

OWN A
STUTZ
AND YOU OWN

STUTZ

Centennial Issue

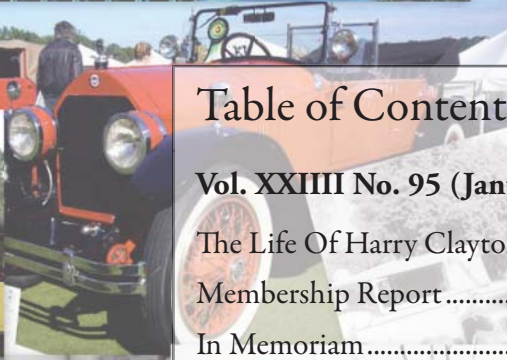


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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

...SATION IN COLOR! AGAIN
...IN PROGRESS. EVERY
...NE WILL TI...



Announcements

- ▶ Stutz Centennial Celebration , May 11 - 15, 2011 in Indianapolis. Have You Forgotten? See pages 35 - 36!
- ▶ Continue to celebrate Stutz June 3 - 5, 2011 at “The Experience” hosted by the Classic Car Club of America held on the Gilmore Museum Grounds, Hickory Corners, Michigan. See page 39.
- ▶ Enjoy the wonderful Stutz display at Pebble Beach Concours d’Elegance, mid August 2011.
http://www.pebblebeachconcours.net/pages/about-events-elegance/index.htm#concours_d%27elegance
- ▶ Join the “Stutz Centennial Class” on August 27-28, 2011 at the Milwaukee “Masterpiece” Concours. See page 39.
- ▶ The Harry A. Miller Club is pleased to announce their 17th annual Millers at Milwaukee-Vintage Indy Car Event to be held July 8-9, 2011 at the Milwaukee Mile racetrack, located at the Wisconsin State Fair Park in West Allis, WI.
 Contact: Lenore Heinzelmann (262) 388-5221.

The life of Harry Clayton Stutz

b. 12-09-1876/ d. 25-06-1930

as noted by your editor Bill Greer

Some background:

My interest in Stutz goes back to 1949-50 when my employer, Eli Lilly and Co. of Indianapolis, who purchased the Stutz Factory in 1939, decided to modernize the materials handling system in part of the plant used for warehousing. The project involved the installation of motor powered fork lift trucks (tow motors) and pallet racks.

During my many trips to the Stutz building, as project engineer, I recall looking for Stutz cars, parts, drawings, literature, etc. but to my dismay found nothing. I had become interested in the old car hobby in 1947 when I acquired “Prince Pierce,” a 1932 Pierce-Arrow V-12 Sports Sedan.

Later Lilly installed its Creative Packaging Co. in the Stutz Plant and, in the late 1970s, I attended many management meetings there. That conference room has been updated by the building current owner, Turner Woodard, (# 367) who will host us at his Canterbury Hotel and the Stutz Business Center during the Stutz Centennial Celebration, May 11 – 15, 2011.

My early interest in Stutz was put on hold while on overseas assignments in Brazil, Venezuela, and Japan spanning the years 1956-1970. Fortunately, before Harry’s daughter, Emma Belle Stutz Horn passed away on March 30, 1992 at age 90, my wife Carolyn and I had the

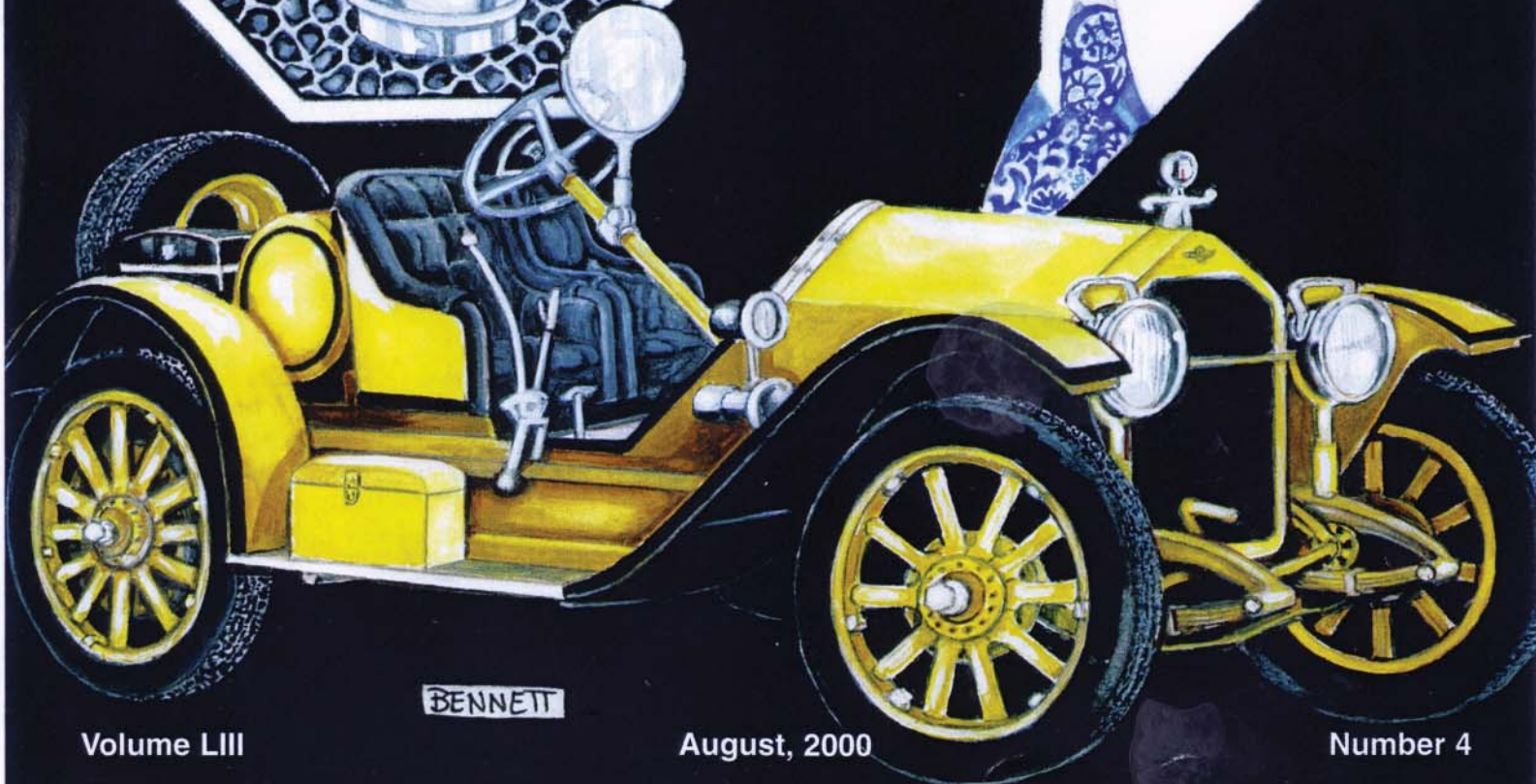
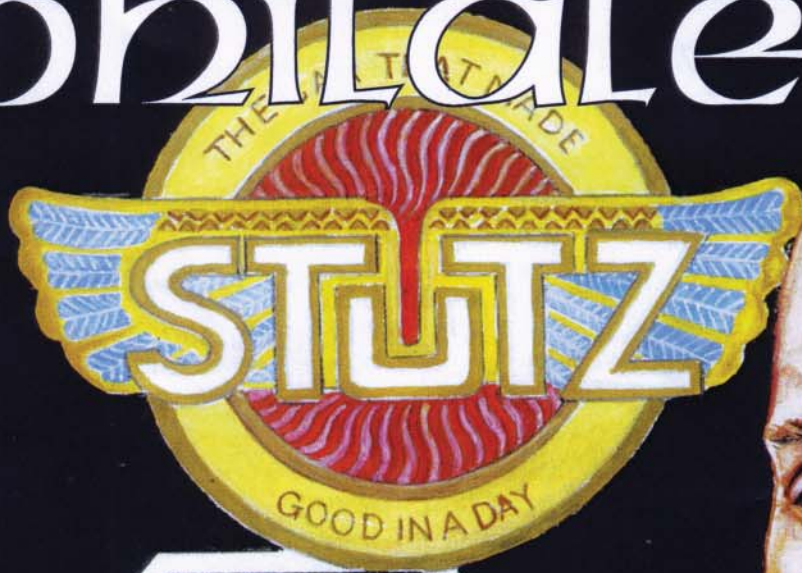
opportunity to meet Emma for a good interview. Later, after her death, the Henderson Law Firm of Indianapolis honored my request to copy some 85 photos from Emma’s two early albums. (*Horn*).

A friend of the Stutz family, Robert Meyer of Indianapolis shared photos (*Meyer*) and information on his friend William S. Horn, Jr., the only offspring of Emma Belle Stutz Horn and Harry’s grandson. Many early Stutz family photos have been copied from the HCCA Gazette Vol. 32 No. 4 of July-August, 1970 which appeared in an article, “A Peek at Harry C. Stutz,” pages 20 – 33.

The Stutz family photos from this article were loaned by Harry’s grand nephew, Edison S. Brubaker of San Diego, CA, now deceased, (*Brubaker*) A number of these photos were selected by Ray Katzell to embellish Chapter One of *The Splendid Stutz* of 1996 authored by historian Charles L. Betts, Jr. “In The Beginning: Harry Clayton Stutz.”

In 2000 Laura L. Butler (#550) joined the Club and subsequently provided your editor a large number of photos (*Butler*). Laura later contributed an article in Stutz News, No. 5 titled “Harry’s Big Sister,” Frances Almeda (Stutz) Brubaker, her great grandmother. Inputs as to Harry’s character have come from a variety of sources and these will be quoted in this treatise.

the philalethes



BENNETT



The life of Harry Clayton Stutz

b. 12-09-1876

d. 25-06-1930

as noted by your editor

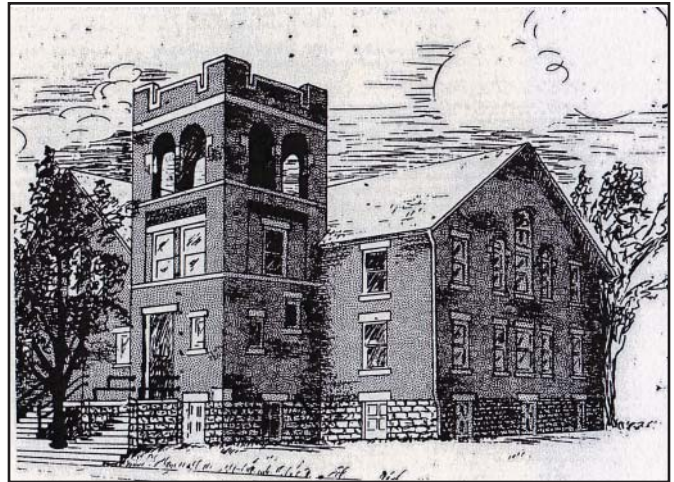
The Stutz Family of Ohio began in the early 1800s when Harry's grandfather, John William, moved from Pennsylvania to the farming community of New Carlisle, Ohio and later married Catherine. Harry's father, Henry John, born 1848, was one of seven children derived from that marriage. A veteran of the Civil War, Henry J. married Elizabeth Snyder on May 6, 1868 and they had three children as shown in the following photo (*Horn*). Henry died in 1940 following Harry's mother's death in 1936.

The photo below was taken at New Carlisle, OH prior to the family's move to Dayton.



(L to R) Harry C., Henry J., sister Frances Almeida (Mrs. J.F. Brubaker, center, mother of Harry's favorite nephew John H. Brubaker and great grandmother of Mrs. Laura Butler #550), Elizabeth S. and sister Iva Belle. (Brubaker, photo c. 1886)

According to C.L. Betts Harry became a member of this church at age 15. I quote the following from Betts: "Dunkers or Dunkards often had a penchant for non-conformity, and were reported to be thrifty, methodical, clean, clannish, loyal, honest, hard-working and stub-



Church at New Carlisle, Ohio (Gazette, p. 28)

born. Harry exhibited these traits in good measure. Harry obtained a grade school education at New Carlisle, OH Public Schools."

Betts states that Harry was noted to have a high aptitude for things mechanical at an early age and that at age 18, in 1894, he moved to Dayton and roomed with his first cousin, Charles Ellsworth Stutz and his aunt, Lydia Melhorn Stutz, wife of Harry's uncle Aaron who was killed by a bull. It was during this period 1894-97 that Harry honed his machinist skill at the Davis Sewing Machine Co. and later at the National Cash Register Co.

The Dayton, OH City Directory lists Harry C. as a laborer in 1896-97 residing at 436 E. Springfield with his parents and sister Iva Belle. 1897-99 lists the Stutz family residing at 2404 E. 3rd St. with Harry a bicycle repairer.

Harry married Clara Marie Dietz on October 25, 1898 who was born in Dallas, Texas on October 24, 1880. Clara died in Indianapolis on July 1, 1956. Clara's two brothers were machinists and we suspect they may have helped Harry build his first car, "Old Hickory" during 1898.

The Dayton Directory, 1899-1900 lists Harry as an assembler and Clara living at 765 S. Brown, then 1900-03



(Horn)

lists Harry and family at 703 E. May with Harry operating a machine shop at this address.

No photos exist of Harry's second car of 1900 which was equipped with his single cyl. engine with a bore of 4 1/2" and 5 1/2" stroke. It was reported that his Stutz



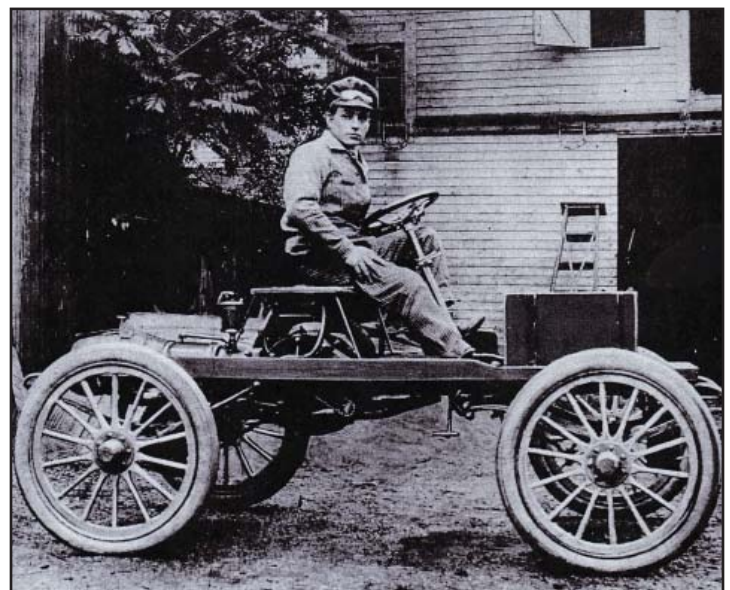
Manufacturing Co. founded in 1899 sold this engine at a price of \$150.00. In late 1902 Harry sold the assets to Lindsay Automobile Parts Co. of Indianapolis and another era of his life was to transpire.

Harry C. Stutz at the age of 21 in 1897. (Gazette)

By 1903 Harry had moved Clara and Emma Belle, born November 17, 1901, to a rental at 1816 Shelby St., Indianapolis and had taken a machinist job with the Gormully & Jeffrey Tire Co. In 1905 the family had moved to 2213 Bellefontaine and Harry was selling Schebler Carburetors.

In Stutz archives we have a most interesting letter dated December 15, 1915 signed by Harry relating details of his experience selling Wheeler Stutz Schabler Carburetors. On Henry's first trip he obtained several orders, 300 from Glide Mfg. Co. of Peoria, IL, 25 from engineer Dorris of the St. Louis Motor Car Co., 25 from Harry Gear known as the Motorcycle Man.

Returning to Indianapolis, Harry then took a trip East selling carburetors on his way to the New York Automobile Show. He recalls: "About this time the NY show was over trouble started. The carburetors that had been delivered to the above concerns were falling to pieces on account of poor workmanship by the concern with whom we had contracted to do the work and it was a case of the writer getting home on the job and try to rectify the trouble. This we did very nicely and business seemed to progress very flourishing."



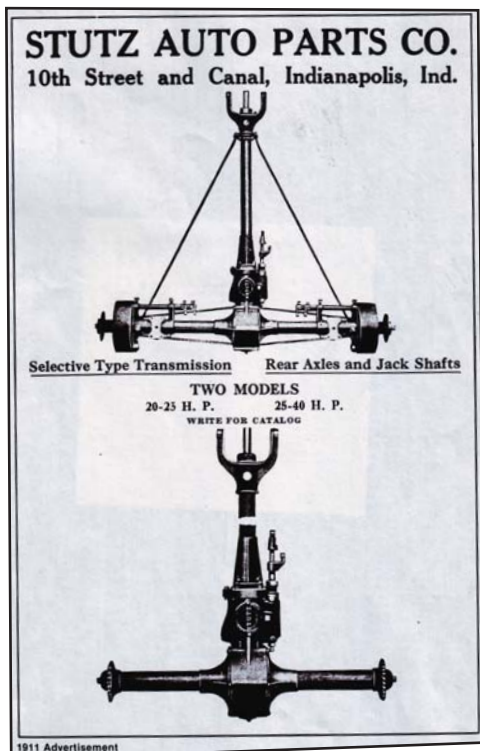
Harry C. Stutz seated on his first car c. 1898. He called it "Old Hickory." It had a 2 h.p. stationary engine. (Gazette)



Historic Wheeler Building now the Wheeler Arts Building

Harry concludes his letter saying: “Shortly after the Chicago Automobile Show (c. 1905) Mr. Wheeler went into partnership with Mr. Schebler and organized the Wheeler –Schebler Carburetor Company.” Following this sales experience Harry was employed to design the first car for the American Motor Car Co of Indianapolis. It was called the “Tourist” model, a conventional chassis employing a 4-cyl. motor manufactured by the Teetor Brothers of Hagerstown, IN.

At this juncture I will copy a well-written concise article by historians and authors Dennis E. and Terri Horvath titled, “Auto Pioneer Harry Clayton Stutz” dated November 2001.



1911 Ad reprinted in VMCCA's Bulb Horn, The Transaxle and the Present Day Confusion as to its Nomenclature, by Alec Ulmann, p. 23

In 2002 the Horvaths authored the book *Indiana Cars – A History of the Automobile in Indiana*, 197 pages including a four-page Index (ISBN: 0-9644364-50). This book is an excellent publication!

“Harry Clayton Stutz is the quintessential automotive pioneer. If Hollywood was to write a screen play of a typical early auto magnate, screenwriters couldn’t do better than start with Stutz.

“From building his first horeseless carriage in 1898, Stutz went on to establish his name in this pantheon of auto pioneers. During his 30-year trek in the automobile industry, Stutz had a hand in many automobiles that crossed the American landscape of which the Stutz marque is most well known.

“In 1899, Harry Clayton Stutz founded the Stutz Manufacturing Company in Dayton, Ohio, to perfect and construt gasoline engines for stationary and vehicular purposes. In late 1902, Stutz old his operations to the Lindsay Automobile Parts Company of Indianapolis, Indiana. Harry’s involvement with the Lindsay firm was short lived.

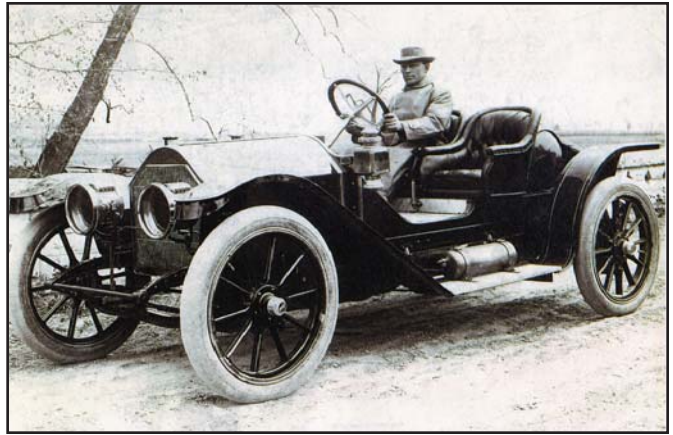
“He is credited with encouraging Frank H. Wheeler and George Schebler to form the Wheeler-Schebler Carburetor Company in 1904. Stutz became chief salesman for the firm. In late 1905, he designed the inaugural four-cylinder conventional chassis automobile for the new American Motor Car Company.



A Marion “Bobcat” in front of the Marion factory. Note resemblance to the Bearcat. (Gazette, p. 23)



1910 Empire Speedster - Harry Stutz with passenger Henry F. Campbell a close business associate and friend. (Brubaker)



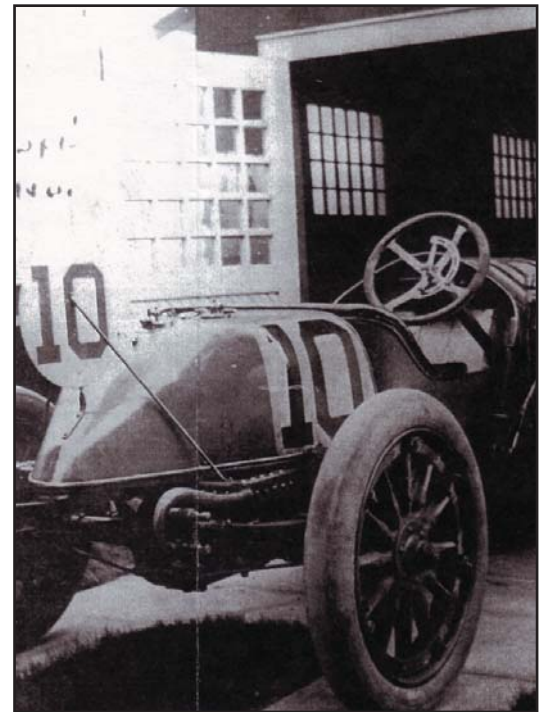
Harry, age 34, at the wheel of a 1910 Empire Speedster which he designed. (Butler)

“In 1906, Stutz began a four-year involvement with the Marion Motor Car Company as chief engineer and factory manager. It was at Marion that Stutz began his engagement in racing competition as a promotional device for the Glidden Tour, the July 1909 Indiana Trophy race in Crown Point, Indiana, the 1909 & 1910 races at the Indianapolis Motor Speedway, and the October 1909 & 1910 Brighton Beach races. In 1910, Marion introduced the Marion Special Roadster expressly for racing. The Special had a number of Stutz engineered features, one of which was the ‘transaxle,’ which combined the transmission and rear differential. The transaxle would form the basis of his next venture.”

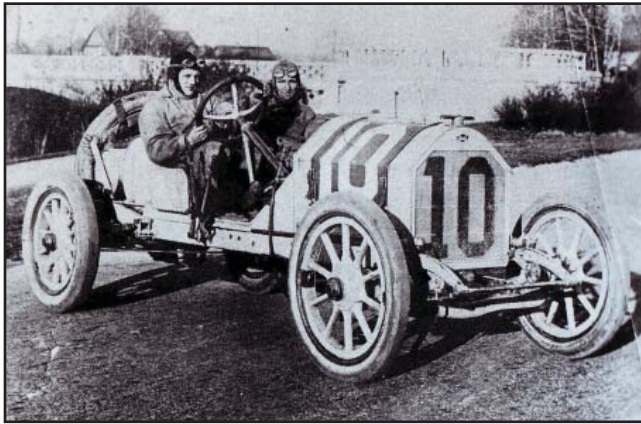
“In November 1909, Harry organized The Stutz Auto Parts Company to manufacture and sell the transaxle he had designed and patented. Early auto manufacturers were making the transition from chain to shaft drive and some thought it efficient to purchase the whole unit from a specialized manufacturer like Stutz. The 1911 Empire Model 20 reflected Stutz’s influence as consulting engineer with the implementation of new features including the transaxle. Also in 1911 Stutz had a short association with the Nyberg Automobile Works in Anderson.”

The how and why Harry left Marion in 1910 is told by W.T. Miller (Brubaker). Mr. Miller, Chief Accountant, of the Willys Overland Co. in Toledo, Ohio was sent to Indianapolis to install both cost and financial systems in the three plants. Willys Overland, Federal Motor Works and the Marion Motor Car Co. Miller found the people at the former two plants very cooperative but ran into a hornets nest at Marion.

When Miller told Harry C. Stutz, superintendent of Marion, what he had been commissioned to do, he exclaimed



Paul Freehill (Charter Member #148) obtained a copy of this photo of the first Stutz Racecar No. 10, from Fred Roe (#299), noted historian and author of the book Duesenberg.



From Jerry Gebby's article "Stutz at Indy," *AACA's Antique Automobile*, Jan- Feb. 1981, pages 24-31 (Antique)

loudly, "Nobody can come into my plant and put any kind of a system in, as long as I am running it." Miller then reported to the treasurer in Toledo and Mr. Stewart came down to Indianapolis on the sleeper Sunday night.

The case was discussed in full over breakfast on Monday and the two proceeded to the Marion Plant located at 16th St. and Canal. When asked why Harry objected, he replied, "Over my dead body will anyone put a system here."

Mr. Stewart persisted saying, "But Harry, Mr. Willys owns this company in its entirety and we MUST have a combined monthly statement." Harry replied, "I'll take my dinner bucket and walk out of here before I'll let you do that."



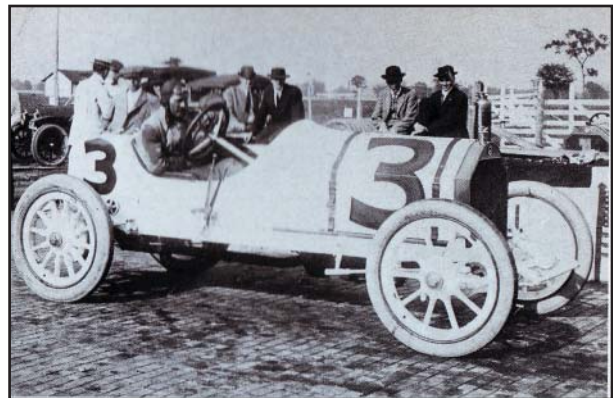
Stutz had a three-car racing team in 1912 with drivers Anderson, Charles Merz and Len Zengle (Antique, p. 25)



1912 photo of the 1911 Ideal Motor Car Co. located at 221 W. 10th St., Indianapolis. Note large Stutz logo in window and Bear-cat in front. This white building is now part of the Stutz Business Center owned by member Turner Woodard. (Gazette, p. 32)

Steward told Wally to get Harry his check and let him walk out. When Harry did, Willys found the BRAINS of the entire company were gone. It took 110 draftsmen to make drawings of all the car parts!

After leaving Marion Harry departed on a trip to Europe, perhaps spending some of his severance check, where he visited automobile manufacturing plants in England, France, Germany, Belgium, and Holland. No doubt this trip contributed to his knowledge of current technology and his future plans to build his own automobile.



Gil Anderson in the Stutz that was later renumbered 28 and driven by Charlie Merz. Sitting on the pit wall, over the car hood, and wearing a dark suit, is Harry Stutz. (Antique, p. 25)



We have good reason to believe that the 1911 Stutz Car No. 10 racecar was fabricated at the Stutz Auto Parts Co. building located at 10th and Canal, Indianapolis as noted in the Transaxle ad on page 6.

“It was during this time that Stutz formulated his dream of a quality sports car built from assembled high-quality components manufactured by outside suppliers at a price below \$2,000. The first Stutz was built in just five weeks and was immediately taken to the Indianapolis Motor Speedway for the inaugural running of the 500. Gil Anderson drove the car to an eleventh place finish, and thus Harry coined the advertising slogan, “The Car That Made Good in a Day.”

“In the summer of 1911, the Ideal Motor Car Company was organized for manufacturing of the Stutz Model A, a duplicate of the Indy race car. Stutz emphasized its 1911 record of competing in two additional “great races” in Philadelphia and Santa Monica without any adjustments. The famous Stutz Bearcat sports car appeared in 1912 for a run of ten years. In June 1913, the Ideal Motor

Car Company, was reorganized as the Stutz Motor Car Company with Harry Stutz as president. The demand for Stutz motor cars prompted the construction of a new manufacturing facility at 1002 North Capital Avenue in Indianapolis.

“The Stutz “White Squadron” racing team did extraordinarily well in 1915 (its last under factory sponsorship), with victories at Chicago, Elgin, Minneapolis, and Sheepshead Bay.”

It would be impossible to relate in this article the fantastic accomplishments of Stutz in the 1911-1915 period of racing but I will show some photos with captions and some items from Stutz archives, etc.

In June of 1911 Ideal with Henry F. Campbell as president leased space at 430 N. Capitol Ave., Indianapolis until the new building at 221 W. 10th St. was completed and functioning. No record has been found as to what activity took place at 430 N. Capitol Ave. We assume that the racecars of 1912-13 were put together in the 1911 building and possibly the 1914 and 15 racecars.

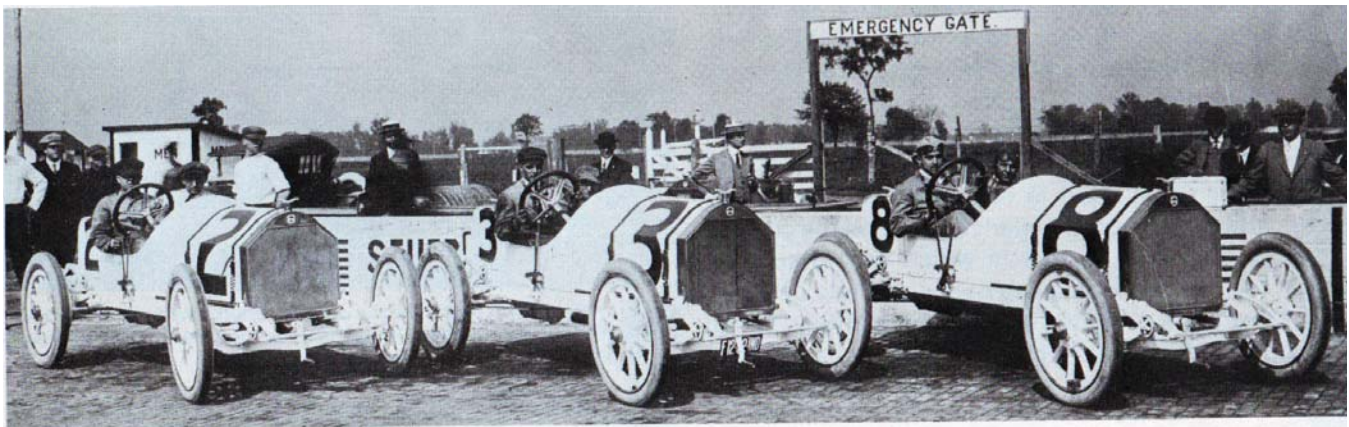
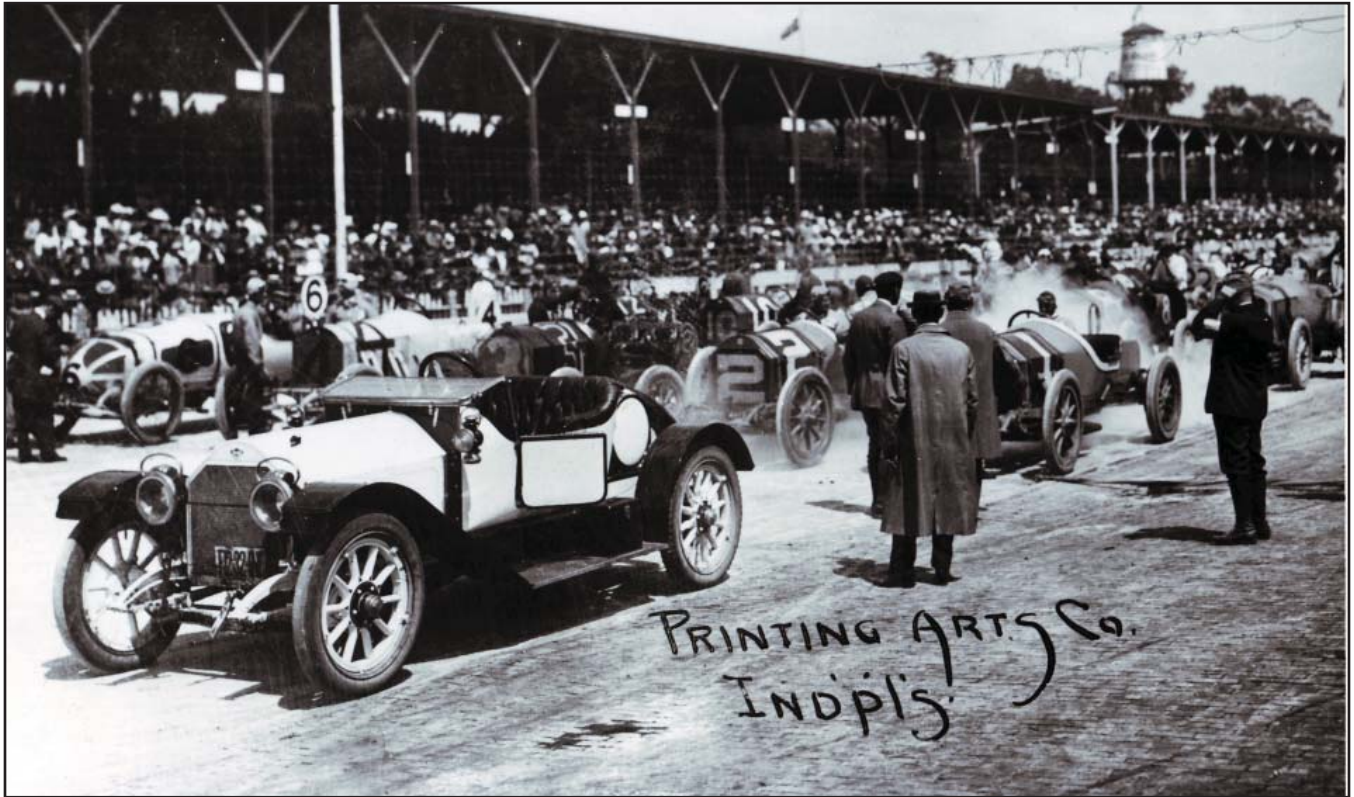


Photo 5—1913 INDY—The 1913 Stutz team.

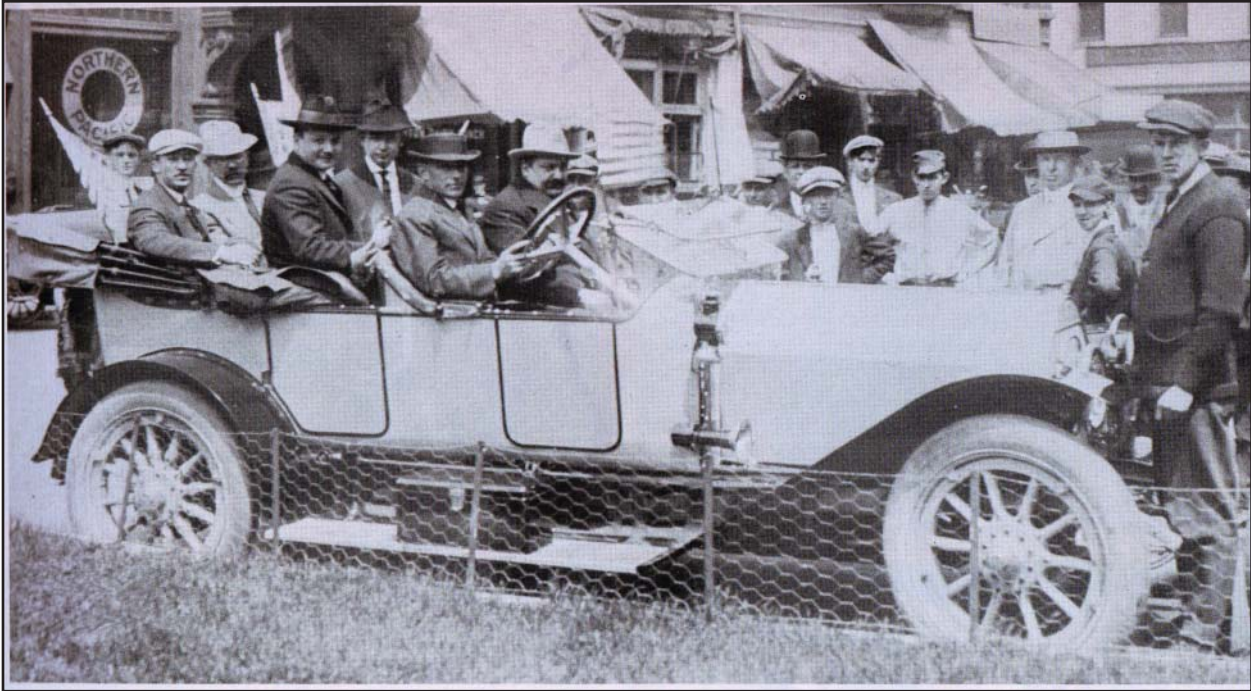
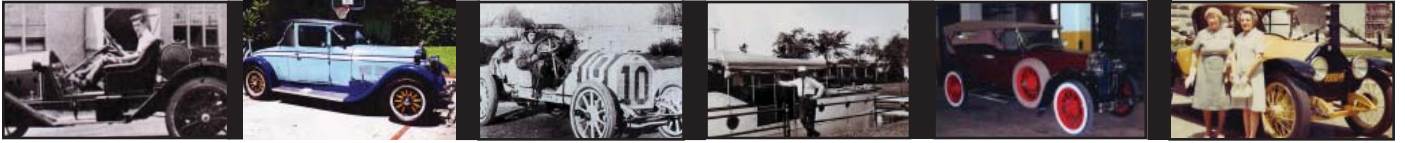
The 1913 Stutz racing team is shown below. That's Harry Stutz in hat behind Car No. 3. Left to right: Charles Merz (#2), Gil Anderson (33), Don Herr (#8). (Antique, p. 26)



This photo of the 1912 INDY 500 Pace Car shows Harry (in hat) standing with his 1912 Series 6B (6 cyl.) roadster. By October 1912, Harry had replaced the wood wheels with McCue sporty wires. See rear cover of Stutz News No. 94 for photo.

This photo c. 1913 shows the 1912 Stutz Pace Car with Harry's daughter Emma Belle at the wheel at age 12 with a friend probably cousin Leona Ditz. In a later interview with Emma published in the Indianapolis Star she answered the question, "How did you learn to drive?" She responded, "I learned to drive when a very small child sitting on the lap of my father at the wheel of a Stutz Bear Cat." (Gazette, p. 32)

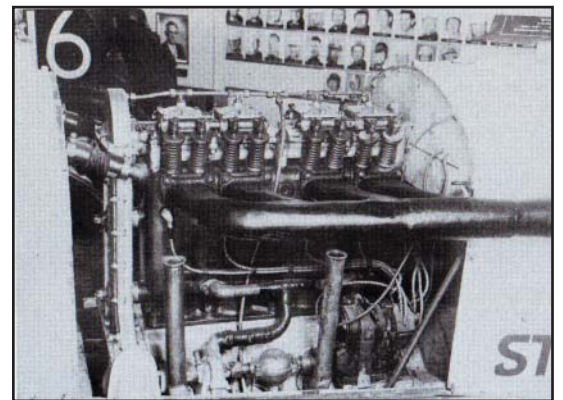




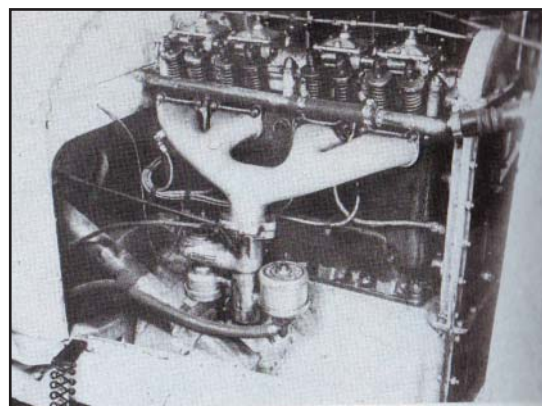
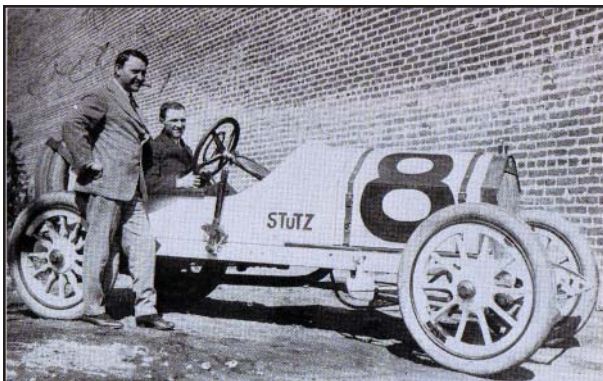
Harry Stutz in a new 1913 Stutz 6B Touring gives five race drivers from Europe a ride. They apparently arrived at the train station in the background. Beside Harry is Paullo Zuccarelli and behind, wearing a cap, is Jules Goux, both of the Peugeot team. Goux was the eventual winner of the 1913 Indy 500 mile race. (Antique, p. 27)

The Stutz 1914 racecar had larger Stutz-Wisconsin engines. The cars were driven by veteran Gil Anderson, the famous Barney Oldfield and 1913 AAA Champion Earl Cooper who repeated this feat in 1915 and 1917. Oldfield placed 5th in the 1914 INDY 500. (Gazette, p. 27)

1915 was a very special year of racing for the Stutz team. An all new chassis was developed using a SOHC 4-cyl, 4 valves per cylinder 300 cu in engine built by Wisconsin Engine Co. which produced up to 140 h.p.



Exhaust side of Harry's winning engine. (Gazette, p. 28)



Intake side of the 1915 Stutz-Wisconsin race engine. (Gazette, p. 28)



Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT
 GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

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MISS EMMA STUTZ

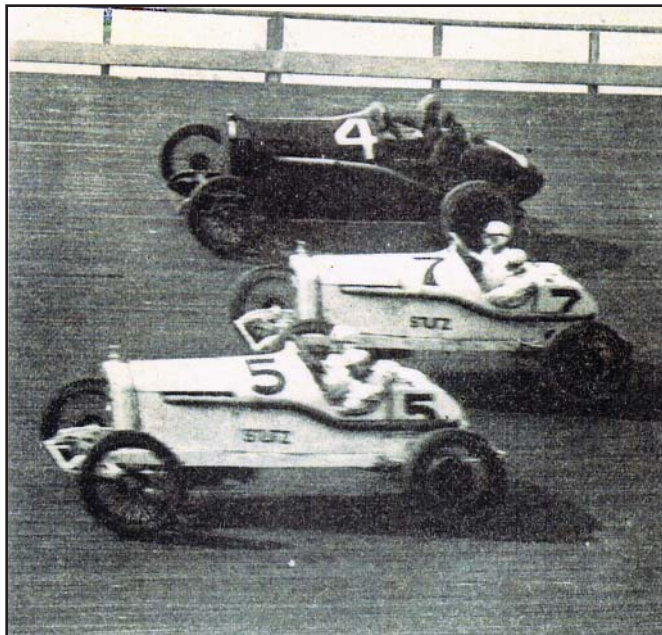
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3199 NORTH CAPITOL AVE INDIANAPOLIS IND

WON FIRST AND SECOND WILL BE HOME MONDAY NOON

MAMMA AND PAPA

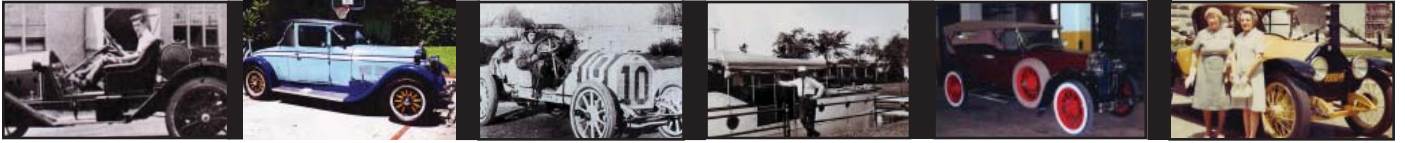
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Gil Anderson in Stutz No. 5 and Tom Rooney in Stutz No. 7 battle Burman's Peugeot in the Astor Cup Race at Shakespeare Bay, NY on October 9, 1915. Photo from The Horseless Age, October 15, 1915.

The 1915 Stutz drivers were Anderson, Cooper and Howard Wilcox. Wilcox qualified in first place and sat on the pole at INDY where Anderson placed third, Cooper fifth, and Wilcox seventh in the 500 mile race. The 1915 Stutz Team went on to place 1st and 2nd in the last of four major races: Chicago Auto Club Trophy Race, 300 miles, Aug. 20, 1915; Elgin National Trophy Race, 300 miles, Aug. 21, 1915; Twin City Speedway Minneapolis 500 Mile Race Sept. 14, 1915; and the Sheepshead Bay Race, New York, Oct. 9, 1915, 300 miles. In this "Astor Cup Race" Stutz established a world record 102.60 miles per hour for this distance.

Stutz archives hold many items pertaining to racing including original telegrams sent following the Elgin and New York races. From Elgin, IL Harry sent the following telegram to Mrs. HC Stutz "Stutz wins seventy two miles an hour six minutes ahead." From New York to Miss Emma Stutz, 3199 N. Capitol Ave., Indianapolis, IN, "Won first and second will be home Monday noon - Mamma and Papa."



At the Stutz Centennial Celebration May 11 – 15, 2011 a large bronze plaque (20” w x 22” h) purchased by George Holman, VP Programs, will be displayed. This commemorative plaque was presented to the Stutz Motor Car Company by the citizens of Indianapolis by the Mayor at the Chamber of Commerce meeting held Oct. 16, 1915. Related to the presentation Harry C. Stutz wrote a letter addressed to Mrs. Stutz, Campbell and Thomson dated October 18, 1915 as follows “To our dear wives:

Please permit the writer, in behalf of the Stutz Motor Car Company and the racing team, to congratulate you and thank you on the wonderful token of remembrance presented to the victors of the Stutz Motor Car Company at the Chamber of Commerce meeting held last Saturday evening, October 16th, 1915.

Words cannot express our gratitude and a token of

Stutz Motor Car Company of Indiana Building at 1002 N. Capitol Ave., Bass Photo No. 46931, courtesy of the Indiana Historical Society

this kind, presented by the Mayor, was not only touching but is another link in the chain of evidence of the kind wishes of a devoted wife always given when we least expect it. The success of the Stutz Motor Car Company no doubt largely depends upon the comfort and kind words bestowed when business battles seem to be the most discouraging.

Again, thanking you in behalf of the victors of the Stutz Motor Car Company, we are

Truly yours,

HC Stutz

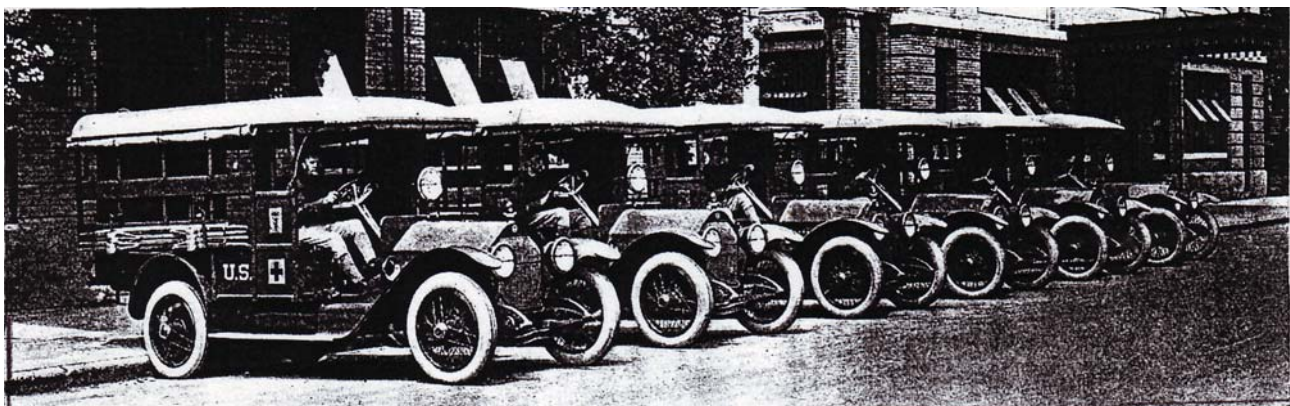


As the racing season of 1915 drew to a close Harry retired the race cars and directed his full efforts to building cars for sale. Harry was a member of the “Board of Judges,” Indianapolis Motor Speedway for the 1916 INDY 500 and again in 1920 and 1922. No INDY 500 race was held in 1917-1918 during WW 1.

By 1915 Harry had moved his office and staff across 10th Street to the new 4-story building at 1002 N. Capitol Ave. and began to employ additional workers. One of these was Geneva Wickliff who was employed as the switchboard operator. The office was on the corner behind the awnings shown in the photo. Perhaps that is Harry’s 1914 Series E Touring parked in front. Geneva’s switchboard was connected to a house phone on each floor so Harry could talk from wherever he happened to be.

In her comments of 1985 titled “A Glimpse of Harry C. Stutz,” Ms. Wickliff recalled: “There were five girls already working in the office – Rose Giesler, Henrietta O’Bannon, Mary Grueiner, Zora Trusler and Ed Klee, Service Manager, along with Mr. Stutz and Wm. Thompson, Sales Manager (all are now deceased.) My first day I was warned by the girls that Mr. Stutz was very strict, and for me not to carry on conversation with him. To my surprise, he was a warm and friendly gentleman, strictly business, but always kind and gentle. My first day he told me that the one thing he required was to get all of his telephone calls. Mr. Stutz was a small man in stature, probably five foot five, slim and quiet, but a dynamic business man, always immaculately dressed in a navy blue suit. (I never saw him in a light color suit.)”

Six Ambulances Presented to Indiana National Guard



Geneva further related that after working at the Stutz office for a couple of months Harry asked her to take over the department of answering letters and requests for literature and pictures of all the Stutz cars. She told him she would really love doing that and “he bought a new table and typewriter for me to use.”

In closing her story, Ms. Wickliff fondly remembers a gift Harry sent to her from New York, possibly while attending the Astor Cup Race on Oct. 9, 1915, the box contained a three foot “Krazy Kat” a popular comic strip in the newspaper at that time. She related “The Kat” had a place on the corner of my davenport for many years.

“Also in 1915, Cannonball Baker drove a Bearcat cross-country from San Diego to New York in a record-breaking time of 11 days, 7 hours, and 15 minutes. Increasing sales necessitated a 1916 expansion of manufacturing facilities, and Stutz made the decision to go public. Also in 1916, a group of Wall Street investors headed by Allan A. Ryan bought controlling interest in Stutz. In 1919, Harry sold his remaining interest in Stutz. In 1919, Harry sold his remaining interest in the company that now bore his name to pursue other opportunities.”

Fortunately Stutz archives include copies of all Annual Reports of Stutz Motor Car Co. of America. The first report for the year ending Dec. 31, 1916 provides important data on the Stutz Motor Car Co. of Indiana as follows:

The photo above was published in the Automobile and Automotive Industries of August 23, 1917. Sorry for the poor image.



Year	Output of Cars	Net Profits
1913	759	\$292,080
1914	659	\$151,106
1915	1079	\$366,475
1916	1535	\$649,042

With the company doing well and dividends coming in Harry had the financial resources to build a nice home at 3192 N. Capitol Ave. which we will see on the tour, Thursday, May 12, 2011. The family had been previously living in a leased home at 222. W. 29th St. Harry also had time to enjoy his hobbies of camping, hunting, and fishing. He also enjoyed his first yacht, “Emma Belle I” a 40 foot boat.

Ryan, now in control of Stutz negotiated a contract with Harry to stay on as president through June 1919. On Feb. 1, 1917 the Indiana Company was dissolved and its entire assets conveyed to the new company. During 1917 an 18,000 square foot one-story machine shop was added to the west of the 4-story building shown on page 13. This shop was equipped to manufacture the new 16-valve four-cylinder motors employed in the new Series S of 1917-18. The shop was expanded in 1919 and other buildings were constructed north along Capitol Ave. Car output in 1917 was 2207 and net profits rose to \$1,074,778.46. With WWI underway in 1917, Stutz donated six chassis to the Indiana National Guard and the local Parry Mfg. Co. provided the ambulance bodies. (p. 14)



1917 at Oshkosh, Wisconsin Harry’s 40 ft. yacht “Emma Belle I.” Emma noted on the photo “Daddy is a sailor.” (Horn)



Note Corporate Seal of 1916. These 100 shares were worth as much as \$75,000 during the Ryan corner in Stutz and as low as \$500 before bankruptcy.



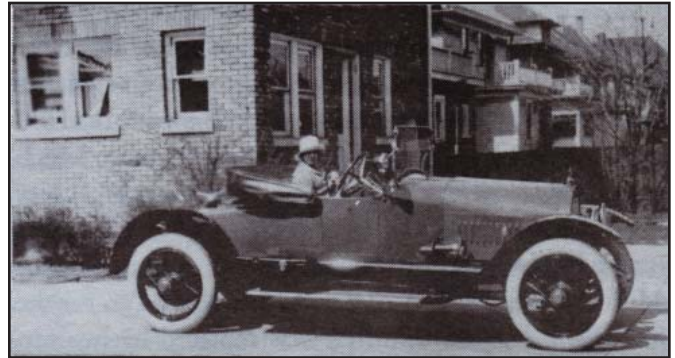
During the 1916-19 period also had more time to spend with his family especially Emma.

Harry was quite generous in providing Emma with good transportation as seen in the following two photos.



Harry C. Stutz at his hunting camp. He had a large collection of fine guns. (Brubaker)

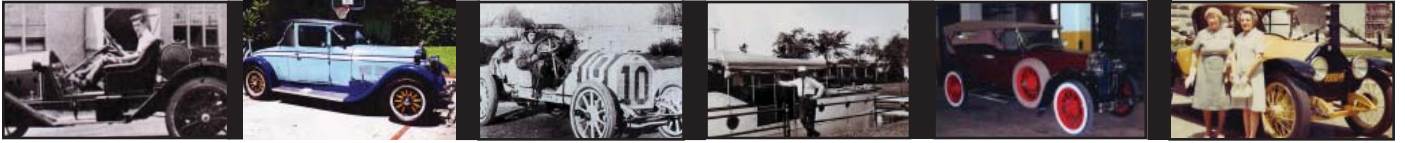
Emma, 16, with father Harry at French Lick, Ind., a noted resort. (Horn, c. 1917)



Emma and cousin Leona Dietz with a Series G roadster. Note the disc wheels which Harry reportedly preferred. (Horn)



Harry with Emma, 18, most likely at Briarcliff College. (Horn, c. 1919)



With Harry's contract as president expiring on July 1, 1919 it became quite obvious that he planned to undertake more automotive ventures. He had liquidated his company stock during the run-up of its price and was in a sound financial position to carry out his plans. A large plot of land was acquired at 1400 N. Capitol Ave. where his new companies were to be located.



Emma Belle with her mother, Clara Marie Dietz Stutz in 1919 at their home, 3129 N. Capitol Ave. Note garage in rear. Photo titled Mother & I 1919 (Horn)



Mrs. Charles (Christine) Stutz, unknown, Clara Marie Stutz and Emma Belle Stutz c. 1919 (Horn)



Stutz News #30, p. 8

Harry with Shepard dog "Dick" and daughter Emma Belle at home, 3129 N. Capitol Ave., Indianapolis (Butler c. 1919)



The Stutz Fire Engine company building was the first to be built at 1401 N. Capitol Ave. and it is reported that they early Series II HCS cars were made here.

“Later in 1919, Harry Stutz founded two new automotive ventures, the Stutz Fire Engine Company and the HCS Motor Car Company. The Stutz Fire Engine Company was incorporated in May 1919. The first Stutz pumper earned a perfect score in a 12-hour test at a fire chief’s convention against eight worthy competitors. Several cities placed orders on-the-spot for the new units. Stutz grew into a major manufacturer of fire apparatus in the twenties, but it didn’t reach the volume needed to survive. Harry left the fire engine company in 1924, probably to better focus on the HCS Company. After building a total of 302 units, the company closed late in the decade.”



We believe Harry’s new home at 3190 N. Meridian Street was built in the 1919-1920 period at the time the Stutz Fire Engine Company building was constructed at 1401 N. Capitol Ave.

Standardized and Engineered for Fire Service only

STUTZ

Fire Apparatus

LEADS ALL OTHERS IN EFFICIENCY AND POWER
Built in all sizes and capacities

WHAT WE PROPOSE — WE DO
WHAT WE PROMISE — WE FULFILL

STRENGTH and STRUCTURE
SERVICE and SATISFACTION

If contemplating purchase of Fire Apparatus
GET IN TOUCH with the STUTZ

STUTZ FIRE ENGINE CO.
INDIANAPOLIS INDIANA

When writing to Advertisers please mention THE AMERICAN CITY.



Stutz News #30, p. 17

This poor photo copy (original not located) shows Harry (in front holding hat) with Alfred C. Mecklenberg, Chief Engineer of the Fire Engine Operation. Mr. Mecklenberg broke his arm cranking the Stutz Pumper during



Indiana Historical Society Photo No. 71824F H.C.S. Motor Car Company Building at 1402 N. Capitol Ave. when new in 1920

Below is the IMS Museum's Stutz Model HCS roadster at a concours held several years ago downtown Indianapolis. Alex K. Miller informed me that it is car No. 104 (the 4th Series I car made.) That's your editor standing beside his 1928 BB fastback speedster which he later sold to member Jean Gorjat (deceased).

the successful 12-hour test. Pumpers were expensive. The Indianapolis Fire Department paid \$7,785 in 1921 for a 90 hp unit weighing 9,000 pounds.

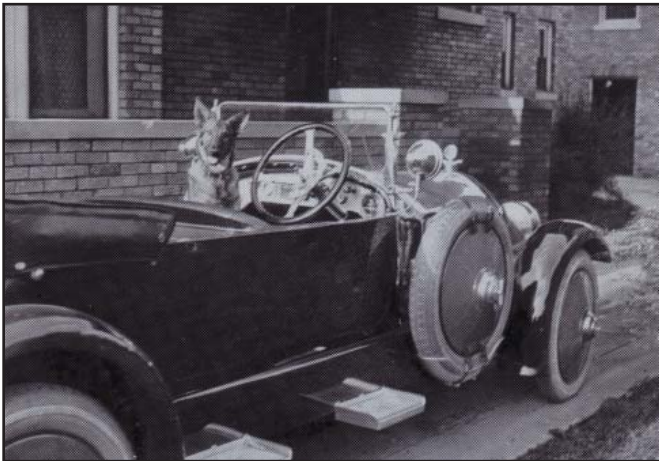
AC Mecklenberg continued to produce fire apparatus at the new Stutz Fire Engine Co. located in Hartford City, Ind. after the Indianapolis facility closed. Charter member Rodger J. Birchfield (No. 141) of Camby, IN is a noted expert on Stutz Fire Engine and has authorized two fine books on the subject. We believe Harry relied mostly on AC Mecklenberg to run the Fire Engine Co. while he concentrated on the HCS venture. Harry's new office was located on the left as you enter the building under the canopy. The floor of the entrance was finished in black and white tile.

"The purpose of the HCS venture was to build a quality moderately-priced assembled car, which was exhibited at the 1920 New York Auto Show. Stutz selected a Weidley 4-cylinder, 50 horsepower engine on a 120" wheelbase. The early twenties was a perilous time to launch a new auto maker. Sales of the HCS failed to reach the critical mass to become an enduring make and succumbed along with hundreds of other passenger car



makes in 1924. HCS Cab Manufacturing Company was announced in late 1924. The cab firm entered receivership in 1927."

Before we go further, we should point out that Harry produced a smaller version of the Bear-cat in 1914/15, the HCS model roadster which we refer to as Series I. Reportedly, 99 of these Stutz HCS cars were produced. Two of these exist. One is owned by member Judge Eleanor J. Howie (No. 298) of Scotland and the other by the IMS Hall of Fame Museum.



The two photos above show what he had in mind. Note the right hand drive, the sporty cycle fenders nicely crowned, the step plates and disc wheels. Yes, that's "Dick," the Shepard in the passenger seat. (Horn) From the shot of the rear we gather it was in late fall (no leaves). Emma marked these photos "Daddy creates." (Horn)

The series II HCS cars rolled off the line in 1920 and sales were promising. Harry had made sure that the cars would be of top quality and sporty. Before leaving Stutz on July 1, 1919 he pulled a Series S or H Stutz touring off the line and made a prototype of what he wanted the HCS Touring to look like. Before moving on with the HCS story, I would like to digress and review the role Harry's close friend and business associate Henry F. Campbell played in Stutz operations. Henry and his father had financial interest in the Overland Automobile Co. and the Marion Motor Car Co. where Mr. Campbell came into association with Harry.

There are many references to Campbell in the Splendid Stutz pertaining to his involvement in the various Stutz related companies. Allow me to summarize:

1909	Stutz Auto Parts Co.	Director and Financier
1911	Ideal Motor Car Co.	President
1912	Ideal Motor Car Co.	Secretary
1913	Stutz Motor Car Co of Indiana	Secr. And Treas.
1916	Stutz Motor Car Co. of America	Chairman
1919	Stutz Fire Engine Co.	Official / Director
1919	HCS Motor Car Co.	Treasurer

Henry Campbell built a mansion on 5.66 acres at 2550 Cold Springs Road which is faced with the same cream-colored brick and glazed terra cotta trim as all the other Stutz buildings. The Campbells never lived in the home and a developer converted it into 11 apartments. Additional apartments have now been built on this site. Meanwhile down the street at Stutz Allan Ryan had become president as Henry left and became chairman in 1920 when William N. Thompson assumed the presidency. Then Thompson bought a large parcel at 4343 N. Meridian and had a fine home built. (Yes, faced with cream colored brick.) Members Dr. John and Elaine Klein, the current owners, will host the Centennial participants for dinner on May 12, 2011.

The HCS Motor Car Co. produced an estimated 2,400 cars and an unknown number of taxicabs. Club records of survivors list four 1920 Series 2 cars (two roadsters and two tourings), seven Series 3 touring of 1921-22, and six Series 4 touring Cars (two 4-cyl and four 6-cyl.) and one 6 cyl. Sedan for a total of 18 HCS cars.



Emma with her very sporty 1920 HCS Series 2 Touring which she calls "My Yellow Car." (Horn)

Emma with an HCS Series 2 Sports Sedan parked in front of the Stutz garage at 3129 N. Capitol Ave. A coupe was also offered but neither a 4 cyl, a coupe or sedan are known to survive. (Horn)



A real HCS Series 3 1921 roadster the Indy 500 Pace Car. Proud Harry with Barney Oldfield in the HCS. Facing the severe post WWI depression of 1921-22, we believe Harry again turned his attention to racing as a means to spark interest in his HCS ventures.

The origin of this ad (above) has been lost but we know it dates from C. 1921.





The photo at left was taken inside the remodeled HCS building at its opening ceremony in 2005. The editor has owned this 1923 HCS M (6 cyl.) Touring for years. The first owner kept the HCS for 45 years.

(Butler)



Member Randy Kauffman (No. 364) of Elkhart, IN owns the only known existing 1923 HCS Sports Sedan 620 with 6 cyl. engine. The photo above was taken in 1923 at the Stutz residence located at 3190 N. Meridian St. We believe the Stutz family occupied this home c. 1922. For the first time ever Harry enjoyed a radiator mascot, an American Eagle.

Harry continued to be very active in the decade of the 1920s. Not only was he fully involved the Fire Engine and HCS ventures, he was moving into his new residence on Meridian St., helping to found the Indianapolis Athletic Club where he served as chairman of the Building and House Committees. (See Stutz and INDAC, Stutz News No. 90, pages 2 – 7).



Standing on the Pier next to “Bella” (L to R) are close friends “Snappy Gaylord Ford, IMS press director and a trap shooter of note, Charles E. Stutz, Harry’s first cousin, Seth Cline and Robert Maypole, Marion and later Stutz distributor in Chicago. Captain Harry Stutz at right. (Horn)

It was during this time that he fell in love with Blanche Clark Miller, wife of the Asst. Manager of the Athletic Club. Not only that he charged Harry Miller to build his two HCS Special race cars during 1922-23. on the personal side he had sold his yachts “Emma Belle I and II” and in 1919 had purchased Emma Belle III, a 63 foot twin screw cruiser. This one he sold in July 1920 and purchased Bella, an 88 ft. cruiser shown above. Emma enjoyed this yacht.

Charles Ellsworth 1883-1959 had followed Harry to Indianapolis in c. 1906 and was always involved with Harry’s ventures. See an article titled “Harry’s cousin Charlie” Stutz News No. 19. By 1908 Charlie was driving Marion cars in races around the country ie; Amaril-

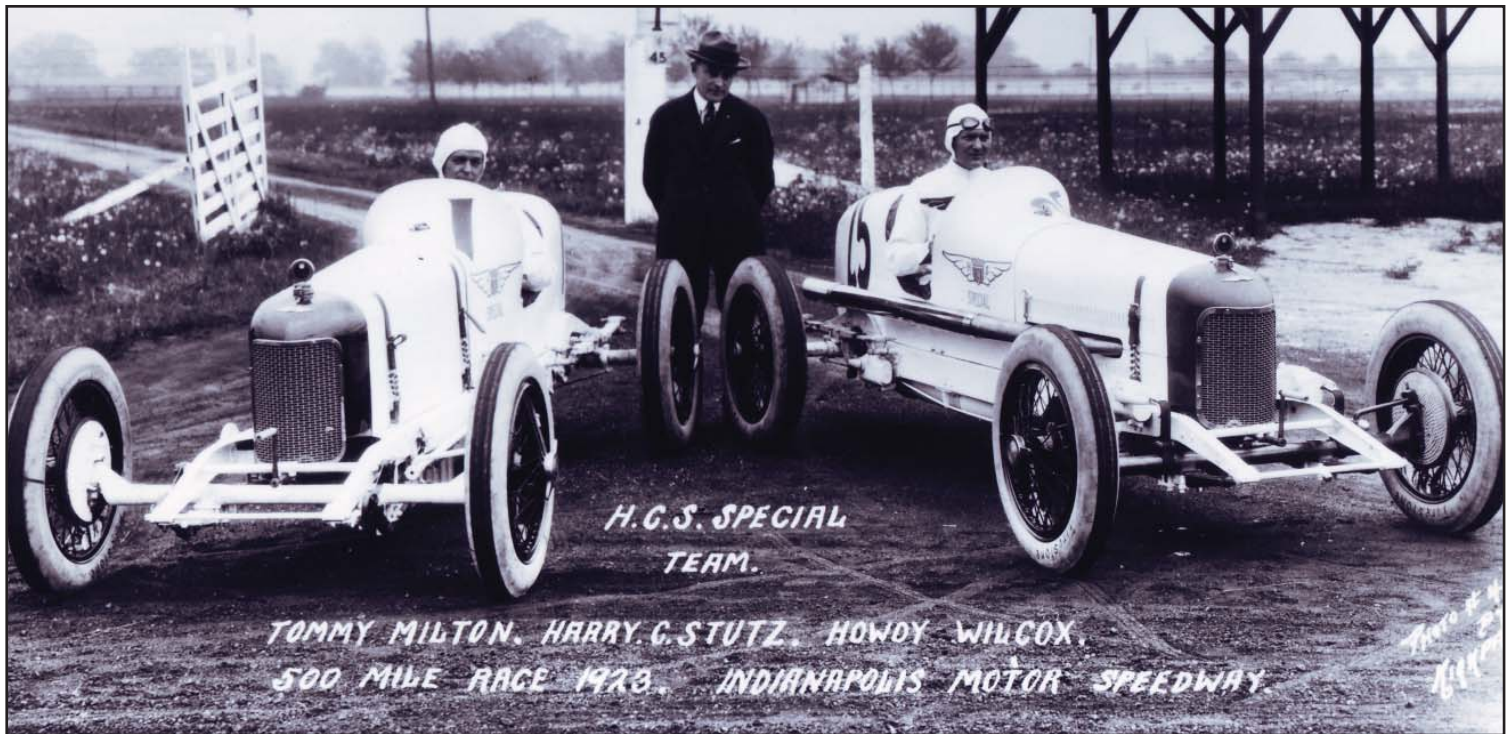


lo, Texas; Crown Point, Ind. and Wildwood, NJ where he won a Journal Trophy race on July 5, 1909 winning a fine 15-jewel Waltham pocket watch engraved with his initials “CES.”

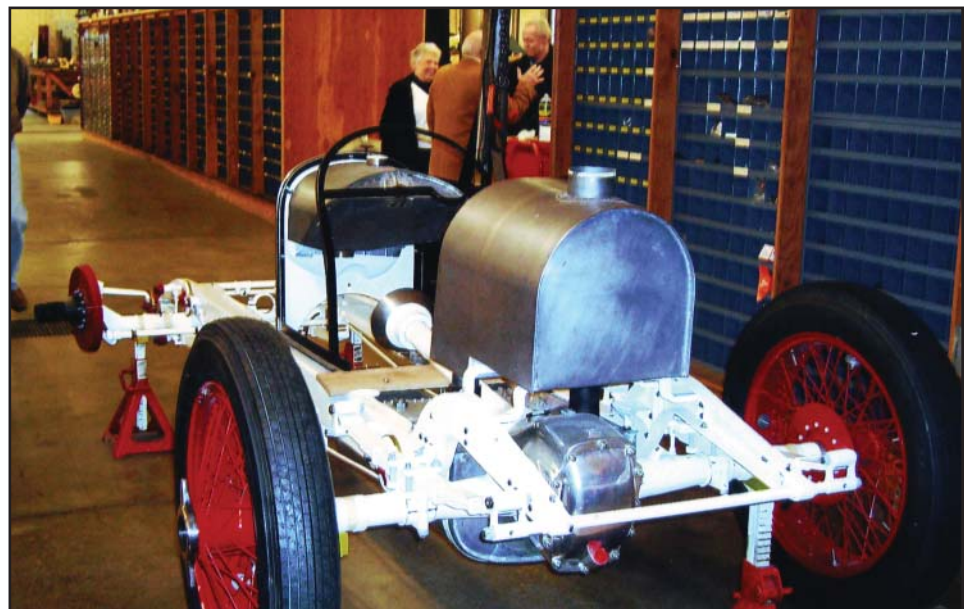
The writer is thrilled to have this watch in his possession. Among other activities Charles served on the Indianapolis Motor Speedway Technical Committee in 1916, 1921-22, and 1924-1937. Charles was involved with several automobile dealerships including the Stutz-Updyke operation at 850 N. Meridian St. in 1925 Charles retired from retail sales and rejoined Stutz as assistant chief engineer. It is unknown when Charlie divorced his wife Christine who is shown in the photo at right with Emma and a 1917 Stutz roadster in 1970.

Harry and Charlie had a c. 1917-18 Bearcat fitted with a rumble seat at the factory. The poor photo we have of it shows a buck deer in the rumble. In 1989 member Bernard Parris of Kent, UK purchased such a Bearcat from a widow in North California who informed him that her husband bought the Bearcat in 1959 so fitted. Was Stutz the originator of the rumble seat?

In 1923 Harry’s last try at winning the Indy 500 was a grand success. For the first time in history his HCS Special, entered as Car No. 1 and driven by Tommy Milton, won pole position at a new record of 108.17 mph and won the race averaging 90.95 mph. That’s 1, 1,1!



The HCS Special had an 8 cyl. 120.7 cu in Miller engine. 1st prize paid \$20,000 with \$100 per laps led. Milton led 85 laps and Wilcox led 20 of the 48 laps when he replaced Milton, whose hands were blistered from steering. You can imagine that Harry, Clara, and Emma celebrated well into the night. (Indianapolis Motor Speedway - Kirkpatrick Photo #4333)



An HCS Special restoration project has been underway at Zakira Garage in Cincinnati for some time and as of August 2009 was around 95% complete. It is our great hope that the owner, Ted Thomas, will show the HCS Special at the Stutz Centennial Celebration. See Stutz News No. 89 for more details.



It is now time to tell you about Emma's son, Harry's grandson, William S. Horn, Jr. who was born in 1926. Emma had married William Horn Sr., 1896-1968, in 1925 at the Meridian Street residence at age 23.

We believe this photo below was taken by Harry's nephew, John Brubaker c. 1928 when Harry was age 52.



William S. Horn Sr. with son Billie. (Horn)



Young William S. Horn Jr. c. 1944, age 18? (Meyer)

Emma Stutz Horn and son, Billie, with her father, Harry C. Stutz



In Indianapolis before his death in 1982 (Meyer)

William S. Horn Jr. worked at a color artist for Universal Studios in California for many years. He returned to Indianapolis following retirement and lived in the same apartment building at 38th and Meridian where Emma lived. William died at age 56 in 1982 of a massive heart attack according to Robert Meyer who I met at Emma's funeral.

Photo of young William Horn Jr. donated by friend Robert Meyer of Indianapolis following Emma's death in 1992. The photo of Emma Belle (Stutz) Horn at right was also gifted by Robert Meyer. Emma was made a charter and Honorary member (No. 100) by the Stutz Club in 1988.





Some additional information has come to light about Harry since the editor published an article titled "Harry Clayton Stutz – The Last Five Years" in *Stutz News*, October – December 1999. Some great inputs about Harry's life and as a Mason were contributed by Joseph E. Bennett, FPS, and I quote from his article. "Driven to Excell- Philalethes, pages 77-81."

Harry's personal life took an important turn in 1908 when he became a member of the Masonic Fraternity. Petitioning Ancient Landmarks Lodge No. 319, in Indianapolis, Stutz received his Entered Apprentice Degree on September 14, 1908 (just two days after his 32nd birthday, Ed.) The Fellowcraft Degree followed on September 28th, and he was raised to the Sublime Degree of Master Mason on October 12, 1908.

He was a faithful member until the end of his life. Among Brother Stutz' other Masonic memberships were those in Keystone Chapter, royal Arch Masons, and Raper Commandery, Knights Temple of the Shrine in Indianapolis. He was a member of Murat Temple of the Shrine in Indianapolis and an Honorary Member of Zorah Temple in Terre Haute, Indiana. We thank Mr. Bennett for his research on this subject because it sheds considerable light in an area that strongly affected Harry's character.

Another burst of inputs came from member Laura Butler derived from her research on Harry's elder sister, Frances Almeda (Stutz) Brubaker, Laura's great grandmother. We published her story "Harry's Big

(Butler)





Sister” in the October – December 2001 issue of Stutz News. In her grand mother’s files she found a number of great photos including this one of Harry’s taken in the late 1920s. Please help identify the car. Laura noted she loves this picture!

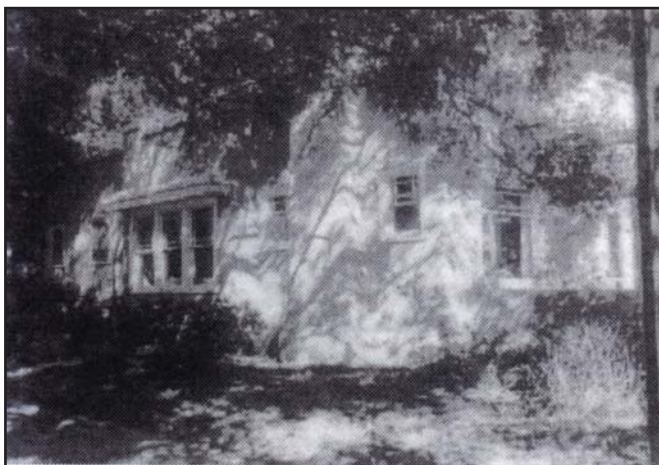
Laura commented that grandmother, Myrtle Marie (Brubaker) McFarland, told her how Uncle Harry enjoyed piling the Brubaker kids into his cars for a ride in the country around town. She recalled his generous nature and quick wit, his eagerness to spoil his sister Almeda’s children. “Meda” had married a widower, John Funderburg, who already had four children and he and Almeda had 11 children together.

By chance, in 1997 at a CCCA Annual Meeting in Ft. Lauderdale, FL I met James Prior of Sanford who told me about a Stutz building in Orlando. At my request Jim was able to locate Blanche Stutz’s adopted daughter, Mr. Marnay (Meredith) Coleman born January 15, 1931 in Orlando. Contact with Marnay led to her becoming an Honorary member No. 549H.

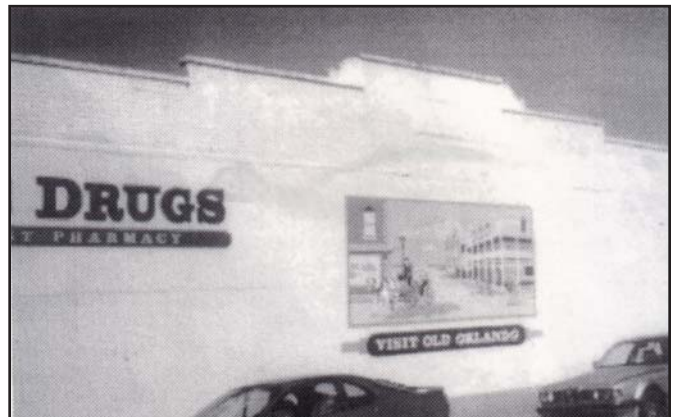
Harry and Blanche sailed the yacht Bella we believe to the Cocolobo Cay Club at Miami Beach following their marriage in December 1925. They took up residence at 1531 Berkshire in Orlando, Florida. In 1926 Harry built an industrial building at 1101 E. Colonial Drive and also invested in orange groves in the Oakland area. The residence and industrial building, estimated at 8,000 sq. ft.



Harry’s second wife, Mrs. Blanche Stutz Meredith with daughter Marnay Meredith in 1934.



The Stutz home at 1531 Berkshire in Orlando c. 1988



A view of the Stutz Building at 1101 East Colonial Drive c. 1988. Unfortunately this photo does not show “Stutz” in a rectangle below the highest parapet.



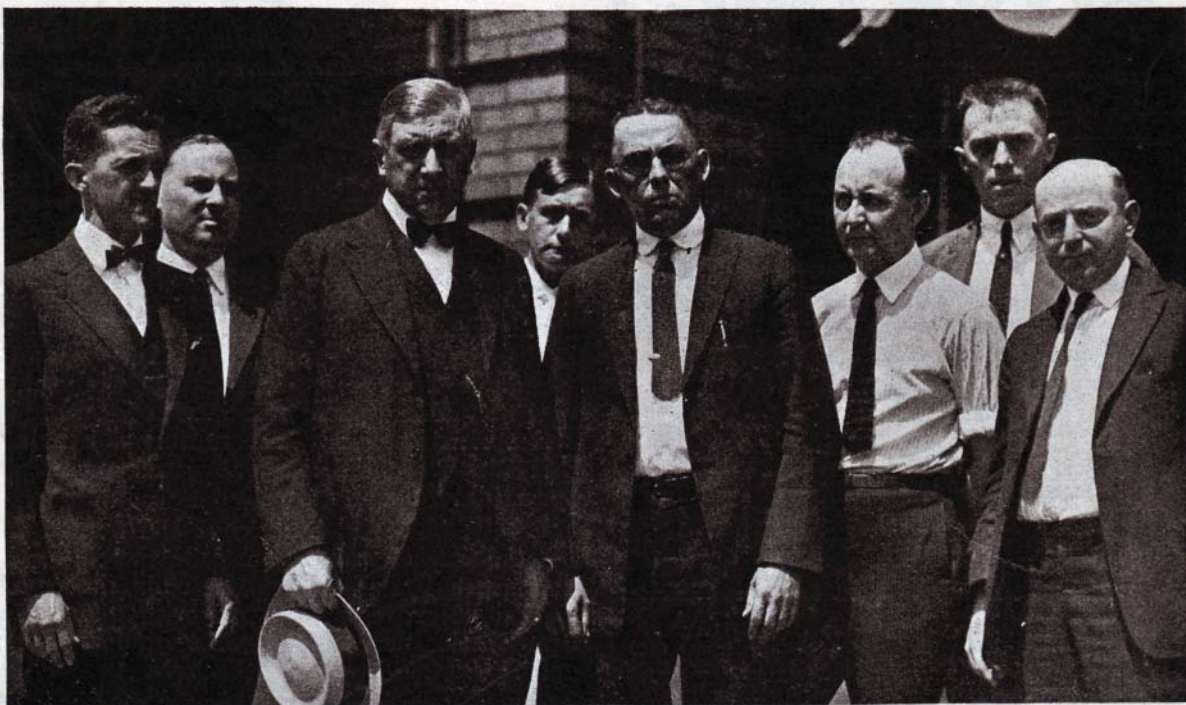
in size and orange grove investments were disposed of in 1969 following Blanche's death on September 9, 1969 at age 82. The proceeds went to Emma Belle as per Harry's will.

In conversation with Marnay she related that her mother, who Harry called "Jane" loved boating, fishing, and music. Having been an accomplished harpist with the Indianapolis Symphony Orchestra. She became skeet shooting Champion in Florida in 1933. Harry Stutz was "high gun" in trap shooting and an avid sportsman who found pleasure in hunting, fishing, yachting and baseball. He also loved music and taught himself to play the saxophone and cornet.

He had a magnificent collection of semi-classical phonograph records. With their interest to perfectly matched, it is understandable how Harry and Blanche fell deeply in love and married in spite of the circumstances. It appears that they kept a low profile in Orlando because of their divorces, Harry at age 49 and Blanche at age 38. Marnay relates that Harry called Blanche, "Jane" taken from Carl Fisher's wife Jane who married Carl at age 15.

We presume that Harry kept informed about the happenings at his former Stutz Motor Car Co. while busy promoting his HCS and Fire Engine Companies, he obviously noted the demise of his nemesis Allan Ryan who after running a corner in Stutz filed Bankruptcy on July

September 28, 1922 MOTOR AGE
OF AUTOMOTIVE INTEREST



Active entrance of Charles M. Schwab into the management of the Stutz Motor Car Company of America, Inc., in which he now holds a controlling interest, has added greatly to the already strong position of that company in the automobile industry. This photograph was taken on the occasion of his first official visit to the Stutz Plant
From left to right—back row—E. T. Klee, purchasing agent; W. F. Glickert, plant superintendent; L. V. Bedell, assistant treasurer. Front row—Fred Wilson, general sales manager; Charles M. Schwab; W. N. Thompson, president and general manager Charles S. Crawford, chief engineer; H. R. Hyman, advertising manager



21, 1922 with a debt of \$32,435,477, the largest in New York up to that time. We wonder if he ever met Charles M. Schwab who on August 2, 1921 purchased the Stutz Co. at auction via Guaranty Trust Co. for \$20 per share (\$2.5 million). Shown on page 28 with original caption is the Stutz Co Management team up to the arrival of president Fred Moskovic on February 17, 1925.

“In the late 1920s Harry developed a revolutionary, horizontally opposed, 4-cylinder aircraft engine. Harry Stutz died in June 1930 before this Stutz-Bellanca engine could be commercialized.

“Stutz’s comet passed through the automotive universe leaving many traces of his creative genius. The Stutz marque endures today as a classic car and testament to its founding father.”

In 1929, Harry teamed up with noted airplane designer G. Bellanca to form the Stutz Bellanca Aircraft Co. Their plan was to take over the commercial aircraft company Bridgeport, Connecticut (CT) and manufacture a motor Harry had been working on. Life member Max T Triplett (No. 139L) owns a prototype engine which has HCS and 24B cast into the oil breather. Two photos and more details related by Max can be found on pages 28 and 29 of *The Splendid Stutz* book.

On June 23, 1930 Harry was on his way to Indianapolis to promote his new aircraft engine. Jane was driving because Harry was ill with what had been incorrectly diagnosed as intestinal flu. His appendix ruptured before they reached Indianapolis and Jane took him directly to Methodist Hospital on 16th Street located just a few blocks north of his Stutz HCS and Fire Engine Plants. But Harry could not be saved and succumbed to peritonitis on June 25, 1930. Apparently, no selection of a grave site had been taken at this early date as a decision was taken to inter Harry in the unused double plot next to Sanford Perry and wife Martha Secrest, parents of Jane (Blanche Secrest Miller Stutz.) Internment at the Crown Hill Cemetery in Indianapolis took place on June 28, 1930 in Lot 334, Section 47, Grave 2. The lot interment order was signed by Mrs. HC Stutz.

Jane would become Mrs. Meredith later but her husband also died of peritonitis in 1933. According to

Marnay, the Merediths adopted her on January 15, 1931, the day she was born and her mother died.

Only a few personal artifacts of Harry Stutz exist. Mrs. Marnay Coleman proudly retains his engraved 15-power magnifying glass, his dictionary, a diamond stick pin and a diamond ring given to Blanche by Harry. Recently we were thrilled to see a suitcase identified “HC Stutz” at the Montgomery County Museum in Richmond, IN. And, last year, Mike Barry, V P Membership, acquired a number of Harry’s membership cards and letters written to and from Emma Belle. In one of the letters Harry regrets being a failure.

The Stutz Club wants to assure Harry that his life was wonderfully successful, that we appreciate his many fine contributions, and that he is held in high esteem.

We hope he will be looking down upon us May 11 – 15, 2011 as we honor him at the Stutz Centennial Celebration.

References

- *Emma Belle Stutz Horn Photo Album (Horn)*
- *Horseless Carriage Gazette, Vol. 32, No. 4, July - August 1970 (Gazette)*
- *Edison S. Brubaker Photo Album (Brubaker)*
- *Laura L. Butler Photo Album (Butler)*
- *William Greer Photo Album (Greer)*
- *Robert Meyer Photo Album (Meyer)*
- *AACA Antique Automobile, January - February 1981, Vol. 45, No. 1 (Antique)*
- *Also used Dennis Horvath’s article, “The Life of Harry Clayton Stutz” for timeline*



MEMBERSHIP REPORT

By Mike Barry V P Membership

New Members

Please join me in welcoming the following new members:

#0800

Edgar G Davis
7941 Clearwater Pkwy
Indianapolis IN 46240
Associate: Joanne M.Davis
Home Phone: 317-849-2002
Cell Phone: 317-417-7396
Email: egdavis@butler.edu

#0801

Jay S. Kolb
6765 Millikin Rd
Middletown Oh 45044
Associate: Sharon Kolb
Home Phone: 513-777-1873
Business Phone: 513-595-7689
Email: jay.kolb@jaobs.com

#0802

Andrew Dadagian MD
106 Cove Circle
Marion MA 02738
Home Phone: 508-748-2911
Fax: 508-991-7923
1929 Stutz 6 cyl Sedan
Engine No: 16519
Serial No: L64DW9Y

#0803

Stephen Tarr
219 Wakefield Way
Zionville IN 46077
Associate: Alice Tarr
Home Phone: 317-733-1716
Business Phone: 317-733-1622
Fax: 317-733-1915
Email: sdtarr@aol.com

#0804

Andy Hussar
2150 Kenyon Ave SW
Massillon OH 44647
Associate: Emily Hussar
Home Phone: 330-575-3421
Email: ahuss15@yahoo.com

Engine number: 9064

Vin #: BA69A

#0805

Bryan Stringer
12 Foxcombe Lane
Horsington
Summerset UK
BA80DS
Home Phone: 01963 371605
Email: bryanstringer1@me.com
1917 Stutz Bulldog Special Roadster

#0806

Bob Jacobsen
931 Stanley Ave
Los Altos CA 94024
Associate: Nancy Schlegel
Business Phone: 650-967-9310
Email: bobjacobsen@sbcglobal.net
1923 Stutz 4-P KLDH Sportster
Serial #: 12654

#0807

Stefan Jensen
Malmtoften 1
Virum DK-2830
Denmark
Email: wartburg-club@ofir.dk
1925 4-P Speedway Six

#0808

Allen Strong
2004 Willow Rd
Urbana IL 61801
Associate: Nancy
Home Phone: 217-778-1425
Business Phone: 217-328-1811
Roadster
1929 Stutz 6 Cyl
Fax: 217-328-1880
Email: apacap@comcast.net

NEW 2011 ROSTER is coming

“100 YEARS OF STUTZ”

1911-2011



#0809

John R Bayer
 913 Beaumeade Ct
 Virginia Beach VA 23462
 Associate: Laura A Bayer
 Home Phone: 206-715-1264
 Email: jrbayer3@yahoo.com

#0810

Evan P Ide
 25 Patrill Hollow Rd
 Hardwick MA 01037
 Business Phone: 917-340-4657
 Email: oldsixteen@gmail.com
 1930 Stutz Blackhawk L6 Roadster
 1928 Stutz Model BB Roadster
 Engine Number: 17400
 Serial Number: L6-4-DA 40L

#0811

Clement Lange Jr
 4481 W Holland Rd E
 Huntingburg IN 47542-9641
 Associate: Mary C
 Business Phone: 812-630-5658
 Email: marysea@psci.net
 1912 Stutz Bearcat
 Chassis number: 5558
 Engine #: A354
 Chassis #: A163

ADDRESS CHANGES

#0716

Herman Goldsmith
 2999 Long Beach Rd
 Oceanside NY 11572

In Memoriam

by Bill Greer

James F. McCloud



Charter and Life Member James F. McCloud (No. 170L) died December 2, 2010 in Oakland, Calif. at age 92.

The information which follows was derived from p. 227 of McCloud's book "The IKA Story (Industries Kaiser Argentina) c 1995

Jim McCloud was born in West Oakland, California, on July 2, 1918. Following a year in the Civilian Conservation Corps, he graduated from St. Mary's College High School in Berkeley in 1936. He graduated from Stanford University in 1941 with a degree in mechanical engineering.

Immediately following graduation, he started work as a junior Engineer at Kaiser's Shipyard #1 in Richmond, California. He was soon appointed Field Construction Superintendent at Richmond Shipyard #2, and upon completion of construction was transferred to Richmond Shipyard #3, where he later assumed the duties of Outfitting Superintendent.

After the completion of new ship and repair contracts, McCloud was transferred to the Kaiser-Frazer Corporation at Willow-Run, Michigan, then to the Detroit Engine Division in Detroit. After several different assignments, he became General Manager of the Division in 1953.

Upon the incorporation of Industrias Kaiser Argentina in 1955, McCloud was



At the rear of his home near Oakland auto enthusiast Jim McCloud has built a garage and well-equipped shop building approximately 24 x 80. McCloud is standing alongside a 1967 Torino (Rambler upgrade) built entirely in Argentina. The styling was the work of Pinafarina, and the car has the Toranado engine that is an overhead cam engine designed and produced entirely in Argentina. Jim explained, "We used essentially the same bore size and spacing as the six cylinder 226 Continental, and we did that intentionally so we could use as much of our block-making capacity as possible. Beneath the car cover is a stunning 1920 Stutz roadster. I sensed that that IKA produced Torino is a "driver" and a personal favorite of McCloud's. Jim said that he had it shipped to this country just last year. McCloud said, "The Torino was the first vehicle to be entirely designed and manufactured in Latin America, and we made 100,000 of these babies!" Among other cars housed in the same garage and in excellent restored condition are a 1931 Alfa Romeo race car, a 1920 Rolls Royce Silver Ghost open touring car, and my personal favorite, a 1929 Packard body by LeBaron phaeton.

appointed Vice President, General Manager and Board member. He was elected President of IKA and its subsidiaries in 1959.

Following the sale of the Kaiser equity in IKA, McCloud became President of Kaiser Aluminum &

Chemical Corporation's activities in Argentina. He returned to Kaiser headquarters in Oakland in 1972 as Group President and Director, Kaiser Industries Corporation. In 1974 he was appointed President of Kaiser Engineers, Inc., a position he held until his retirement in 1983.

McCloud is the recipient of an honorary Doctor of Science degree from St. Mary's College. In 1964, he was named Argentina Executive of the Year by El Economista magazine and traveled to Rome to receive the Papal Award of St. Gregory the Great.

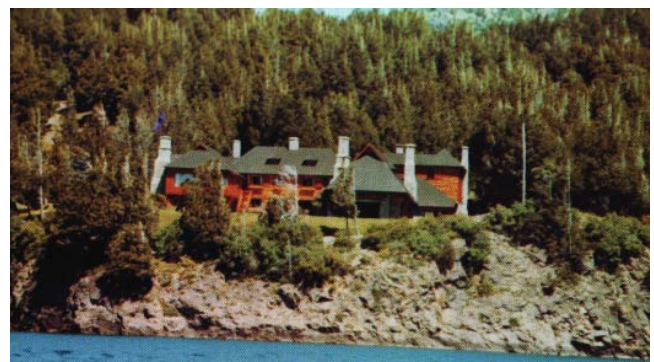
McCloud was married to Geneva Kathryn Edgar in 1944. They are the parents of four sons - Kimball, Kelly, Mark and James.

Ed's Note: I never met Jim but knew him through correspondence and his exceptional book "The IKA Story."

Jim spent over 17 years in Argentina developing Kaiser Operations which included a 1,600,000 square foot plant at Cordoba. The first vehicles produced in 1956 were Jeeps. In 1959 production exceeded 30,000 units, about 85 percent of all new cars sold in Argentina.

Only two 1920 H Roadster have been listed in the Club Directory who now owns the ex-McCloud Stutz?

Our thanks to Allen Hogle, a member of Kaiser-Frazier Owners Club, for the two photos and the above caption.



Jim McCloud's home on Lake Traful, Pcia de Nenguen, Argentina. He noted on the picture "This will give you a little idea why I liked it down here."



The Stutz Club Centennial Photo Project

Dan DiThomas, our new club treasurer, has started a project to collect photos of member vehicles.

The goal of this project is to collect recent photos of the Stutz, HCS, Blackhawk, and fire truck vehicles presently owned by our members. Photos of vehicles in any condition, as well as photos of only a chassis or engine are also wanted.

The idea is to ask current members to send Dan a recent photo of the vehicle(s) they own along with a short narrative. It would be great if the member was in the photo with the car.

The photos that Dan receives by May 1, 2011 will be displayed at The Stutz Club Centennial Celebration in Indianapolis.

Dan is open to suggestions on how to improve this request process since the first step is to get as many photos with narrative as possible by May 1, 2011, with the ultimate goal of the project being to have a recent photo and narrative for every member owned vehicle by the end of 2011.

Please provide as much information as you can from the list below when you reply to this email with your photo(s).

Year:

Series:

Model:

Car No.:

Body Maker:

Body No.:

Engine Type:

Engine No.:

Date Purchased:

Previous Owner:

Interesting information about your vehicle:

Feel free to email or mail your photos in a .jpg file format and narrative in Word file or email text to Dan.

The email address is thestutzclub@aol.com and the mailing address is:

The Stutz Club, Inc.

Dan DiThomas, Treas.

PO Box 2031

Dublin, Ohio 43017

Please feel free to call me at 1-614-832-0066 or email Dan at thestutzclub@aol.com if you have any questions or suggestions.

**Membership Renewals for 2011
have been mailed.**

**If you have not received the form
or your October - December 2010
Stutz News please notify
Dan DiThomas either by mail,
email, or phone.**

**Mailing address:
The Stutz Club, Inc,
c/o Dan DiThomas,
PO Box 2031,
Dublin, Ohio 43016
Email: thestutzclub@aol.com
Phone: 614 832-0066.**

THE STUTZ CLUB, INC Treasurer's Report

For the Period: November 22, 2010 to December 31, 2010

On November 22, 2010 The Stutz Club, Inc. funds located in Michigan in Oppenheimer and Bank of America accounts were transferred to Huntington Bank accounts in Ohio due to the change in treasurer.

Oppenheimer Accounts:		
Money Market	\$	5,303.62
Net interest earned		15.35
Mutual Fund		<u>10,343.04</u>
Amount transferred to Huntington Bank:	\$	15,662.01


Bank of America Accounts:		
Checking	\$	5,925.32
Money Market		15,003.73
18 month CD		10,018.22
CD cancellation fee		<u>(43.87)</u>
Amount transferred to Huntington Bank:	\$	<u>30,903.40</u>
Total transferred on November 22, 2010:	\$	<u><u>46,565.41</u></u>

Beginning Cash, Nov 22, 2010:	Huntington Bank Checking Account:	\$	30,903.40
	Huntington Bank Money Market Account:		15,662.01
	Total:	\$	<u>46,565.41</u>

Income:	Membership dues	\$	600.00
	Book Sales		-
	Hershey dinners		990.00
	Investment interest		48.03
	Magazine Advertising		-
	Back issues sold		-
	PayPal account verification		0.34
	Donations		-
	Plus Total Income:	\$	<u>1,638.37</u>
		\$	<u>48,203.78</u>

Expenses:	Archive rental	\$	-
	Magazine, print and mail		2,377.36
	Hershey dinner expenses		-
	Webmaster fee		-
	Shipping expenses for books		-
	Bank and PayPal fees		65.16
	Membership expenses		-
	Treasurer expenses		<u>46.00</u>
	Less Total Expenses:	\$	<u>2,488.52</u>
Period ending funds available, December 31, 2010:		\$	<u><u>45,715.26</u></u>

Huntington Bank balances on December 31, 2010:			
	Checking:	\$	3,667.23
	Money Market:		<u>42,048.03</u>
	Total ending cash balance:	\$	<u><u>45,715.26</u></u>

Respectfully submitted:  1/27/2011
Dan DiThomas



HAVE YOU FORGOTTEN? STUTZ CENTENNIAL CELEBRATION MAY 11 - 15, 2011

We know you received the information about this fantastic event at a busy time of year and set the information aside for a later date. This is a reminder that “now is the time”! We have received many registrations but know that many, many more are going to come in.

Your Stutz Celebration Committee had set the registration deadline as March 1, 2011 and there would be a \$25 late charge after that date. We realize this deadline might have been a little early so the deadline has been extended to April 10th to coincide with the deadline for room reservations. After that date, the late fee will be in effect for your registration and rooms at the Canterbury will depend on room availability. If you sent a late fee... it will be refunded when you pick up your packet on your arrival.

Because of timelines and logistics we must have your Stutz Celebration registration and your car information by May 1, 2011. All Stutz's must be registered. If you have misplaced your original information and registration sheets, email Helen Vogel at hpvogel@att.net to email you another...or you may fax her at 317/253-0184. If you need it by land mail, contact George Maley 317.547.2440 and another will be mailed to you. A reminder, check and make sure you have sent in your registration and have made your hotel reservations. At this date, some of you have done one and not the other.

If you are driving a motor home, you may park inside the Speedway grounds but they have no hook-ups so you have to be self-contained. At this time, the only hook-ups available are at our Indiana State Fairgrounds and that would be around 10 miles from the Speedway. We are looking for something closer and will let those of you know who have shown interest.

More detailed information as well as maps and directions will be mailed (or emailed if possible) around April 15th.

We realize this deadline might have been a little early so the deadline has been extended to April 10th to coincide with the deadline for room reservations.

This celebration is proving to be a “Once in a Lifetime” event. Your committee headed by Bill Greer, George Holman and George Maley have worked hard to make your time in Indianapolis enjoyable starting with a Welcoming Cocktail Party on Wednesday, May 11th. May 12th is a historic bus tour of the city and dinner in the original Stutz factory (that is now a Business and Art Center) owned by member, Turner Woodard, as well as seeing his collection of automobiles.

Friday you will gather inside the grounds of the Indianapolis Motor Speedway for our Stutz Centennial Celebration which includes a drive around the “500” track, a miniature reenactment of the Stutz vs. Hispano Suiza race that took place in 1928 and ends with dinner at the home of Dr. John and Elaine Klein who own the former home of William Thompson, President of the Stutz Motor Car Company in the early 1920's.

Saturday is the “Celebration of the Automobile” presented by the Indianapolis Motor Speedway. Those of you who did not register your Stutz with the Speedway to show in this event will be exhibited in the same area that you were on Friday.

**Don't miss this “Centennial Event”...
get your registrations in NOW!**

**REGISTRATION FORM
STUTZ CENTENNIAL CELEBRATION
INDIANAPOLIS, INDIANA
MAY 11 - 15, 2011**

Name: _____
 Address: _____
 City/State/Zip: _____
 Phone: (H/W) _____ Cell _____ Email _____

1. Are you bringing your Stutz to the Celebration? Yes _____ No _____

NOTE: ALL STUTZ'S MUST BE REGISTERED

Year _____ Model _____ Body Style _____
 Insurance Carrier _____ Policy Number _____

Year _____ Model _____ Body Style _____
 Insurance Carrier _____ Policy Number _____

Year _____ Model _____ Body Style _____
 Insurance Carrier _____ Policy Number _____

2. Indicate which mode of transportation you will be bringing your Stutz/s:

Personal Trailer _____ Independent Carrier _____ Drive _____

NOTE: All personal trailers and carriers will be parked at the Indianapolis Motor Speedway from your arrival until your departure. Secure parking at the Speedway will be provided if driving your Stutz or if your Stutz has to be unloaded from the independent carrier. The Canterbury has only valet parking so if staying at the hotel you will need to leave your Stutz at the track. Free transportation will be provided to and from Indianapolis Motor Speedway to the Canterbury. When arriving please call 317/634-3000 (ask for the Stutz desk) about 20 minutes before the time you wish to be picked up. Further information will be provided with your confirmation.

3. Date and approximate time you plan to arrive:

May 11th _____ May 12th _____ May 13th _____

4. Check-out date: May _____

Registration/Activity Fee for Stutz Centennial Celebration...\$300 per person. _____ Persons \$ _____

Registration/Activity Fee AFTER April 10, 2011...\$325 per person. _____ Persons \$ _____

NO REGISTRATIONS & ACTIVITY FEES ACCEPTED AFTER MAY 1, 2011

Names Preferred on Name Tag's: _____

Make checks payable to Indy Stutz Centennial Celebration and mail with this form to:
 Stutz Centennial Celebration
 P. O. Box 40716
 Indianapolis, IN 46240

Make hotel reservations ASAP direct with the Canterbury Hotel 317/634-3000 \$99 per night for Stutz members. Room reservations must be made by April 10, 2011. After that date it will be on room availability.

Make copy of this form for your records.



Local Investor Plans Renovation of Former Stutz Motor Car Co.



Woodard

For those who want to link their business image with that of classic automobiles, here's the chance.

The former Stutz Motor Car Co., a seven-building complex at 1036 N. Capitol Ave., is being renovated for use as a business center. The newly named Stutz Business Center

is offering rental space for traditional business offices, light manufacturing, regional warehousing distribution and storage.

New owner Turner J.R. Woodard, president of Indianapolis' Turner James Investments and Turner John Management, says space in the complex will be built to reflect each individual tenant's needs.

The 400,000-square-foot center, which encompasses an entire city block between West 10th and West 11th streets on North Capitol Avenue, was built between 1914 and 1919 and was used by the Stutz Motor Car Co. until it went out of business in the 1930s.

Woodard, a sports car enthusiast, foresees a two-year renovation period, and says that "all efforts will be geared toward keeping the factory's original ambiance and restoring it to a vibrant, one-of-a-kind business center."

The original factory served as the manufacturing site of the expensive and highly popular Stutz Bearcat, which set a land speed record in the early 1920s.

Woodard, a lifelong resident of Indianapolis, cites his love of sports cars and a respect for the city's rich auto racing heritage as part of the reason for acquiring and renovating the facility. ♦

Meet Turner Woodard

by your editor

During 2002 Turner was able to add the adjacent 1911 Ideal Motor Car Co. building and subsequent additions to the Stutz Business Center complex. Early 1912-15 Stutz cars were made there.

Turner Woodard, owner of The Stutz Business Center, made headlines last year when he bought the The Canterbury Hotel, a historic landmark located in the heart of downtown Indianapolis or South Illinois St. Woodard is an Indianapolis native who has carved a niche in tourism and commercial development through "adaptive reuse," which simply stated means he renovates or alters properties into something new that become productive and beneficial in the community.

Woodard is passionate about preserving the heritage and history that have made Indianapolis great. In the early 1990s he bought the Stutz auto factory, "We cleaned it up, lit it up and painted it up," says Woodard. Today it is a bustling business incubator that's home to some of the city's top entrepreneurs.

And when he needs to get away from the hustle and bustle of Indianapolis, Woodard heads to Wasatch Lake, a 300-acre country retreat that boasts eight, lakeside rental cabins. He calls it "the getaway that's not faraway."

"It's a great mix of Fioosier hospitality properties," says Woodard. "Our guests enjoy city life at The Canterbury and Turners, or they can just get away from it all at Wasatch Lake-two great Indiana properties with loads of history and amenities."



L to R: Dianne and Turner Woodard with Turner's mother Mr. Edna Woodard Van Ripper in front of their 1929 Stutz M Dual Cowl Speedster on Monument Circle, Indianapolis. Photo by Carolyn Greer.



Letters to the Editor

From: John Fossette (No. 77)

Date: November 7, 2010

Thanks for the kind words. Yes, I read about Member No. 777's good fortune. No. 77 has been good to us also.

Our 1927 AA-S-15 Brougham still wears its amateur paint job (standard oil grey, Chevron red, and basic black) as when you saw it in San Ramon in 1995 (15 years, can that be possible?)

Since then it has toured with in over 32,000 miles to six states, two provinces in Canada, in two time zones, and on both sides of the Continental Divide. I had no idea that the start we would be doing all that.

I figured we'd be puttering around the Sacramento Valley on the occasional Sunday afternoon, but it has been an amazing adventure. Even though I can't hear worth a hoot that car speaks to me and it loves to get out and go. I wouldn't trade the experience for anything. It has now been with us longer than anyone else, including the original owners.

**From: G. Marshall Naul (non-member),
Chestertown, MD**

Date: January 7, 2011

I recently reread your article in AHR about George Weidley and the engines he designed and built. I was particularly interested in the drawing of the engine which Stutz used. I am wondering whether the Stutz engines used a molded camshaft gear of cotton-phenolic resin. These were used to minimize gear noise and were used in many other engines, including Ford T and A as well as Chevrolet.

I worked at the improvement of such gears much later at Westinghouse Micarta Division and Budd Co. (ex-Continental Diamond Fibre Co.) Today only Willys (Chrysler) used these in their 4 and 6 cylinder engines, the

last I knew. If Stutz used molded camshaft gears, I wonder who molded them. These were of course gear blanks and the teeth were hobbled by the auto manufacturer, not the molded.

A number of years ago I acquired single molds for the gear blanks for Pierce-Arrow and another for Wills-Ste. Claire. One was given to the P-A Society and the other to the National Plastics Center.

I'd appreciate any information which you may have on Stutz and Weidley camshaft gears which may have been molded.

Ed's Note: Your editor replied: Stutz 4 cyl KDH & KLDH did use molded camshaft gears according to Paul Freehill. He does not know if the 6 cyl. engines did.

From: Richard Mitchell (No. 764),

Date: January 21, 2011

As you were so kind to take the time to write me, I thought it only fair to do the same. I am 66 years old and find your handwriting is much better than mine.

Some years ago I started in earnest to pursue a hobby of finding, restoring and showing cars built in the late '20s and early '30s.

My first choice of cars was a Stutz, as my grandfather owned one in the '30s. The model is unknown to me in stories my mother tells are the only record as there are no surviving photos.

To date I have seven Stutz cars, six Packards, four LaSalles and one Lincoln. It appears as though this hobby has turned into an addiction.

I along with my very supportive wife (Irina) look forward to meeting every one at Indy.

Thank you for your warm welcome.



Upcoming Events

The Classic Car Club Museum's "Experience" featuring Indiana built cars

June 3 - 5, 2011

Club members will be receiving invitations and registration forms for the Classic Car Club of America Museum concours to be held at the Gilmore Car Museum. They are featuring Indiana built cars this year, and you may register for any or all activities as you wish. The headquarters hotel is the Radisson in downtown Kalamazoo, and there will be secure parking in their ramp. However, there is no convenient trailer parking nearby and most visitors leave their trailers at the Gilmore Museum, which is about 15 miles from downtown.

For those who prefer motels with one floor rooms and next door parking lots, we have a block of rooms at the Country Inn, 1912 East Kilgore Road, Kalamazoo, just off Interstate I-94 near the airport. This is still 15 miles from the museum, but there is room for trailer parking there. (There are no motels near the museum.) The rate is \$99 plus tax per night, and you may call them at 269-382-2303 for reservations, mentioning The Stutz Club for that rate. I will be glad to send maps and directions at your request.

Dale Wells, 269-375-4844 or email: thestutzclub@msn.com

http://www.classiccarclub.org/fun_events/2011_experience/2011experience.html



The Milwaukee "Masterpiece" Concours featuring "Stutz Centennial Class"

August 27-28, 2011

In view of Stutz's 100th anniversary, Stutz and HCS owners are cordially invited to enter their Stutz or HCS automobiles in the special "Stutz Centennial Class" at the Milwaukee Masterpiece Concours d'Elegance, the weekend of August 27-28, 2011. Many outstanding Stutz and HCS are expected to join in the Masterpiece commemoration of this Stutz milestone.

Member John Haydon is the Stutz Centennial Class Chairman and would be very pleased to hear from those interested in participating. John will be happy to provide the necessary applications and full information regarding this fine event on Milwaukee's Lake Michigan shore. John can be reached at 414-352-1669 or via email at jhaydon2@wi.rr.com.

Please visit the Milwaukee Masterpiece website, www.milwaukee-masterpiece.com for more details and to gain a better flavor of this remarkable event.

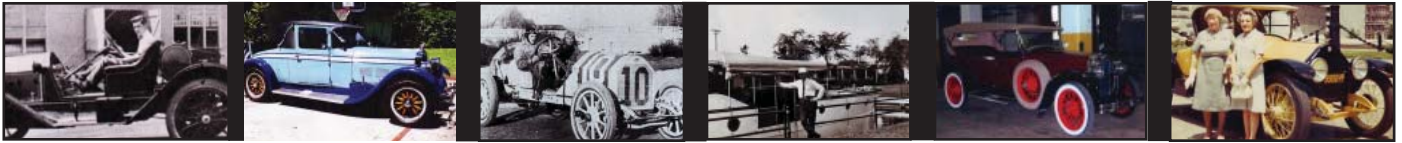
Enjoy the wonderful Stutz display at Pebble Beach Concours d'Elegance, mid August 2011

Featured marques and classes for the 2011 Pebble Beach Concours d'Elegance have been determined, and the crucial process of selecting the 200 cars and motorcycles that will compete on the 18th fairway of Pebble Beach Golf Links on August 21 is now underway.

The 2011 Pebble Beach Concours will feature:

* Stutz Centennial. Often called America's first sports car, a Stutz was entered in the 1911 Indy 500 and finished 11th, becoming known as "the car that made good in a day." The company's high performance Bearcats featured one of the first multivalve engines.

http://www.pebblebeachconcours.net/pages/about-events-elegance/index.htm#concours_d%27elegance



Significant Single-Owner Collection Of Stutz Cars & Automobilia Goes To Market

Bonhams is very pleased to announce the sale of the largest collection of Stutz motorcars and spares to be offered in more than a decade. The renowned Don and Lynette Short Collection of important brass-era automobiles will be auctioned at the Port Townsend Aero Museum near Seattle, Washington, on May 21st.

Highlights from this incredible and uncommon offering include the following:

The ex-William Harrah 1920 Stutz Bearcat. The premier sports car of its era, desirable since the day it was made, this is an extremely rare car and one of only a few survivors. With a large 16-valve, 4-cylinder motor that produces nearly 90hp, it was capable of speeds close to 90mph in stock condition. This example is particularly rare as it was one of just a few built with a passenger door.

1919 Pierce Arrow Series 31 Four-Passenger Roadster. Considered the highest quality car of its day, this highly original example features one of Pierce's most unusual bodies in all cast aluminum mounted on the very sporty dual-valve, 6-cylinder "Series 31" chassis.

1929 Stutz Blackhawk Roadster. Another very rare model, this Stutz off-shoot brand was in production for only two years but its excellent performance led to the chassis being campaigned at the 24 Hours of Le Mans. This attractive example is one of the most advanced and European-like American cars of the era. With an overhead-cam engine, 4-speed transmission, 4-wheel hydraulic brakes with finned drums, and a low-slung chassis, these cars were built to perform.

1905 Locomobile Type E Tourer. Another car once belonging to the famed William Harrah Auto Collection, this is a great example of a highly refined, beautifully restored early American automobile. With its chain drive, it is a very sought-after touring model due to its excellent performance. And as one of the best quality American cars ever built, Locomobile is a very important make in the history of American motoring.

In addition to these and many other cars, seven Stutz engines of various time periods will be offered, including a Greuter/Excelsior engine that would serve as the prototype for the 8-cylinder Stutz. This unique engine is believed to be the only one in complete condition in existence and, therefore, is an important piece of Stutz and American history.

Furthermore, the Short sale will include the finest collection of early car parts and automobilia – most without reserve – to be sold publicly in years. Dozens of sets of matched brass lamps, over 250 lots of rare original Stutz parts, and some of the most highly sought after lights and instruments in existence, including two sets of Solarclipse headlamps and an ultra-rare Stewart "coke bottle" tachometer, believed to be the first ever offered at auction, will be available.

Says Bonhams Motoring Specialist Evan Ide, "These rare cars are incredible examples of American ingenuity and engineering. Their quality and reputation have stood the test of time and it's a privilege for Bonhams to represent this kind of history at auction."

Buyers interested in registering to bid in person or remotely can find more information by going to <http://www.bonhams.com/eur/carsusashort/>

Auction Schedule

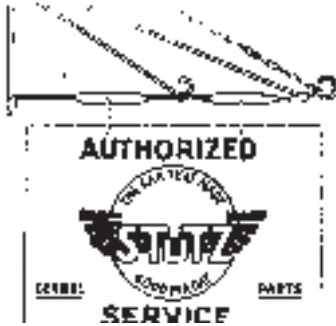
Location: The Port Townsend Aero Museum at the Jefferson County Airport, Port Townsend, Washington (Seattle area)

Preview: Thursday, May 19th, 10:00am-6:00pm

Friday, May 20th, 10:00am-6:00pm

Sale: Saturday, May 21st

- Automobilia (mostly without reserve): 10:00am
- Motorcars: 1:00pm



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

WANTED

For my Model M Supercharged Stutz

- A Ryan Lite Lens with the eyebrow

The restoration of this car (a Derham Convertible coupe) is virtually complete but for the lens. I am sure that some one in the club must have one. Please contact me:

Bill Snyder (No. 273)

Please call me on my cell phone (904) 923-9533

Or email captainnordec@nordecinc.com

Or mail: 3565 Red Cloud Trail, St. Augustine, FL 32086

FOR SALE

Originally purchased for 1929 Dual Ignition 8 cyl. - job was cancelled

- 1) NOS DELCO 16 Hole Distributor Cap
- 1) Dual Rotor NOS
- 2) Sets points NOS

Price \$600 including shipping

Please call Ron Stanger, Classic Car Works Ltd.
770-735-3945

FOR SALE



1927 Stutz AA rumble seat coupe, golf club door, factory cutout accessory. Older restoration by former Club member Jim Irvine. Two-tone blue, owners manual, car cover, two radiator caps (including Ra cap) shudders.

Twin ignition, two coils, hydraulic 4 wheel brakes on wood spoke wheels, solid mahogany dash, mohair upholstery, working 8 day clock.

Car has been kept in garage with de-humidifier in Hawaii. Seller will pay transport to West Coast port.

Price \$35,000

Email: clintb@bidwellassociates.net

Business phone: 877-595-1099

Home phone: 808-595-4899

PS. As the only Stutz in Hawaii, this car is very popular with the Antique Car Club here, appears in the movie, "Pearl Harbor" starring Ben Affleck, and is the center of attraction wherever it goes. At a gas station a young man asked, "What year is the car?" I replied, "1927." He then queried, "Did you buy it new?" I guess that says it all.

WANTED

Owner's manual for 1927 Stutz AA-2 with SV-16 SOHC eight cylinder engine. Legible xerographic reproduction acceptable.

Ray Keto, 3405 Wedgewood Drive, New Bern, NC 28562/ 252-288-5004/ Stutzdriver@gmail.com

1793
Bonhams
& BUTTERFIELDS
AUCTIONEERS & APPRAISERS



The Don and Lynette Short Collection

Saturday May 21, Automobilia at 10am, Motorcars at 1pm
Port Townsend Aero Museum
Port Townsend, WA

Select consignments now invited



The largest collection of Stutz motorcars and spares to be offered in more than a decade, including in excess of 500 lots of Automobilia comprising pre-war spares, several Stutz engines, and a comprehensive collection of Stutz parts and accessories.

Left:
Ex-William Harrah
1920 Stutz Bearcat

Above:
1929 Stutz Blackhawk Roadster
1921 Stutz Series K Bulldog
5-Passenger Touring

Preview
May 19-20, 10am to 6pm,
and the morning of the auction

Illustrated Catalog: \$20
Catalog admits two

Inquiries
Evan Ide
+1 917 340 4657
evan.ide@bonhams.com

Rupert Banner
+1 212 461 6515
rupert.banner@bonhams.com

Kurt Forry
+1 415 503 3430
kurt.forry@bonhams.com

bonhams.com/short
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