



**Sure ways to get on the cover of the *Stutz News* includes putting your Stutz on a race track or celebrating your 52nd wedding anniversary at a Grand Stutz!**

**John and Sandra Lee did exactly that, as they cozy up for another adventure together in the back of Tom and Jill Lee's speedster!**



## From the President



In spite of the continuance of the Covid 19 pandemic, our club was able to hold a number of events in 2021. We had our first Grand Stutz at the Museum of American Speed in Lincoln, Nebraska in June. Those that were able to attend, participated in many activities including a tour of the museum and a full schedule of activities over a three-day period. Many of you were able

to attend our Annual Meeting in Hershey the first week in October. It was good to see many of you that make the trek to Hershey every year, since the event was cancelled last year. Please note, our Annual Meeting in 2022 will be on Tuesday evening instead of the usual Wednesday. This is because the AACA is moving the event back one day of the week in 2022.

Although the weather did not cooperate for us at the Grand Stutz in Hilton Head, we did have a great turnout. We started the event with a trip to Beaufort, South Carolina on Thursday with about ten Stutz's making the tour. We were treated to a horse-drawn wagon tour of the historic old city. Thanks to the efforts of Brian and Trish White, we had an enjoyable day. The weather was good Thursday, but as we made our way to the Jepson Collection on Friday, the rain began along with a cold wind. Bob Jepson has an unbelievable collection of vintage cars including a nicely restored 1920 Stutz Bearcat.

Friday afternoon some of the Stutz's were placed on the show filed for the Concourse. However, because of the persistent rain, my car, along with several others were parked on the pavement for the show. Sorry to say, a few cars did not make it out of their trailers for the Concourse on Sunday. We had one of the largest gatherings for a Grand Stutz since the 100th Anniversary in 2011.

It is time for us to hold our club elections. A ballot is in the mail to all members, I believe there is a copy in this issue. We need to fill two positions. After many years as our Secretary, Jason Gehring is stepping down. Duties of the secretary are primarily recording the minutes of our annual meeting usually held each year at Hershey. The other position that has been open for several years, is the Event/Publicity coordinator. Much of this position has been handled by Mary and Dan DiThomas and I am sure they will help whoever steps up to take this position. It is a big task to keep this club organized with regular communication to all members which includes an international membership. I hope we can fill these positions and keep our club vital. When you think of the amount of effort that went into organizing this club and all the contributions the founding members made to create The Stutz Club, it is important for us to carry on their work.

We are planning the 2022 Grand Stutz to be held July 13 to 17th, in Whidby Island, Washington. Be sure to put this on your calendar and I will see you at the many car events I plan to attend in 2022.

## STUTZ Club Contacts

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Secretary:	Jason Gehring	330-668-3803	jwgehring@hotmail.com
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# Stutz Club Membership Report

0978

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 1974 Stutz Blackhawk, Model 6  
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 Acquired in 1996

0979

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0980

Heather Blythe, Richard Elias  
 602E Cinnabear Dr.  
 Kuna, ID 83634  
 702-423-2412; 702-901-3531  
 animalelegirl@gmail.com  
 1923 Stutz sedan  
 VIN: 400215 | Purchased 2021  
 1925 Stutz two-door Coupe  
 Series 694, Car# 2820  
 VIN: 147202 | Purchased 2021

0981

Tim Royal, Kim Royal  
 105 Beechtree Ct, Apex, NC 27523  
 919-412-4196  
 Troyal@hotmail.com  
 1920 HCS Series III Roadster  
 VIN #208; Eng # 209  
 Purchase 1 Nov.2021. (ex Mike Barry)

## Announcements

### 2022 Club Inc. Dues Renewal Forms

The 2022 STuTZ Club, Inc renewal forms were mailed out in late December. You will notice the amount when using PayPal has been raised to \$44.00 from \$42.00. Please be on the lookout for your form. The mail service to various locations has been very slow so it may take a while to arrive. If you have had an address change in the last few months, or you have any questions please feel free to contact Dan DiThomas.

Email: support@stutzclub.org Cell: 614 832-0066

*We are looking forward to receiving your renewal and value your membership in support of the STuTZ Club, Inc.*

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## From the Editor

by Carl Jensen

As we all know, a few things have been delayed with COVID. The biggest of those for the Stutz Club was the delay of our Grand Stutz at Hilton Head which was postponed for a year. But it was worth the wait! The turn out was amazing, there were a lot of laughs and we left with a lot of great memories. I will take some privileges as editor to thank my lovely wife for all the work she did over two years to think of and execute every detail and reach out to so many members to have a record turn out! It always amazes me how she does so much, but keeps it fun.

Another skip was that we received Golden Quill awards for both 2019 and 2020. I am please that the publication is enjoyed by so many and that we have received this recognition every single year. Many thanks to Rachel for assembling this publication and sending it out, and to all our contributors. I continue to enjoy this role Bill asked me to take on and hope that all of you look forward to going through the pages every quarter.

Up here in the north, we have finished our season for driving cars. Salt is going on the roads and race tracks are closed. Although I am not sure it was any warmer driving in Hilton Head, winter is now upon us in Wisconsin. For Carrol and I, our next outing is the CCCA annual meeting in Florida, which provides a chance to see friends, old cars and sunshine! But winter really means more time in the garage for me. There appears to be a little something on every car, and I am optimistic about getting parts back from restorers for further progress on our Bearcat restoration. Garage time is just fun! And before I know it, we will be off to Amelia and starting to bring cars out on the road again. If anybody is taking a winter car adventure or has a project going, please share with the rest of us!





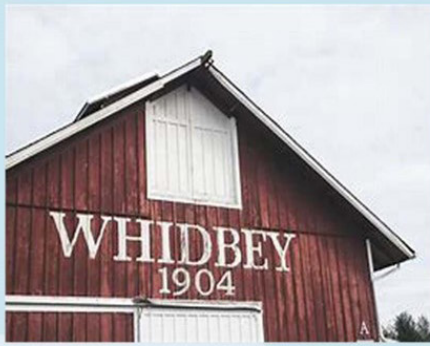
# Save this date and plan to join other STuTZ Club Inc members at the 2022 Grand STuTZ

In the last STuTZ News the location of the event was listed as being held in Sequim, Washington, but due to a shortage of hotel rooms the event has been moved to Whidbey Island, Washington. We will also join forces with the Pierce-Arrow Society Pacific Northwest Region in order to have as many participants and cars as possible.



## 2022 Grand STuTZ & Pierce-Arrow Tour Whidbey Island, Washington

**Save These Dates July 13 through July 17, 2022**  
Plan to join us for the 2022 Grand STuTZ & Pierce-Arrow Tour  
on beautiful Whidbey Island, Washington



We are excited to announce the 2022 Grand STuTZ will be held on Whidbey Island, Washington and hosted by STuTZ Club members Ken & Carol Beach and Mike & Joyce Beach in coordination with Bettye & Bill Gluth of the Pierce-Arrow Society Pacific Northwest Region.

This unique multiple marque event is open to STuTZ, HCS, Pierce-Arrow, Packard, and other pre-war Classic marques. What better way to enjoy Whidbey Island than in the company of other car enthusiasts and their cars.

This event will appeal to participants that appreciate a driving tour based experience. Ken, Mike, Bettye, and Bill are planning an event based on Whidbey Island with driving tours, private collections, and activities of interest for all the ladies and gentlemen attending.

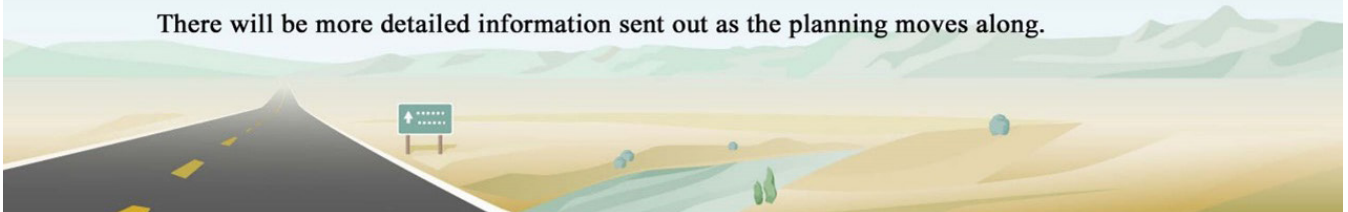
The driving tour routes are on roads with speed limits suitable for our cars. Participants are encouraged to drive their classic cars along with those driving their modern cars.

If you are interested in attending, please contact:

STuTZ Club members should contact Dan DiThomas now, either by phone at 614 832-0066 or email at [support@stutzclub.org](mailto:support@stutzclub.org).

Pierce-Arrow and other Classic car owners should contact Bettye Gluth now either by phone at 360 500-7935 or email at [bettyegluth@gmail.com](mailto:bettyegluth@gmail.com).

There will be more detailed information sent out as the planning moves along.





## Stutz Club Ballot

It is time again for the election of officers for the The STuTZ Club Inc. Every member, regardless of your location and car ownership, is encouraged to consider putting their name on the ballot for one of the offices listed below. The offices are for a two year term starting after the election results are tallied up. The ballot will be posted in the January – March 2022 issue of the STuTZ News as well as being sent out via an E-Blast.

### Offices:

- President
- VP Membership
- VP Publications
- VP Technical Services
- VP Events and Publicity (currently not filled)
- Secretary (currently not filled)
- Treasurer
- Archivist

Please reply to Dan DiThomas, support@stutzclub.org or 614 832-0066, indicating the Office you are interested in no later than 15 January 2022.



Every member's involvement is important and appreciated since we are all part of a small but very special club which supports a very special and splendid group of vehicles.

## 2022 Hershey Meet

The 2022 Hershey Meet has been shifted one day to start on Tuesday October 4th and ends with the car show on Friday October 7th. Setup will be on Monday October 3rd and the RM Auction days are Wednesday and Thursday.

Based on the above information, the Annual STuTZ Club Inc. Dinner/Meeting will be held on Tuesday October 4th rather than the usual Wednesday.

### Dinner/Meeting Information:

- Date: Tuesday October 4, 2022
- Place: Red Lion Hotel Harrisburg
- 4751 Lindle Road, Harrisburg, PA 17111
- Room: Harrisburg Suite
- Time: Arrive at 6:30 PM with dinner starting at 7:30 PM

Cost: \$40.00 per person paid at the door when you arrive.

RSVP: Please let Dan DiThomas know if you plan attend at support@stutzclub.org

### Red Lion Harrisburg Room Block and Rate:

The STuTZ Club Inc. has arranged for a block of rooms at the rate of \$123.00 per night plus tax. We have 7 standard rooms blocked for Monday, Tuesday, Wednesday, Thursday, and Friday on a first come first service basis. The cut off date for the block is September 18, 2022.

Reservations can be made by call the hotel at (717) 939-7841 or toll free at (800) 637-4817 and mention the room code STuTZ Club.





# Photo that Turned into a Great Story

*by Carl Jensen*

Your editor received this great photo of Bebe Daniels in this Stutz from member and friend Stan Smith. For those unfamiliar, Bebe was an actress, comedian, singer, dancer, radio celebrity, writer and producer. When Stan purchased the photo, it was labeled as 1919, but upon review, it appeared a be a 1921 or later.

Of course such a photo immediately opens the question of why was she in this car? Upon doing some research, there was a lot of press on Miss Daniels and her Stutz in early 1921. The story was very well written up on the website of the Charles W. Bowers Memorial Museum, who's purpose is to maintain the history of Orange County, California. The following is the story of Miss Daniels and her Stutz roadster:





Phyllis Virginia “Bebe” Daniels (1901-1971) was practically born a Hollywood actress, starring in her first motion pictures at the age of seven. Notable for playing important roles in movies that would later have famous remakes, Bebe played Dorothy in the 1910 version of the Wonderful Wizard of Oz, the femme fatale Ruth Wonderly in the 1931 Maltese Falcon and acted in countless other parts. In the early century, she was remarkably well-connected in Los Angeles.

The year was 1921. Early one January morning, Babe Daniels was at the wheel of her Stutz Roadster headed out to San Diego. Travelling at the now-unremarkable-but-then-impressive speed of 56 ½ mph, she was passing through Santa Ana when she sprung a carefully placed speed trap. At the time, the city was known—among other things—for being the domain of Justice John Belshazzar Cox. He had a reputation for jailing anyone travelling above 50 mph and had already imposed that rule upon a Naval Admiral and several others one would expect to be exempt from such things. But Judge Cox was less interested in punishing the starlet for exceeding the speed limit than he was in garnering some attention in the press, and the jury gave her a guilty verdict and sentenced her to 10 days in the Orange County Jail.

Bebe went through the next few months in a state of semi-disbelief that so mild a crime would be punished so heavily. After the sentencing she even went so far as to make an appearance at a benefit in Fullerton and sing the “The Judge Cox Blues” and even make comments about her speed having been fast if you’ve never driven anything “faster than a plow.” But despite the outcries of Bebe and journalists about her being treated unfairly, her eventual stay in the Orange County jail was the oddest and kindest jail sentence ever.

The cell itself was furnished by none other than the son of the city’s founder, William H. Spurgeon Jr., who donated both an ivory bed and Persian rug to improve Bebe’s sentence and was lined wall to wall with flowers presented by friends and admirers. Gourmet food was delivered from the neighboring Saint Anne’s Inn. More books and records than a person could listen to in a year were offered to her by the town bookstore and other enamored locals. The icing on the cake was that a jazz band from the Sunset Inn in Seal Beach serenaded her until the sheriff asked them to clear out.

All in all, Bebe Daniel’s impression of Santa Ana was improved by her time spent there. Her guest register was signed 792 times in the nine days she ended up serving, she was set free one day before she was slated to be released, and Judge Cox himself came to let her out and present her with flowers. Photographs from the time show her to have been bewildered but not entirely upset by the whole experience. By the end of 1921, a director had already turned her time behind bars into a lost masterpiece of the silver screen: *The Speed Girl*, a story about an actress who is arrested on her way into San Diego. Bebe Daniels starred.



*Bebe Daniels serenaded by Seal Beach Sunset Inn Jazz Band, 1921 ; Unknown photographer: Santa Ana, Orange County, California; Bowers Museum Library Collection*





“The Speed Girl” movie appears to have been a huge success. Write-ups from critics raved about the action and humor. Nearly every write-up also referenced that the movie was inspired from Bebe’s recent speeding conviction.

**BEBE DANIELS STRAND STAR IN  
NEW COMEDY, “THE SPEED GIRL”**

**TOMORROW  
and TUESDAY**

**A Race that will stir your blood**

When the dashing heroine of "THE SPEED GIRL" promised her racing merry escort that she would get him to his side on time, she meant every word of it! Strides off! Slip her into high! Now stay on it!

**Forty per** — That's nothing—only a chicken's head.

**Fifty** — There goes your hat! But what do you care—You're having a good time, and Bebe's driving!

**Sixty** — What's that pull-getting in the rear?

**Seventy** — Gosh, those telephone poles look like a picket line!

**Eighty** — Can't we shake that "get-put" back there?

**Ninety** — Jumping hell dogs—he's passing us!

**One-HUNDRED**—It's a speed rag, it's hot, Bebe, we'll see you in jail —!

**BEBE DANIELS**

Dyaling, Daring and Darling in  
**"THE SPEED GIRL"**

**Mrs. Frank Chance to  
Drive Auto in Race  
on Pacific Coast**

LOS ANGELES, Jan. 28.—Mrs. Frank Chance, wife of the well known Peerless Leader, has joined the ranks of the speed enthusiasts. Early today she notified Ascot speedway officials to name her as a starter in the big international women's championship race scheduled for February 3, and announced her intention of being out for practice this afternoon.

Mrs. Chance will pilot one of the fastest cars in the game today. She has arranged with Barney Oldfield to drive the champion's famous Delage, and has already tried out the machine in road and track practice. Oldfield will act as Mrs. Chance's teacher, and already predicts she will establish a world's record for women in the Katherine Stinson trophy race.

Mrs. Chance will have plenty of competition. Six entries were received by the Ascot management, and almost every fair candidate for honors nominated herself with a real racing car. Mrs. William Watts Jones entered with a Cadillac eight; Miss Helen Summersby will drive Eddie Hearne's winning Roamer; Mrs. Willie Hoppe will pilot a Stutz, and Bebe Daniels, the youthful comedy film star, has announced a Mercer as her choice. Miss Ora Carew and Miss Margaret Allen, who holds the world's record for women with a mark of 61 seconds for the mile, sent in their entries, but have not announced the machines they will pilot.

As a final point, it would appear that fast cars and speed, was a genuine interest to the starlet. Clearly if she was not interested in sporty cars, there were plenty of luxury options for the same price as a Stutz roadster. There are even accounts of her telling the newspapers that 56 mph is just not that fast. Her love of speed was further cemented upon digging back a few years. Apparently Bebe, at age 17 in 1918, participated in a speed event at Ascot. Her car of choice was Mercer.



# Hilton Head Motoring Festival

by Carl Jensen

The 2021 Hilton Head event could be best summed up by the photo of this little boy that was taken on the field on Sunday...while the weather was horrid, once you ventured out, it was a lot of fun!



There was a full schedule of activities on Hilton Head Island this year which included a CCCA Grand Classic and a Grand Stutz in addition to the Hilton Head events. With Stutz being the featured marque of

the concours, 25 Stutz and HCS vehicles registered from Florida to New England and as far west as Texas registered to attend. Our activities started on Thursday morning with a driving tour to Beaufort, SC. This historic and enchanting city is well known as being the start of the Civil War, but also having the notoriety of the most charming streets in the country. It is easy to see why, with all the restored grand southern homes, beautiful heaven oak trees and relaxing coastline. In fact, in recent years, this small community has been the site for over 25 movies. Our driving tour to Beaufort transitioned to carriage rides through town with very fascinating guided tours.

On Friday morning, the Stutz club was scheduled to tour with the CCCA to the plantation estate of Bob Jepson. If I say it was cold on Friday morning, that would not sound too bad for the deep south, but if I said they broke a cold temperature record and it was in the low 40s, you can get a better understanding. The plan was to meet in the parking lot of a local church, where it appeared most CCCA members did not want to take their cars out in the cold and threat of rain...they woke up quick when we roared in with our open Speedsters and Bearcats! I will say however, there were two very sporting CCCA members who were bundled up and driving their open sport model Bentleys.



*Stutz and HCS cars line arrive in Beaufort.*





Thursday night was our Stutz Club dinner meeting. The Bill Greer Award was given to Turner Woodard for his support in the hobby as well as preservation of Stutz history, including the Stutz building.



Turner and Diane Woodard with Carrol Jensen between them. Brian White and Mark Desch to the right.

We were surprised at our dinner meeting by concours committee member Bill Schmitt who made a personalized custom gift for each of us who brought a car using Stutz postage stamps.



Harvey Carter gets a special presentation for his Stutz plaque in the hospitality suite.



Stutz glasses case presented as a memento of the event and awards stand ready to be presented in several categories. (Thank you to Rev. Cliff Vogelsang for contributing several photos to this article.)





## In attendance at the 2021 Grand Stutz at Hilton Head

First Name	Spouse	Last Name	Addl Guests	Addl Guests	Year	Model
Jim	Becky	Aldrich			1923	HCS 4 door Touring
Harvey		Carter			1916	Bearcat
Mark	Gloria	Desch			1932	SV-16
Edward	Dorothy	DeVries	Ryan DeVries	Peggy DeVries	1929	M Convertible Sedan
Dan	Mar	DiThomas			1925	693
Jim	Cindy	Griggs				
John	Betty	Grunder			1929	Blackhawk L6 Speedster
Peter	Pam	Hemken				
George		Holman	Nancy Schechterle	Ron Bushey	1932	DV32 Phaeton
Carl	Carrol	Jensen			1930	M Speedster
Jay		Kolb				
Aneice		Lassiter	Kelly Morrison		1932	DV32
Tom	Jill	Lee	Jon Lee	Sandra Lee	1929	M 4-Passenger Speedster
Jim	Karen	Lockwood	James			
Norm	Carol	Miller			1932	Monte Carlo DV32
Bobby	Brett	Ohlsen	Mark and Betty Hermish		1922	Model K Baby Stutz Fire Truck
-			Jim and Linday Heinen			
			Jerry and Janet Stahlbaumer			
			Brad Kramer			
Rob	Dale	Praetorius	Larry Ott, Mathew Ott		1933	Bearcat
Ernie	Nancy	Toth				
Cliff		Vogelsang				
Brian	Trish	White			1914	Bearcat
					1923	Bearcat
Turner	Diann	Woodard			1927	Safety 8
					1933	Hollywood

List of other members who brought Stutz vehicles for the weekend but were not able to sign up for the Grand Stutz. In total the Club presented 25 Stutz.

Brandon		Anderson (ACD CEO and ED)			1923	Speedway Four Roadster
Steve		Babinsky			1932	DV32 Club Sedan
Corkey		Coker			1923	Bearcat
Mark		Hyman			1930	Model M Monte Carlo
Bob		Jepson			1920	Bearcat Model H
Steve		Plaster			1932	DV32 Victoria
Christine		Snyder			1930	Convertible Coupe

### Thank you to event sponsors:

- Rachel Daeger
- Carl & Carrol Jensen
- Dutch Overly
- Tom Rassumen Odyssey Restoration
- Dan Verdier





*All Duesenburgs prior to this were race cars. This is the first roadgoing car purchased by Samuel Northrup Castle, who owned a huge plantation in Hawaii. Mr Castle had it custom built to fit his size of over 7 feet tall. Yet one cannot see how low the lines are, and how sinister it looks unless seeing it in person. The car remained in the Castle family until its recent donation to the ACD museum.*

Upon arrival at the Jepson estate, you drive down the longest driveway (dirt and gravel) through the thousands of heavily wooded acres until you arrive at the grand southern home and garages. Showing his southern hospitality, there was already hot coffee and treats for us while we toured his impeccable garages which made a horseshoe to a center court yard with every car having its own door to pull out at any time. While Bob has a roaring 1920 Stutz Bearcat previously owned and restored by Brian White, it was hard to take my eyes off of this 1927 Isotta Fraschini.

On the drive to the Jepson estate, a friend had some fuel problems with his Packard phaeton. With his concern and a threat of rain, we chose to leave a little early after lunch to follow him, along with Brian and Trish White. Sadly we only got about 5 miles and the Packard started acting up. With about an hour delay, we timed it just right to add rain to our already cold drive! The three of us must have been quite the hit, because the next day when Carol attended a "Women in Motoring" luncheon, apparently several people had seen and photographed our group! Ah, to be a celebrity.







*George Holman and Nancy with the stunning 1932 DV32 Phaeton.*

*Norman Miller, 1932 Stutz Monte Carlo DV32, Summit NJ (Vogelsang)*



*Turner Woodard, 1933 Stutz Hollywood, Indianapolis, IN (Vogelsang)*





*For our President Mark Desch, rain only meant appropriate attire! He is standing with his award winning 1932 Stutz Cabriolet.*

*Its hard to capture the exquisite detail on this 1922 K "Baby" Fire Truck. (Vogelsang)*



*Stephen Plaster, 1932 Stutz DV32 Victoria, Lebanon, MO (Vogelsang)*





*The Lee family with Tom and Jill's 1929 Series M, 4 Passenger Speedster.*



*Yes that is a Blue Ribbon on the froom of Dan and Mary DiThomas's 1925 Series 693.*







*Rob and Dale Praetorius with their 1933 Bearcat. Rob and Dale surprised us all with gifts of Stutz Bearcat hats for everyone.*

Since our cars could not be any more wet or dirty, we parked them on the lawn for the show the next day. While our car has a nice tonneau cover (custom made by my dad), the others used plastic to try to keep portions of other cars dry. As you might have guessed, Saturday included a trip to town to get warmer clothes and boots...there were crowds and the Columbia store! The fun part was showing our southern friends how much warmer it actually was in Wisconsin during the entire weekend.

When we got up on Sunday, the Hilton Head committee had been up all night developing a plan on how to manage in the rain. They pulled it off flawlessly. While some participants were reluctant to take cars out of their trailers in the rain, particularly open cars, the majority of the show field was on display. Even the ACD museum brought out the Duesenberg shown below, which is the first road going Duesenberg built. Harvey Carter was a big hit when he came barking in with his open cutout 1916 Bearcat...an unrestored example from the AK Miller collection. As the morning went on the rain stopped and by 11:00 or so it was over, without dampening any of our spirits.





## Stutz at the Indiana Region CCCA Annual Meeting

*Mark Olson brought his 1924 Stutz Special Six Touring to the Indiana Region CCCA Annual Meeting at Meridian Hills Country Club in Indianapolis on November 7, 2021.*







## 1922 STuTZ Model K Fire Truck Centennial Celebration

*By Dan DiThomas, Treasurer*

The Seneca Fire Department will be putting on a Centennial Celebration for their splendid STuTZ Fire Truck in 2022 and have invited any and all STuTZ Club members to join in the celebration. Mary and I are planning to attend to support the fire department and show the STuTZ Club's appreciation for the department's support of the STuTZ Club by displaying the truck at two events this year.

Those members that attended the Lincoln and Hilton Head Grand STuTZ events saw the beautifully restored 1922 STuTZ Model K Fire Truck. The truck was purchased new in 1922 by the Seneca Kansas Fire Department and restored by them 50 years ago. The fire department is a member of the STuTZ Club.



**SENECA FIRE DEPARTMENT  
1922 STUTZ  
100<sup>TH</sup> BIRTHDAY CELEBRATION**

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**AUGUST 27<sup>TH</sup> 2022**

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**Kids' Activities | Games | Fire Truck Show  
Apparatus Parade | Live Band | Beer Garden  
"Free Will Donation" Lunch & Dinner**

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**\*All Proceeds Go Towards Maintenance & Restoration Of The Stutz\***



## Technical Notes

By *Brian White*

There's excitement in the air when you have six grandkids ten and under at Christmas time. But I'm not sure who is more excited this year, the grandkids or the parents. That isn't always the case but this year its more so because two of the parents have purchased a new antique car and it's a HCS. My daughter and her husband, Tim and Kim Royal purchased Mike Berry's HCS. Their three kids love to ride in the rumble seat and they are all small enough to fit. To all my friends up north it's still car driving weather down here....Carl. I love to hear the horn when they drive up to the door and blow it wanting Papa to come out and play. It's got to be a record with three HCS's in Wake Country, NC. Thank you Mike for selling your beautiful car to a young family who will take care of it.

Tim and Kim have driven my HCS and her Model T on HCCA events for years. As a mater of fact Kim drove her T on a HCCA tour when she was just 15 and had her learners license. Kim and I restored her 1913 Model T speedster and she led her senior class parade opening day. I think the cops had her lead because they figured she would be slow, little did they know.

My Bearcat project has moved under its own power. I still have about another months worth of work to finish (if you ever finish). I am still waiting on nickel plating and Magneto rebuilding to be completed. I put a DU4 mag on to start test running and adjusting the carburetor and stopping leaks. I still have the glass for the monacle windshield to get cut and installed. I'm still looking for a good horn. I thought I had one but half the guts were missing inside.

Ronn Sieber has publisher his book "Classic Speedsters" and it is fantastic. This has been a ten year project for Ronn. When I got my copy I jumped right to Chapter five that is all about the Stutz Bearcat. Ronn lives in North Carolina and has visited a few times. I am proud to call Ronn a friend and I encourage everyone to get your coffee table copy at [ClassicSpeedsters.com](http://ClassicSpeedsters.com).



*Ronald Sieber with Brian White's 1914 Stutz Bearcat.  
Courtesy Ronald Sieber/Steering Wheel Press*





# The Stutz Stock Saga

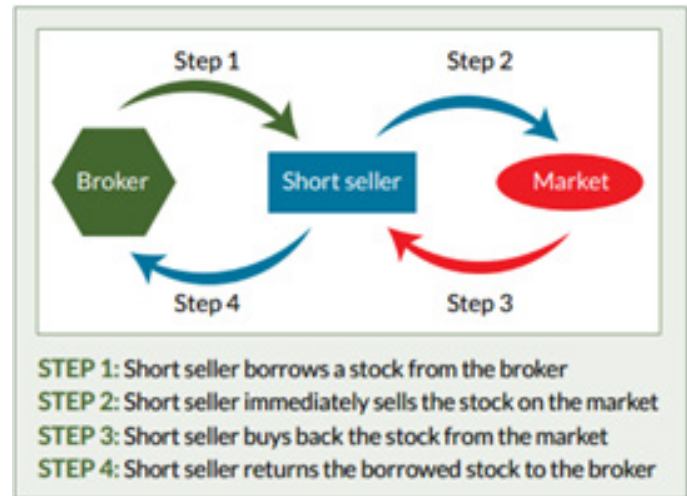
by Carl Jensen

Stutz Motor Car Company certainly had more than their share of headlines in the news. Winning race championships certainly put them at the top of the page, however some other interesting events would change those news stories for a short time.

In 1916, Harry Stutz decided to take the company public and agreed to a three-year term as President. On June 21, 1919 he gave his resignation effective the last day of his term on July 1. While Harry would go on to start the HCS company to build a new fine automobile, Stutz Motor Car Company was headed back to the top of the news page, but for some different reasons with a young financier named Allan Ryan.

Allan Ryan was son of Thomas Fortune Ryan, a self-made man that created unimaginable wealth in transportation, finance, tobacco, mining and insurance. Other industries were also included in his empire and in total, Ryan had controlling interest in 30 corporations. At the time of his death, he was the 10<sup>th</sup> richest person in the nation. So it goes without saying that the expectations of the younger Ryan were quite high. In 1915 Thomas appointed Allan to his seat on the New York Stock Exchange at age 35, along with finances to invest. This was also the first tie with Charles Schwab, as Thomas Ryan was friends with Mr. Schwab and asked him to do some mentoring with his son. Allan himself had become quite successful with the ways of Wallstreet with his firm, Allan A. Ryan and Company. With the public offering of Stutz stock in September 1916 as the reorganized Stutz Motor Car Company of America, Inc, Allan Ryan was quick to invest. In fact, from the initial public offering of 75,000 shares, he acquired controlling interest.

Its hard to know if it was Harry's plan all along to slowly sell out to start new companies, or if he clashed with Ryan and the management team he brought in with him. Whatever the reason, Harry Stutz and his long-time associate, Henry Campbell had been selling their stock at some very strong prices prior to his 1919 resignation. On the exchange, 1919 marked a record in stock turnover beyond any year before. Things were booming in this bull market and financier Allan Ryan was in the center of it.



The reasons behind what was about to transpire are not known for certain, but several stories exist which we will touch on later. The result would be extreme wealth and devastating bankruptcy. First, for those not familiar, much of what happened involves the process known as “Selling Short”, which was a regular practice in the Allan A. Ryan firm.

The entire principal is based on a betting that the stock value will go down. Thereby a profit is made from the difference of the price at which you sold it and the price at which you bought it back.

At the start of 1920, Stutz shares were selling at about \$100 each, but quickly started to rise. With this quick rise, it was speculated that there was organized short selling taking place where people were selling borrowed stock at this higher price, with the belief it was inflated, and they could buy it back for less. Of course, if the price would go up, then the speculators would be left having to cover the increase! This was actually a practice with which Ryan and his firm were quite familiar, so they immediately went to battle to buy outstanding stock themselves. Requiring huge amounts of capital, Ryan leveraged his personal assets and went deep into debt. The buying pressure from Ryan was so strong that the by the end of March, the price had shot to \$391! At that price, nearly all outside holders of stock cashed in and sold to Ryan. This only made the rolling snowball



larger, because now the short sellers only became more confident of an inflated price that would later fall, so Ryan snapped up the short sells as well. In fact, the stock that Ryan was buying from the short sellers, was actually being borrowed from Ryan, as there were no longer any available shares. Soon it was time; the short sellers had to cover their bets, which meant pay Ryan for the increase in the stock price they had expected to tumble. It appeared, for now, that Ryan was triumphant with his corner, and an incredible payout would come from the speculators, particularly since Ryan who now controlled the stock put the price at \$750 per share.

Ryan replied that he would raise the value to \$1,000 per share. Ultimately the governing committee of the stock exchange suspended the trading of Stutz stock. Recall that Ryan was heavily leveraged to purchase all the stock, so suspended trading left him in a bind on repayment. Threats continued between Ryan and the exchange and legal statements were made. Then on April 13, 1920, Ryan resigned from the New York Stock Exchange with some strong comments on how the exchange makes its own rules when convenient for personal stake holders. He then leaked the names of members of the exchange that were caught short.

**Lets stop the story here for a reality check. The average salary in 1920 was \$3,269. If an individual investor short sold 200 shares expecting a loss but had to cover a gap of \$500 increase per share, they would have to cover \$100,000 loss! In total 5,500 shares were caught short.**

Soon mediation began to settle on an amount to call in the short sells. To the short sellers, this was either financial ruin or criminal charges. Meanwhile Ryan continued to received pressure from his lenders to repay the money he used to buy all the stock. Resolution came on April 24<sup>th</sup> when Ryan accepted a settlement offer at \$550 per share. It was believed that Ryan's profit would be close to \$1.65M and he would still be sole owner of Stutz at about 135,000 shares. But the story does not end there...

And now it gets messy, since most of the short sellers were in fact actually borrowing the stock from Ryan, he actually knew who most of these corporate raiders were...and they were mostly members of the stock exchange! There were no rules against cornering, just as there was no ruling against raiders trying to devalue and crumble a company if they had won. But this certainly did not look good for the stock exchange and a lot of key people were about to have devastating losses.

Sabers started to rattle, and when the stock exchange made a comment on removing Stutz stock from the trading list,

## ALLAN RYAN CLEANS UP \$1,650,000 ON STUTZ MOTOR CAR ADJUSTMENT

NEW YORK, April 24.—An agreement was reached today between Allan Ryan, chairman of the Stutz Motor Car company and the protective committee organized to safeguard interests of 58 stock exchange houses under contract to deliver Stutz stock by which settlement with Mr. Ryan for \$550 a share was arranged.

The settlement price was fixed at \$425 a share, plus \$85 for a twenty per cent stock dividend, plus \$40 for premiums for twenty days at \$2 a day.

When trading in Stutz was suspended by the board of governors of the exchange shares were selling at \$391 and later odd lots were sold for more than \$700 a share.

The settlement followed several days of sharp exchanges between the committee and Mr. Ryan, who, it was intimated, had cornered Stutz stock. This he denied and said he had acted merely to protect Stutz stockholders against a "gang of raiders" who had attempted to get the price down. The protective committee announced that approximately 5500 shares were involved, with an estimated profit to Ryan of \$1,650,000.





**'Change Serves  
Allan A. Ryan  
With Charges**

**"Guilty of Conduct Not  
Consistent With Just  
Principles of Trade," Is  
the Text of Accusation**

Ryan owed a lot more than he made in winning the corner. The logical answer was now to sell shares of Stutz stock to repay the banks, but that was not easily done the suspended listing. Add to that, the stock exchange and its members were not quietly excepting their humiliation. First, the stock exchange did nothing to sell Ryan's \$100,000 seat from his resignation. Then Ryan touted how the exchange should be under government watch, and finally the exchange said they never accepted Ryan's resignation and that he was being kicked off and would be put under investigation. Note the headlines of these two newspapers, only a few months apart.

**EXCHANGE EXPELLS RYAN**

**Stutz Motor Car Official Had Row  
With Board.**

New York.—Allan A. Ryan, chairman of the Stutz Motor Car Company who became involved in a controversy with officials of the New York stock exchange at the time it was alleged a corner existed in Stutz, has been expelled from the exchange, according to an announcement by the board of governors.

In further retaliation, other companies in which Ryan was heavily invested, such as Stromberg Carburetor, became points of stock attack from his enemies as well as investigations. Ryan retaliated with a million-dollar law suit against the Governing Committee of the stock exchange for defamation. Then the exchange sold Ryan's seat and held the money. Add to this storm, the country was going through a serious financial downturn. Ryan's creditors were putting on the pressure.

**RYAN, STUTZ MOTOR  
CHAIRMAN, QUILTS THE  
N. Y. STOCK EXCHANGE**

**Alleges Committee Is Aiding Firms  
Short of Stock; Board of Gov-  
ernors Involved**

NEW YORK, April 13.—Allan A. Ryan, chairman of the Stutz Motor Car Company, resigned today from the New York Stock Exchange and accused members of the Board of Governors of being short in Stutz stock, trading in which was suspended by the exchange when the price skyrocketed.

The exchange suspended trading in Stutz after it had jumped from 100 to 391 under shorts efforts to cover. Since then the stock has brought 701 at auction, and the exchange has begun an investigation of trading in Stromberg motor, which is also controlled by Ryan.

Ironically, his father was the largest stake holder in one of these institutions. But his father remained far away from all this mess and it was stated that they were not on speaking terms. On January 19, 1922 Ryan resigned from Stutz and announced that he would be a director and Chairman of the Board of the recently incorporated Frontenac company. Ryan was able to keep the creditors at bay for a while, but in July 1922, he filed bankruptcy with debt of \$32 million and assets of \$643,533. With this being one of the largest financial failures in history, there was not a newspaper in the country that did not have it in the headlines. In what was essentially a fire sale, 132,914 shares of Stutz stock now held by the banks was sold at \$20 per share with the new owner being the familiar name of Charles Schwab.

As mentioned earlier, there was a lot of questions and rumors to the back story of all this. One common story is that the young Allan Ryan made a \$50,000 bet that he could purchase and control an entire business. Of course, it was a time when the stock market was a bit more wild-west than today and certainly all the parties involved were out to make fortunes. But the biggest ques-



tion of the time regarded the absence of the senior Ryan and his vast wealth to bail out his son. In fact, most people thought that Thomas Ryan would come in and clean up the entire mess. Possibly he tried to guide Allan, who yet chose his own path, possibly the father was embarrassed and wanted to be removed from the entire mess. Another story is a bit more personal. Thomas Ryan's wife (Allan's mother had passed away), and Thomas married

again in less than two weeks. Allan was quite vocal of his disapproval, which reportedly led to a very strained relationship with his father. It was well publicized that upon Thomas Ryan's death in 1928, Allan's children received sizable inheritances, but to his son Allan, he only left a set of white pearl shirt studs.

*(Ref: "Once in Gonconda", by John Brooks)*

## In Memoriam

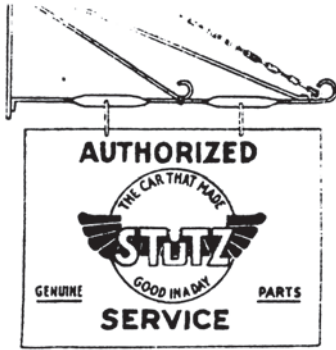


I want thank the Althoffs for sending me notice that we lost friend and fellow club member Greg Stephens for Brooklyn Center, Minnesota. At only 57 years old, Greg had battled leukemia for two years.

The letter I received from the Althoff family spoke to their fond memories of Greg and how much

he enjoyed working with Dale on his Stutz. I went to his obituary on line and watched the slide show and it became very clear to me how much is friends and family meant to him. There are so many photos of him with his wife Patricia and his three daughters. Certainly a well loved man who will be missed.





*In addition to publication in Stutz News, Classifieds are emailed to the membership upon request. Many of these ads have been previously sent by email. Cars and parts may have been sold or purchased. Contact Dan DiThomas at [support@stutzclub.org](mailto:support@stutzclub.org) to be added to the email list.*

### Bulkhead Moulding for Model M

I am looking for a body moulding.

The one, that I am looking for goes across the top of the bulkhead just behind the rear of the Hood.

It also continues down both the left and right side of the car.

It is composed of 3 x pieces – 1 x LH, 1x RH vertical plus the top horizontal piece.

The two vertical pieces join at the top to the horizontal, via a slightly larger cover clip.

I actually only need one vertical for the LH side, I assume both sides are the same.

It is essentially a U channel with a folded rear edge.

Height is 3/8 of an inch, width is 1x inch, length is 21 x inches.

Trevor Bills  
[trevor@tbills.nz](mailto:trevor@tbills.nz)  
 New Zealand

### Babbitt Bearing Service Needed

Does anybody have a recommendation for a babbitt bearing service in eastern Canada and northeast USA? I need a 1927 BB engine babbitted.

David Smith  
 Ontario, Canada  
[dpsmith@bell.net](mailto:dpsmith@bell.net)

### Wiring Diagram Needed

I am looking for an original wiring diagram for:

- Model M - Custom Limo
- Model M - Town Car
- Both above Le Baron bodies and 1929.
- Also for 1930 Roadster Coupe.

Trevor Bills  
[trevor@tbills.nz](mailto:trevor@tbills.nz)  
 New Zealand

### Pistons for Sale

Set of 8 Arias pistons with rings for 1929 Stutz Series M 8 cylinder engine .060 over bore (3.435")

These pistons are per Holman Engineering design and can be used with CP-Carrillo rods of same design. \$2200 for complete set.

Mark Huelsebusch  
 513-403-2142  
[mdhulsebusch@aol.com](mailto:mdhulsebusch@aol.com)



## Looking for Bearcat Print Wanted

I am looking to purchase a 1933 print by artist Dick Simms of a Bearcat.

Brian Bird

bbird29hy@icloud.com

## Water Pump Instructions

Looking for instructions on the proper assembly of a 1924 Stutz 6 cylinder water pump.

Neil Furlow  
Cumberland MD  
akfurlow@hotmail.com

## Windshield Frame

Working my way through the Stutz custom limo rebuild, and have now found the front windscreen frame is rotted out with rust.

It is beyond repair status, but just thought before I go and hopefully find an engineer to manufacture/ machine a new one,

I should enquire, to see if anybody knows of a company that specializes in these, as I also need some for a couple of my Packard's.

Appreciate any help you or the members can provide.

Kind regards  
Trevor Bills  
Christchurch  
New Zealand  
trevor@tbills.nz

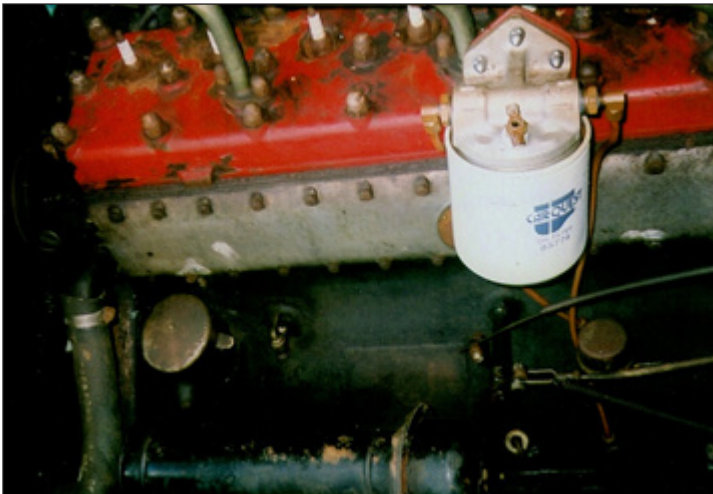




## Hood for Sale

Need a Black Hawk hood?

Jim Griggs  
jgriggs44@aol.com



## L8 Blackhawk – 16-S Continental

The part we need to make is a baffle plate to regulate the amount of water/coolant flowing around the eight engine cylinders.

To achieve this, we would like to obtain a sketch or drawing of the number of holes & hole sizes in the baffle plate that is located behind the side water inspection plate that is shown in the photograph.

We believe this baffle plate for the water distribution around the engine cylinders is fairly critical to provide a more evenly distributed cooling of the engine.

John Kither  
skither@bigpond.com

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Despite the weather, the Hagerty Youth Judging program was so large,  
all the kids could not fit in the picture!

*(Vogelsang)*