



Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



William J. (Bill) Greer (1925-2015)

William J. (Bill) Greer, 90, of Indianapolis, passed away on November 3, 2015. Bill was born on January 5, 1925 to William V. and Blanche (Conrad) Greer. Bill was a Navy veteran of WWII. Bill graduated from Purdue University in 1945 with a degree in chemical engineering and went on to earn his master's degree in 1949. He was a member of the Purdue Presidents Council and a lifelong member of the Acacia Fraternity. He retired as an executive from Eli Lilly & Co. after 35 years. Bill married Carolyn June Eppihimer in November 1951 and the two enjoyed nearly 64 years of marriage.

Bill was a member of Zion Evangelical United Church of Christ; he was a mason; a founding member of the Stutz Club as well as numerous other antique car clubs. He also published numerous articles on various antique car subjects.

He is survived by his wife, Carolyn; children: Jay W. Greer and Janice C. (Greer) Vaughan (husband, Michael);

grandchildren: Eric Vaughan (wife, Shannon Lewis) and Carla Greer Waite (husband, Adam); great-grandchildren: William Vaughan and Ryan Waite.

Entombment will be in Oaklawn Memorial Gardens Cemetery. Condolences may be shared with the family online by visiting Bill's tribute page at www.flannerbuchanan.com.

The Klein's Packard in front of the funeral home



Special Announcement

Save the Date for The Grand Stutz 2016

September 7 - 11, 2016

Kokomo, Indiana

Hosted by Cliff Vogelsang and coordinated by Dan and Mary DiThomas

Complete details on page 22...

Table of Contents

Vol. XXVIII No. 114 (October - December 2015)

William J. (Bill) Greer (1925-2015).....	2	Tech Column	24
The Great Man.....	3	Letters to the Editor.....	25
In the News.....	21	Classifieds.....	29
Grand Stutz 2016.....	22		



The Great Man

by Carl Jensen, Wisconsin

Intelligent, friendly, positive minded, hardworking and caring are some of the first words that come to mind as I try to write about our dear friend. Bill and Carolyn were married in 1951 and I cannot think of a couple that is a better role model on how to live and enjoy life. Their caring for each other and combined positive outlook on life just brings the best out in everyone around them.

Bill started life of humble beginnings. Most of us know that he was a WWII navy veteran, and that he obtained undergrad and master's degrees from his beloved Purdue in 1949. He went to work for Eli Lilly where he and Carolyn lived abroad for years before coming back to Indiana and eventually retiring as an executive after 35 years. Bill may have credited the navy and Purdue for his success, but I humbly disagree as I believe it was his character that paved the way for successes of all kinds.

One of the many lessons Carrol and I learned from Bill (and Carolyn) was the importance of not forgetting the past, but never stop looking forward. We were always so impressed that at their age, Bill and Carolyn never stopped looking forward. They never wrote a final chapter and although they understood they had some limitations with age, they looked for ways to do things, not for reasons to avoid them. I recall sitting in their sun room and Carrol asked if they were going to Gilmore in June. Carolyn leaned forward and asked Bill, is there any reason we can't? Within a minute, the decision was made to attend....again, always looking ahead to new adventures.

We have such fond memories of our time with them at Pebble Beach for the Stutz feature. Bill, who was not really a morning person, said he wanted to go to the track before it opened to see the Stutz cars race. Carrol and I picked him up early and had a fantastic day. George Holman generously arranged a golf cart for us to drive Bill through the pits. It was a cold day and I noticed all the girls were bringing Bill hot chocolate, hmmm... clearly it was good to be Bill.

When Bill and I went through boxes of Stutz files at his house, he told me he found a box of letters that he had exchanged with his mentor early in his career. At 88 years old, I wondered if it was difficult to look back and read them now, and therefore wondered how I would feel



Your Editor and Bill having a great day at the Monterey Historic Races watching Team STuTZ.

at that time of my life. So I asked the wise man. His response was something I hope I remember at his age. He said it was good to read them as we often forget some of the difficulties of the past. He said that he forgot by now how much stress he was under at that time in his career. He was not bitter about that, but it allowed him to remember that there were difficult times in his youth that he had forgotten; remembering this helps appreciate some of the aspect of life in later years. Bill's intelligence and positive attitude always put things in the right perspective.

Like most of us, I met Bill through old cars, in particular Stutz automobiles. His appreciation of history and his continued pursuit to learn more is, due to his start of the Stutz Club, now recorded for generations to come. Bill was a brilliant writer documenting history in the Stutz News, The Splendid Stutz and countless articles in other publications. He was also genuinely enthused about everyone's cars and projects. His excitement was contagious. I was of course very honored when Bill asked me to take on the Stutz News. Due to business travel I declined a few times and said I could only help with articles and such. After a few years he asked again, at which time I agreed. But the truth is that none of us would even be reading this right now, if it wasn't for Bill bringing all of us together from around the world.

My lovely wife once gave me plaque when I was feeling a bit overwhelmed with life and I think this sums up Bill perfectly:



That Man is a Success

Who has lived well,
 Laughed often and loved much;
 Who has gained the respect
 of intelligent women and men
 and the love of children;
 Who never lacks appreciation
 of the earth's beauty
 or fails to express it;
 Who follows his dreams
 and pursues excellence in each task,
 and who brings out the best in others,
 and gives only the best of himself.

Adopted from an original verse by Bessie Anderson

Bill Greer and Stutz News

by Rachel Daeger, Indiana

For 20 years I had the unique pleasure of working with Bill Greer in his role as Editor of Stutz News. How that relationship came about is a story with too many coincidences to be anything less than divine intervention.

I graduated from Indiana University in 1985 with a degree in Journalism. My first job out of college was on the public relations staff of the Columbia Club, a historic private club in downtown Indianapolis where the Greers were members. When the Club celebrated its centennial in 1988 with a roaring '20s party, Bill graciously parked his 1930 Rolls Royce on Monument Circle. I have a picture - That is a much younger me on the far left. Shortly after that event we became better acquainted when I interviewed Bill and Carolyn for a member profile in the Club's magazine.

Jump forward to 1993 when Ken Berry and I are working on a business plan to open KDB Press, a graphic

design and print brokering business. Turner Woodard's Stutz Business Center had just opened in the Stutz factory and was the perfect location for the young business.

Remembering Bill's love of Stutz and my need to get build a base of clients, I reached out to let him know that I had relocated to the actual Stutz factory. At that time Bill was producing the Stutz himself with the help of a local copy shop. His big concern was the quality of the photos in Stutz News. He asked what it would cost to produce true black and white halftones of the photos and put the publication on a press. This job was perfect fit for our business and the synergy of printing Stutz News in the Stutz building was a perfect alignment.

Soon I began a quarterly routine that would last two decades. Bill would call - "Rachel, this is Bill..." - and let me know that he had a good stack of material ready for me. I would drive to the Greer's Lantern Road home to start a new issue. Always there was a warm greeting and an offer of something to drink- typically pink grapefruit juice- and always Stutz discussions took place at the kitchen table.

Waiting for me would be a stack of handwritten sheets of yellow ledger paper filled front and back. Any photos that went along with the story would be inserted into a re-used envelope and stapled to the corner of the page. If while in the midst of composing an article Bill had an additional thought, there would be a circled letter that corresponded to a strip of paper stapled or taped to the page.

Bill wouldn't just hand me the pages, often he would read the article to me pointing out the important points.



Rachel (left) with co-workers in front of the Greer's Rolls Royce on Monument Circle, Indianapolis in 1989.



Bill in Indy, June 1999

Patiently he would explain the peculiarities of a model year's fenders, head lamps, etc. and I think he was a little disappointed that the finer points of Stutz engineering never stuck despite all those lessons. I would usually just comment on how beautiful each car was!

While Bill wrote a great number of articles and occasionally treated readers to an original poem, Stutz News was also filled with newspaper and magazine clippings gleaned from the stacks of publications Bill read. Rounding out the content was letters received from club members worldwide. For years Bill would write a letter welcoming each new member of the Club. Often this would mark the beginning of years of correspondence. These would all be filed in individual folders creating a rich collection of material on Stutz worldwide. These files would eventually outgrow Bill's upstairs office and become the basis of the Club's archives.

Once we had conducted our business of starting a new issue of Stutz News, it would be time to sit in the sun room and visit with Carolyn. We would catch up on family happenings, what trip they were planning or had just returned from, and local news often relating to Indianapolis or Purdue sports teams. Many times Bill had a discovery to share – a former Stutz employee had been found, an artifact recovered, or a new bit of information to further his research on a topic. And no visit would be complete without a trip around their beautiful gardens with Bill pointing out what was in bloom, what he had just constructed or what damage the deer had done.

Each issue needed more than a single visit, after assembling the initial batch of material I would deliver a proof version for editing and empty spaces would be filled with last minute ads or news. Once the issue was off the press I would make a final visit delivering extra copies and a package of that issue's material. There would be hugs and "take cares" and "be carefals" until the next phone call that signaled the start of a new issue.

Time passed, I changed jobs, my son grew older but Stutz remains a constant thread. I attended the Grand Stutz in Terre Haute and Indianapolis and visited with Bill and Carolyn when Stutz was on display at the Concours d' Elegance on Monument Circle and the Indianapolis Motor Speedway. My family was curious about frequent weekend trips to visit the Greers so over time my son, mom, and even my greyhound dog Buster all visited. I knew Buster would be welcome because two metal greyhound statues graced the front walk to their home for all of the years I visited.

It was bittersweet when Bill's standing request for a new editor was answered by Carl and Carrol Jensen. I learned that my services as coordinator would continue through the transition but my clockwork visits to Lantern Road would be ending. Some habits are hard to break and soon I was joining Bill and Carolyn for dinner while they stayed at Clear Vista Lake following Bill's fall and visiting once they returned home late last year.

I doubt I will meet another person as gracious, welcoming, positive, inquisitive, and passionate about life as Bill Greer.

To Hershey and Back

by Shawn Miller, Indiana

I was lucky to get to know Bill well due to our annual trips to Hershey. We started out as passengers along with Hugh McKnight and Bob Titlow. Bob was a very engaging conversationalist, so there was never a lull during the 8 hour drive each way. Once we arrived, it was always our strategy to cruise the car corral first thing and then head out to the rest of the field. One year while Bill



was chatting up a guy who had brought a Stutz, I bought a Rolls Royce Silver Shadow Coupe, a very rare car, that had been sitting for a couple of years. Bill became quite excited. He loved to polish bright work, so he said he was going to take care of that and it was up to me to do the rest. This also allowed us to reuse the car corral spot every day, which was much better than walking from the parking area. She cleaned up quite well and despite warnings from most everyone, I had always wanted a Rolls, so I fought off some good offers and we used the car all week and I actually drove it home the entire way to Indianapolis without incident.

I remember quite well Hugh instructing me to leave the show field early so that I had plenty of time to get the car squared away once it broke down, so they could simply swing by and pick me up versus “having to help you deal with that”. Bob passed away that winter kind of unexpectedly-one would have never guessed he was 93 years old, if you didn’t know. Hugh’s car restorations were complete, so he didn’t want to go anymore, so from that point forward it was Bill and I. At first we found it difficult to fill all the time with conversation with Bob gone, but that ended quickly.

As my business grew I found myself trailering a car to Hershey to display in a spot. These cars varied quite a bit but generally I tried to focus on Full Classic original unrestored barn finds if you will. I always wanted them to run so we could use them all weekend- like we did the Rolls-and except for one year where I pulled the car out of the barn literally days before we left, it always worked. One memorable year my trailer had last minute issues and I was supposed to be bringing the Dougherty Pierce 12 Town Car- a largely original car with a legendary tour reputation, but it hadn’t been driven much in the last few years.

I had a young enthusiastic employee that year- Patrick Goss- who insisted we had to take a car, so I said “fine you show up at my warehouse at 7 Am and you drive it a bit, and if you want to drive it out there you can-I don’t think its reliable enough to make it out of town”- Bill and I will follow in his caddy, so we can get the car squared away once it breaks down and still be on our way. Patrick did show up and took off in the car and after about 30 minutes I called him to see what was up to which he said “well I stalled it coming off the interstate and the battery is dead- some guy sis jumping me right now- but I’m driving this car this is a wonderful car!” We

followed along and had to keep flashing our lights at him to slow him down-he kept getting up to 85 or more-the speedometer was inoperable.

We made it fine and then on the field Mason Maynard pointed out the large cracks in the tires deep inside the tread when hearing this story. We went over to Coker and bought a new set and had them installed prior to the drive home.

The best year was when I brought the AK Miller 1922 Stutz Touring. This car had been purchased at the AK Miller sale by a club member in Florida who bought many cars there, and then had just been sitting for another 20 years, save for the circus orange paint the wheels had been painted. I repainted the wheels satin black, got some good used tires from John Gambbs, had the gas tank redone, and sent the car to Walt Reynolds about 6 months before Hershey with the charge to get it running well. Walt is kind of a procrastinator, so I followed up monthly always hearing the well I haven’t had time to get to it yet but don’t worry it will be ready line.

With one month to go I started to get concerned, so started following up weekly. At 2 weeks out he finally had some progress to report. With a week to go he was confident all was going to be well. With 3 days to go he started back peddling “the valves are all gummed up I’m going to have to pull the head-just take another car” I said flatly: look that’s the car I’m taking, if I have to drag it onto the field I will, but I really don’t want to” The day before we had to leave he was putting the head back on. I told him I would be there at 4 PM the next day and if running great, if not whatever. I showed up early and he was still fiddling around. After about 3 hours she fired, and after a bit of tuning she ran well.

We drove her onto the trailer where she stayed until we got to Hershey. I could tell Bill was excited to finally have a Stutz at Hershey, he didn’t stop talking the whole way there. We arrived and she started up and we put her on the field. At the end of the day I decided we would drive the Stutz back to the hotel. I told Bill to follow in my truck in case something happened-after all this car hadn’t been driven in 50 years at least. At the big intersection at the mouth of the park there was (as usual at the end of the day) a large swarm of cars trying to leave at the same time. The car stalled. I got it going again. It was obvious it was going to take several light cycles before we would be underway. After the car stalled a few more times



I always got it going again but the surrounding AACA folks weren't very happy with me.

Finally it was our turn to go through the light, and it died, and the battery was just too far gone, so I went back to the truck and told Bill to get in the Stutz and I would tow it back to the hotel using the Truck. This worked well and I can still see Bill smiling with the wind whipping through his hair in my rearview mirror as we hit 40 or so on the long road back. When we got back I felt so bad to have made him have to go thru this I was pretty upset with myself- I always felt it was my job to deliver Bill to and from Hershey unscathed- and so I ran up to the car and said "Bill I'm so sorry you had to do that, this car should have been better prepared" To which he said rather quietly "Shawn that's the most fun I have had in 20 years".

After charging the battery that night and figuring out the cars secret handshake we had no further problems with the car and drove it the rest of the week. I don't think Bill left the car very much that weekend. He really enjoyed talking about the car and the company to pretty much anyone who was interested. At times he had groups of guys following him around the car hanging on his every word. I miss Bill terribly every time I set off to go to Hershey. I am glad that just once we were able to take a Stutz to Hershey, and that he actually got to drive it some. He loved to drive cars, the more quirky and challenging, the better I think.

Welcoming a New Member

by Ric Begg, Australia

As a relatively recently joined member of the Stutz Club, I was delighted and surprised to receive a letter from Bill. Being as I am on the other side of the world in Australia it was especially heartening to feel welcomed into the worldwide Stutz community by someone as pivotal to that community as Bill.

It is sad that he has gone, but I am grateful to have had even such a fleeting friendship with him.

Bill Greer, Founder, Historian, and Friend to all STuTZ Club members

by Dan and Mary DiThomas, Ohio

The first time Mary and I met Bill and Carolyn was in September of 2007 at the STuTZ Club Grand STuTZ held in conjunction with the Glenmoor Gathering in Canton, Ohio. We had no idea what to expect at the Grand STuTZ or the Glenmoor Gathering. At that single STuTZ event, we made a new and long lasting friend. Bill and the other members there encouraged us to get to work on the 693 to make sure we could display it at the bicentennial celebration in 2011.

Just prior to the 2007 Grand STuTZ, Mary and I acquired our 1925 STuTZ 693 Roadster. The previous owner gave us his copy of the Splendid STuTZ when we picked up the car. While browsing through the book, I came across a letter being used as a bookmark in the 1923 - 1925 section. What I found was a hand written "W

elcome to the STuTZ Club" letter penned by a Bill Greer. At the time I remember thinking what a nice gesture a hand written letter was when no one hand writes a letter any more. I read the letter and placed it back in the book noting that a William J. Greer authored the chapter that addressed our 693 Roadster.

The first thing we did in the spring of 2007 was to send in our membership form to The STuTZ Club, Inc. I knew very little about the history or the mechanical details of this STuTZ car other than what I was reading in the Splendid STuTZ. A week or two after mailing in the membership form we received our "Welcome to the STuTZ Club" letter penned by Bill Greer. It was a personal letter that made us feel very welcome. Since reading



Bill and Dan



that letter and attending our first Grand STuTZ, we have been trying to pay back the kindness shown to us by Bill and Carolyn and STuTZ club members to this very day.

Since our first Grand Stutz in 2002, we have not missed any of the meetings and Bill and Carolyn were usually there. We have always had fun especially the 100th anniversary Grand Stutz in 2011, at Indianapolis.

Bill will be missed. He was a good friend and truly cared about the club and its members. Now he can drive his Stutz every day on the roads of heaven.

Thank you Bill for all the fun times.

A Grand STuTZ Party

(Based on a poem by Bill Greer)

We STuTZ friends are gathered here,
to celebrate these days with hearts full of cheer.
We raise our glasses at this STuTZ club party,
With joy in our hearts and appetites hearty.

A Grand STuTZ is really quite the place to be,
To gather together with great friends to see.
While some members are new and many are old,
It's the STuTZ Club that does us hold

So enjoy your evening with fine STuTZ friends,
While hoping that these gatherings never end.
Trust your STuTZ Club to find a way,
Just like it did on this wonderful day.

*Stolen and revised by Dan DiThomas
from Bill Greer 3/18/13*

An Ambassador

by Brian White, North Carolina

Bill was a great ambassador for the antique Automobile organization. Back in 1985 when I purchased my 1922 HCS I joined the Stutz Club and Bill sent me a hand written letter welcoming me to the club. He was always friendly, helpful, full of knowledge, and willing to share his passion. Bill introduced me to A.K. Miller and other people that had parts. He opened many doors for all of us. Every time I saw Bill he was always delighted and welcome you like a long lost family member. Trish and I had the pleasure of visiting Bill and Carolyn a couple of years ago at their home and what a beautiful home. Bill was a Class act and will be missed by all.

Our Friend Bill Greer

by Hugh P Guthrie, Australia

I first became acquainted with Bill Greer when the Australian operation of the Stutz Owners Register was winding down. After many years of providing the Club functions for Stutz owners worldwide, the last crew-members were abandoning the ship, due to varied and important reasons. One of the most important role the Stutz Owners Register had played was to locate as many Stutz owners world-wide as possible and provide some communication solely concerning all models of the marque.

As I remember, Bill was one of the Stutz owners in the US who were concerned that the demise of the SOR and the (usually) regular journal would be lost and link-ages that had been built up would at risk. It was agreed here that the membership list should be available to anyone who wished to carry on the task. The list passed

Grand Stutz

Mark and Gloria Desch, Minnesota

Gloria and I have known Bill and Carolyn since our first Grand Stutz in 2002. I joined the club in 2001, after I purchased my '32 Stutz. Bill sent me the enclosed hand written letter, welcoming me to the club. I was impressed that anyone would take the time and make the effort to welcome a new member. Once we got to know the Greer's, the letter was understandable. Bill was always a most caring and fun person to be with.



to McCord Purdy, I think. When Bill was beginning to publish Stutz News, we established a desultory exchange of correspondence, usually for me to pass on information about the Australian membership.

Then the communication world changed. I established a “pen-friend” relationship with Bill’s grandson, Michael Vaughan, over the internet, and Michael passed messages back and forth on several occasions. This arrangement seemed to work quite well until we came to a Stutz get-together in the US in the late 1990’s, and met Bill and Caroline, personally.

Since that time, I have been communicating with Bill off and on, mainly about articles he would ask me to write, for Stutz News. The last emails we exchanged were a cause for amusement for us both. I had approached the Veteran Car Club of Australia (Victoria), our local reference for authenticity of veteran vehicles, to obtain a certificate of authenticity for our Bearcat. Unknown to me, they approached the Stutz Club of USA, for assistance. I was surprised, then, to receive an email from Bill asking if I knew this car and if it was a genuine enquiry. We exchange some electronic chuckles over the situation, with the usual exchange of pleasantries.

While I mourn the passing of this good friend, I am thankful that Rayna, my wife and I had the opportunity to be a small part of his world.

Iconic Influence

by Steve Feller, Bill’s Nephew

Bill was the essence of the club. Everyone was a better person because we knew him, he brought out the very best in everything he did. He was iconic for my entire life; I will miss him greatly.

Reaching Across the World

by Rob Downing, Wales

Although having never met him, I was very sad to hear that Bill had gone. Living in a remote part of Wales, U.K. I was surprised and delighted to receive a beautifully hand written letter from Bill welcoming me to the club and expressing interest and

encouragement in the restoration of my 1926 AA speedster. Later on, reading his erudite writings in ‘The Splendid Stutz’, the club magazine etc. I can appreciate what a loss his passing is to all of us, and of course, to his family.

American Hero

by Eric, Shannon, and William Vaughan, Indiana

My grandfather, William J Greer, is the definition of an American Hero. His life started rather poor on a farm, not having a toothbrush until he was a teenager. He worked his way through higher education, obtaining a Master’s degree, and served in the US Military. Obtaining advanced education and serving his country, he was able to create a life for himself and his family that his predecessors would never have been able to achieve. This is the quintessential American Dream.

Achieving that and setting the standard for living life in America makes him an American Hero. Having the ability to provide for his family, see the world, and embark on a hobby and interest that helped to resurrect an icon of American Motor Sports is something truly remarkable. I have to think that if Harry Stutz and Papa were to meet in person, they would become best friends but debate ad nauseam about the right way to design a car for a particular use. They would create and appreciate innovative vehicles that were and still are appreciated around the world.

In my mind, Stutz Cars and William J Greer are one in the same: classic, ahead of their time, the best, and distinctly American.

Club Ambassador

by John Boyle, Washington

My contact with Bill predates me having a Stutz (or in my case a semi-Stutz). When I began looking for one of the 1914 Bearcat replicas built by George Barris for the 1970s “Bearcats!” television series, I did an internet search (probably the first times I’d ever used that new invention) and contacted the club, which meant Bill. Not only did he point me in the right direction towards Stutz restorer/historian Paul



Freehill (who gave me a lead on finding a car) he took an active role in my restoration of the car.

Throughout the years, whenever he saw a mention of my car in the media, he'd send along a clipping of it. Likewise, he would refer questions my way that the club occasionally received about the Barris Bearcats.

From our correspondence, phone conversations, and reading his prodigious output in the Stutz News, I learned he combined a historical interest in the firm and a real "hands on" technical ability with the cars.

I finally got to meet him in 2003 when I took the car to Ohio for an event. Bill and Carolyn were gracious enough to give us a tour of their beautiful home and impressive collection. For a guy who rarely saw any Stutz, seeing his Stutzes, HCS and Roll Royce Phantom II was a real treat. He was even kind enough in late 2010 to send me a handwritten letter saying he was looking forward to seeing me and the car at the 2011 Centennial event.

Bill was the best ambassador the club could have had. Knowledgeable, friendly and welcoming.

I wish I could have spent more time with him, but I know his contribution to our club and hobby in general will not be forgotten.

Bill, Rest In Peace.

Mr. Greer

by Jill Pruner Beasley, Colorado

Bill Greer was Mr. Greer to me. Not because he expected to be treated superior, but because I was his daughters best friend since 7th grade! It was more of a respect thing back then. It wasn't hard to respect a man like that. They moved back to the States when Jan was in 7th grade and we were instant friends!

I loved going over to their house because Mr. and Mrs. Greer always made me feel so welcome, like part of the family. I loved when he would show me around his garden and he just glowed when he showed and talked about his cars!! Jan and I went to Culver together and that was another place Mr. Greer loved. They would visit us through the summer and again treat me like part of the family.

Mrs. Greer would bring big picnic dinners and I was always included. So many good memories. All good, except the time when Jan and I decided to have a small party at the house while the Greers were out of town. The party ended up being quite a bit larger than planned so we had to dig big holes in the yard to hide all the beer bottles. Well, one bottle didn't make it into the hole and our secret was out!! Mr. Greer actually handled it pretty well, but Mrs. Greer grounded us. Only time I wished I wasn't treated like family!!

I was the matron of honor in Jan's wedding and besides the shoes that Mrs. Greer got me killing my feet, it was a glorious wedding! After the ceremony Mr. Greer put on his chauffeurs cap and paraded us around the monument circle downtown Indy in his 1930 Rolls Royce Phantom that had been previously owned by Andrew Jergens! Smiling ear to ear, Mr. Greer was one proud Daddy!! He had just given his daughter away to the man that he loved like a son!! We were only going to do one lap around but ended up going around and around and around!! I'll never forget the look on his face that day. I picture him in heaven now with that chauffeurs cap on driving around with that ear to ear smile!

Inspiring

by Jim Griggs, Florida

A real loss to all that knew him. We certainly enjoyed talking to him a few years ago, and giving him a ride after one of our dinners. An inspiration to all who knew him.

Knowledge

by John Ryder, Australia

Hello from Australia... What impressed me about Bill, was that not only did he reply to my letters, a surprise now days, but he also did so in longhand which tells you so much about the person doing the reply... he was never backward in coming forward regarding info on my KDH, as there seems to be NO company workshop manuals to be copied for me, which seems strange knowing the mass of info your Auto makers produced, so thus he asked about and provided me with the answer..



I am very thankful... and in passing, when I was chasing KING V8 parts I also received a hand written letter from another Christian American, pages of info on their King owned when he was a child never forget to prime the oil if they have been standing over winter "... and so on... all which keep the heart and mind active.

Gentleman

by Ced Pearce, South Africa

Thank you for the sad information. On my infrequent visits to the US which included meeting with members of the STuTZ Club, Bill treated me like a long-lost cousin, and his kindness was most appreciated. What a gentleman.

Please pass along my condolences to the family.

Special

by Keith Sparks, Columbia

Iam very sorry to hear this...I met Bill a few times over the years...very special guy

Forming a Club

by Dale Wells, Michigan

I first met Bill and Carolyn Greer in the 1970s at a Classic Car Club of America event where he was showing his Wills Saint Claire touring sedan. It was several years later at a meeting of Stutz fans in Hershey Pennsylvania at Ernie Toth's vending space when I learned he had a Stutz. He was one of the first to voice support for forming a Stutz club. The founding members soon had a constitution, began signing up members, and collecting dues. Bill volunteered to edit the newsletter so we could all keep in touch.

In the early 1980s Classic Car Club members decided they should have a museum and members approved the construction of a building on the grounds of the Gilmore Car Museum in Hickory Corners, Michigan. Bill was one of the first donors to the car collection, giving the CCCA Museum his Wills Sainte Claire touring car. Wills used both a six cylinder engine and a V8. In addi-

tion to the car, Bill had extra engines of both types and donated them for display alongside the touring.

I've had the honor of serving as president of both the Stutz Club and the CCCA Museum in the early years. Bill and I both served on the Boards of Directors for both clubs, and we had many phone conversations gathering stories and memorabilia for their newsletters. Bill and Carolyn visited the CCCA Museum many times over the years, and my wife Bonnie and I had the pleasure of several overnight visits with them in Indianapolis.

Bill was a tireless, dedicated member of both organizations, and it is a great loss to both, as well as all his family and friends. His was a life well-lived and loved by all who knew him.

Deepest Sympathy

by Michael Bengtsson, Sweden

I'm very sorry to read your email about our loss of Mr. Bill Greer. Must say I am so happy to have met Bill during my visit to STuTZ's event in USA. Please give my deepest sympathy to the family.

A Trooper

by Garry McInnes, Australia

I received your very sad news this morning, with the passing of Bill Greer, on my home computer just before I left for work and it made me realize how special life can be.

Apart from you two guys it was Bill that often came to mind and especially that trip to NASA where it was freezing cold but he marched on like a trooper and I would think they don't make 'em like that anymore, he was a tough guy!! And of course I was looking forward to meeting him again when I get back there.

Dan, just a couple of nights ago I was 'surfing' for all things Stutz on the web and came across a newsletter from 2010 and it was edited by Bill, I think, as I did see his name on it, and I was going to ask you about it because I never saw your name on it? But it was a really good read, especially the stories about the CARavanning, and the trips that you guys would do.



Memories

by Fred Guyton, Missouri

Great idea if you can put such a special publication to remember our leader, Bill Greer.

I certainly have some fond memories. He was very special to me.

Helpful and Kind

by Bill Pfobl, Colorado

What a Great guy in Bill Greer. I only got to know him over the phone and he was always very Helpful and Kind.

I think he taught me how to not sell my car and I thank him for that. I would say Rest in peace Bill but instead I will say hurry back and Buy another STUTZ BILL Greer!!!!

Ever Grateful...Ever True

by Mick Vaughan

When I first met Bill Greer, he was not an easy man to get close to. Coming down from West Lafayette to meet the father of my future wife wasn't the issue. His companion, Winston was. Winston was a great big, white German Shepard. To the Greer family, he was lovable Winny-Poo. To me, he was 'no, I won't move'.

Bill was actually very easy to get close to. He became the father I didn't have since my father died at a young age. He was one of the most interesting and interested people I've ever known. He developed a passion for so many fields of interest that you could feel his love of these interests in the wonderful stories, poems and writings he's done on them over the years. I'm not sure how many subscriptions came to the house, but the variety would be the envy of any library.

He was just as interested in others' interests and passions as his own. He was thrilled when new members joined the club and immediately sent off a welcome note and was anxious and excited to hear of the new members'



Grandson Eric Vaughan, Son-in-Law Mick Vaughan and Bill's Bearcat

journey through their own love of the automobile hobby. Bill always lent me a loving and caring ear in all matters, no matter how large or small.

Bill seemed to have quite a knack for good luck over the years as well. He stumbled into many car parts by chance, like the complete sets of side and trunk bags for 'Andy' the Rolls Royce. Or like the time I was involved with him in a trip to the gas station for the H.C.S. After we got home, he realized that he lost the gas cap somewhere along the way. So, back we went. As Bill's luck would have it, we spotted the gas cap on the side of a very busy intersection by the gas station. At the light, Bill jumped out and tip-toed into the intersection like he was crossing thin ice on a lake. He picked up the cap and away we went. The chances of finding that cap.....

Nowhere was Bill's passion so evident than in his love for the Stutz Club. He was always writing letters, sending requests for cards, letters, documentation or any other piece of history that would authenticate, confirm and clarify the historic accuracy of the Harry Stutz story. He kept his grandson, Eric busy with emails and electronic correspondence with members all over the world. Computers were not one of his passions.

Sports were another favorite pastime for Bill. He was an avid Purdue, Colts and Pacers fan. That seemed to be his favorite form of tension relief. He never yelled at anyone except the poor TV. There was a time or two recently that I became concerned for him when I actually



saw him watching Indiana Hoosier football. I couldn't take it and had to leave the room.

I was blessed to have Bill as my father-in-law for all these years. He gave me more than I could possibly have imagined; above all his love and friendship. His humility underscored his appreciation for the opportunities he received through Purdue, The Navy, Eli Lilly and his membership in the Stutz Club.

Bill was 'Ever Grateful...Ever True' to his family, friends and Old Purdue!

To me, Bill was 'Pop'.

To Stutz Club Members

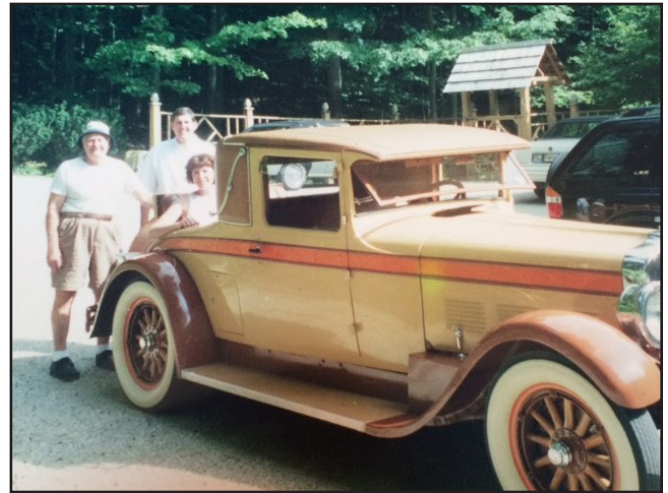
by Jan Greer Vaughan

Thank you all for the comforting and outpouring of support from members of the club on the passing of my father, Bill Greer. The beautiful flowers sent, emails, cards and calls meant the world to our family. The Stutz Club and its' members were a huge part of my dad's life and passions. He had a love of the Stutz automobile, manufactured in his home state, and the history of the man and the people who built it.

I have many great memories of my dad showing me how to drive his Stutz cars and how the mechanics of their engines' worked. To this day, I wonder if it was a socket or sprocket!?

One of my best memories that come to mind is Dad, me, daughter Carla and her best friend Sara showing his 1926 Stutz Coupe at the Indiana Historical Society Museum. The girls were in their mid-teens at the time. Most of the onlookers were surprised to know that it was not a Bearcat. After the event, we were driving home with the girls in the rumble seat, waving like princesses to onlookers honking and waving. Then suddenly, the car started to backfire. Now, the girls in back were panicking. My dad was cursing at the car to get us home. I reminded him of what he had always told me; talk to the car sweetly and it will perform for you. So, we sweet talked that '26 Coupe all the way home. It made it!! Turns out it was an issue with the choke adjustment, or something like that.

What an adventure dad gave me through his love for cars, travel, history, nature as well as meeting many



1926 Stutz Coupe with Bill Greer, son-in-law Mick Vaughan and Jan in the rumble seat.

of his fellow club members. I will sorely miss him. The members of the Stutz Club gave him much joy, friendship and fun. Thank you so much to all the members of the Stutz Club.

Several Stories

by Robert Praetorius, New Jersey

I have several stories about Bill Greer that I would like to share with you. The first one started in 1987 when my father bought a 1930 Stutz coupe. It was advertised in a local paper, and the sale was between two private parties in the northeast. This was long before the internet, and Bill must have had some good connections though out the country to hear about this transaction. Some how Bill obtained my father's mailing address and sent him a personal letter and an application to join the newly formed Stutz Club.

My father was not a joiner of organizations and liked his anonymity in the Catskill mountains, so he did not respond. In 1999, my father passed away. Two years later we found Bill's letter tucked away in a shoe box with other papers. I brought the letter to Hershey and showed it to Bill. He remembered it like it was yesterday. Bill may not have signed up my father, but he sure hooked his son.

The second story goes back to another Hershey meet around 2003. Bill was in the hunt for a Swan intake manifold for one of his early Stutzes. His car had a



cracked one, and it was leaking pretty badly. I told him I had two, and one was in really good condition. When I got home, I mailed it to him. He was absolutely delighted, and he had it polished and installed it on his car. He asked me how much did he owe me. I told him it was free for all the work he had done to start and build the Stutz Club and for all of his hard work and dedication in religiously punching out the Stutz Newsletter for all those years. I could not understand where he kept getting his information for all those historical stories of the marque. He mailed me a check for \$125.00 anyway.

The last story is the best. He and George Maley did an outstanding job organizing the Stutz Centennial Celebration at Indy in May 2011. One of the events was a bus tour of famous sites throughout the city that related to Harry Stutz and his cars. We stopped for lunch at a famous deli and proceeded to take the place over. We pushed all the tables together so we could be one large group of about 50 people at one long table. After we placed our orders there was a lull in the conversation. I asked Bill and Carolyn how did they meet.

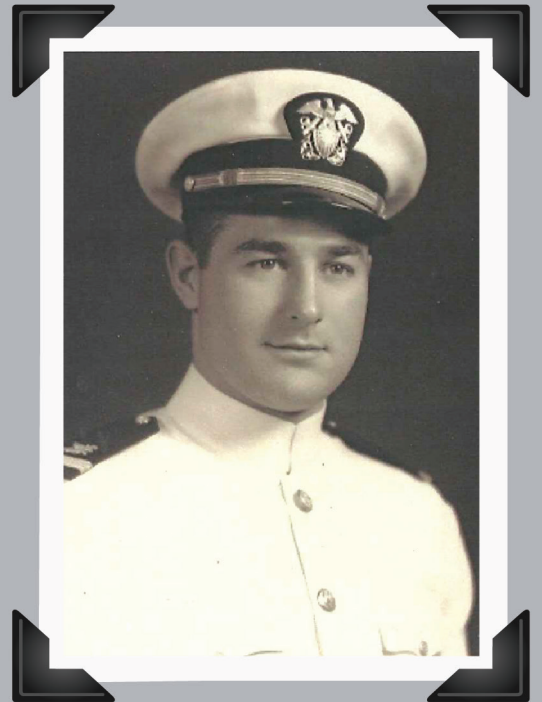
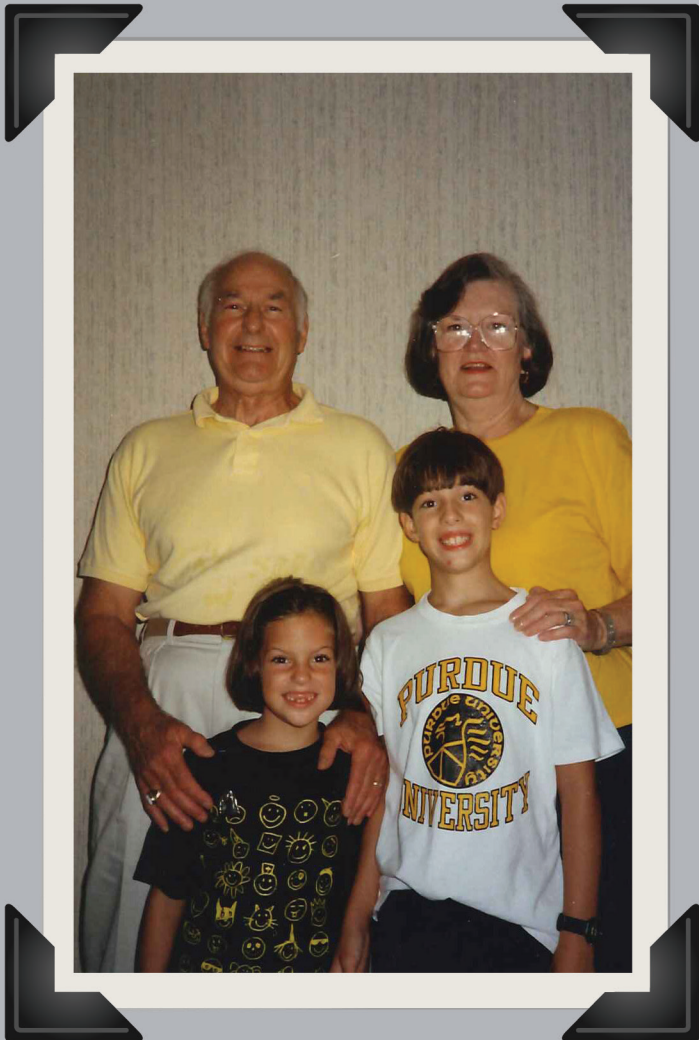
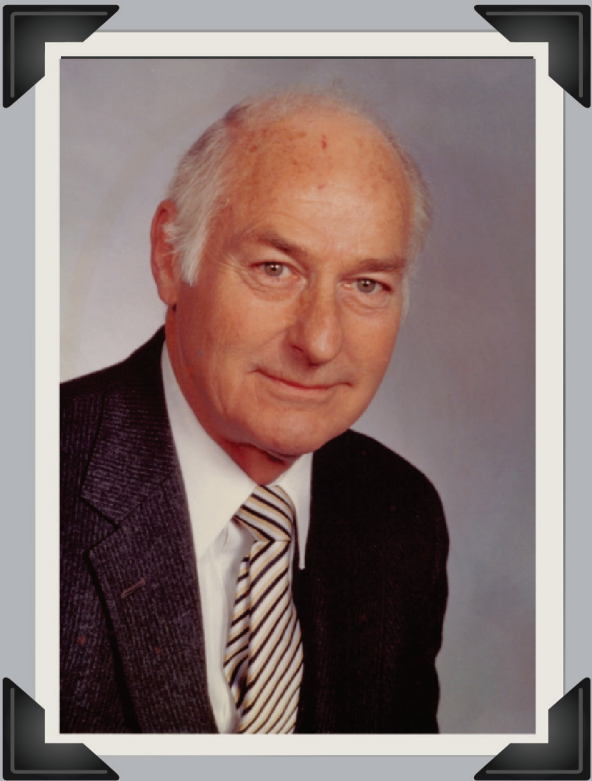
Bill proceeded to tell the story and like most of us, he didn't have a lot of money in his early years. When he and Carolyn decided to get married, he had to sell his prized 1929 Cadillac to help pay for expenses. After hear-

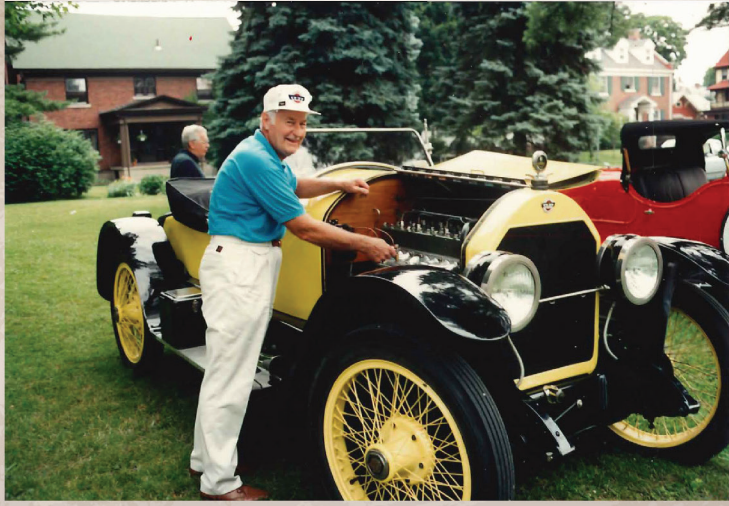
ing that, I said to him "in essence, you traded your prized Cadillac for your wife, and after 60 years of marriage, how did you make out on that deal." I believe the question caught him off guard, and I guess he hadn't thought of it that way. After several seconds he finally responded that "they were the best years of his life." However, it was too late and Carolyn was fuming at him. Everyone at the table broke up in laughter. As all married men know the 2 second rule, if you don't answer these questions correctly within two seconds, we're still wrong.

As everyone knows, Bill was the founding father and the life blood of the Stutz Club with his outstanding newsletters. If we could develop and write a "Splendid Stutz II" book and dedicate it to Bill, it would be a wonderful tribute to him. A lot of the articles he wrote from 1996 to date could be the material to start it with. I hope this idea of writing a second Stutz book as a tribute to Bill can get some traction and materialize over the next several years. I believe this is the best thing we could do to insure his legacy.

Hershey 2010









Your editor was pleased to receive a call from member Max Triplet from Texas. Max went on to tell me some wonderful stories of Bill and Carolyn. One point we talked about was how Bill took

the time to write personal letters....a lost art. Bill was amazing in how well he followed up with correspondence and knew every one of us like family. Max thought it best to share one of these letters with all of us.



July 5, 1994

Dear Max (#139L):

One of my special pleasures in attending Grand Stutz Meets is the opportunity to visit with you. Thinking back, I believe you have attended almost all of them (I'll check), more than any other member I can think of.

Earlier this morning I recapped the Income and Expense of our Big Bash in Ft. Wayne. Thanks to you and Ray and later Folladori we came out with a few surplus dollars. Without your help we would have been around \$250-300 in the hole. Thanks so very much!

Do hope your trip home was not as exciting as the one coming up.

I sure enjoyed the photos you brought along and would like copies of those you can spare. Also, I hope you will share copies of some of the shots you took at Ft. Wayne for my selection to use in the next issue of Stutz News. I must begin to work on No. 29 very soon. Rachael Deeger and Ken Berry of KDB Press sure make the job of editing a pleasure.

The STUTZ CLUB, INC.

7400 Lantern Rd. • Indianapolis, Indiana 46256 • (317) 849-3443



Do hope that you and ex-member Tom Lyte
can connect on the Stutz parts he wanted
to give to the club.

His address is: 1801 Arrow Lane

Garland, TX 75042

Home 214-840-6531

Bus 214-271-3934

Thanks again for your fine support. Give
Sue a hug for me & wish we could
see her again soon.

All the best,

Bill



**54 Canonbury Road
London N1 2DQ**

Having acquired the 1929 Lancefield Olympia Stutz I contacted the late Colin Buckmaster who suggested that I should contact Ernie Toth as a result of which I met Bill Greer on my first visit to Hershey with Mike Treutlein, the Lancefield got restored and I became Stutz Club member number 0027. To this day I still do not know how and with whom Bill organised the foundation of today's Stutz Club but what I do know is I became one of his converts.

Just who was Bill Greer, probably one of the most unassuming people that you could meet but in his quiet and friendly way he got things done.

In the clubs early days Mike Holt made the suggestion of a Stutz book but I am certain it would never have been published without Bill's motivation and dedication to the project.

It was not until I visited the Harrah Foundation in order to examine all of their documentation and records of the Warwick Wright 1929 Le Mans car now owned by the Simeon Foundation that I had the opportunity to stay with Bill and Caroline during which time I learned that this very enthusiastic founder of the Stutz Club had such an incredible knowledge of Harry Stutz and his achievements but Bill also took me to Harry's homes built in Indianapolis, to the surviving Stutz factory at that time just as it was purchased by Turner Woodward and also to learn that Bill was before his retirement a vice president of one of the worlds largest pharmaceutical company's who had indeed owned and maintained the Stutz Club building from the time of Stutz bankruptcy in 1938 until its acquisition by Turner Woodward.

One of the greatest tributes that the Stutz Club members paid to Bill during his lifetime was indeed the Stutz Centenary that I had the privilege to attend.

The legacy that we have inherited from Bill and the achievement of the club, its officers and members will forever be our memorial to Bill Greer, we all have truly lost a sincere and loyal friend.

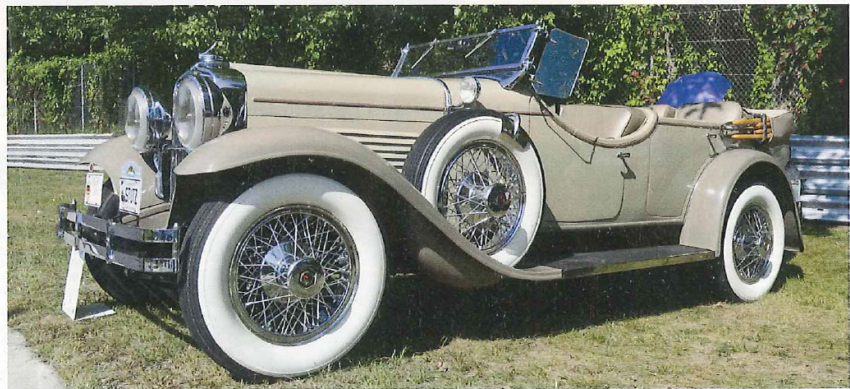
Norman C Barrs



In the news....

The Classic Car Club of America has now accepted Stutz cars back to and including 1915. It was decided that going to this early date was appropriate for what defined a Full Classic. The CCCA offers another venue for us to enjoy our early cars together. Anybody interested in joining CCCA, contact Carrol Jensen (262)662-0287.

This clipping was taken from the January issue of "Hemmings Motor News". The beautiful Grunder phaeton was seen at the Lime Rock concours and Historic Festival weekend. Hmm...sounds like a good place for a future Grand Stutz!



Wearing sporty coachwork by LeBaron, this 1929 Stutz Blackhawk L6 was originally sold at the Buenos Aires dealership of heavyweight boxing champ Luis Angel Firpo, and remained there until 1962. John and Betty Grunder of Torrington, Connecticut, have owned the car since 1987.

CC-595761 For Sale: 1923 Stutz in Smithfield, Rhode Island

[Photos](#) [Free Insurance Quote](#) [Valuation Tools](#) [See Vehicle Condition](#)



\$12,500



1 image is
Click thumbnail for

[See more listings for a 1923 Stutz](#)

[Play Slid](#)

I don't know if this is sold, but stumbled on this if anybody is looking for a 6 cylinder engine or parts:



ANNOUNCING THE 2016 GRAND STuTZ KOKOMO, INDIANA

September 7 thru September 11, 2016

Hosted by Cliff Vogelsang & Coordinated by Dan and Mary DiThomas

The STuTZ Club will collaborate with the Indiana Bi-Centennial Festival and the Classic Car Club of Indiana to celebrate the splendor of Indiana manufactured automobiles and the Hoosier State's Bi-Centennial.

In 2016, the State of Indiana will celebrate its bicentennial. The Kokomo Automotive Museum will spotlight the Hoosier State's contribution to the motoring world with a weeklong event entitled "Kokomo Salutes Indiana's Automotive Heritage 1894-1964."

The celebration will include a reunion of Kokomo-built Haynes and Apperson automobiles, a Classic Car Club of America Grand Classic, a STuTZ Club Grand STuTZ and the "Indiana Bicentennial Concours d'Elegance style celebration."

The club received a call from the CCCA Indiana region director and STuTZ Club member Cliff Vogelsang asking STuTZ Club members to be made aware of the Kokomo event so there would be a few STuTZ cars taking part.

Mary and I made a trip to Kokomo last month to meet with Cliff, Steve Ortman and Jeff Shively both with the CCCA and the Kokomo Auto Museum, and Sherry Matlock of the Kokomo, IN Visitor's Bureau.

Based on the visit and the plans that have already been made by the Bi-Centennial Committee, the Automobile Museum, and the CCCA, it was obvious that the STuTZ Club must participate in and support the "Kokomo Salutes Indiana's Automotive Heritage 1894-1964" by holding our 2016 Grand STuTZ in collaboration with their events.

Please mark your calendar and plan to join us in Kokomo, Indiana.

Where:

Kokomo Indiana. Kokomo is located 50 miles north of Indianapolis on Indiana Route 31 and 50 miles south of Auburn Indiana. Kokomo is truly in the center of Indiana automotive history.

Host Hotel:

The Grand STuTZ host hotel is the Holiday Inn Express Kokomo. We have 30 rooms blocked at a rate of \$ 105.00 US per night plus applicable lodging taxes for rooms booked between September 7 and September 11, 2016. More information on making reservations to follow.

Airport and Ground Transportation:

The Indianapolis International Airport. The airport code is IND. You will need to rent a car at the airport.

Trailer and Transporter Parking

There will be ample trailer and transporter parking that is very close to the hotel and show fields.



Schedule and Activity Overview:
(More details to follow on fees and schedule)

Wednesday - September 7, 2016

Early arrival and registration in the lobby of the Holiday Inn Express.

No planned events or dining.

Possible "on your own tours"

- Short driving tour to the Kokomo Automobile Museum.
- "Historic Kokomo Tour" this one hour bus tour leaves from the museum five times daily.
- Tour of the Gus Grissom Air Museum 20 miles north of Kokomo via two lane roads

Thursday - September 8, 2016

Arrival and registration in the lobby of the Holiday Inn Express.

STuTZ Club driving tour. Feel free to drive your STuTZ or modern car.

- Short driving tour to the Veteran's Memorial and the Kokomo Automobile Museum.
- "Historic Kokomo Tour" this one hour bus tour leaves from the museum five times daily.

STuTZ Club welcoming reception in the evening.

Friday - September 9, 2016

Registration in the lobby of the Holiday Inn Express.

We will tour with the CCCA. Feel free to drive your STuTZ, modern car, or ride the CCCA bus.

- First stop is the Opalescent Glass Company. The glass company has been in operation since 1888.
- Second stop is the Seiberling Mansion. Built by industrialist Monroe Seiberling in 1891. We will enjoy lunch at the mansion.
- Third stop is the Chrysler transmission plant. This is a modern 3.1 million sqft plant for machining of engine block castings and transmission components (aluminum and steel); transmission assembly

STuTZ Club Dinner in the evening.

Saturday - September 10, 2016

We will join the CCCA and the Haynes Apperson Reunion in beautiful Highland Park.

2016 Grand STuTZ Kokomo

We will display our STuTZ and HCS automobiles as a group on the show field along side the CCCA and Haynes Apperson cars. This should present a beautiful display of these wonderful automobiles.

Joint STuTZ Club and CCCA Awards Banquet in the evening

Sunday - September 11, 2016

Indiana Bicentennial Concours d'Elegance style celebration in Jackson Morrow Park,

This is a judged event for all STuTZ, HCS, CCCA, and Hayes Apperson automobiles.

The STuTZ Cars will be displayed as a group on the show field around a STuTZ Club tent.

It is my intention to use the tent as a STuTZ HCS history class room. I will be asking STuTZ Club members to make presentations throughout the day to enlighten spectators of the historic, racing, and technical accomplishments of the STuTZ and HCS automobiles.

Bicentennial Concours Award Banquet in the evening.

Please plan on attending this Grand STuTZ
It would wonderful if the club could have a car from every year on display.
Come an meet other members and enjoy the event.

You do not need to bring a car to participate.

Contact Dan DiThomas by phone 614 832-0066 or email thestutzclub@aol.com
with any questions or, better yet, with your RSVP.



Tech Column

by Brian White, VP Technical Services

Ok I give up. As some of you know I have been a stickler for originality. If it worked back in the day it should work today. If the owners could hand crank a car when it was new, I should be able to now. I would like to think I have become smarter, not weaker and lazier.

Now I have added a starter to a couple of Ford T's. Trish has a 1911 Torpedo with a starter. I ruled that as being smarter. You see when we purchased the T she didn't know how to drive a T. If I was really smart I would not have attempted to teach her to drive one. On her first attempt she choked it off twice before we moved a foot. The second time I got out to crank it I didn't close the door when I got back in. Trish said close the door. I said why I will just have to open it again. Trish said "get out" I said "why". I got out and she drove off. After about fifteen minutes she drove back up and got out and said "I want a starter".

I also have a couple of cars that I don't know why they have cranks. My 1923 Locomobile will take a better man than me to hand crank it. When I built the engine

<http://tvseriesstream.site/tv-show-online/chasing-classic-cars-37129/season-9/episode-1>

for my 1911 Cadillac I added a ring gear to the flywheel. I figure when I get older I may want to add a starter. I figure I may be able to drive the Caddy ten extra years.

The engine I have for my '14 Stutz was a starter-less engine. I have hand cranked all of my Stutz's, but I don't think it is something I want to do all the time. Harvey had already had a started fitted and I just modified it a little. I look forward to driving this car and I think a starter will allow me a lot more opportunity to get the car on the road. I will use this engine and keep my eyes and ears open for an engine with a starter.

Now for my complaint. How dare Wayne Carini, Chasing Classic Cars, come down to my backyard, well maybe not quite my backyard but it is closer to me than it was to Wayne, and buy a great Stutz. All joking aside if you haven't seen his show you need to. Great show and great publicity for the Stutz automobile. Thanks Wayne.

Comments from Trish:

Brian knows cars and if anyone has a question I am confident he could answer it. As a driving instructor, not so much. Please feel free to contact me and I can definitely "steer" you in the right direction





Letters to Editor

170 WETHERILL ROAD
GARDEN CITY, NEW YORK
11530

17 November 2015

Dear Mr. Jensen,

The red Bearcat at the top of Page 17 in your July-September 2015 issue belongs to Myron Schuster of Bedford Hills, New York. Myron bought it from Henry Austin Clark Jr. when, in the late 'seventies, he closed his Long Island Auto Museum.

Before Clark, Paul Richards, the well known SCCA racer from Poughkeepsie, was the car's owner. He in turn had purchased it from John Hackett of Hyde Park, New York who bought the car new to take his bride on their honeymoon.

Bill Greer published an article (by me) on the car in Stutz News around 2006.

Thank you for your fine efforts on the magazine.

All good wishes,

Tony Carroll

A. S. Carroll



Letters to Editor

Fantastic find for tacking history!

On 12/1/2015 10:28:27 AM

Janine Schulze <littlecarladi@gmail.com> wrote:

My Great Uncle had a Stutz, a DV-32 that he restored in the 1970's. Looks like he was one of the early members of the Stutz Nutz.

Is there a directory of cars in the club? I have old photos and some documentation. Have found the engine number of DV86281H0. How might I track this car down to where it is now?

Janine

On Tue, Dec 1, 2015 at 10:54 AM

STuTZ Club <thestutzclub@aol.com> wrote:

Hello Janine,

It is good to hear from you.

The club does have a directory and a DV32 5 passenger boat tail speedster with the engine number DV86281HC is listed to a present club member. The present owner purchased it a few years ago from a club member that was an early member with membership number 0070.

It is possible that the previous owner was your Great Uncle or purchased the STuTZ from your Great Uncle.

As you can understand, I want to protect the privacy of our club members.

Can you tell me more about your Great Uncle and yourself so I feel comfortable before I contact the present owner and pass on your email address to him.

Best regards,

Dan DiThomas 0739

Treasurer, The Stutz Club, Inc

Date: 12/1/2015 12:23:42 PM

From: Janine Schulze <littlecarladi@gmail.com>

Subject: Re: Re: Finding One Now

To: STuTZ Club <thestutzclub@aol.com>

Certainly! It is thrilling for me just to know the car still is listed and has not disappeared.

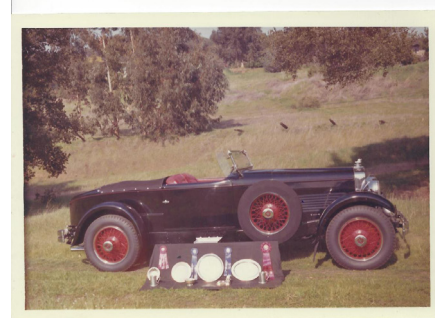
Here is a before and after photo of the car. My Great Uncle was called Lindy, his name E. A. Lindstrom in the directories, and he lived in California his adult life.

I have a journal of cars he restored. The first entry for the Stutz is 3/27/56. At the end of pages of expenses is the note that the car was sold on 4/27/69.

Please do see if the current owner would be willing to share any information with me.

Thank you

Janine





Sent: Wednesday, December 2, 2015 6:55 PM

To: tomlee72@mac.com

From: STuTZ Club

Subject: Fw: Re: Finding One Now

Hello Tom,

I received the following email from Janine Schulze. As you will see from the email, her Great Uncle Lindy Linsdrom restored your STuTZ in the late 1950's. She interested in know about the car and may have some photos and documentation.

Let me know if you plan to contact her.

Best regards,

Dan
DiThomas
0739

Treasurer,
The Stutz
Club, Inc

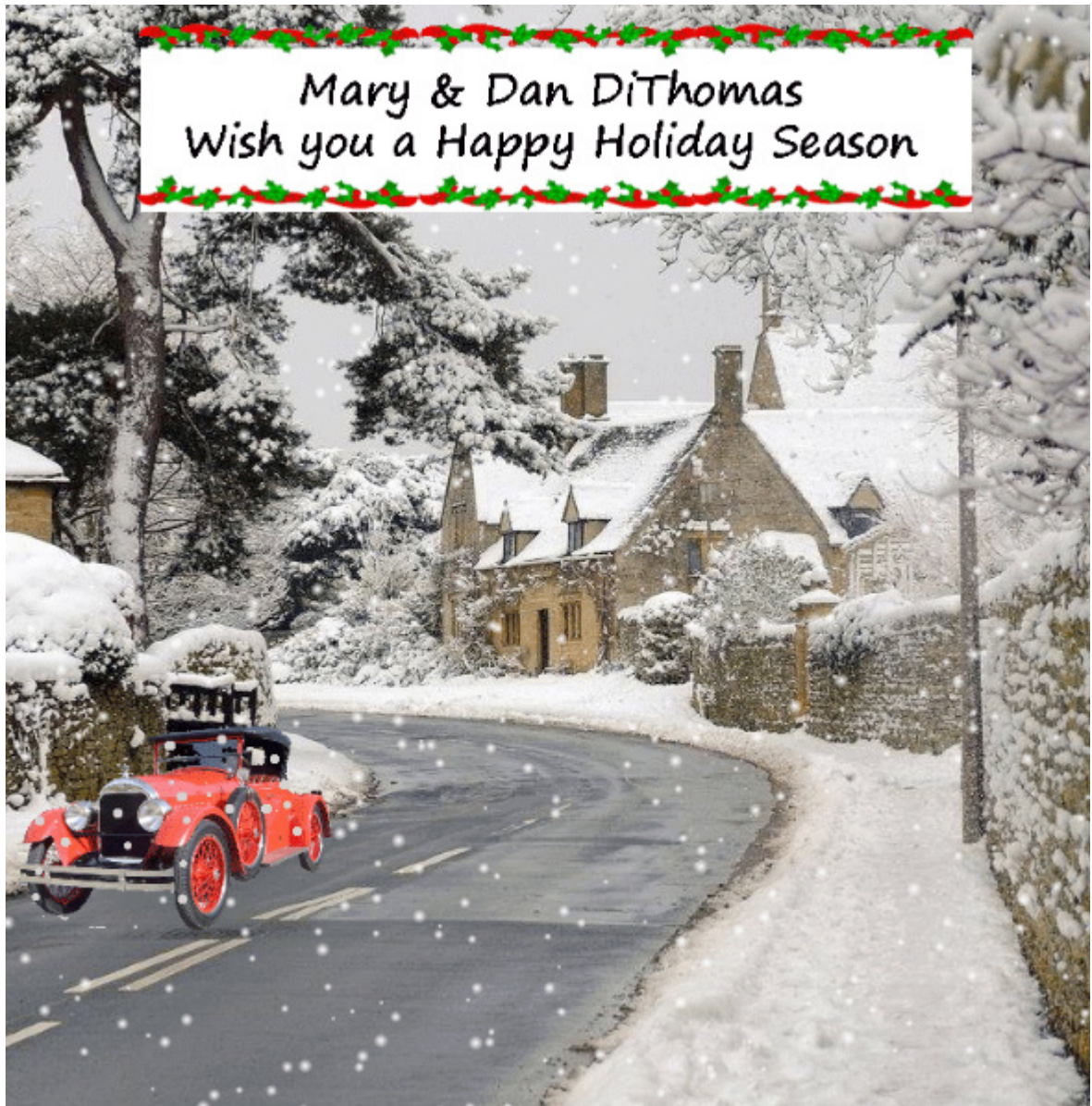
On 12/3/2015 1:30:03 PM,

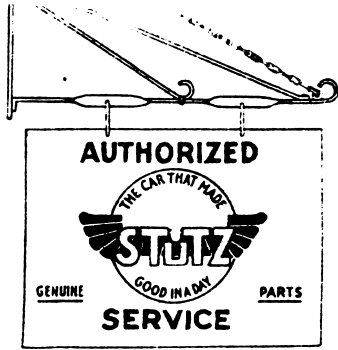
Thomas Lee <tomlee72@mac.com> wrote:

Dan,

Thank you for forwarding the email. Yes, I would love to contact her. I recognize the name Linsdrom from some documentation that I have with the car. I see her email below, so I will reach out to her. Thanks again. This is great news.

-Tom





Parts Needed

Our member Vern Black from California is looking for 6 hub caps for his 1930 STuTZ.

Please contact Vern at 805 459-0190 or by email at lois-vernblack@gmail.com

Stutz AA Owners

No spare axle shaft for your car? I have one with bearings P-192 both L&R same. \$100 plus shipping (20 pounds).

Barry Pollard
Wixom, Michigan
248762-0350

Parts Wanted

I'm looking for an oil pan gasket for my 1932 DV-32. Anybody have a source?

Jim Callahan
Oakland, CA
jc@piedmontpiano.com

Parts for Sale

I sold my 1932 Stutz recently and have some parts left over.

- Transmission, 4 speed. D with circle around it only marks. \$4000.
- Aluminum oil pan, ribbed. \$1500
- Radiator and radiator shell. \$1500
- Headlite lens, Ryan. 11" diameter. \$250

The parts are in Independence, Kansas.

If interested, send me a email and I can send photos

Prices negotiable.

Richard Orr

Phone 620 330 7218

email rdorr35@yahoo.com

Parts for Sale

- 6 1932 And 1933 Hub Caps
- 6 Hub Cap Cloisonné [Used]
- 1 Pair Of Used Dv32 Exhaust Manifolds
- 1 Pair Of Windshield Opening Brkts
- 3 1930 Dash Knobs (Used)
- 1930 Oil Pressure Gauge
- Complete Set Of 1932-33 Fender Mldgs
- 2 Sv16 Distributor Caps
- 1930 Steering Column Upper Mounting Brkt-One Steering Box Mount
- 1930 Cowl Vent Door
- Brkt-Handle-Dv32 Casting And Cloisonné For Lite Bar (Damaged)
- 4 Hood Hold Down Brkts-2 Door Latches
- 4 Shock Absorber Clamp Castings
- 2 Shock Arms
- 1 Pair Robe Rail Ends



- 1 1930 Brake Adjuster Plate On Dash
- 1 Pair Of Frame End Caps
- Sv16 Spark Plug Wire Holders Front And One Left Side
- Misc Shock Absorber Links And Bushings
- 3 Hood Handles
- 1 Pair Ryan Lite Lenses
- 1930 Spare Tire Hold Down Nuts
- 1 Pair 1931 Spare Hold Down Nuts
- 1 1930 Clutch Disc
- 1 1930 4 Spoke Steering Wheel Has Minor Damage
- 1930 Parking Brake Pawl And Brkt.

Please Call Or E-Mail Mike Gregory At 630 743 3130
Or grog1950@netzero.net

1931 SV 16 for Sale

Model : SV-16

Model Year: 1931

Body Type : Cabriolet Coupe

Engine number: 32742 HC

Car Number: CA 23 1031

Exterior : cream and beige with an tan interior

Transmission: 3 speed manual



Wanted

Wanted dash mounted Warner speedo gauge or complete unit with drive assembly for early 1920s 4cyl Stutz.

robert-smith@aapt.net.au
or phone 07 55641281 Australia

Engine Block Needed!

A good friend of mine is looking for a good engine block for 1929 Stutz model M. We would consider buying just an engine or perhaps would consider buying a complete rough car.

Mark Hyman
314-422-5058
Mark@hymanltd.com

Engine : - single overhead camshaft design

- Inline 8 cylinder, nine main

- Dual ignition system

- 115 hp

Asking for \$190,000

Cynthia To
PA/Admin to Christine and John Davis – TMFC, Inc.
521 Charcot Ave, Suite 101
San Jose, CA 95131
O: 408-428-0428
cynthia@tmfcinc.com





HELP

HELP identifying the body and finding a rolling chassis with engine

Attached are the photos of the body, grill shell and radiator, brake handle and step plate that came with the Bearcat.

As I don't know the exact year, I guess what I'm looking for is a car (or chassis) to provide the balance of what I need to be on the road again (1917-1920?). Other years make work too? Any body style, as I could probably cut down the frame to fit?

Any help on identifying what's there would be greatly appreciated. Don't know if the radiator, etc. was from this car?

The body, etc. was purchased from a widow in Danville, CA that thought the body was 1915?

Thanks again,

Ed Dossen, (831) 679-7120
47cadi@gmail.com



Parts for Sale

Some 1929 Stutz parts that are for sale.

1929 Wheel nuts One right side the other left side. These come with a reproduced name badge, machined lock pins and new springs. These will need to be fitted. Both nuts came off a 1929 Stutz some 50 plus years ago and never reused. Have had the dents and scratches removed and rechromed.

Photo of a 1929 light switch the fits below the steering column to show the plate I made to prevent the internal spring along with oil over time press out the insulation pad. I have spare's of these plates if any member is interested. These need to be fitted as the switch layout varies a bit.

For what it's worth a number of light switches like the one found on a 29 Stutz can be modified to work e.g. 29 Oldsmobile ,28/30 Nash, 32 Franklin.

Len Harvey beaconview8@xtra.co.nz





For Sale

I have the following parts for sale that may have been used on early Stutz?

- Delco –Floor mounted electric starter switch. This is NOS.
- Stewart - Speedo that has been restored.
- Mould to cast the crank hole cover for 1929 Stutz.
- Still have Ryanlite lenses and headlight shells available.

Len Harvey beaconview8@xtra.co.nz

Needed

I need to get the starter for my 1929 Model M rebuilt. Can someone please steer me in the right direction?

Tom Krukowski
tkrukowski@millwrightmachine.com

Question

I'm sure other members that are going through the restoration process especially for the 1927 to 1930 roadster or open car models will benefit.

Question is does any members know of any company reproducing the windshield to cowl rubbers and all the other correct associated windshield mounting and sealing rubber also vent rubber, I have checked with Steele Rubber but apart from some universal parts not much else.

Peter Loats
Peter@rvuc.ca

Vol. XXVIII No. 114 (October - December 2015)

The Stutz Club, Inc.

Carl & Carrol Jensen

S110 W25415 Hunters Run

Vernon WI 53149-9267

www.stutzclub.org

TO:

FIRST CLASS
US Postage
PAID
Indianapolis, IN
Permit #418

