampoon's Vacation.'

Mr. Boyle restored the Bearcat replica, which includes this working brass horn. According to Mr. Barris's website, 'Over 1,500 man-hours and \$30,000 was spent to hand-build each' of the Stutz replicas used for 'Bearcats!' The unique windshield is shaped like an oversize monocle. Mr. Boyle hired a craftsman in Oklahoma to build the wheels.

'That was the biggest job of the restoration,' he says. 'The wheels had to be custom-made out of solid hickory.' Stutz automobiles were built in Indianapolis from 1911 to 1935. According to Mr. Boyle, the drivetrain of this Stutz replica is primarily made out of stock Ford parts of the 1960s. He thinks that Mr. Barris got the Ford engine out of a salvage yard.

John Boyle, 59, a retired Air Force officer from Colbert, Wash., on his George Barris -built Stutz Bearcat, as told to A.J. Baime:

In 1971, a television series began called "Bearcats!"—the story of two soldiers of fortune who drove a 1914 Stutz Bearcat. I was 15, and I watched the show on a black-and-white TV in my bedroom.



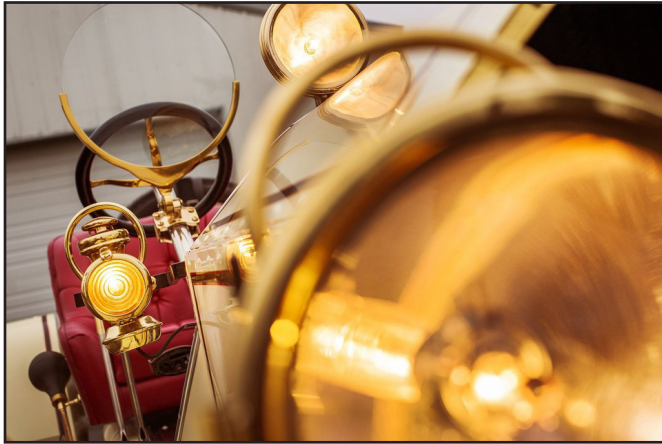
I'd read in TV Guide that George Barris had built two Bearcat replicas for filming. Barris was (and still is) a bigshot in the custom-car movement. He was the go-to guy when producers needed a special car, best known for building the original Batmobile and the Munsters's Koach.

I loved the Bearcat and I wanted one. But antique Bearcats were extremely expensive. When the show was canceled, I thought: Why don't I keep my eyes open for one of the Barris replicas?

For over 25 years, I searched. In 1999, I found a man in Philadelphia who owned one, and he agreed to sell it at a price I could afford. I couldn't believe it. I was now driving the exact car I saw on TV when I was a kid, made by George Barris.

Later, I visited Mr. Barris in his office in L.A. He had models of all his cars, and pictures of himself with every star imaginable. He authenticated the car. Now, it's my weekend toy. I feel awfully lucky to have it."

Well known writer A.J. Baime is also the author of Ford vs. Ferrari at Le Mans and best seller Go Like Hell. He does regular short pieces on various collector cars for the Wall Street Journal.



John Boyle of Colbert, Wash., with his George Barris-built 1914 Stutz Bearcat replica, used in the 1971 TV series 'Bearcats!' Photographed by Rajah Bose for The Wall Street Journal



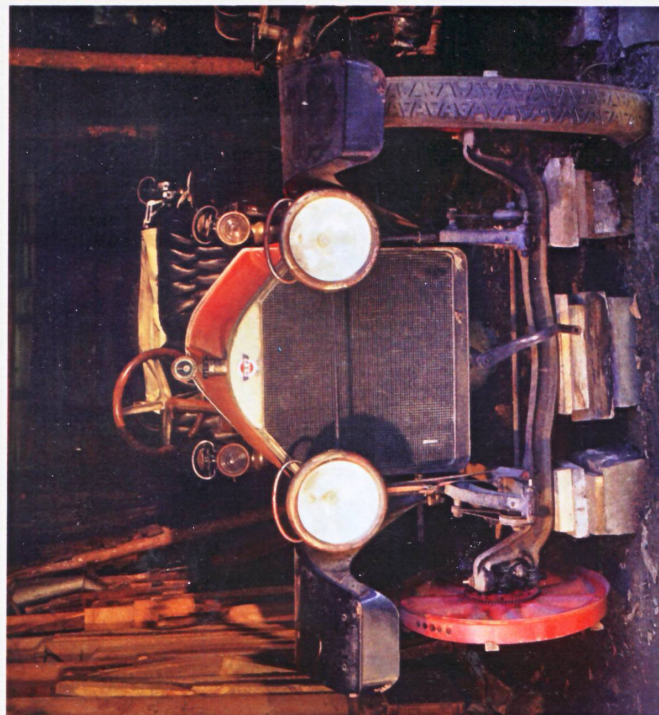
Holiday Greetings



December 2014

You've seen the "Before" on the front page. Here's the "After" on display at Pebble Beach. To get from there to here we took every bolt, nut, rivet, and wood screw out of the car, found or made missing parts, gave it all the full treatment and reassembled it. About four years of work and easily worth it.
I am delighted to have it and welcome you to come see it.

Season's Greetings
and a
Successful New Year!



A TRUE BARN FIND.

In this case its legendary curmudgeon A.K. Miller's rotting barn in the backwoods of Vermont. His famous Stutz hoard included this 6 cylinder Stutz Bearcat of 1913 – the only one remaining.

It needed everything and finally got it. (See back page)



Team Stutz Racing Update

While looking at a favorite website, www.theoldmotor.com, your editor came across these great photos of Team Stutz at the Lime Rock Historic Festival 32 which took place August 29 – September 1.

George R. Holman, driving the Barrs 1929 Stutz Special finished as high as 7th place in two different races in fields of 20 and 23 cars. Bill Holman was not far behind him that incredible 1928 Stutz Blackhawk.

This was an amazing performance considering that our Stutz sports cars are pooled in with all prewar cars

including Grand Prix cars such as 8C Alfas, Bugattis and other single seaters that are much newer.

A few glimpses of these great cars can be seen on the video at the Lime Rock Historic home page <http://limerockhistorics.com/spectators/>.

Also in attendance were George W. Holman and Jon Lee who was competing with his 1940 sprint car.

*Photos by Shoot for Details
(<http://www.shootfordetails.com/>)*





2015 Grand STuTZ Amelia Island, Florida

March 12th through March 15th 2015

If you are planning to attend the 2015 Grand STuTZ at the Amelia Island Concours on March 12th to March 15th, Dan DiThomas MUST have confirmation by email or phone from you no later than January 24, 2015.

Dan can be reached by email thestutzclub@aol.com or Phone: 614-832-0066. Please reply even if you have communicated your intentions to Dan already

Please let me know the following:

1. The names of everyone in your party.
 2. Your email address and/or phone number. (I will contact you individually with last minute details closer to the event)
 3. Have you received an invitation from the Concours to have your STuTZ judged at the Sunday Concours?
 4. If so, please provide me with the info on the car or cars.
 5. Will you be bringing a STuTZ car and have not been invited by the Concours for Sunday?
 6. On what day and at what time of day do you plan to arrive at Amelia Island?
 7. The name of your hotel.
 8. Unless you have an invited STuTZ, you will need to purchase your Sunday admission tickets directly from the Concours. <https://www.ameliaconcours.org/shop/tickets.asp>
 9. Friday: Are you planning on attending the complimentary private viewing of the RM Auction cars on Friday from 4:00 PM to 6 PM?
 10. Friday: Are you planning on attending the STuTZ Club Dinner on Friday at 7:30 PM
- If so, the number and names of those in your group. The dinner will be at Brett's Waterway Cafe at the marina in historic Fernandina Beach. We will order from the menu with separate checks.

11. Saturday: We have been extended complimentary bidder credentials for the Saturday morning RM Auction at the Ritz. Would like complimentary RM bidder credentials?
12. Sunday: The Concours. Will you be attending the concours?

Hotels

There are a number of hotels in the area. You can check out this site to find lodging.

<http://www.ameliaisland.com/area-services/accommodations/>

Thursday 12- MARCH-2015

Tour to the Grand Sttuz

On the Thursday before the Grand Stutz at Amelia Island, the Classic Car Club of America will complete their annual meeting in Savannah, Georgia and head out in old cars for a two day tour. On our first day we will drive to Jekyll Island were will stay the night.

On Friday morning we will tour to Amelia Island arriving before lunch. For those of us in the north, we are really excited to get in some driving time after cars have been in winter hibernation! The CCCA has opened this up to the Stutz Club because of our Grand Stutz taking place at Amelia. However, because of accommodations on Jekyll Island there is a limit of 30 cars.

If you are a CCCA member, you can sign up directly. If you are not a CCCA member and want to join us for the tour, please contact your editor (Carl Jensen 262-662-0287 cajensen2@aol.com) and we can help you get registered as long as spots are available. Hope you can drive with us!

Friday 13-MARCH-2015

1. Attend seminars at the Ritz. There is a fee for the seminars. Go to the Amelia Island Concours site for the schedule and ticket information. <https://www.ameliaconcours.org/>
2. Gooding Auction viewing and auction at the Omni Plantation. Go to the Gooding Auction site for the



schedule and ticket information. <http://www.good-ingco.com/auction/amelia-island-2015/>

3. Private viewing of RM Auction cars, from 4PM to 6PM.
4. Dinner will be at Brett's Waterway Cafe at 7:30 PM

Saturday 14-MARCH-2015

1. RM Auction <http://www.rmauctions.com/auctions>
2. Deep Sea Fishing. Price and details to follow.
3. Cars and Coffee at the Ritz for all makes of cars that will not be in the Sunday Concours. <https://www.ameliaconcours.org/> - Vehicles must be pre-registered to participate

Sunday 15-MARCH-2015

The Amelia Island Concours. Members not showing a car will need to purchase tickets and use the spectator parking and shuttle. <https://www.ameliaconcours.org/shop/tickets.asp>

Election of Officers for Stutz Club

The following Stutz Club members are slated for these officers:

- | | |
|------------------|---------------|
| President: | Norm Barrs |
| VP Publications: | Carl Jensen |
| VP Membership: | Mike Barry |
| VP Programs: | Trish White |
| VP Technical: | John Grunder |
| Treasurer: | Dan DiThomas |
| Secretary: | Jason Gehring |
| Historian: | Ernie Toth |

I vote for all of the above _____ (Name of member)

Write in candidate _____

Clip or copy this page and mail ballot before February 1, 2015 to:

Jason Gehring, Box 520, Bath, OH 44210



Tech Report

by Brian White, VP Technical Services

Saying goodbye is never easy. Some people and some cars make it easier than others. More times than not though goodbyes are sad times. This is true with people and cars. At Hershey last year I said goodbye to my 1920 Stutz 7pc touring. Although I had only owned it for five years I was sad to see it go. I know Harvey will enjoy it and it has a good home. For those of you who don't know, it was part of a trade to Harvey for a 1914 Bearcat project. A dream of mine for a long time has been to own an early Bearcat. Harvey has helped me fulfill that dream, and I thank him for the opportunity.

The excitement of getting the Bearcat offset the loss of the touring car and I was like a kid at Christmas. But now I have to wait. You see I have two other project I have promised myself I will finish before I jump into the Bearcat. The key word here is "jump". I am still working on a Firebird and a MGA, but because some-things take so much time I had to do a few things to the Bearcat. So I did ease into it and take the nickel parts off because my buddy Jim Aldrich was going by the chrome shop and could drop them off. Thanks to Jim I got to work a little on the Stutz.



Now back to my other projects until they are finished. But I can guarantee that I will be parts hunting while I am working on Firebird and MGA. I hope to have the two cars finished by the spring.



On another subject that I ran into last week, I was driving my 1956 Studebaker Power Hawk and realized how bad it was running all over the road. Now I know Radial tires are a no-no to the purest, but they sure ride and drive better the bias ply tires. The Hawk is not a show car. You see it is truly a survivor.

My Dad bought it in 1969 and it was my first car when I got my license in 1971. It survived me at 16 years old. Dad kept the car and for my 35th birthday he gave it to me. Right before he gave it to me he put a new set of Coker wide






white wall bias ply tires on. Over the years I have kept Armor All on the tires and they looked great. Now this isn't a car I drive a lot so I guess in the last 25 years I have put about 2000 miles on the car. I decided that I would put a new set of wide white wall radials on it that Coker sells. I did and the car drives great. But more important was that when I took the old tires off that were over 25 years old, the insides were weather cracked bad. Bad enough that if they didn't have tubes I doubt they would have held air. So the moral to this story check both sides of your tires.

More Mystery Photos!

Greg Henkels has asked for assistance in identifying the year and model of STUTZ in the photos. Please email your response to Dan DiThomas at thestutzclub@aol.com.

Stutz Club
 Can you identify the
 Stutz? What year?
 A friend of ours died
 and left us his pictures.
 These were taken in Los Angeles
 Enclosed is return
 postage

Thanks
 Greg



Gregory M. Henkels
 Collect, Consult, Trade

 4428 Narragansett Ave.
 San Diego, CA 92107
 R: (619) 223-1953
 C: (619) 818-1714
henkels@pacbell.net





Correspondence to the Club

Rare H.C.S. Taxi

Good Morning Dan,

Thanks very much for forwarding this note. I just forwarded it with an email encouraging you to reach out and join the club. I happen to know the purchaser personally and he has another taxi cab (a Nash Metropolitan I believe) and he was enthusiastic about researching its history. I'm sure you will be hearing from him!

Best regards,

Jonathan Sierakowski
Research & Editorial

RM AUCTIONS | One Classic Car Drive, Blenheim,
Ontario N0P 1A0 Canada | rmauctions.com | P: +1
519 352 4575 x236 | Toll Free: 1 800 211 4371

From: STuTZ Club [mailto:thestutzclub@aol.com]

Sent: Wednesday, December 10, 2014 7:13 PM

To: Jonathan Sierakowski

Subject: 1923 Yellow Cab Sold at Hershey

Hello Jonathan,

I just got off the phone with Bill Greer, the remaining founder of the STuTZ Club. He tells me that he has been looking for 27 years to find an example of a Yellow Cab that was built by HCS. (The HCS company was started by Harry Stutz after leaving STuTZ)

Bill just heard about the Yellow Cab you sold at Hershey this year. He does not use a computer but from the description of Lot 131 1923 Yellow Cab Model A-2 Brougham Taxi I read to him he believes the Yellow cab is an HCS built automobile. I agree with him.

I have attached a photo and text from the Splendid STuTZ of an HCS Yellow Cab and a photo of the car in



your auction.

As you can imagine, it would be a good thing if the new owner joins the STuTZ Club and allow us to know more about the car.

Would it be possible for you to pass on the STuTZ Club information to the new owner and let him know of the connection of the Yellow Cab to the STuTZ Club?

Best regards,

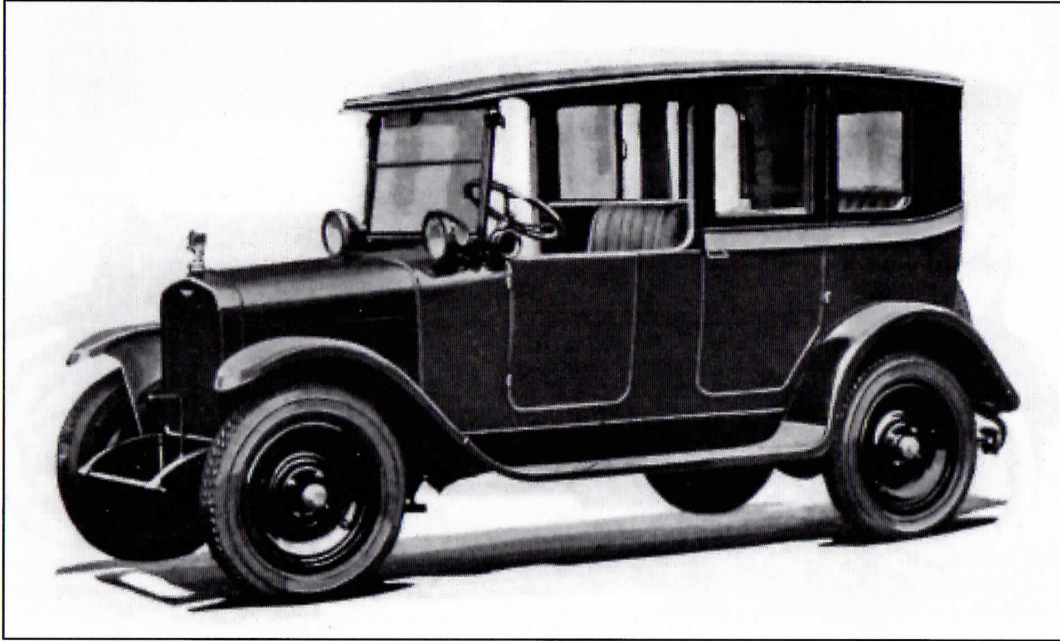
Dan DiThomas 0739
Treasurer, The Stutz Club, Inc



head. Having a bore and stroke of $3\frac{1}{4} \times 4\frac{1}{2}$ ", it produced an N. A. C. A. horsepower rating of 16.9, approximately 30 brake hp. Although some 500 pounds under the weight of other cabs, the sturdy H. C. S. still weighed about 3400 pounds.

The Yellow Cab Company tested the cab and placed a large order. However, the H. C. S. taxicab did not prove to have the necessary power and functional efficiency to capture a significant market share and sales lagged. Harry Stutz divested himself of all in-

terests in the H. C. S. company in 1926 as production sputtered and ceased. In January of 1927, the H. C. S. Cab Manufacturing Company was placed in the hands of a receiver and long-time Stutz racing driver Charley Merz was appointed to take charge of affairs.



1926 H.C.S. Taxicab





Dave Marriner - Letter to the Editor on 1917 Bearcat Article

I was interested in the article starting on page 11 of the latest Stutz news - was there a Bearcat Model in 1917?

I made contact with Robert Norrbom who sent me a picture of his 1917 car (attached). Robert's Bearcat is remarkably similar to my own 1917 model R car.



Dave Marriner 1917 STuTZ

Gears and handbrake on the inside, similar body-work etc - the main difference I could spot was no right hand door on Robert's car and a step fabricated in the side panel (which looks a bit odd to me)

Interesting that the step is not showing in the picture of the yellow 1917 Kuser car in the Stutz news and the gear change and handbrake lever are on the outside of this car

I wonder which of these is right?

I also attach a side on view picture of my car as a comparison to the Splendid Stutz page 53 picture - the rear body work is a bit different but again very similar

Thank you

Regards
Dave Marriner

Follow up correspondence from Dave:

Hello Carl,

Thank you, I look forward to the next publication - just one point though - I think my car is a 1917 series R Roadster and not necessarily a 1917 Bearcat as Dan says in his note to you - I stand to be corrected though

Additional information - a few years ago now (just after I purchased my car) I managed to buy a copy of the Splendid Stutz book

I was interested to read on page 50 in the right hand column, a description that fits my car perfectly. All the listed features are there on my car (intake water jacket, provision for a padlock to lock the gear-lever and the 56 inch rear springs)

Thanks

Regards
Dave

(Editor: Thank you Dave for your input (with great photos) on the 1917 topic!)



Robert Norrboom 1917 Bearcat



Dave Marriner 1917 STuTZ



From: KingjohnV8 <kingjon8@bigpond.net.au>
 To: Stutz Club Treasurer <thestutzclub@aol.com>;
 Sent: Mon, Nov 24, 2014 6:37 pm
 Subject: KDH.....

Hello Dan,

Have you any idea what happened to the Stutz
 ?1922/24 KDH 'roadster' sold presumably at/for Don
 Short a few years back..EG. was it broken up ? restored?
 or is still ' just sitting there?.. any input would be appre-
 ciated.

Also re ? R ?S Stutz Bearcat and when it happened..
 did not (our Laydon again) publish a lookalike photo

of a Stutz here in Australia, some years ago.. all I can
 remember of the details is that an old tubby gent with...
 a little girl were shown in it, and something to do with ' that
 body style...'.... hope your snow and ice is abating..
 we can do with some down here its been a sizzler with
 110/115%all about and no rain, with things very bad on
 the land..... and a mad parliament which I note is NOT
 particular to here only.....

Kind Regards,

John Ryder...

STUTZ BB Speedster - 1928

Publié le 23/11/2014 sous le numéro d'annonce A46907

106 875 €



From: Mike Holt
 <bugattiste1@me.com>

To: Stutz Club
 Treasurer <thes-
 tutzclub@aol.com>

Sent: Thu, Oct 30, 2014
 7:24 am

Subject: Interesting
 Stutz in France

Hi Dan,

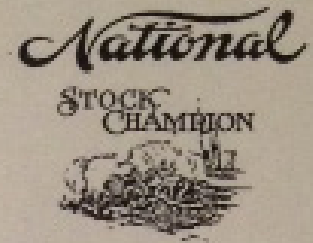
Perhaps someone will
 know if the coach work
 was built in period?

http://www.lesanciennes.com/annonce/A46907-ventes-auto-stutz-bb-speedster-1928.html?ftype=vo&fcats=autos&rec_annee=1938

Mike Holt. (The first
 overseas life member of
 the Club)



Mr. Wm. J. Greer
 7400 Lantern Road
 Indianapolis IN 46256-2120



CORNELIUS W HAUCK
 550 East Fourth Street 4D
 Cincinnati, Ohio 45202

Dear Bill:

YES! It's *me!* After all this time . . . I'm still "out there", still reading the Stutznooze reg'lar as it comes in -- had intended writing you after that snazzy write-up they gave you in the *Hoosier Horn* -- been awhile on that too! Finally getting *impelled* to write after reading your piece in the latest *Snooze* and digging for your address which led to your letter of last July 15 -- 2012! And with that intro to your story on the first dual-valve Bear Cat:

The "catalog" illustration shows what is unmistakably the front half of a 1917 Model R!

I would have to be able to measure and analyze a model S to pick out the fine-point differences, but they were. Story I had heard long ago, and agreed upon by Paul Freehill, was that the minute the new engines started 'off the line' they were at once installed in standard "R" production (and that was the justification Paul cited for using a dual-valve in recreating my "R" Bulldog). It would appear from the illustration you provided that using an "R" chassis provided a quick way to produce a new "Bear Cat" style.

Our automotive activities have been increasingly limited since I sold out -- seven years ago! -- and we moved downtown. I did not even go to our local *Concours* this year --mostly a sports and "used car" show now. When Saab quit I did trade for my last one -- a 9/ 3 "turbo" *Combi* (mini-wagon) (fast!!) and at 89+ that may be my last car purchase! If I get strength might even make it up to Indy again for some event -- no hurry.

Anyway, glad to see / read that you are still going strong!

good luck and best wishes
 CORUE



Auction Report



1924 Stutz Special Six Tourabout

High Bid of \$50,000

- Chassis no. 2255
- Engine no. 101501
- Body no. 76314
- 75 bhp, 268 cu. in. OHV Weideley inline six-cylinder engine, three-speed manual transmis-

sion, solid front and rear axles with semi-elliptic leaf-spring suspension, and rear-wheel internal-expanding mechanical drum brakes.

- Wheelbase: 120 in.
- Formerly owned by the legendary A.K. Miller
- Incredible all-original, unrestored condition
- Regularly driven by the consignor
- A wonderful “on-the-button” survivor



In Memoriam Judy Schoenthaler

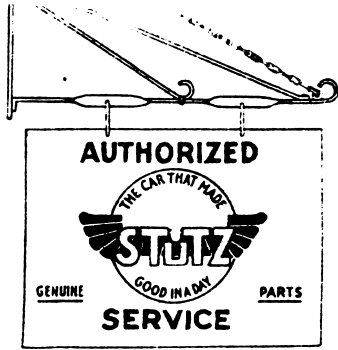
It is with terrible sadness that I must tell you that we lost club member and friend Judy Schoenthaler due to her battle with cancer and its complications. An avid old car enthusiast with an eye for art and elegance, she was taken from us far too young.

Judy was a fascinating woman who was a very accomplished artist, competitive golfer, knowledgeable collector of china and antique toys and was passionate about old cars. Judy truly enjoyed attending car events as much as her husband Ed, and although they together assembled a grand collection and were invited to every major concours, her humble comments on Pebble Beach were, “It’s just an honor to be invited”. Of course, she dressed elegantly to match whatever car was invited to an

event and could be easily spotted across the show field. Warm and friendly, she was welcoming to everyone.

Probably no one better epitomized the true sense of the word “elegance” in Concours de Elegance.





WANTED

I am looking for the following parts for my 1930 Stutz Series M, Four Passenger Speedster, Dual Cowl (134½ inch Wheelbase), Engine: 32417 HC (322.06 cu.in.), LeBaron Body No: 137-1406 and would be grateful for any help from fellow Stutz Club members in finding these parts:

Diljeet Titus - Membership No. 0775

Titus & Co., Advocates

S-217, Panchsheel Park, New Delhi-110017, India

Tel: 91-9810001272 Fax: +91-11-26014032

E-mail: dtitus@titusindia.com

1. 6 Rods for side windows with locking mechanism
2. Headlight Center bar and Monogram
3. Electric Fuel Pump
4. Dash Knobs:
 - (i) "H"-Intake Manifold Heater Valve Control,
 - (ii) "C" Carburettor enriching control,
 - (iii) "M" – Muffler by-pass valve control,
 - (iv) "W" – Windshield wiper valve control
5. 4 Door Sill Plates (with Stutz Monogram)
 - (i) Electric Clock Stewart Warner (3 ¼) - White Dial
 - (ii) Speedometer Stewart Warner (dia 3 ¼") - White Dial
 - (iii) TemperaturGauge Stewart Warner - White Dial
 - (iv) Ampere Gauge Stewart Warner - White Dial

- (v) Gas Gauge Stewart Warner - White Dial
- (vi) Oil Pressure Gauge Stewart Warner - White Dial + cables, lines and wiring
6. Automatic Thermostat
7. Radio & Speaker
8. Glass Lenses for Cowl lights and Rear Tail lights
9. Folding Footrest
10. Stutz Script ignition Key
11. Dash Brake Switch Knob (Min – Max)
12. Airmaze Air Cleaner (complete assembly)
13. Zenith Duplex Carburetor Model 105DC
14. Vacuum Brake Booster – Bragg Kliesrath Corp.
15. Brake Master Cylinder – Stutz – Lockheed Internal Hydraulic Master Cylinder
16. Delco Remy Starter No. 726 – C
17. Delco Remy Distributor No. 004028 – complete assembly
18. Delco Remy Lighting Switch No. 496-G
19. Stutz Circuit Breaker System
20. Delco Remy Ignition Switch (coincidental lock) No. 426-J
21. Vacuum wiper System (Motor, Chain/Pulleys, Wipers and Blades etc).

WANTED

Light switch that is found at the base of the steering column found on a 1929 Model M8 Stutz This was a Delco Remy 486G I believe this was used also on later models up to 1934 Thank you

Regards

Len Harvey, New Zealand

beaconview8@xtra.co.nz



WANTED

Hi Stutz friends,

I was wondering if there were any original photos of a 1915 Bearcat dash. I want to restore mine with all of the original equipment on the dash, but nothing more. Thanks for your help.

This is a photo of Harvey Carter's 1916 Bearcat which looks original.



Just a couple of more things I could use. I need a Stutz plate like this photo, probably a reproduction (3" w X 2" h)



and I would like a Remy ammeter like this photo, which looks like the correct ammeter based on most of the photos I've seen. I'll use my existing US Gauge ammeter as it looks period correct if I don't find one.

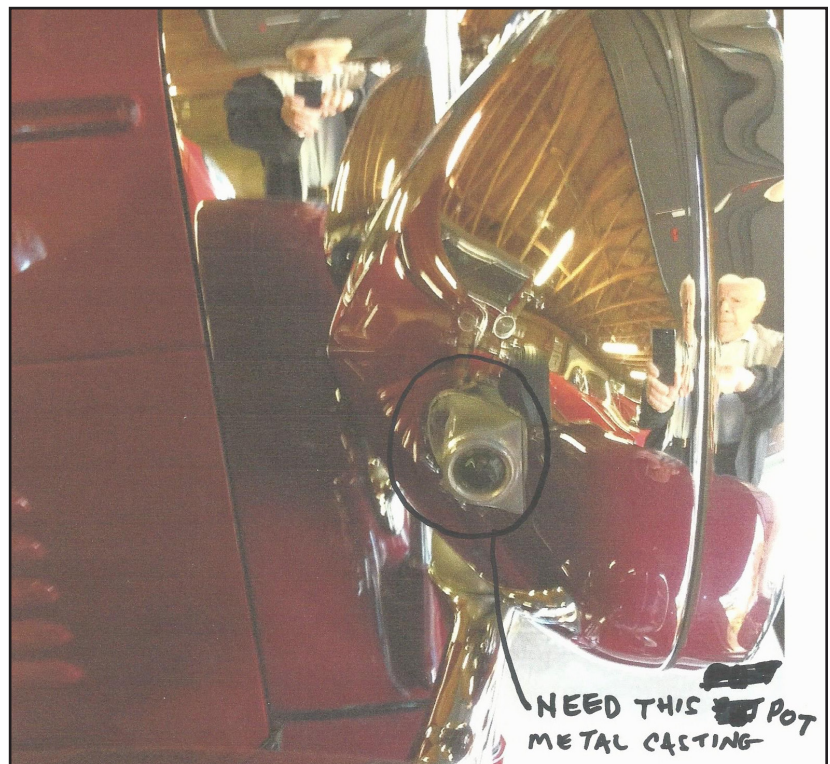
Thanks for your help and emails,

Fly'n'Wheels Museum
 John Muckel
 3403 Airport Drive
 Torrance, CA 90505
 310-408-8551 Cell

WANTED

Need to replace the pot metal casting shown in the photo (it crumbled). Hope some one has one or that some one has reproduced in brass.

Submitted by Bill Snyder
 email: captainnordec@nordecinc.com.





NEED

During the restoration of my 30 Stutz coupe, I have found it nearly impossible to locate

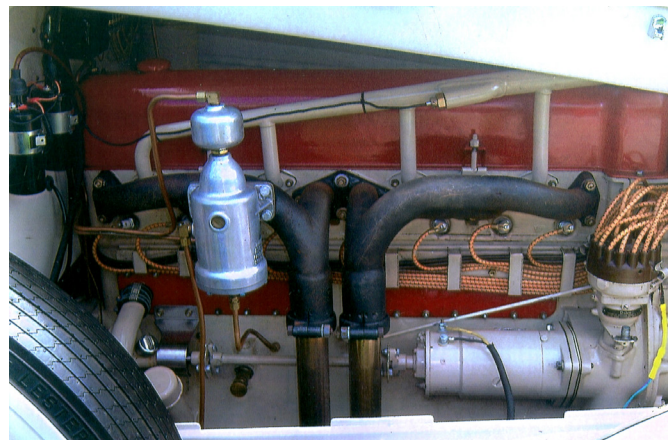
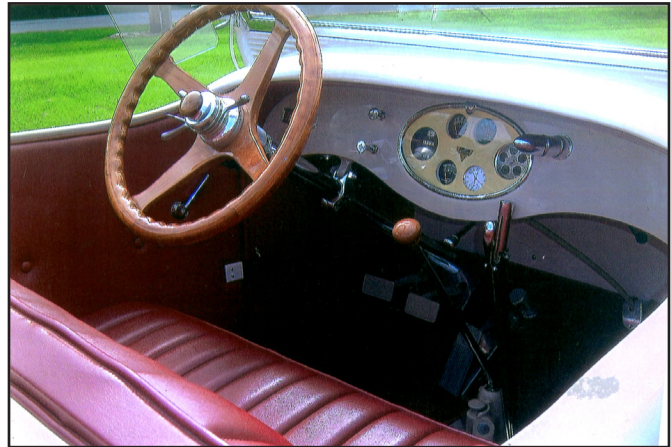
- Hub Caps,
- a dash BEZEL(my pot metal bezel is missing about 4 " of the surround) and
- I have no RA radiator cap and
- need working engine support items,

For what I need and could use, I'd like to know who deals in these items .

During my searches, I located a Stutz overhead cam 6 cyl engine that I will sell -but to an individual restorer that needs one and hopefully is a member of the Club. Advise

Vern Black

Phone 805 773-4356 or email loisvernblack@gmail.com



FOR SALE

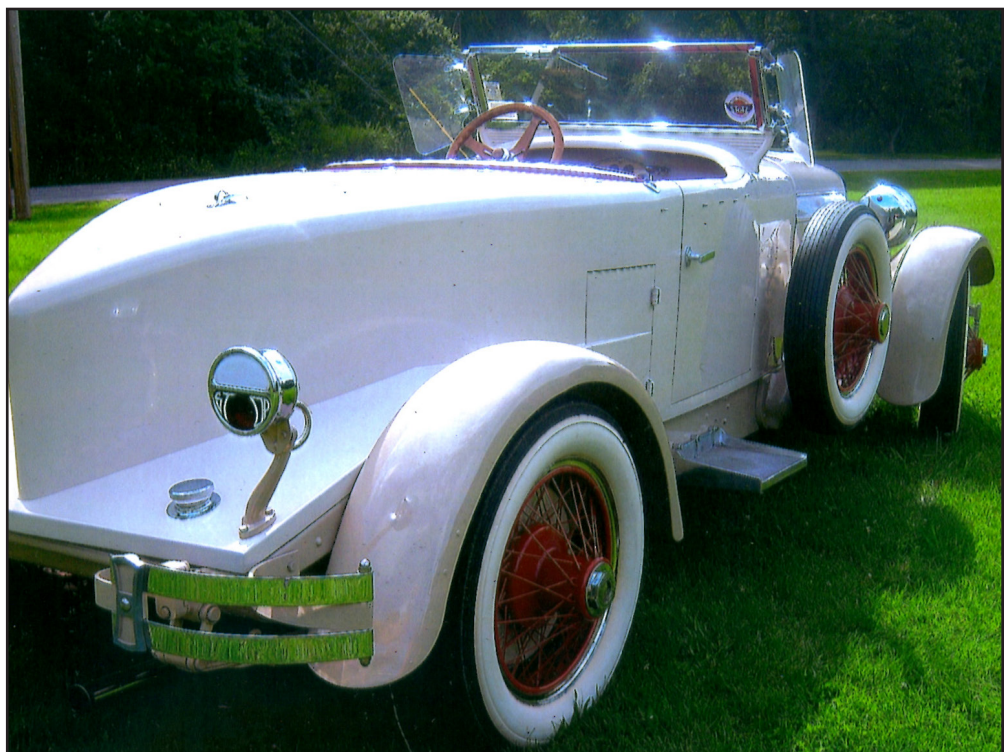
Due to health reasons, I am selling my 1927 STuTZ Black Hawk Boat Tail Speedster. Frame off restoration including engine completely redone. Less than 300 miles since being restored to museum quality.

Best offer - Must Sell.

Ken Embling #0847
(Location - New York USA)

Phone 585-538-4506

email
nembling@frontiernet.net





FOR SALE

I have reached the point where I need to cut back on my collection a bit, so being a Mercer guy at heart, I have decided to pass along the Stutz.

I am asking \$175,000, and am willing to negotiate (a bit) or consider partial trades. I can be reached by phone at 802 234-9060 or by email at ktsats@aol.com

I acquired the 1921 Stutz 6-7 Passenger Tourer from Ed Downey, who bought the car at the A.K. Miller auction. I believe it is the only 6-7 Passenger tourer from 1921 in the club.

Ed, who was (he passed away in 2012) a tool and die maker extraordinaire, painstakingly disassembled what was a 100% all there original car, and as you can see restored it to its original glory. The only things he changed are the color (originally it was red), and the engine (he found, restored, and installed a 1921 removal head engine for reliability).

Sincerely,

Koke Twigg-Smith,

Barnard, VT

802 234-9050

Editor note: Koke's car looks like a fine machine, I hope somebody saves it from a "Mercer guy".





WANTED

After nearly 12000 miles since September 2009 and some hassle-free rallies in Morocco (2013), the UK and Austria (2014) this summer, last week our Stutz broke down in the south of France, during our holiday. After inspection it appears that the blocking mechanism of the rear axle serious was damaged, in such a way that it was not repairable within 48 hours (see the attached picture).

This means that we had to travel on with a rental car and the Stutz had to be trailered back to my workshop in the Netherlands; fortunately my insurance took care of this. This was since 1976 when we bought our first classic car, the first time we were not able to get home on own wheels.....

This means that I need at least one good axle, but preferably two, as the other axle also exhibits signs of wear. Would you be so kind to send this message to the Stutz members with my request for 1 or 2 axles ? Many thanks in advance for your efforts !

My Stutz is from 1921, series KDH, 5-p open tourer, framennr. 10520, enginennr. 10536.

Kind regards,

Henk Noteboom, The Netherlands

Member 0816, E: henk@fam-noteboom.nl

T: +31 65 33 22 33 0





WANTED

Our restoration shop is looking for the following DV32 parts. If you see anything out there would you please be so kind as to let me know?

- Front bumper and irons
- Set of 19" split rim wheels
- Oil pump and lines
- Door handles set (Rollston)
- Hand brake drum on rear of transmission
- Oil filler cap and pipe
- Tach drive and cables
- Shift lever
- Steering wheel controls
- Hand throttle gears
- Hubcaps with DV32 badges
- Headlight switch
- Rearview mirror
- Window crank handles
- Updraft Schebler carb dual 1-1/2" Type S, with 4-bolt rectangular mounting flange and jet adjusters on the sides of the body housing
- Updraft intake manifold
- Carb Breather and cast elbow
- Spare tire lower clamps
- Hand crank assembly for DV32
- Drive shaft safety loop
- Chassis lube manifolds at kingpins
- Shutterstat cover and linkage
- Dash switch engraved with the two arrows for dash lights
- Generator brush covers
- Horn extensions
- Rear shock links and ball studs

Best regards, and I hope we get to meet!

Jonathan Sierakowski, Research & Editorial

WANTED

My name is Fred Edwards from Australia. ,Stutz #667. I have a 23 speedway 4 and a 28 bb coupe.

This 1928 BB car I returned from the USA but I'm seeking the whereabouts for the following;

- Brown cowl lamps with brackets
- Radiator(top and bottom tanks will do).
- Newhaven white faced clock(any condition so I can reproduce with modern electrics).
- Steering support bracket.
- A really good photo of the exterior door handles. One was with the car from a dodge senior six but I don't think this is right. When I know which ones fit I can get really good st/steel ones made here.

There are other little things but the Brown side lights are what I'm in real need of.

Swap meets in Aussie land are pointless as any cars like Stutz , Pierce Arrows and Marmons etc were few and seldom or never wrecked. With a sample of any part I can make it, but as you know it all takes time. I had to make a new exhaust manifold for the speedway 4 and made a few extra for others. Also the alloy floorboards, hood side rails. Top and bottom water necks. Etc. If you can assist it would be much appreciated.

Kind Regards

Fred Edwards. #667



LOOKING FOR STUTZ PARTS

I am trying to find two chromed spring rings for the 20" wheels of my 1929 M8 Convertible Coupé.

With many thanks,

David Berks

david.berks@gmail.com

613 746-6064

FOR SALE

1932 Stutz. Four passenger speedster, tonneau cowl. Commonly called a dual cowl phaeton. Aluminum body by LeBaron. DV-32 engine, double overhead cams, four valves per cylinder. Stutz only made about 160 of these engines, most going into their race cars. This car was completely restored from the frame up. This is a VERY rare car. Asking \$900,000.00. Contact Richard Orr, 3100 Terra Vista, Independence, KS. 67301 | 620-330-7218 | email rdorr35@yahoo.com





OFFERS WELCOME

1929 Stutz M Monte Carlo by Weymann Asking \$395,000

This exceptionally nice older restoration has held up very well and still presents as a freshly restored car. Only the most minor of cosmetic flaws were noted in our inspection, all of which are easily remedied.

The paint is exceptional, the chrome without fault, and the fabric body is tight and taunt-the doors shut securely and swing freely with no sag whatsoever. The interior is elegant and at the same time somewhat snazzy with its period Art Deco patterned Broadcloth upholstery.

The Walnut veneered Dash serves as the perfect backdrop for the jewelry like gauges. The car runs and drives quite well. It starts right up, runs smoothly, accelerates briskly, stops with authority, and handles very well for the era.

This is a very drivable car that could be confidently toured should one wish to do so. Most certainly welcome at the most discriminating Concours Worldwide, this extremely rare and desirable car will be a Contender wherever shown.

With recent comparable examples trading into the 7 figures, this is literally a once in a lifetime opportunity to acquire.

The car is located in Indianapolis. Contact Shawn Miller, Significant Cars.Com at 800-837-9902 or smiller@significantcars.com

Thanks!

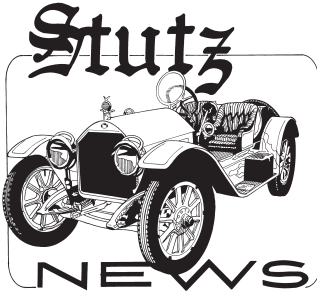
Shawn



The Stutz Club, Inc.
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www.stutzclub.org

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November 25, 1914.

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7

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STUTZ

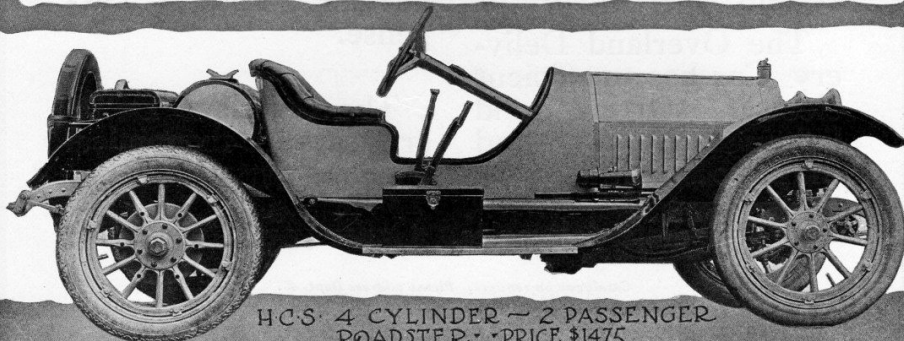
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