



Vol. XXVI No. 109

NEWS

July - September 2014



2014 Grand Stutz



Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



Grand Stutz 2014

by Mark and Gloria Desch

We could not have asked for better weather for the 2014 Grand Stutz held in Stillwater, Minnesota, July 30 to August 2nd. I think that those members that were able to attend had a good time, and as usual, we all enjoyed each other's company. Gloria and I have attended all of the Grand Stutz's since we joined the club in 2000 and felt it was our turn to host the meet. We did it in conjunction with the Upper Midwest Region Classic Car Club of America's Grand Classic which we also hosted. The joint effort worked well.

Most of the Stutz members arrived on Wednesday and Gloria and I hosted a dinner that evening at my

storage garage. The garage is a former Nash dealership and the space includes a car lift from the '50s and enough space for most of my collection. After dinner we were able to look at the cars. I have an unrestored '29 Blackhawk sedan waiting for me to do something with, and my '34 SV16 that is without a body. I purchased this car from Dale Wells ten years ago and used the convertible coupe body for my restoration of the '32 SV16 that I have owned for many years. We had some time to catch up on Stutz talk and enjoy each other's company.

Most of the participants were able to stay at our host hotels, the Water Street Inn and the Lowell Inn

Announcements

**The 2015 Grand Stutz is scheduled for March 12 - 15 at Amelia Island Concours
Details are on page 7**



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Thursday tour group

in downtown Stillwater. These are small hotels located within a couple of blocks of each other. The Lowell Inn has a long history in Stillwater, starting in the 1930s, and has hosted many dignitaries and celebrities over the years. Having the hotels downtown allowed participants to walk to most of the functions and enjoy the local sites. Stillwater is the birth place of Minnesota and began as a lumbering town in the mid nineteenth century.

The town is located on the St Croix River where there were many lumber mills and economic activity. The city contains many historic homes built by the lumber barons in the late 1800s. After the lumber ran out in the early 1900s, the town began to decline and remained dormant until late in the twentieth century when it was rediscovered by many of the local twin cities shoppers as a weekend destination. In addition to the boating activity, the town has many shops and restaurants. I think the participants appreciated the many restaurant options within walking distance.

With all of the amenities that Stillwater has, I felt this would be a great venue for a car show and to host the Grand Stutz. I think it turned out well, in spite of the spring flooding in Lowell Park where we were going to hold the Grand Classic. The park is on the riverfront and with the large amount of rain we had in June; it was under water until mid-July. Fortunately I own property near the park with ample parking for the show. It worked out well.

Thursday morning we boarded a bus for a tour of two collections and the restoration shop owned by Tom Rasmussen. Our first stop was at Virgil Marple's (778)



Steve Murphy



Mary DiThomas at registration

was able to take a ride in the car. We then took the bus back to Stillwater where everyone was on their own for dinner.

Friday morning we began the UMR-CCCA driving tour at 8:30AM. We had sixteen classic vehicles do the tour. Our first stop was for coffee at Marine on St. Croix. This little community is the home of the first commercial lumber mill on the St.

Croix River and retains much of the charm of a 19th century village. The cars all parked on the main street in front of the general store while we took a short break. We then traveled north crossing the river into Osceola, Wisconsin with our second stop being the Folsom House at Taylors Falls, Minnesota.

This house was built in 1840 by Folsom who was an early businessman involved in lumber and land. The house is very original and is now owned by the Minnesota Historical Society. After touring the house we headed back across the river to Wisconsin for lunch at the Dancing Dragon Fly Winery. The winery is new and they are just planting grapes around a large retail building. After lunch we headed west again to Paul Lares house to view his collection. Paul had just purchased a 1937 Cord phaeton at the RM Auction in Michigan the week before.

collection in Maple Plain, Minnesota. Virgil has four barns full of mostly unrestored 30's, 40's and 50's cars. Many of them are unusual examples of cars of this period. He has a '29 Blackhawk that was used as a whiskey runner during prohibition in northern Minnesota. The back seat is removed to make room for the load. He also has a very large collection of Avanti's including some of the prototype bodies that were used to create the car.

From Virgil's we got back on the bus and headed for lunch at Lord Fletchers. This is a large restaurant located on Lake Minnetonka where boats can park and enjoy dinner. From there we went to the collection and "private museum" of Morrie's. He owns a number of car dealerships in Minnesota and has been collecting for a long time. The collection is over the top, with everything from Duesenberg to Ford (no Stutz yet) and two of each in between. He also has a great collection of petroliana and signs including original bill boards from the '50s on the walls. We spent two hours there and just touched the surface. Then it was off to Odyssey Restorations.

The shop is owned by Tom Rasmussen who restored my '32 Stutz convertible coupe. They have been working on my 1905 Stevens-Duryea since I purchased it in June of last year. This was the first time I



Desch garage



Richard Mitchell and his Stutzes

We were able to see his new car and several other classics in his well-organized garage. From there we traveled to Scandia, Minnesota, to the Gammelgarden Museum. This is a small museum that contains several original buildings built by the Swedish community that settled in this area. We then traveled back to Stillwater to get our cars ready for the Saturday show.

Friday evening, our group of sixty-five, had dinner on the Andiamo Showboat. The boat is a paddle wheeler that is one of several in a fleet located in Stillwater. We were fortunate to have our own boat with our group of Stutz Club and Classic Car Club people. We had a buffet dinner and enjoyed the scenery along the river on our two hour tour.

Early Saturday morning it was time to get ready for the Grand Classic judging and show. After each car was photographed, they were placed on the judging field. We had nine Stutz's present of which five were judged according to CCCA Grand Classic rules. The 1929 Super charged Lancefield coupe owned by Richard Mitchell received

Althoff Stutz

100 points and won best in class. My 1932 SV16 convertible coupe received 99.75 points and won best in its class.

After the judging was done the field was open to the public and we had a steady crowd of viewers all afternoon. There were twenty four cars judged and another nineteen classics displayed for exhibition. Overall it was a very good turn-out thanks to a lot of help from members of the UMR-CCCA.

The awards banquet was held at the Lake Elmo Inn. Many of us were shuttled to the event by a trolley. Lake Elmo is about five miles west of Stillwater. The food is always great at this facility and they did not disappoint





Dan DiThomas judging

Those attending were:

- John Grunder, Torrington, CT
- Jim Lockwood, Frankfurt, IL
- Mark and Gloria Desch, Stillwater, MN
- Charlie Didier, Maple Grove, MN
- Jim and Sally Holland, Bloomington, MN
- Tom Rasmussen, Spring Lake Park, MN
- Ernest Tuff, Rushford, MN
- Dale Althoff, Mooreton, ND
- Lawrence Anderson, Velva, ND
- Kendall and Rudy Radke, Fargo, ND
- Dan and Mary DiThomas, Dublin, OH
- David Cornell, San Antonio, TX
- Richard Mitchell, Montgomery, TX
- John Boyle, Colbert, WA
- Carl and Carrol Jensen, Vernon, WI
- Steve Murphy, Chicago, IL

us. After everyone had plenty to eat we began the awards ceremony. The Stutz awards were given out first. Each person that brought a car to the Grand Stutz received a very nice award (thanks to the generosity of Richard Mitchell). Gloria and I received the Alison Barrs Memorial trophy for hosting the event. That was truly an honor. The CCCA awards were then distributed to those that received best in class for each division.

Sunday morning a few of us gathered for breakfast at the Lowell Inn to say our goodbyes. All in all it was a great event thanks to the efforts of Dan and Mary DiThomas and all of the participants that brought cars.

Didier Stutz





**2015 Grand STuTZ Amelia Island, Florida
March 12th through March 15th 2015
Registration**

If you are planning to attend the 2015 Grand STuTZ at the Amelia Island Concours on March 12th to March 15th, 2015 simply fill in the form at the bottom. Please note that you do not need to bring a car to attend a Grand STuTZ.

Hotels

If you do not plan to stay at the Ritz-Carlton, you need to find a hotel room soon. We will not have a Host Hotel for the Grand STuTZ. We will have a registration table set up in the lobby of the Comfort Suites Oceanview, Amelia Island in Fernandina Beach. All STuTZ Club members should plan to pick your packet soon after you arrive.

http://www.comfortsuites.com/hotel-fernandina_beach-florida-FL727#listpos1

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

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

2015 Grand STuTZ Agenda

Wednesday 11-MARCH-2015

Early arrival with no planned Grand STuTZ activities.

Thursday 12-MARCH-2015

Registration in the lobby of the Comfort Suites Oceanview.

Option 1 Private viewing of RM Auction cars, time to be determined between 10AM and 1PM

Option 2 See the area on your own.

Option 3 Hang out at the Ritz

Meals are on your own today.

Friday 13-MARCH-2015

Option 1 - STuTZ car display. We are working on finding a location on the island to display the STuTZ cars.

Option 2 - Attend a seminar at the Ritz. There is a fee for the seminars. Go to the Amelia Island Concours site for the schedule and ticket information. <https://www.ameliaconcours.org/>

Option 3 - Gooding Auction viewing and auction at the Omni Plantation. Go to the Gooding Auction site for the schedule and ticket information. <http://www.goodingco.com/auction/amelia-island-2015/>

The STuTZ Club welcoming reception in the evening will be at Brett's Waterway Cafe at the marina in historic Fernandina Beach. We will order from the menu with separate checks.

Saturday 14-MARCH-2015

Option 1 - Deep Sea Fishing. Price and details to follow.

Option 2 - Cars and Coffee at the Ritz for all makes of cars that will not be in the Sunday Concours.

We will try to organize a group evening meal. Other meals will be on your own

Sunday 15-MARCH-2015

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

To register for the Grand STuTZ, fill in the requested information below and mail or email it to Dan DiThomas.

Mail: The STuTZ Club, Inc., PO Box 2031, Dublin, Ohio 43017

Email: thestutzclub@aol.com Phone: 614-832-0066

There is no registration fee for this STuTZ Event.

Name 1:			
Name 2:			
Phone:		Email Address:	
Arrival Date:		Hotel:	
I will attend the Friday Welcoming Reception?			



Take note of this issue...

by Carl Jensen, Editor

One of the best pieces of automotive journalism I have ever read was an article in *Automobile Magazine* about 25 years ago titled, "A Ferrari Among Friends". It was written by Jean Jennings (then Jean Lindamood). The premise of the article is that she brought home a new red Ferrari for the weekend to do some testing, but due to the bad weather, was unable to accomplish it. So, instead she took the car and gave all of her friends rides in it. This included taking a shy teenage girl over to meet a boy in her class (and even did a donut), folks at her local supermarket, coworkers and so on...totally about 50 rides in a weekend. It is not only a great concept for an article but a great concept to do! If you have never read this article, I suggest finding it on the internet as it is hilarious.

Last autumn, Carrol and I had a somewhat similar experience. A good friend of ours asked if I would take her mom for a ride in one of our sports cars. She said at 83 years old, her mom had never been in a car like this and it was always her dream. So on a chilly October Sunday, our friends brought Ginger over for a fun afternoon. Although she came to ride in a modern sports car, when she saw the yellow Stutz Speedster she fell in love...which consequently is exactly as old as her. I suggested we start where speed began, sat her in the Stutz, put goggles on her and headed out. We followed this with a ride in a muscle car with a few smoky burnouts that she just loved and rather speedy ride in our Porsche 911. Ginger was ecstatic, but little did she know it was more fun for us. And of course we have made a new friend for life. I bet the conversation she had of her weekend activities with other grandmothers, was a bit different from theirs!

I have often said that these cars are vehicles for making memories with friends and I was reminded about that again this spring. I am proud to say that I was able to give Rachel Daeger, our fantastic publisher of the *Stutz News*, her first ride in a Stutz when she visited Milwaukee on business. You will read about it in this issue as well as another Stutz sharing experience from Dan DiThomas. One of the great things about Stutz owner ship is the

mystique of the marque. Even people who know very little about old cars and have never seen a Stutz, have often heard of them.

For Carrol and I, we not only enjoy our cars together, but find great fun in sharing them with others. I love to put kids behind the wheel of that car and tell them about great Stutz races as they look down the hood with the goggles we put on them. Or open the rumble seat and let them sit in the strangest thing they have ever seen. I would encourage all of you to do the same...share your cars with your friends or even a stranger...they may become a friend for life and possibly a future Stutz owner.

"Milwaukee, Here I Come"

by Rachel Daeger

When I am not working on *Stutz News*, I am employed at Raybourn Group International, an association management company, where the Society for Nutrition Education and Behavior (SNEB) is one of my clients. This past summer SNEB held their annual conference in Milwaukee. This conveniently coincided with our putting the finishing touches on issue #108 so I reached out to Carol and Carrol to let them know I'd be visiting their hometown.

They graciously invited me to their home during my stay and Carl asked if I had ridden in a Stutz before. Now I've worked on *Stutz News* for nearly 20 years and have spent quite a bit of time around Stutz automobiles. For nine of those years my office was in a third-floor space in Turner Woodard's Stutz Business Center where I was surrounded by Stutz cars and possibly Stutz ghosts. But, no, I've never taken a ride and the Jensen's were determined to change that.

Fortunately Carrol's office was just one block from my hotel so she picked me up for a 30 minute drive to their suburban home. I enjoyed seeing more of the city than just the inside of meeting rooms which is my typical conference experience.



Under threatening skies we headed right to the garage to power up the 1930 Stutz M Two-Passenger Speedster. Jacket and goggles on to ward off the wind and we were off. I instantly fell completely in love with experience and being the only car on a rural road made me feel like a time traveler. A Stutz definitely adds to the joy of the journey.

Two things I learned from my visit, Mukwonago police officers are not above giving a speeding ticket to a Stutz (just kidding, almost) and Car(ro)l has a fantastic recipe for fried angel food cake (definitely not kidding.)



From Stillwater to Indianapolis

by Dan DiThomas

The 2014 Grand STuTZ in Stillwater, Minnesota hosted by Mark and Gloria Desch at the beginning of August was a wonderful event that celebrated the splendor of the STuTZ automobile. The members that attended and the people of Stillwater that viewed the nine STuTZ cars enjoyed the event and display of cars.

A second 2014 Grand STuTZ of sorts took place in a smaller venue for a select elite group of STuTZ enthusiasts in Indianapolis, Indiana, on August 4, 2014. The venue was outside the lobby of the Clearvista Lake Health Campus. The hosts of this Grand STuTZ were Bill and Carolyn Greer and their daughter Jan. The elite guests were residents of the Clearvista Lake Health Campus facility. Bill is the surviving founder of the STuTZ Club.



continued on page 10...



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Since Bill and Carolyn could not make it the Grand STuTZ, we brought a Grand STuTZ to them. Mary and I stopped in Indianapolis to visit with Bill and Carolyn on our way home from Stillwater. After we arrived and visited awhile, Bill asked if I would take the STuTZ from the trailer. He wanted to let the residents of the facility see a STuTZ car.

With the STuTZ out of the trailer, Bill presented a short dissertation on the history of STuTZ and our 693 Roadster. I took Bill, his daughter Jan, and many of their friends for a ride.

Bill wants everyone to know that they would have loved to have been at Stillwater and to tell everyone that he and Carolyn are doing well.



Greer's daughter Jan

Bill Greer speaks with Mr. George and Mr. Stevenson





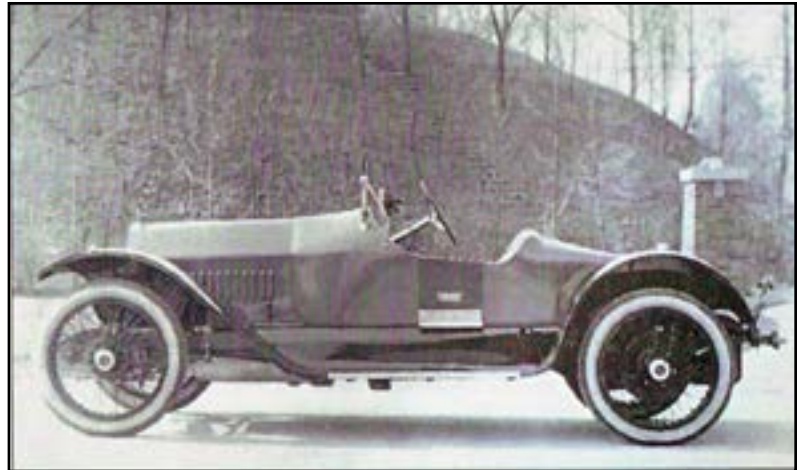
Was there a Bearcat Model in 1917?

By Bill Greer

The purpose of this article is mainly to clarify a statement I made in Chapter II of *The Splendid Stutz*, p. 54 in the second paragraph. Quote: “The Bearcat was not offered in Series R, but reappeared in 1917 as Series S.” On page 53 bottom right a photo is shown with the comment “Series R or S Bearcat.” I recall Paul Freehill stating that the Bearcat model was not offered in Series R.

This review was prompted by the recent acquisition of rare pieces of literature from member Layden Butler (#40) which describes a “Bear Cat” Model quite identical to the one shown on p. 53 above. The specifications clearly state that it is equipped with the Series S 16-Valve, 4-cylinder T-head motor. But there is no provision for a top and the body is different in the hood to cowl area when compared to later S Series Bearcats.

Member Tim Kuser has most kindly shared with the Club his entire file on Stutz models 1917 and other



The Splendid Stutz, page 53

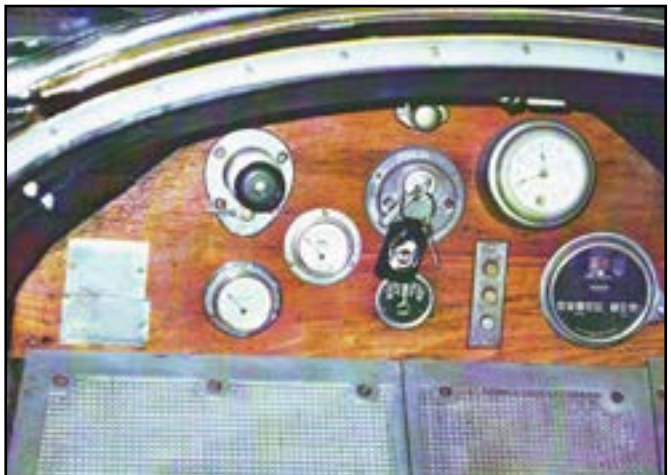
related literature, registration data, etc. Please note that the ad in *Motor World* dated August 30, 1916 titled “Stutz Evolves 16-Valve Four Speedster Model” illustrates a Bear-cat body style and the new Series S motor.

continued on page 12...

Side view of the Kuser 1917 Bearcat (photo taken by Henry Austin Clark)

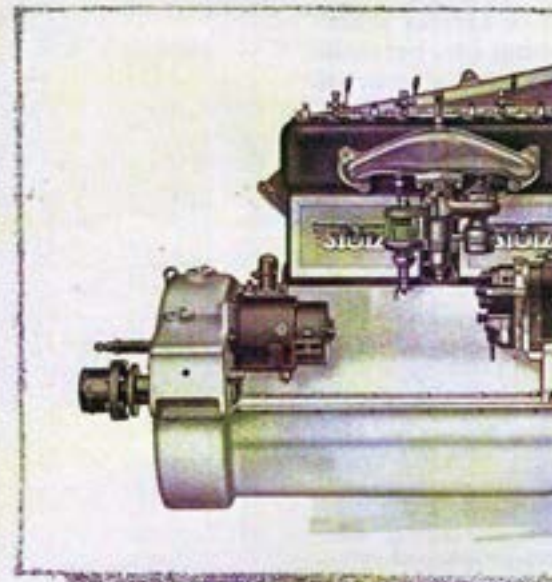
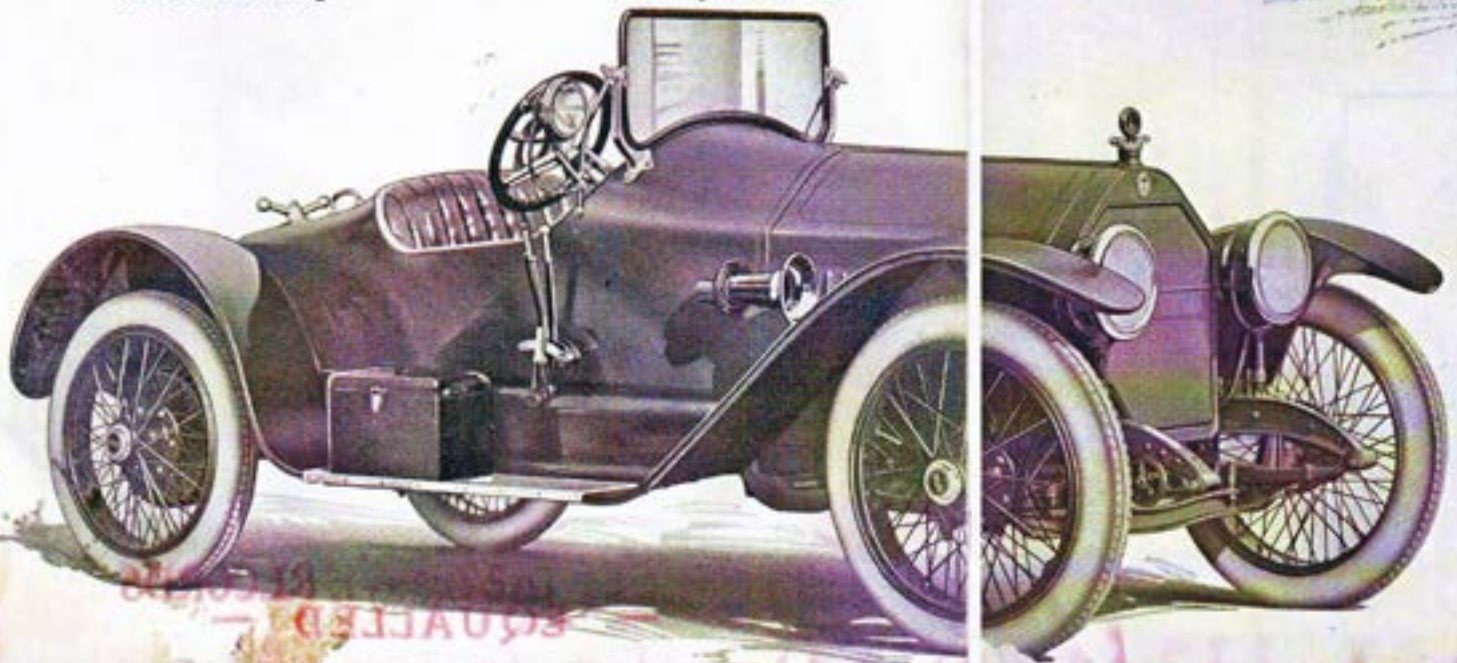


Dash Area of Tim's 1917 Bearcat



Specifications— STUTZ “Bear Cat” MODEL

Motor - - - 16-valve 4-cylinder T-head type, 4½ bore by 6-inch stroke.	Ignition - - - Bosch waterproof magneto.
Oiling System Force feed by pump thru hollow crankshaft.	Carburetor - Stromberg.
Wheelbase - 120-inch.	Gas Supply - Gas tank in rear, pressure by automatic pump.
Gauge - - - 56-inch.	Cooling - - - Pump radiator, cellular.
Tires - - - Cord 34x4½ straight side.	Clutch - - - Cone leather faced spring inserts.
Wheels- - - Houk wire No. 5.	Steering - - - Worm and wheel, high grade type.
Lighting - - - Remy generator and storage battery.	Horn - - - Large electric.
Starter- - - Remy starting motor.	Clearance - - - 9½ inches.
Front Axle - Timken heavy type.	Trimming - Black and nickel.
Rear Axle - Stutz special.	Painting - - - Battleship grey, Mercedes red and yellow.
Transmission Stutz special.	Upholstery - Black No. 1 hand buffed, long grain, bright finish, or Brown Spanish leather.
Front Springs Semi-elliptic, special alloy steel.	Price - - - \$2,550 f. o. b. factory, Indianapolis, Indiana.
Rear Springs- Semi-elliptic, special alloy steel 56 inches long.	



continued from page 11...

Three 1917 Bearcats are listed in the Stutz Directory:

- VIN #5-133 by Tim Kuser (No. 612)
- VIN #5-198 by Larry Johnson (No. 768)
- VIN #4716 Series R with Engine #A12965 by Robert Norrbom (#400)

Tim points out that his “Bear Cat” of 1917 is equipped with Houk wire No. 5 wheels while later Series S Bearcats of 1918 has Rudge-Whitworth wire wheels.

The registration data indicate that Tim’s 1917 Bearcat was registered in Chicago by Sterling Morton circa July 1917. VIN #S 3 was registered about April 1917 by Dorothy Webb of NYC. One reference states that 300 Speedster (Bear Cats) was produced in 1917 and another states that the speedster was priced at \$2750.

Here’s what we conclude from this new information. An early version of the Series S Bearcat was introduced for sale rather early in what we have designated as Series R model year of 1917.



**STUTZ
MOTOR
SIXTEEN
VALVE
FOUR
CYLINDER**

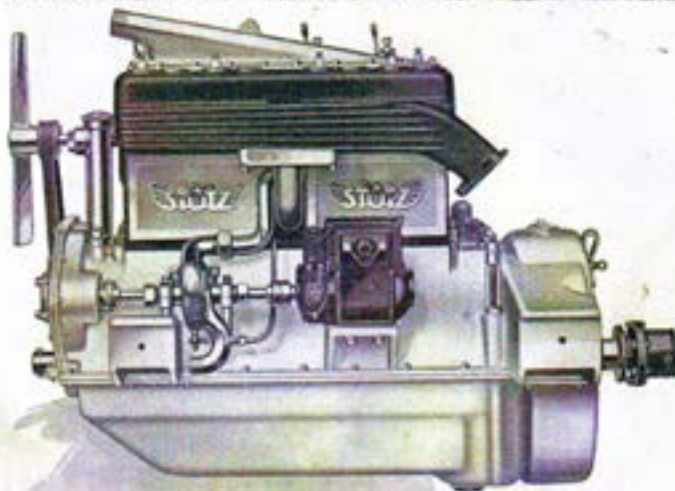
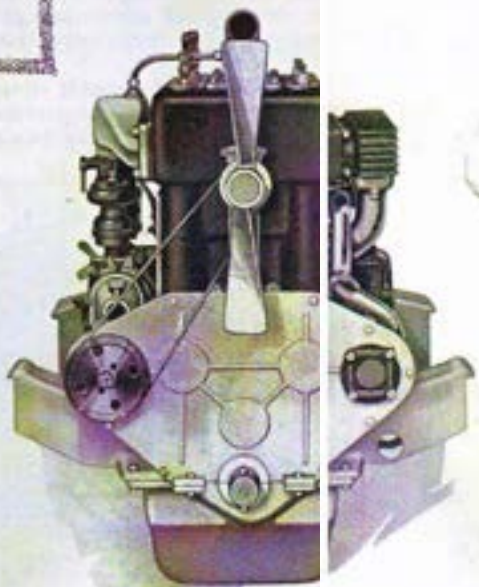


THE 16-valve 4-cylinder Stutz Motor is the result of several years' practical and successful racing experience, under our own personal management, having met all competition on special constructed Speedways and Rough Roads. This motor is not a one night's dream, but the result of exhaustive tests obtained from Laboratory and actual road tests at low and high speed, as well as for general economy. The sturdiness of construction, the careful workmanship, the best quality of material, insuring dependability and efficiency is evident in this motor, and is characteristic of Stutz design.

The T head type motor is used, as our past experience has taught us that while the valve in the head construction is slightly more powerful, it has a number of objectionable features which favor T head construction.

The valves in a 16-valve 4-cylinder motor are of smaller size eliminating the possibility of warping and crystallizing from high speed service. The wear on the cams and valve mechanism is reduced very materially. The valve area is greater, however, affording longer duration of maximum gas flow and cleaner scavenging, valve efficiency being of more importance than increased number of cylinders.

In summary, this motor affords high power, speed, flexibility, simplicity and especially smoothness and economy in operation, and is capable of performing every demand of motor car users.



Brochure front and back cover on next two pages

STUDEBAKER, series 17, 7-passenger touring, brand new car; make offer. Gotham Auto Exchange, 1,694 Broadway. Circle 3515.

STUTZ 1917 BULLDOG SPECIAL.
STUTZ 1916 BULLDOG SPECIAL.

MERCER 1916 TOURING.

GEORGE WALLACE COPLEY.

885 5TH AV. PLAZA 4837.

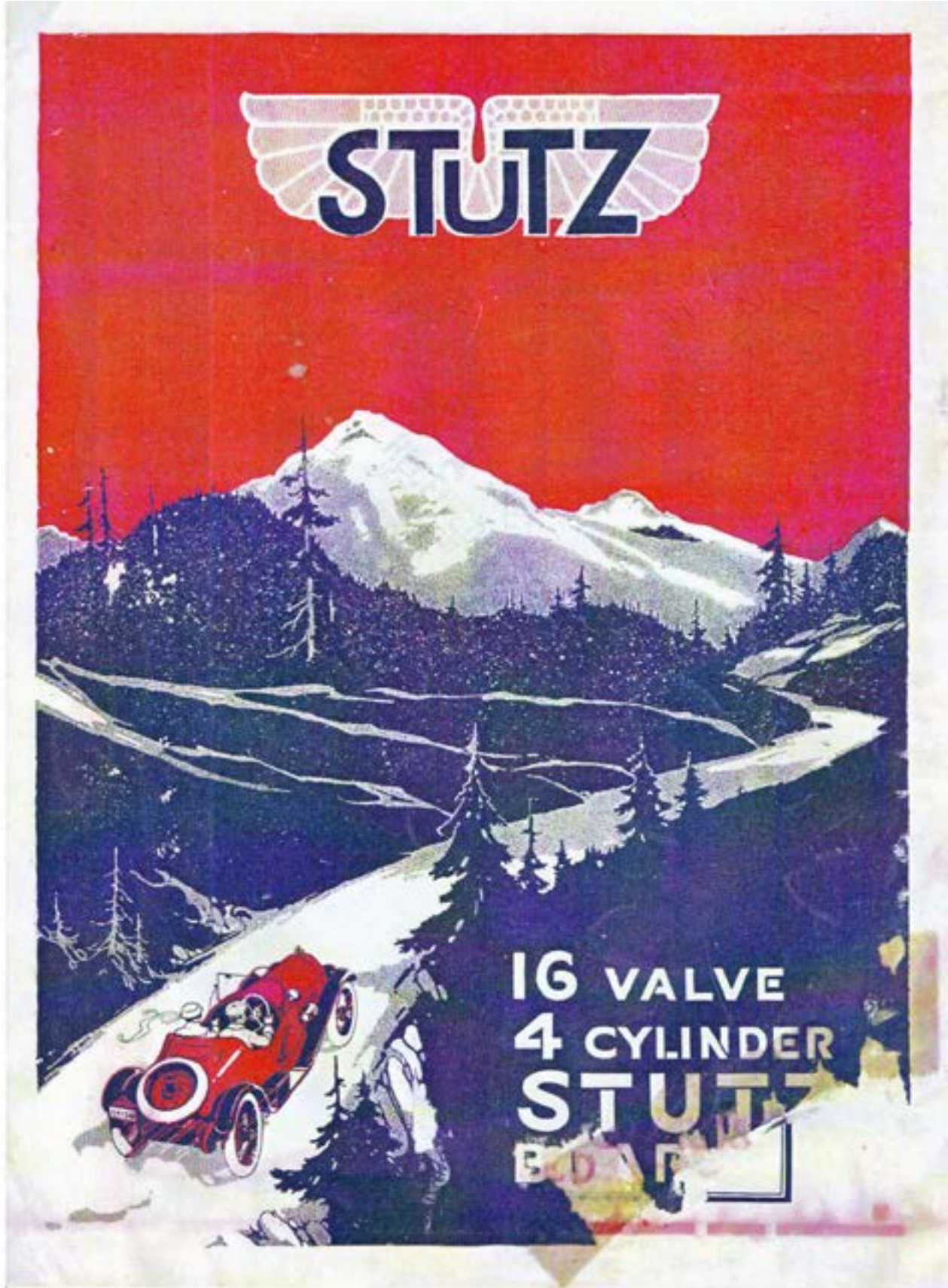
STUTZ, 1915, Bulldog special, red leather upholstery; this car in first-class condition. Gotham Auto Exchange, 1,694 Broadway. Telephone Circle 3515.

STUTZ 1917, "16 valve" speedster; owner called for military duty; immediate delivery. Schoonmaker & Jacob, 1,700 Broadway.

STUTZ roadster, 1916, practically new, \$1,450. Phone Bradley, St. Nicholas 9212.

B. G. V. roadster; thoroughly overhauled mechanically and repainted.

1917 16-valve Stutz from *The New York Times*, 30 May 1917





WORLD'S RECORDS for CONSISTENCY
4 Consecutive 1st. and 2nds.
Records Established 1915

WORLD'S LONG DISTANCE RECORDS
300 and 350 Miles
Records Established 1915

CONSISTENCY RECORDS RE-ESTABLISHED
Vanderbilt and Grand Prize Races
held November 16 and 18, 1916

VANDERBILT
Distance 294 Miles Average 83.74
This Performance by Private Owner

GRAND PRIZE
Distance 403 Miles Average 83.74
This Performance by Private Owner

**NONE OF THE ABOVE RECORDS
— EQUALLED —**

STUTZ FUN



TOGETHER



RIDE IN A STUTZ WITH CHEVROLET

Louis Drives One Between
80 and 90 for Writer.

TWO NEW MODELS OFFERED

One Eight, Other a Six—The 'No-
back' Is an Added Feature.

From a Staff Correspondent of THE SEW.
INDIANAPOLIS, Jan. 4.—Stutz's
president, F. E. Moskovich, is the
proud father of two new babies.
They are not twins, for one is an
eight pound—be-g pardon—eight cylin-
der, and the other a six. Both are
distinguished by four speedy speeds
forward, classy little automatic de-
vice to prevent backward roll, char-
acteristic Stutz low center of gravity.
hit-us-if-you-dare steel running
boards, hasn't-cut-yet safety glass
and seats adjustable, both front and
rear, to all kinds of bodies in Le-
Baron bodies. And the happy parent
has taken up golf and is down to
100 r.p. 18 Hoosier holes.

But that is another story, which
has nothing to do with his joining
the save-a-life movement. In fact,
he has saved at least a couple of
lives, one of his own and that of
E. R. Parker. Stutz's general sales
manager. With Bert Dingley, service
manager, and others, President Mos-
kovics was putting two of the new
cars through their paces some time
ago for engineering purposes. At the
wheel of the first car he was burn-
ing up the road at over 90 miles per
hour, when, lo and behold, right in
the middle of the concrete over the
brow of a hill not over 250 feet
away appears a large sedan turning
around.

Mr. Moskovich realized instinc-
tively that any known brake would
be useless here. He said afterward
that the first thing that flashed
across his mind was: "Is the other
car backing or moving forward?"
But instantly he realized that with
his car going at 90 miles an hour
and the other slowly moving only a
few hundred feet away it made no
difference.

The Writer Goes Riding.

So the only president of an Ameri-
can automobile company who has
ever been a racing car driver put
those strong arms of his to the wheel
in the tightest place in his life and
with the two left wheels of the Stutz
down off the road passed the sedan
in safety. With brakes hydraulicking
and wheels skidding Moskovich got
his car back on the road and came
to a stop after making three com-
plete turns in the road. Parker
jumped out, ran back and flagged
the car Mr. Dingley was driving.

Whereupon executives and engi-
neers of the Stutz Motor Car Com-
pany of America, Inc., went into con-
ference on the road and decided that
only a safety Stutz could have nego-
tiated, without overturning, the
ditches and sharp turns involved in
this very personal save-a-life move-
ment.

That night the Stutz president
pondered over the situation. He real-
ized that day by day the perform-
ance of the modern car had been in-
creased; but the performance of the
brakes had been left alone, in other
words, emphasis had been placed on
acceleration, but deceleration had
not advanced accordingly. Immedi-
ately Stutz started a real study of
the brake problem from a technical
standpoint, with the result that today
Stutz is fitted with a braking system
which under the same conditions
would have brought the car to a
stop without the necessity of taking
to the ditches.

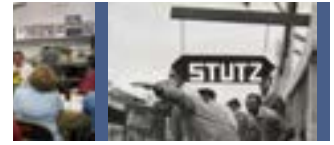
Later this writer went off with
William F. Sturm, authority on auto-
mobile racing, and hit ninety miles
an hour on one of the most marvel-
ous rides in the world, thanks to a
new Stutz with Weymann body and
Louis Chevrolet, experimental en-
gineer, at the wheel.

From the Stutz plant this 1929
Stutz made its way through the
streets of Hoosierland's capital, with
all due regard to traffic law and
everybody's life and limb, gliding
noiselessly past other cars, sliding
gracefully around corners, gliding
powerfully on the Speedway.

In this setting of Stutz and track,
empty grand stands and Hoosier
heath, Louis Chevrolet again be-
comes the racing driver. With
magic hand he nonchalantly brings
this car into the backstretch at
eighty-five miles an hour. At eighty-
three miles an hour he negotiates
the northeast turn. The four corners
of this two and a half mile speedway
are all banked at an angle of 16 de-
grees 40 minutes.

Between Eighty and Ninety.

Chevrolet—Louis, not the new six
cylinder—is smoking a cigarette. Bill
Sturm, from the back seat, is read-
ing the speedometer. And your cor-
respondent is sitting comfortably on
the front seat, taking notes as the
car Stutes around the Speedway be-
tween eighty-two and ninety miles an
hour.



Stutz Motors & Louis Chevrolet

Billy Dunbar of
Jefferson, Louisiana has
been researching Louis
Chevrolet for over a
decade. He has found
over 100 letters and
other documents signed
by him which Billy says
have been scattered
across the country.

Billy reports:

"Louie's first con-
nections to Stutz may
have begun when he
partnered with Allan A.
Ryan in late 1921. Trade
journal reports from that
period indicate that the
Frontenac passenger car
was not connected with
Stutz, but there were ru-
mors that the Frontenac
was to have been offered
for sale at Stutz deal-
erships.

In regards to the
1923/4 Frontenac pro-
totype, the coach work
appears very similar to
the HCS cars. Louie
may have used an exist-
ing HCS vehicle to ex-
periment with the Argyle
engine he was working
on."



“Louis’ son Charles Chevrolet was employed by Stutz in the early 1930s. The 1933 Indy directory lists him an engineer at Stutz, and his 1934 obituary mentions his employment there too.”

“I’ve seen film footage of Louis at Indianapolis in 1928 when the Stutz raced against the Hispano-Suiza. I also know that Louis joined the technical staff of Stutz in 1928 as a consultant.”

Billy is looking for any information on Louis Chevrolet, particularly in respect to his involvement with Stutz. He specifically asked about:

continued on page 20...

“We have just entered the northwest turn at eighty-two miles an hour,” says Bill, and he has hardly announced the fact and figure before we are out of it at eighty-five miles. Faster and faster, down the homestretch with the speedometer reaching fourscore and ten. We ninety it past the judges’ stand, the timing point and the pits.

“Into the southwest turn at 88,” says Bill.

“Out at 84,” says Bill.

Through the short straightaway on the south end of the track and into the southeast corner, then down the long backstretch.

“Into the northeast at 90,” says Bill.

“Out at 85,” says Bill.

Then Louis puts the Stutz into the backstretch at 80, and Bill Sturm starts a stream of “ninety—ninety—ninety.” The writer quits taking notes and Bill quits calling figures. Into the corners, out of the corners, down the homestretch, down the backstretch, the speedometer hardly wavers from 90. At first we are fascinated by the speedometer, which seems almost glued to “90.” Then, realizing that it is Louis Chevrolet who is responsible for this feat of fast and firm driving we see

nothing but a pair of fine hands which play lightly with the wheel, moving it this way and that, even down to fractions of an inch to negotiate the little hills and valleys of this speedway, which Louis Chevrolet knows in amazing detail.

Having completed the last two and a half mile lap at a perfect ninety, Louis Chevrolet headed for the Hoosier country to prove that the riding qualities of the car and the no-back device work just as well in the Hoosier hills as on city street and speedway. The Stutz ate up a concrete road at 85 to 88, miles an hour, went up a hill at 83 and held to 65 and 70 on a rough gravel road.

These Fabric Bodies.

As on the speedway we talked about this and that, but chiefly about the car, its construction and its performance, and there was no difficulty experienced in making ourselves heard no matter what the speed. “If this were a steel sedan body we would have had to shout everything traveling at the speeds we have made this afternoon,” said Louis Chevrolet. “But these fabric bodies are the quietest thing of their kind and with their light weight lowering the center of gravity they add noticeably to the way a Stutz holds to the ground.”

Louis was driving the car with one hand and using the other now and then to manipulate his cigarette, all at a speed of 70 to 75 miles an hour. “This makes a nice cruising speed,” he remarked. “You have the throttle only half open and there is still lots of reserve.

“These new Stutzes have plenty of acceleration and they’ve got powerful brakes, for these days quick deceleration is damn important—excuse my French.”

Then, picking the steepest hill in the country around Indianapolis, a gravel road with a 17 per cent. grade, Louis Chevrolet demonstrated the “Noback,” which is a ratchet device working automatically the moment the car starts moving backward, unless in reverse gear. Again and again as the Stutz ascended the hill he stopped the car without applying the foot or emergency brakes, and each time the “Noback” device went immediately into operation, locking the car so that it could not move backward, just as it did later when stopped in traffic on Indianapolis streets having a slight incline.



Famous Racing Driver Joins Stutz Concern

Louis Chevrolet Becomes Member of Technical Staff

The appointment of Louis Chevrolet as a member of the technical staff of the Stutz Motor Car Co., is announced by E. S. Gorrell, vice president of the Indianapolis motor car factory. Mr. Chevrolet will spend the major portion of his time in the experimental department of Stutz.

While probably best known as the designer of the Chevrolet car, Mr. Chevrolet has had an unusually colorful experience in the engineering and racing world. His first automobile experience in the United States was in 1901 with the De Dion Bouton Motorette Co., of Brooklyn, N. Y. Then followed several years in the service departments of such concerns as Winton, Pope-Toledo, Fiat, Willys and Autocar in New York and Brooklyn.

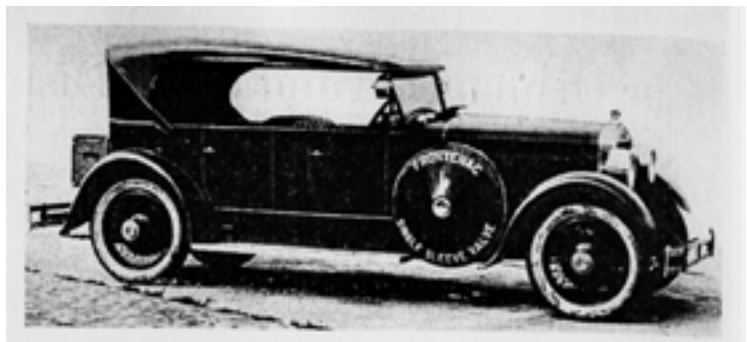
In 1909 Mr. Chevrolet joined the Buick racing crew and designed the racing car which was driven under Buick colors in 1909 and 1910. During this period he drove on the Indianapolis Motor Speedway—before the race became a 500-mile event. In 1911 the Chevrolet Motor Co., was organized to build and produce the car designed and engineered by the new Stutz engineer.

Racing Cars

In 1916 Mr. Chevrolet built the Frontenac racing car, which during 1917-18-19, was the outstanding performer on the racing courses of the United States and Europe. In 1919 he built the Monroe racing car, which won the 1920 500-mile race, with his brother, Gaston, as the winning driver. Then in 1921 he built the eight-cylinder Frontenac racing car which was driven to victory in the 600-mile event by Tommy Milton. A year later saw the introduction of the Frontenac cylinder head for Ford cars which was designed and marketed by Mr. Chevrolet under the name of Fronty-Ford. He has continued in that capacity, along with extensive experimental work, until the present time.

In addition to his racing experience on the Indianapolis Motor Speedway in the early days of 1909 and 1910, Mr. Chevrolet piloted racing cars in the contests of 1915, 1917, 1918 and 1920. He also has driven in a large number of other racing events throughout the country and engaged in many road races. In 1917, he was proclaimed the American champion of automobile racing. This honor came prior to the point system of awards established by the American Automobile Association.

1924
Frontenac



continued from page 19...

1. Any original factory documents that would include letters or correspondence from Louis Chevrolet?
2. Info on the James Scripps Booth's lawsuit against the Stutz company relating to the the Booth car built in Chevrolet's shop.

3. Information on the Stutz that Glenn L. Martin purchased in 1930? Billy has found a letter from 1931 that Louis wrote in regards to that car. It was written to E.S. Gorrell.

If you would like to contact Billy, his address is:

Billy Dunbar
811 Dodge Avenue
Jefferson, LA 70121



Report from the UK

by Steve Watson #0833:

Steve Watson here calling from England.

Just thought that you might like to see the attached pictures of a Bearcat in the UK.

On the first weekend in August, I went to the Famous Prescott Hill Climb here in England. It is an event organized by the Vintage Sports Car Club. (www.VSCC.co.uk)

It was a fantastic weekend of high powered cars of all types and ages trying to get to the top of the 880 yard course as quick as possible .

Imagine my surprise when I came across the Bearcat in the attached pictures. According to the pro-



gramme, it is a 1918 model driven by a gentleman called Jonathan Miller.

Hope that you are all well at your end

Regards

Steve Watson





Technical Notes

by *Brian White*

Maintenance; work that is done regularly to keep a machine, building, or piece of equipment in good condition and working order. Every year I try to attend the NC HCCA tour. After over forty years of driving a pre1927 car on these tours I can say preventive maintenance is essential. I have seen cars brought out of the barn and driven with predictable results. The first day we refer to as a shakedown day. Usually no more than 50 miles, and yes the Barn Fresh cars usually end up on the break down trailer sometime before we reach our first stop. Another clue is that these cars sometimes have a drop cord running to them with a battery charger hooked up in the motel parking lot.

Tuesday is our first day of real touring. Around 100 miles and usually some hills may be involved. By the end of the day the cars that were worked on last year and washed off this year are usually weeded out. By Tuesday night the parking lot is an educational place to be. Hoods are up, sometimes off and you may want to keep the kids over by the pool. I have seen engine rods replaced, thrush washers replaced, T bands replaced, water pumps repacked and radiators soldered back together along with about everything you do to restore a car. We had a family that we joked about every year by saying "I wonder what they are bring this year to restore?" Their cars always went home in better shape than they arrived.

Wednesday, as everyone knows is hump day. It is usually between 100 to 125 miles. If there is any mountains around Wednesday and Thursday are the days we are going to find them. The tour is always the third week in July. It is pretty hot in our part of the world in July so, you will see some steam coming out of a few cars and off a few people driving. The most challenging I think we have seen was touring a Christmas Tree farm off the Blue Ridge Parkway in 2006. The road going up to it was one lane and one mile long and went up 1000 feet. The top was around 6000 feet. Four or five cars decided not to go up it, not because of going up, but because they didn't trust their breaks coming down.

Thursday is about the same as Wednesday maybe a little less challenging. By Thursday we may be down 8 or 10 cars. But out of 80 cars that's not too bad. Friday is usually back to a short day of about 50 miles and then we put our cars away for a nice dinner and hear all the tails about who did what. This is where the tails usually grow into very amazing feats of mechanical talent that Nascar can only dream about.

I tell you all of this because I have done most of the stuff mentioned above, not for myself, but for friends. This year I was not able to attend our tour because my Mom was sick and then passed away. Although I wasn't there I let my good friend and Stutz car owner Jim Aldrich use my 1923 Lincoln. (You may recall the story of the carburetor fire and my buddy Fireman Jim). Well, Jim and I have another friend, Jim Adams. I will tell you I trust these two guys with anything I own. Thursday I start hearing rumors about the Lincoln being on the break down trailer.

I start racking my brain trying to figure out what could be wrong. I spent the better part of a week going over the car as I always do. I take a lot of pride in that I never had a car on the break down trailer. I didn't hear anything for a while and then the phone rings. I see it's Jim and Jim. I debate how to answer, White's auto repair? Brian's Junk yard? You Break Em We Fix Them? Then I decide "Hello" is appropriate. I am glad I did because on the other end of the phone were two guys that were worried.

According to Aldrich, Adams was driving. Jim Adams is the best driver I have ever ridden with. Never grinds a gear. Smooth and careful as anyone I know. They pulled into lunch, stopped, went to back up and the car didn't move. I asked a couple of questions and determined it broke an axel. Jim had the car loaded up and when they got home I pulled the hub cap and out came most of the axe. Another friend called and said he found a NOS one \$140 plus 15 for shipping. A couple of weeks later and everything is back together and running like a top.



So the moral to the story is no matter how much you try to avoid the breakdown trailer you may be a victim of embarrassment anyway. But then again some people don't get embarrassed, they just get their cars restored.

Happy touring!!





1954 Register of Antique Automobiles – Joint Listings AACA & VMCA

YEAR	MODEL	SERIAL	MOTOR	CYL.	H. P.	BODY	COND.	OWNER
HCS								
1923	TR	3107	.....	6	29.4	TR	FR	Joseph C. Antrim

STUTZ								
YEAR	MODEL	SERIAL	MOTOR	CYL.	H. P.	BODY	COND.	OWNER
1914	4E	1570	A1-159	4	36.2	TdR	FR	T. P. Museum
1915	Bulldog	A11114	2744	4	45	4p	FR	T. D. Moore
1915	.....	.....	.....	4	....	RC	FR	Los Angeles Museum
1916	.....	3890	A1-2365	4	36	RD	FR	O. A. Corriher
1917	Bearcat	S-133	S-150	4	30.6	....	FR	K. W. Winslow
1918	.....	.....	S-263	4	....	SPD	R	S. G. Sipple
1918	Bearcat	S1173	S1082	4	....	RD	FR	Wm. H. Coverdale, Jr.
1918	G	2958	.....	4	....	4p	FR	Clarence Kay
1919	G	4366	.....	4	....	RD	FR	Frederick R. Small, M. D.
1920	H	6288	.....	4	....	RD	FR	Samuel K. Hodgson
1920	.....	7156	.....	4	....	RD	FR	Stanley W. Tull
1920	.....	.....	2747	6	....	RD	FR	M. E. Patton
1920	.....	.....	7191	4	....	RD	FR	James Melton
1920	H	7201	7227	4	80	SpT	O	T. P. Museum
1920	H	8631	30H	4	....	TR	PR	Henry C. Wing, Jr.
1920	H	.....	.....	4	....	RD	FR	Richard L. Hemple
1921	K	K10304	.....	4	30.63	....	FR	Julian Eccles
1923	.....	F13437	.....	4	30.7	RD	FR	H. Mitchell Harder
1923	.....	4DH13281	D13677H	4	70	7pT	FR	Prescott R. Taylor
1923	4DH	13609	D13656K	4	60	2pR	O	H. A. (Barney) Hackney
1924	Bulldog	.....	13170H	4	....	RD	FR	William J. Dillon
1925	.....	.....	.....	8	....	CS	PR	J. P. Landis
1925	.....	.....	.....	8	....	CNC	R	J. P. Landis
1926	AA	82971	82978	8	92	RD	FR	Victor C. Johnson
1927	.....	AA7-70256	84488	8	32	7pS	FR	Ted Nelson
1927	AA	AA5-84729	85103	8	....	4DS	PR	W. A. C. Pettit, Jr.
1928	BB	AD84D	.....	8	115	7pL	FR	John C. Hofmeister
1928	.....	30666	39974	8	....	RD	FR	B. C. Hawk
1928	AA	.....	.....	8	....	SPD	PR	Vernon Stover
1928	BB	.....	.....	8	....	S	FR	Vernon Stover

YEAR	MODEL	SERIAL	MOTOR	CYL.	H.P.	BODY	COND.	OWNER
STUTZ—Continued								
1929	.....	30873	31829HC	8	33.8	RD	FR	Joseph R. McNutt
1929	M30953	31939	.....	8	36.45	CAB	PR	Jay Cross
1930	.....	SY188	30397	8	....	CAB	PR	Albert C. Rusnak, Jr.
1930	M	1002	1002	8	....	CON	FR	A. C. Kingsley
1930	M8	M842CD21Y	32480	8	....	CS	R	W. A. C. Pettit, Jr.
1930	M	M846CD21A	32494	8	113	CNC	PR	William Phillion
1931	DV32	MA271027	DV32957	8	156	CNC	R	W. A. C. Pettit, Jr.
1931	DV32	DV421383	DV33096	8	156	CS	PR	W. A. C. Pettit, Jr.
1932	DV32	1403	.....	8	36.45	S	P	P. S. DeBeaumont
1932	DV32	DVSB1486	DV33194	8	156	....	FR	Donald L. Bower
1932	.....	DV211497	DV33207	8	156	BTS	FR	
1933	Bearcat	SB1601	.....	8	36.45	2pCON	PR	P. S. DeBeaumont



Stutz Directories

Del Beyer provided us this very interesting information from his library. These are select sections from old directories that may allow you to trace your Stutz or HCS!

YEAR	MODEL	SERIAL	MOTOR	CYL	RODY	COND	OWNER
HARRY C STUTZ 1914-1924 INDIANAPOLIS, IND							
1921		954	1 133	4	5PT	FR	SIMONDS H D
1921		2128	M 81961	4	4PT	PR	WASLEY, F B
1921		412	M 1B	4	RD	PR	HARRAHS AUTO COLLECTION
1922			M R1020	4	4PT	FR	KURTZEBORN C F

YEAR	MODEL	SERIAL	MOTOR	CYL	RODY	COND	OWNER
STUTZ 1914-1936 INDIANAPOLIS, IND							
1914		4293	A 1236	4	S	FR	HARRAHS AUTO COLLECTION
1914		48826	A 2083	4	5PT	FR	HARRAHS AUTO COLLECTION
1914		48891	A 11509	4	RD	FR	HARRAHS AUTO COLLECTION
1915		1570	A 1159	4	5PT	O	ZIMMERMAN, E W
1915		3890	A 12365	4	RD	FR	WESTERN RESERVE MUSEUM
1915		6041	A 14230	4	4PT	FR	CORRITER, O A
1915		5007	A 13245	4	4PT	O	HARRAHS AUTO COLLECTION
1915		64342	G 4151	4	RD	FR	POWER J G
1917		7625		4	5PT	FR	ARNOLD W G
1919		2543	K 51102	4	S	FR	LONG ISLAND AUTO MUSEUM,
1920		8288		4	RD	FR	REDDING DR M
1920		5959	6 001	4	7PT	FR	POWER J G
1920		2888		4	RD	FR	SHELDON, C B
1920		7201	7 227	4	5PT	O	WESTERN RESERVE MUSEUM
1920		3339	5 383	4	RD	PR	HARRAHS AUTO COLLECTION

YEAR	MODEL	SERIAL	MOTOR	CYL	RODY	COND	OWNER
STUTZ 1914-1936 INDIANAPOLIS, IND							
1914		6212	6 240	4	5PT	O	HARRAHS AUTO COLLECTION
1914		6428	6 478	4	5PT	PR	HARRAHS AUTO COLLECTION
1914		502		4	FT	FR	DOUGHERTY, J
1914			D 12880H	4	C	FR	OGDEN J R
1914		60075	D 0075	4	PR	FR	KRELLIVER W R
1914			P 237	4	FT	O	HARRAHS AUTO COLLECTION
1914		305	L 047	6	FT	O	HARRAHS AUTO COLLECTION
1914		3024	L 315	6	FT	O	HARRAHS AUTO COLLECTION
1914		76382	L 4964	6	RD	PR	CULLEY J S
1914			L 5358	6	C	FR	OGDEN J R
1914		210	2 32	6	S	FR	PATTON, M E
1914		361	6 0285	4	FT	O	HARRAHS AUTO COLLECTION
1914		14370	L 4444	6	5PT	O	HARRAHS AUTO COLLECTION
1914		90483	L 4550	6	5PT	FR	BURRICHTER A W
1914			L 1328	6	TC	FR	CARR H W,
1914			A A5770709	8	7PS	O	MILLER, M R
1914				8	S	FR	WILSON J L
1914				8	5PS	PR	HARRAHS AUTO COLLECTION
1914				8	5PS	PR	PETTIT W A C JR
1914				8	S	FR	MANTON S G
1914				8	7PS	PR	REES, C E
1914				8	S	FR	HARRAHS AUTO COLLECTION
1914				8	RSR	FR	PFANNERBECKER E P
1914				8	CS	FR	TOTH, E J
1914				8	4PT	O	ERSLAND, J
1914				8	5PS	O	ZIMMERMAN, E W
1914				8	S	FR	RODWAY A N
1914				8	CC	O	TOTH, E J
1914				8	CC	O	TOTH, E J
1914				8	DCP	FR	WILSON J L
1914				8	RD	O	HARRAHS AUTO COLLECTION
1914				8	4PT	O	HARRAHS AUTO COLLECTION
1914				8	FR	O	HARRAHS AUTO COLLECTION
1914				8	RSR	FR	BEYER J G
1914				8	5PS	O	SOPER J P
1914				8	CS	O	BRIGGS A L
1914				8	S	FR	RODWAY A N
1914				8	CS	FR	PETTIT W A C JR
1914				8	DCP	R	TOTH, E J
1914				8	5PS	O	TOTH, E J
1914				8	PR	O	HARRAHS AUTO COLLECTION
1914				8	S	O	HARRAHS AUTO COLLECTION
1914				8	5PS	O	HARRAHS AUTO COLLECTION
1914				8	CC	FR	DAMGE S
1914				8	RSR	FR	KOSTUBA J J
1914				8	5PT	FR	FAGAN, D E
1914				8	CC	FR	CUNNINGHAM AUTO MUSEUM
1914				8	5PS	O	SOPER J P
1914				8	5PS	FR	LARCCMBE J R
1914				8	CC	FR	TOTH, E J
1914				8	CS	PR	HARRAHS AUTO COLLECTION
1914				8	4PT	O	HARRAHS AUTO COLLECTION
1914				8	O	O	HARRAHS AUTO COLLECTION
1914				8	5PS	PR	HARRAHS AUTO COLLECTION
1914				8	5PS	O	LOECY, JR J



Subject: Stutz in the movies....

Sent: Fri, Jul 25, 2014 11:31 am

Hi Carl, further to your recent article with movies containing Stutz cars, another to be enjoyed from 1929 is the movie "Speedway" with William Haines and Anita Paige.

See attached clips of apparently is a brand new '29 Stutz model M phaeton driven by Anita Paige.. check out chrome wheels and in one clip, a weird double mirror attached to the windshield..great detail of the correct top boot config for this car.. movie also has a new 29 LaSalle used in some scenes...although premise is Indianapolis raceway, shots were actually done at the old Ascot raceway near LA..hope members find this one interesting.

Oh yes, it's a silent movie and currently available thru Movies Unlimited.

Member Vic
Chartrand, Ottawa, Ont., Canada





Correspondence to the Club...

Your editor received this interesting correspondence and photos recently on Stutz Monte Carlos. The photo here was taken from an issue of *The Safety Stutz*:



Does anybody have any additional info on the history of the cars below, or the one in this photo?

This Monte Carlo is believed to be the only one built in 1933 and was restored and donated to the CCCA museum by William Abbot.

There is a short, but very interesting video on this car on youtube: <http://www.youtube.com/watch?v=DMoas1cn9ew>

Does anybody maintain a list of the remaining cars? Or have any other info on any of them to share?

FROM: Jason Gehring

That same photo is in the book "Olympian Cars" published in the mid 1970s by Rasmussen. There are 3 fabric bodied Model M Monte Carlos in existence (plus 2 aluminum DV's.) I believe this may be the maroon one that Norm Oliver had in upstate NY that was sold at auction last year. It is currently fitted with a 3 door 1931-32 hood, instead of one with the proper horizontal louvers that a Model M would have had. My thinking is when the car was fixed, they updated it with a later hood. I have no proof of this however.

If you click on the link below the picture, there is a front view picture of the car too.

Jason Gehring

TO: Mike Barry

Hi Mike,

I found a picture (taken in Los Angeles) of a Stutz Monte Carlo (three made) on the USC database. The work order for the picture has the owner's name in 1935.





Could this be the same car sold at RM?

<http://digitallibrary.usc.edu/cdm/compoundobject/collection/p15799coll170/id/43947/rec/3>

http://www.rmauctions.com/lots/lot.cfm?lot_id=1057664

Your club's historian may be interested in the information.

Allen Sanburg
Laguna Hills, California



(Editor's note, this was the car owned by Andy Simo, now owned by Joseph Cassini.)



I like to offer some thoughts on the Stutz Monte Carlo pictured in Los Angeles - - -

The USC web page for the car has the owner's name misspelled. The correct spelling can be seen on the original invoice for the pictures. The owner's name is "H. S. Knutzen". The front license plate has a Beverly Hills topper installed. A check of current Southern California residents shows some folks with the Knutzen family name in the Los Angeles area. The name Knutzen is likely Scandinavian or Germany. The given name is likely Henry or Harold; both of these names are "Harry" as a short form.

A check of prewar public records reveals a person named Harry S. Knutzen (1887 – 1969) living in Los Angeles in the 1930s and 1940s, but not in Beverly Hills. The 1940 Census indicates that he owns his own home valued at \$7,000. That home price is fairly high for 1940 (the price for a 1940 Buick Special sedan was

about \$1,000). It's possible (if this is the same Knutzen) that he is the second owner of the Stutz and he left the Beverly Hills topper installed (from the first owner) when he purchased the car.

Allen Sanburg
Laguna Hills, California



Old Car Festival

by Carl Jensen, Editor

While at Old Car Festival in Greenfield Village, your editor spotted this 1913 Coey Flyer. Based in Chicago, Coey built automobiles in 1901 and 1902, then again from 1913 to 1917. It is powered by a 40 hp six cylinder and utilizes a Stutz transaxle.



Membership Report

Mike Barry VP Membership

0875

Please join me in welcoming the following new members:

0874

William Ayoub

Solemar-Kaslik-K 1 15

Jounieh, Lebanon

Primary Phone: 00961 3 901 898

Email: weayoub@cyberia.net.lb

1925 Stutz

Model 695

Vin #: 31719

Terry Hannan

12 Harvey Street

Parramatta NSW 2150 Australia

Primary Phone: 02 96303465

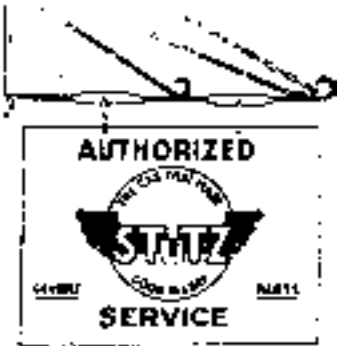
Alternate Phone: 04 10621938

Email: tramhannan@gmail.com

1928 Stutz BB 5 pass Sedan

Engine: 92117

Vin: 15060027



FOR SALE

1932 Stutz. Four passenger speedster, tonneau cowl. Commonly called a dual cowl phaeton. Aluminum body by LeBaron. DV-32 engine, double overhead cams, four valves per cylinder. Stutz only made about 160 of these engines, most going into their race cars. This car was

completely restored from the frame up. This is a VERY rare car. Asking \$750,000.

Contact Richard Orr, 3100 Terra Vista, Independence, KS. 67301

620-330-7218 | email rdorr35@yahoo.com



SPLENDID STuTZ ORDER FORM

The STuTZ Club, Inc
PO Box 2031
Dublin, Ohio 43017
USA

Contact Information
Dan DiThomas
thestutzclub@aol.com
614 832-0066



Please complete this order form and mail it along with your check for the Splendid STuTZ plus shipping and handling to the above address.

Pricing:	Splendid STuTZ	\$ 89.95 USD
	Splendid STuTZ Leather Bound	\$189.00 USD
	Shipping & Handling:	<i>(These S&H amounts are per book)</i>
	To a USA address	\$ 20.00 USD
	To a Canadian address	\$ 48.00 USD
	To all other country addresses	\$ 65.00 USD

Ship to Address: (Please use the correct address format for your country & no PO boxes)

Name: _____

Phone: _____

Email: _____

Address: _____

Order Information			
Description	Price Each	Quantity	Extended Price
Splendid STuTZ			
Splendid STuTZ Leather Bound			
Shipping & Handling			
Grand Total			

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Carl & Carrol Jensen
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www.stutzclub.org

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