

Stutz NEWS

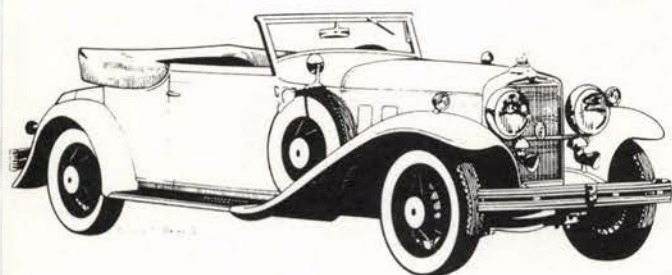
April-June 1989

The STUTZ CLUB, 7400 Lantern Road
Indianapolis, IN 46256
Bill Greer, Editor



TO:

James F. Petrick
775 Bankton Drive
Madison, IN 47253



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

TIME DATED MATERIAL

Dear Members:

Did you notice the change on this cover page? We were delighted that member John C. Meyer, III (#160) sent us the artwork and permission to use it. Yes, it's a lovely 1931 Stutz DV-32 Convertible Victoria by Rollston. Fortunately, it's preserved in nearly original condition in the hands of a Stutz Club member. Thanks, John, for your contribution.

You will also note that the name of this newsletter is still Stutz News. Some of you forgot to vote to select the name for it. Please, refer to your November/December 1988 issue, Vol. I, No. 6, page 2 and send us your choices. This is the last call for votes!

Grand Stutz cars at Grand Stutz meet

By Kitty Katzell

The second annual meeting of the Stutz Club was held June 16-18 at the Gilmore-Classic Car Club Museums in Hickory Corners, Mich.

In all, some 30 members, spouses and restorers attended this second Grand Stutz, coming from nine different states from as far away as California, New Jersey and Kentucky.

Six representatives of the marque were exhibited on the lawns of the museum during the day on Saturday: 1919 Bull Dog belonging to the museum; 1926 Type AA sedan of Dr. J. Otto Lottes of St. Louis; 1930 dual cowl Model M tourer, driven from Fort Wayne, Ind. by Ralph and Helen Scott; 1930 Model M-27 convertible coupe belonging to Louis Groen; 1931 Model MB sedan and 1934 SV-16 cabriolet, both belonging to Dale Wells.

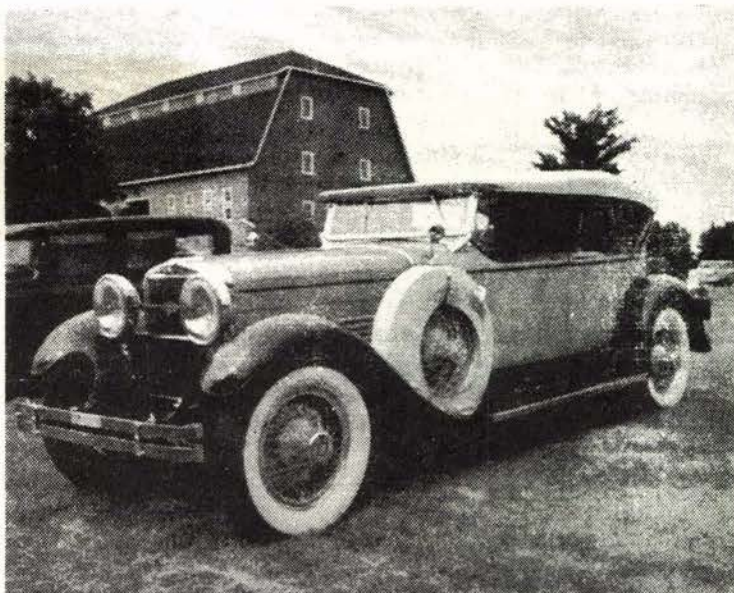
A highlight of the weekend was a tour of the museum led by Norm Knight, the museum's executive director.

Saturday night at the banquet, five awards were presented. The museum received

one for exhibiting the oldest Stutz at the meet. Ralph and Helen Scott were recognized for driving a Stutz the longest distance to attend the meet. Otto Lottes was voted to have the most original Stutz. And Louis Groen received two awards, one

for ladies' choice and the other for the best restoration.

The third Grand Stutz is scheduled to be held Father's Day weekend in 1990 in Cleveland/Akron, Ohio, and will include a visit to the Crawford Auto Museum.



1930 Stutz Model M dual cowl tourer owned by Ralph Scott of Fort Wayne, Ind. participated in the second annual Grand Stutz in Michigan.

SECOND GRAND STUTZ HELD IN KALAMAZOO

Readers of STUTZ NEWS who want more details than might be printed by OCW may find the following supplementary report of interest.

When we arrived at the Sheraton Inn on Friday, there was a poster board in the lobby showing pictures taken at last year's Grand Stutz and also at the CCA's 12- and 16-cylinder car show held at the Gilmore Museum earlier this year. There was also information about the "Early Birder" Reception, where everyone gathered at 5:30. Bonnie Wells had really knocked herself out to provide a spread for us! Although the packet of materials we were given included a list of restaurants that sounded very tempting, she fed us so well that few of us had room for any dinner that evening. Besides the usual things, like potato chips, goldfish, cheese, and drinks, Bonnie had made two different kinds of meatballs, shrimp dip, cocktail franks, and sausage balls. She also provided pickles, grapes, Ritz-bits, etc. Tony Koveleski's recordings of 'twenties music served as an appropriate background, and after an hour or more of visiting and drinking and nibbling, Cordy Purdy put on a slide show of Stutz-related memorabilia for our entertainment.

STUTZ at GILMORE-CCCA MUSEUMS



The SECOND GRAND STUTZ was truly a delightful Father's Day Weekend just as Bonnie and Dale Wells and Kay and Norman Knight planned it to be. Kalamazoo and the Gilmore-CCCA Museums were the perfect places to go Stutzing June 16-18, 1989. Kitty and Ray Katzell have shared their experience with you herein by great words. Carolyn Greer and C. McCord (Cordy) Purdy photographed the action to record our pleasure.

Reserve Father's Day 1990 now. The Toths will be our hosts for the THIRD GRAND STUTZ in and around Chagrin Falls, Ohio. Don't miss it!

The "Early Birder" on Friday evening was well attended and fully enjoyed. Here's a shot of some of the attendees in action:



Left to Right:

Ralph Scott
 Norm Knight
 Mark Dees
 Jim Petrik
 Cordy Purdy
 Bonnie Wells
 serving goodies

Lower Left:

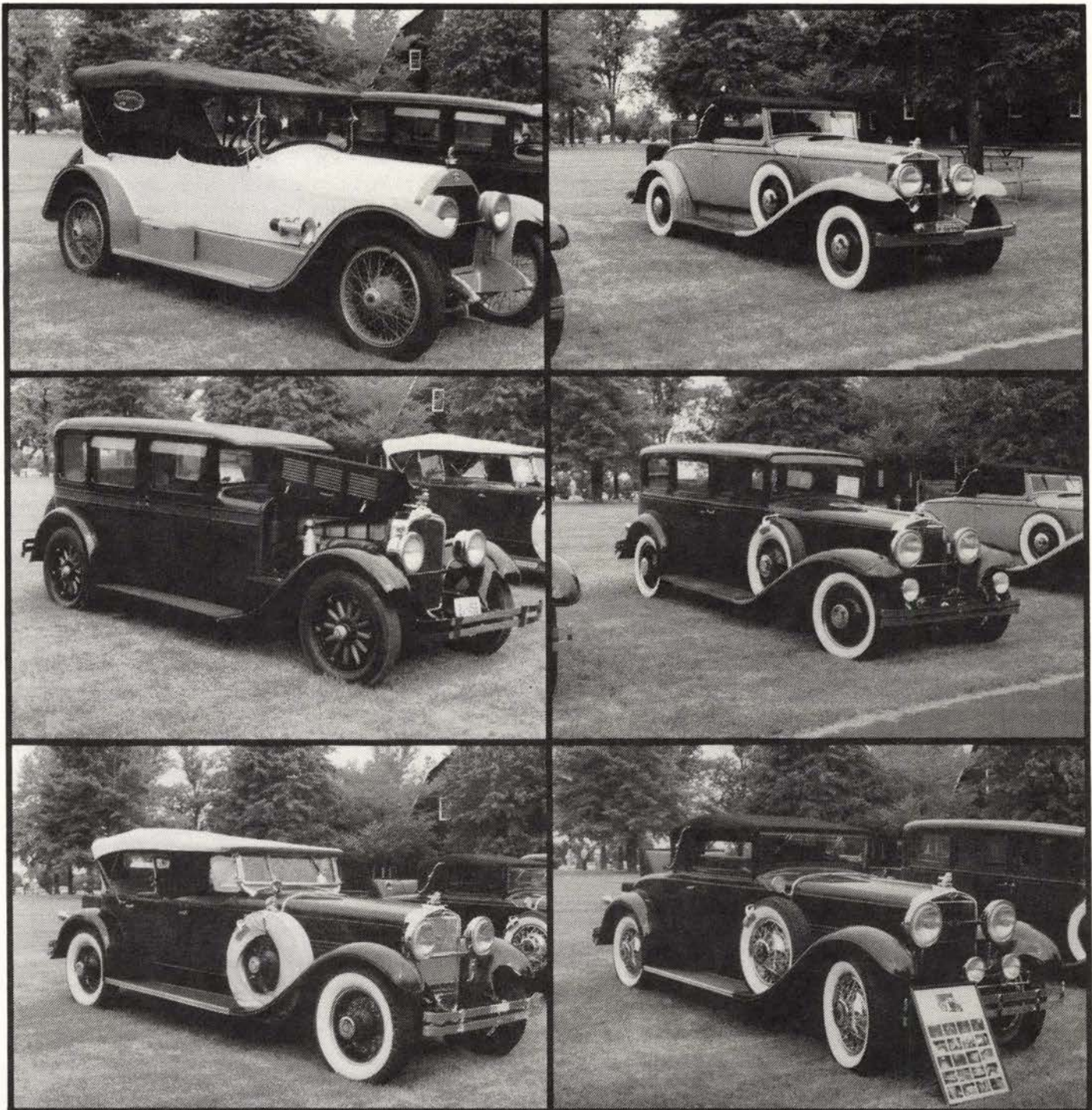
Tony Koveleski discusses the Peter Helck printing of his 1914 Bearcat with Kay Knight

SECOND GRAND STUTZ ATTENDANCE

(*Members exhibiting Stutz)

Coalmer, Harold and Ila	*Lottes, J. Otto and friend Paul
Davis, Jerry	Petrik, Jim and Elsie
Dees, Mark	Purdy, Cordy and Ruth
Flohr, Sam and Ruth	*Scott, Ralph and Helen
Greer, Bill and Carolyn	Toth, Ernie and Ruth
*Groen, Louis	Vagedes, Ray and two associates
Katzell, Ray and Kitty	*Wells, Dale and Bonnie
*Knight, Norm and Kay	Windsor, G. Harry and friend Ruth
Koveleski, Tony and Doris	

Other members who made firm plans to attend but could not for various reasons do so were: Jane and Joseph Folladori, Paul Freehill, Barbara and William Phillion, Anthony Pisciotta, and Mr. and Mrs. Bill Shreves. We sorely missed them!



The six (6) representatives of the marque which were exhibited on the lawns of the Gilmore-CCCA Museums on Saturday, June 17, 1989 were as follows (counter clockwise from top left):

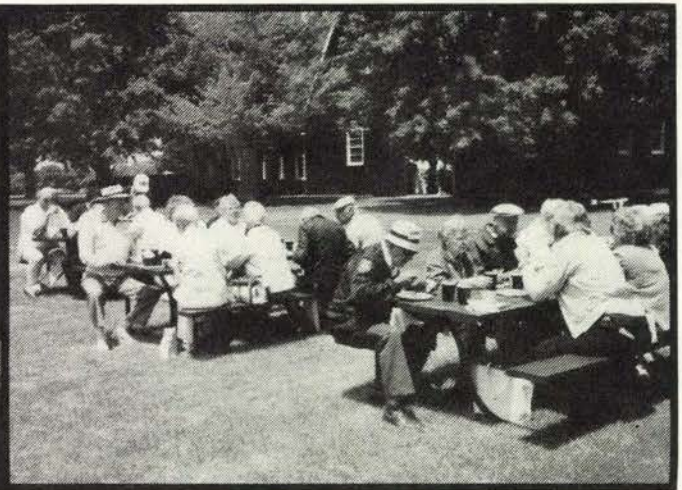
- 1919 Stutz Bulldog owned by the Gilmore Museum, Hickory Corners, MI.
- 1926 Stutz AA Sedan owned by Dr. J. Otto Lottes, St. Louis, MO.
- 1930 Stutz M Dual Cowl Tourer owned by Ralph A. Scott, Fort Wayne, IN.
- 1930 Stutz M-27 Convertible Coupe owned by Louis Groen, Cincinnati, OH.
- 1931 Stutz MB 7 pass. Sedan owned by Dale K. Wells, Kalamazoo, MI.
- 1934 Stutz SV-16 Cabriolet also owned by Dale Wells.

The tour of the Museum was a real treat. Everyone found much to enjoy! There was an honest-to-goodness Tucker (No. 47)!; a Wills Sainte Claire 4-door Phaeton that had been donated by Bill Greer; a Daimler that had been registered to Windsor Castle; the actual Rolls-Royce that was used in Disney's "Gnome-Mobile"; and the giant-sized model of it that was used to make the actors look like gnomes; and fire engines, and a train engine, and a replica of the plane flown at Kitty Hawk, and so on and on and on. We learned interesting facts, like: the restoration work is done by Museum staff; all cars are in working order, and each is driven a couple of times a year; the cars' radiators are not drained in winter, even though the beautiful and enormous barns in which they are stored are not heated; Flitz polish is used on the aluminum and brass, and each polishing holds up for about six months; the Classic Car Club Library is available to members of the Classic Car Club Museum; the Librarian is an "old car nut" who is also a trained librarian; the Museum has about 280 acres of land, but currently used only about 90 of those acres; and more ...

We should mention that owners of Mercer cars had been invited to attend the meet so as to renew the traditional rivalry, but none was foolhardy enough to do so. The Gilmore Museum therefore offered to trot out their specimen, but couldn't get it started -- more proof of the old Stutz adage that "the Mercer is worser."



Dale Wells and your editor proudly display Stutz Club Banner.



A shot of the buffet picnic lunch following the Museum tour.



6 L to R: Ruth Purdy, Ruth Toth, Mark Dees and Carolyn Greer.

R to L: Cordy Purdy, Ernie Toth, Sr., Doris Koveleski and Tony Koveleski.



L to R Clockwise: G. Harry Windsor, Ila and Harold Coalmer, Bill Greer, Sam and Ruth Flohr and Ruth Windsor.

Jim Petrik (hidden 3rd from R) brought a great display of Stutz factory photos of cars for our enjoyment.

At the business meeting, chaired by Dale Wells, Bill Greer announced that Ray and Kitty Katzell have agreed to be co-secretaries of the Club; Joe Folladori continues as Treasurer. Although the Club has no Bylaws as yet, it seems best to keep it loose and informal for the present. Greer also announced that a survey of members will be sent out later this year to find out what members want from the Club.



Counter clockwise: Host Dale Wells presented awards as follows: To Norman Knight for Gilmore Museum (Oldest Stutz), to Dr. J. Otto Lottes (Most Original Stutz), to Ralph Scott (Longest Distance Driven) and to Louis Groen for (Best Restored) and (Ladies Choice). 7

The Katzells showed their "his" and "hers" wrist watches with the Stutz logo printed on the face. Many of these present expressed interest in obtaining them as well, so plans are underway to make them available to all Club members who may be interested.



Mark Dees presented a copy of his book on Miller cars to Norm Knight for the Museum Library, and Tony Koveleski announced that he is donating a loving cup to the Stutz Club in memory of Peter Helck. The cup is to be presented annually, and each recipient's name is to be engraved there.

Stutz Club members who plan to be at Hershey are invited to visit the booths of Paul Freehill and Ernie Toth, Jr. Their booths will serve as informal Stutz headquarters, so let them know you're there.



Ed.'s Note: We wish to thank Kitty and Ray Katzell, the Club's Co-secretaries, for their excellent coverage of the SECOND GRAND STUTZ as reported in the "press release" and the above supplementary report.

EDITORIAL COMMENTS



The editor will not attempt to point out all of the errors made in the January-March 1989 issue. However, do please make the following corrections to "A Stutz Timeline" by Alan Conant (pages 26-30). There should be parenthesis on the dates as follows: (1894-96), (1896), (1898) HSC meets Clara Deitz, (1900) Emma Belle Stutz born, (1903-04), (c. 1903-30). Also, under Sources, #9. Meno Duerksen's book -- it's 1987 not 1978.

Please note that D. Mark Sherman (#186) has a new ZIP. It's now N7M 5J6. Furthermore, note that Andrea L. Dickinson/Sherman is Charter Associate Member #186A, bringing the total number of Associates to 18.

We have so many members to thank for their inputs to this issue. Again our thanks to Kitty and Ray Katzell for their written coverage of the SECOND GRAND STUTZ and to Carolyn Greer and Cordy Purdy for the photo coverage. Thanks, Cordy, too, for your article, "Stutz Nameplates".

I'm sure you will enjoy Honorary member, Smith Hempstone Oliver's memories captured in his article, "My First Stutz". Thanks, Hemp!

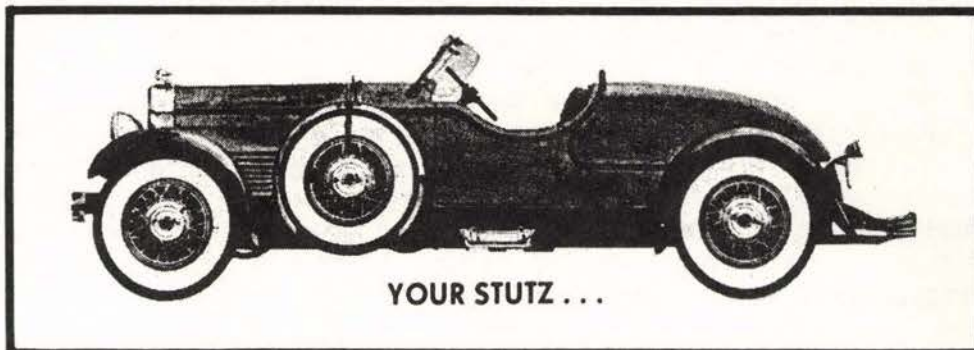
Jim Petrik is back in print again with his treatise "Black Hawk?? -- or Blackhawk??" Another Stutz mystery is thus solved. Right? Right! You probably have a Blackhawk if your car has a 6 cyl. OHC Stutz engine or an 8 cyl. Continental engine in a shortened 127½ Stutz Chassis. Right?

Keith Marvin has been most kind to share with us his remembrances of Stutz in Troy, N.Y. We have had an article from Mr. Marvin in every issue to date with, of course, the exception of the Directory.

Bill Hall has given us our first article on Stutz Fire Trucks. It is our hope to have an article on Stutz Fire Apparatus in each future issue.

I'm pleased to announce that David W. Braun of Sacramento, CA has agreed to help as a Contributing Editor. Some members may recall that David made a considerable effort to get Stutz enthusiasts together via a newsletter. He published two issues of The Stutz Newsletter, Vol. 1, #1 in July, 1983 and Vol. 1, #2 Summer, 1985. His first article "DV-24" The Blackhawk Twenty-Four Valve Engine will appear in the next issue.

Please don't fail to complete the Stutz Club Member Survey, pages 31 and 32, and return same to Kitty Katzell as requested. Your input is essential to the Club's future direction. Thanks!



ONCE UPON A STUTZ -- THE CARBURETOR FELL APART

by Dale Wells

When I bought my first Stutz, the 1934 Cabriolet, in 1961, my knowledge and information about the car was an absolute zero. I could only recall ever having seen maybe one or two Stutz cars at shows or on the road before that. With very mixed emotions, I dug in and tried to find out something about the car, but I really feared that I could never find everything needed to get the car properly on the road.

The engine had been overhauled, and it ran very well. However, among the parts piled in the trunk of the car was a Zenith 105DC carburetor and an extra manifold equipped with a Stromberg AAV2 downdraft carburetor. Thanks to good friend and fellow Stutz owner, John Rawlins, I soon had a copy of a Model M Owners Manual. This indicated that the Stutz should be running on the Zenith 105DC. The car actually had a Zenith single throat updraft carburetor with a two inch air intake feeding through a one and five-eighths inch throttle passage. How could this be, when the intake manifold is cast for dual throats? Well, the extension casting used on most Model BB and early M cars had the divider between the dual intakes filed or ground down to a point so that it sort of "split" the mixture coming through the single throat carburetor and divided it into the two manifold passages.

Although the car ran well, I was sure the Zenith 105DC should be on the car since that is what the manual showed. I soon thereafter disassembled the 105DC and made plans to install it for authenticity and improved performance. Everything seemed to be serviceable, except the venturis were broken. I took them to a foundry and had them recast in aluminum and machined to size. After re-assembly and installation on the car, I found the operation to be satisfactory, but really not much changed. The 105DC seemed to be wet with gasoline on the bottom all the time which I found to be very disconcerting. The awful truth began to emerge. The 105DC was made of so called "pot-metal" and was literally crumbling with age. Taking a tip from some fellow restorers, I reinforced the float chamber with a miracle substance called "epoxy." Since that day, I have vowed to never be caught without epoxy.

With the reinforced carburetor, I drove the car for several years and kept looking for a newer, better 105DC. There were none to be found, except in like condition -- crumbling with age. Then in 1963 I learned a group of Stutz enthusiasts in Australia had formed the Stutz Owners Register. I promptly signed up and began receiving their newsletters. In June 1963 they advised that new carburetors were going to be manufactured of solid brass. I advertised this project in some of the American club magazines and newsletters, and received letters indicating the potential sale of fifteen units. The Australian group proceeded, and after some twelve to eighteen months, shipped the repro's to most of these customers.

After assembly and installation, we took off for a sixty mile run to a car show and parade. Just as we fell into the parade line-up, the car stalled. I could not believe it, but we were out of gas. A quick calculation told me that driving sixty miles on one tank of gas meant three miles per gallon. This would never do. After returning home and disassembling the carburetor, I checked the components against the old 105DC. The venturis were somewhat different, and that seemed to be all the observable variation. Also, I had installed a new electric fuel pump, and it must have had higher pressure. After installing the old venturis and a fuel line pressure valve, I finally got the mileage back up to a more respectable range over 10 m.p.g.

Soon thereafter I purchased my second Stutz, the 1931 MB seven passenger. It was equipped with a Stromberg UUR-2. It looked like a good match, and after rebuilding the engine, I made my first highway road test. The car would not go over 45 m.p.h. I suspected the UUR-2 was not up to the engine displacement and by switching over to the AUstralian 105DC the car promptly ran right up to as fast a speed as I cared to drive the newly rebuilt engine. I suspect the UUR-2 could be recalibrated and re-jetted to give adequate performance, but then I became curious about the downdraft Stromberg AAV2 mounted on the extra manifold that came with my 1934. My 1934 most cars had gone to the downdraft type carburetor. Could this be a factory prototype, or just some previous owner's conversion? Having no answers to the mystery, I proceeded to disassemble and clean the AAV2.

Since I had only one operable 105DC, I left it on the 1931 Stutz and mounted the AAV2 on the 1934. Joy of joys, it ran fine and started easier and faster than the 105DC updraft ever did. And that is how my two Stutz cars are presently running. I have seen many more Stutz during the past ten years, and many are equipped with other than the 105DC. There are simply none to be found, and so a substitute is necessary to keep these great cars on the road. I have no quarrel with any modification that will put a car on the road that would otherwise be deadlined. Just fix 'em and drive 'em. However, for those who really wish to pursue perfection in authenticity, we have heard the patterns are still in Australia for the 105DC and there is some possibility that further repros can be made. We would like to hear from our Australian members about this and find out what the cost will be today. Naturally, the more units run at a given time, the greater savings in set-up time to be passed on to the purchaser. Those members interested should let us know and we will follow-up with further studies. Remember, that old pot-metal 105DC will one day fall apart and leak gasoline just as mine did. Even with the miracle epoxy, a day of final reckoning will no doubt arrive.

Those of you who are running on substitute carburetors could perhaps help some of the less fortunate restorers by sharing with us your successes and the rework or modifications necessary to make your particular unit fit and work. Some may even be better than the original 105DC. The Australian newsletter indicates the earliest Stutz Vertical Eights used a Zenith SV5D all brass carburetor. Then, the 105 unit was fitted, and over the remaining years included a 105D, 105DC and 105DS identification. Many have been fortunate enough to find the earlier all brass units and can probably get excellent performance by just switching jets. The repro carburetors look like the original except no numbers or letters are visible on the brass body and the float bowl-accelerator pump area is not finished as smoothly and well-defined as the original pot-metal castings.

P.S. on brake adjustments: In my previous article on adjusting the brakes on the Wagner-Lockheed type, I referred to the lower mount pins being on eccentric cams. Bill Greer and his brake mechanic cannot find any such adjustment on his 1928 BB. Re-examination of technical information published by the Australian club indicates these lower cams were not adjustable until the M series. Therefore, my comments would probably pertain only to the M and SV brake assemblies, and probably to DV although I have never worked on the DV units. This would suggest that the lining thickness and the upper length-of-travel adjustment on the BB would be very critical for proper braking performance. *See Ed.'s note on page 4.

Ed.'s note to P.S. on brake adjustments: I'll share my brake experience on a 1929 BB with you in a future issue of Stutz News.

Membership Report

With this issue we have just signed up 14 more enthusiasts. We extend a hearty welcome to the following new members:

#252	Abe DeVries 15524 Grove Chino, CA 91710	1921 H.C.S. Series 2 Roadster Home: 714-597-1183
#253	Frederick D. Overly 8490 Pioneer Drive Anchorage, AK 99504-4254	1929 Stutz R.S. Coupe Home: 907-338-1789
#254	Lucio M. Bollaert Av. Libertador 1088 11112 Buenos Aires, Argentina	1931 Stutz DV-32 Home: 804-7960
#255	Mickey Mishne 4450 Poe Road Medina, OH 44256-5658	 Home: 216-725-0402
#256	Dwight G. Nelson 11211 S. Amber Selma, CA 93662	 Home: 209-896-5663 Bus.: 209-896-1443
#257 #257A	Harold Coalmer Ila Coalmer 415 Edgewood Dr. Columbiana, OH 44408	1922 H.C.S. 4 dr. touring Home: 216-482-2627
#258	Mark L. Dees 15500 W. Telegraph, C23 P.O. Box 670 Santa Paula, CA 93060	1929 Stutz M Home: 805-525-4466
#259	J. Parker Wickham P.O. Box 1432, Airway Drive Mattituck, NY 11952	1918 Stutz Bulldog Touring
#260	James D. Farquhar Box 143 Assiniboia, Sask. Canada S0H0B0	1929 Blackhawk 4 dr. sedan Home: 306-642-4721
#261	Stephen R. Springer 3914 Autumn Drive Huron, OH 44839	1923 Stutz TR sedan Home: 419-625-2448 Bus.: 419-625-8543
#262	Murray Lee Eiland, III 199 Hillcrest Road Berkeley, CA 94705	1926 Stutz Brougham 4 dr. sedan Home: 415-655-9724
#263	Fred Hock 210 Davis Road Magnolia, NJ 08049	 Home: 609-784-4044
#264	Bernard Parris Pinson's Barn, Ashes Lane Hadlow, Tonbridge, Kent TN110AN, England	 Home: 0732-851247

WELCOME NEW ASSOCIATE CHARTER MEMBERS:

#124A Doris Koveleski
#73A Elsie Petrik
#102A Barbara Phillion
#111A Helen Scott
#38A Ruth Windsor

We now have 17 Associate members (including Ila Coalmer listed above). Your spouse can be an Associate member for just \$5.00. If your number is 244 or below, your spouse can become an Associate Charter member during the year 1989. Do take advantage of this opportunity. Give your spouse a full vote on club affairs!

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ARE YOU A CAR BUFF?

By Bill Greer

The car hobby has so many facets, offers such a wide scope of pleasures to be indulged in, that volumes would be needed to capture its full significance or describe it. Broadly speaking, the hobby is recreational, technical, social, and even charitable and don't overlook the high amount of business activity it fosters or the economic benefit it generates to those who serve it. Untold thousands of people enjoy the hobby from its vast array of different aspects and from many levels of involvement and fulfillment. Basically, the hobbyist is an action oriented person blessed with motivation and desire to create, make, discover, acquire, operate, show, write about, or otherwise enjoy the things he likes.

My First Stutz

by Smith Hempstone Oliver

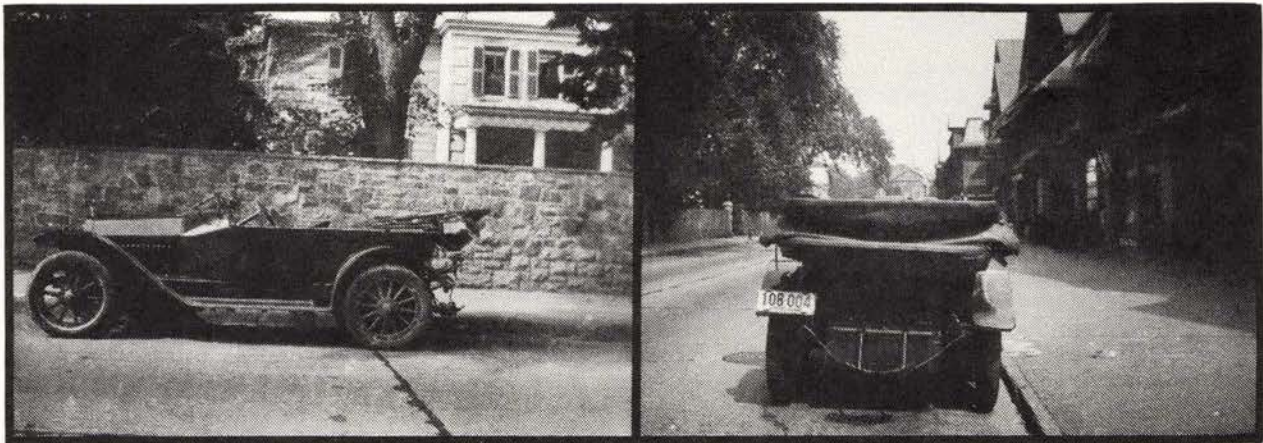
My first Stutz also happened to be my first automobile. And, as still is the case today with many budding motorists, I think that in retrospect I feel that I had more fun and thrills with it, my first car, than with any subsequent one.

Having been born in August 1912, I was not quite 17 when I obtained my first driver's license in Newport, Rhode Island, in May 1929, having learned to drive at the wheel of my father's 1922 Studebaker "Special Six." One day in the summer of 1930 I found myself on Thames Street in Newport following a "low-built" touring car -- it wouldn't be considered low today -- a car with very wide rear brake drums.

I asked my passenger what it was and commented on the size of the drums. I was told it was a Stutz, and that it had to have such large brakes because it was so fast! Little did I know that I would acquire that car the following year before my 19th birthday.



Above photo and the following two photos at top of next page were taken in early July 1931 on Bellevue Avenue, Newport, R.I. shortly after I bought it.



In 1931, having learned who owned the car, I was able to buy it for the princely sum of \$35.00. My days of real motoring were about to start. The car was a 1916 Series 4-C Bulldog with a 2-door, 4-passenger body on a 120 inch wheelbase. It is identical to the Bearcat in all respects except for the body. I soon learned that it had belonged when new to a member of Newport's famous group, the "400," a gentleman named Hugh D. Auchincloss. (Years later, Auchincloss was to marry a grass widow named Bouvier, the mother of Jackie who married John F. Kennedy, but that is another story.) Only recently I chanced upon his burial plot in Newport's large cemetery and saw on the gravestone that he had been born in 1897. So he was the same age when he bought the car as I was when I bought the car 18 years later. I wonder if he enjoyed it as much as I did.

When I bought the car I was told that it was a 1913, so the 1931 registration certificate shows this incorrect date for the car. In order to get a low insurance premium the car was registered in my father's name, as can be seen in the accompanying illustration. The engine No. was actually AI-2183 (not 3887, as shown), and the car serial No. was 3887, as shown. The reason for the fuzziness of the typing now shown on the certificate was because I kept it underneath a front-seat cushion, and rain occasionally reached it.

1931 State of Rhode Island
CERTIFICATE OF REGISTRATION OF AN AUTOMOBILE
 (Other Than an Automobile used for the Transportation of Persons for Hire) Reg. No. 106804

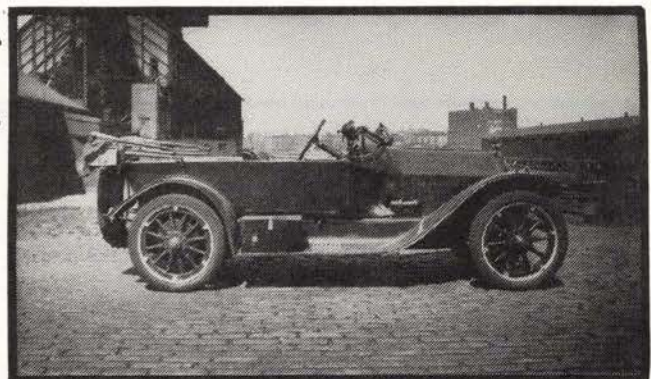
This Certificate that the following described automobile has been registered in this office by the owner named below.

Make	Type	Model	Year Made	Reg. No.
STUZZ	SPRM RDST.	4C	1915	3887
Serial No.	Rating Class	Ch. Wt. Lbs.	Tax	Date
3887	4	4100	7.00	7-7-31

NAME: **FREDERICK L. OLIVER**
34 MOUNT VERNON ST.
NEWPORT, R.I.

Signature: [Signature]
 Title: CHIEF OF POLICE
 SAME

This certificate expires December 31, 1932 and is subject to the provisions of Chapter 48 of the General Laws of 1923, and all amendments thereto and additions thereto and applies only to vehicles as described herein. Form A8



The 1931 Registration Certificate and a right side view of the Bulldog taken in 1932 at the Brooklyn Navy Yard.

I finally had my 19th birthday on August 19, and summer soon came to an end. In September I laid up the Stutz in the garage of a friend's, Maximilian Agassiz, in Newport and took the train to Washington, D.C., to continue my education.

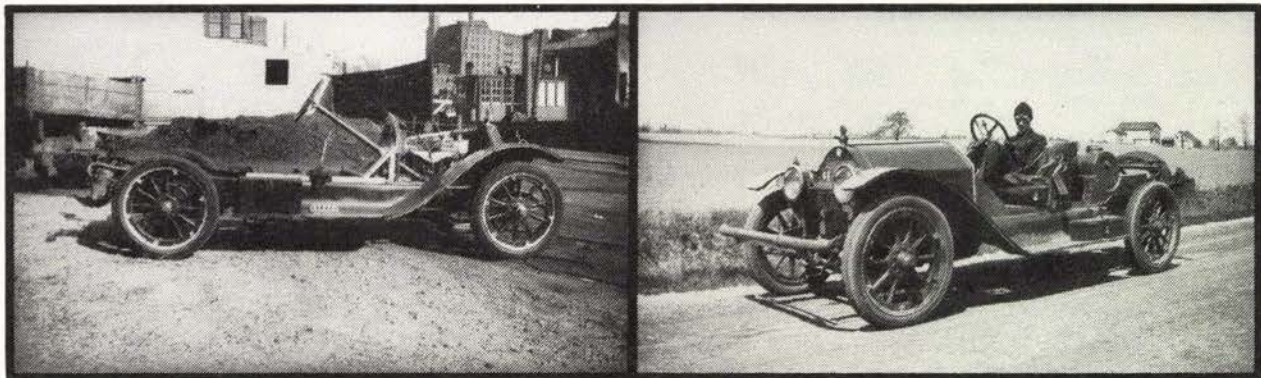
In June of 1932 I headed for New York City and the Brooklyn Navy Yard and took up residence with my father and mother on a decommissioned World War I, 18,000-ton armored cruiser, the U.S.S. Seattle, originally known as the U.S.S. Washington. Here I was to live for 4 years until father retired from the U.S. Navy as a captain, which he had been since 1918. I was rapidly approaching 20 years of age!

Shortly after arriving in Brooklyn I drove mother up to Newport in the family 1929 Oakland "All American Six." The next day I and a friend, Edward Newton Lawton, picked up a set of four new 33-by-4 tires and tubes -- a little undersize when compared with the original size, 34-by-4½ -- that I had ordered earlier that year for June delivery at the Ship's Service Store in Newport, and we went to the garage where the Stutz had reposed since September. After a lot of work we had the Stutz completely reshod, with the inflation all done by hand pump. The tires were of the Falls brand; the tubes were the companion Evergreen brand. The price for the eight items? \$16.00! Yes, \$16.00, and no sales taxes of any kind in those days. New flaps were included, too.

The next day, Oakland and Stutz proceeded in the rain to New York City, mother driving the Oakland -- she could have driven the Stutz -- and we were finally back home aboard the U.S.S. Seattle.

During the next few years I drove the Stutz all over New York City, exploring the many auto junkyards and prowling through many storage garages. These were wonderful days for a young fellow like me, and I learned much automotive lore in what was a fantastic city to do so, and at a fantastic period of time. Alas!, all these types of junkyards with all those goodies of over half a century ago are now gone forever, and the type of prowling available then is also now extinct. Only memories and photos remain.

In Newport at that time there was also a 1914 Series 4-E Stutz Bearcat, a car I first saw on the highway near Providence in 1929 or 1930. Little did I then know that I would buy it from the original owner, Thomas Ives Hare Powel, in September of 1936. Anyhow, I so admired the car that I decided to try to convert my Bulldog to a Bearcat in early 1933.



Right side view of Bulldog chassis during conversation to a "Bearcat."
In New Jersey on April 23, 1933 just before changing the magneto.

Accordingly, I bought a Series 5 Mercer Raceabout for \$10.00 and proceeded to strip it of its seats and the bolster-type gasoline tank. These parts and a homemade wooden box for tools, spare parts (including a Bosch magneto), and the like soon graced the Stutz chassis, and lo!, here was one of the early cutdown hot rods! Despite all this work, the creation was completely devoid of rear fenders, as the fitting of such was beyond the scope of my efforts. Still, I must have done something right, for one day while I was waiting for a stop light on Manhattan's downtown Canal Street I was approached by a wino who demanded, "Where did youse git dat Moicer?" Nevertheless, I enjoyed this car for another year, driving all over New York City and onto nearby Long Island -- yes, I know that Brooklyn is at the western end of Long Island -- and even over to New Jersey on occasion.

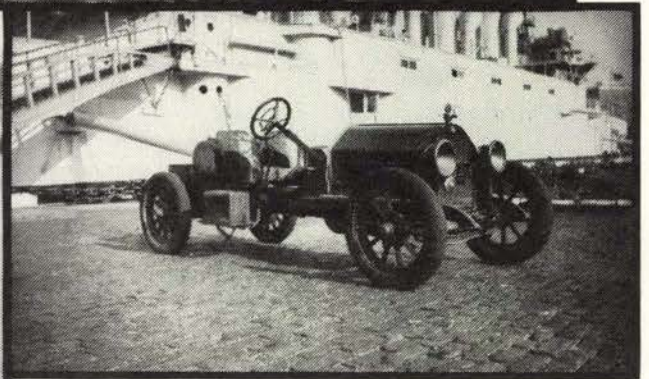
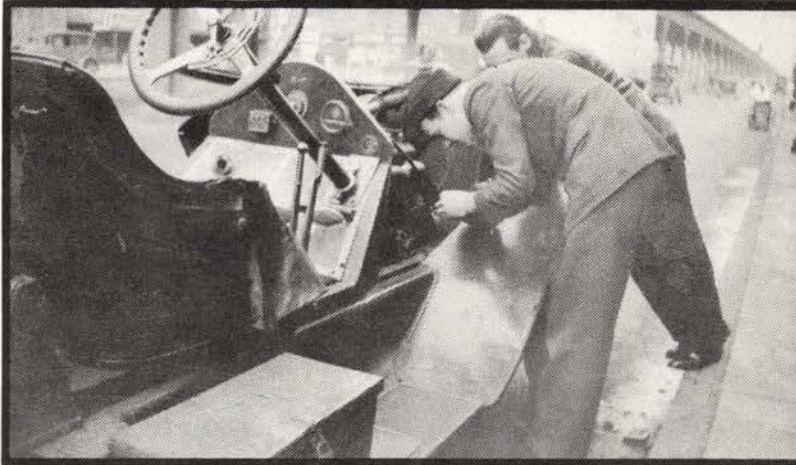
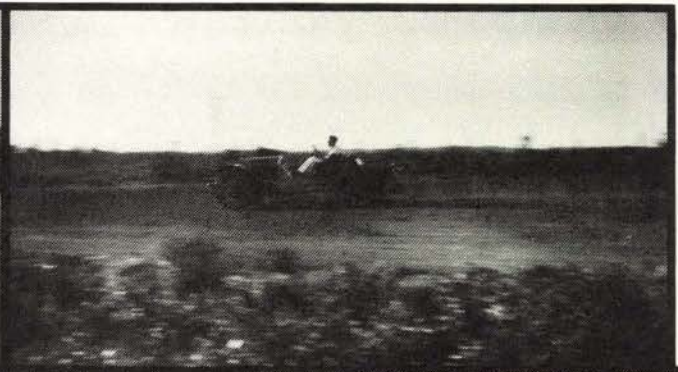
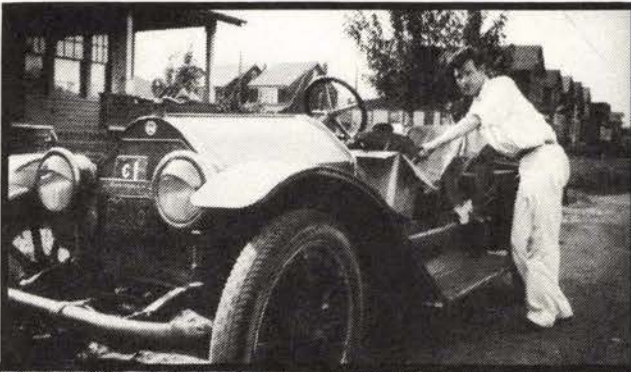
On April 23, 1933, I and a friend drove from Brooklyn to a town near Princeton, New Jersey. After a stop for a brown-bag lunch I found that I could not start the car, no matter how much hand cranking I did. I soon realized that there was no spark reaching the plugs, and I was delighted to know that my spare magneto was in the tool box. After a 35-minute stint with my tools, the offending magneto was replaced and the engine was restarted. Owning that Stutz was truly an education for me, as well as the source of much pleasure.

In the meantime, in late May 1933 I had obtained from Tom Geraldi, a Manhattan used-book dealer, a 1920 Series H Stutz Bearcat for \$65.00, and in September, 4 months later, I traded that Bearcat and \$100.00 to Jandorf, a dealer on Broadway in Manhattan, for a 1928 BB Stutz phaeton with a burned-out



The 1916 and 1928 Stutzes as they were in 1933 at the Brooklyn Navy Yard.

connecting rod bearing. Later I learned from another person that Jandorf had offered him the phaeton for an even \$100.00, so it looks as if I gave away the Bearcat! If only I had been a more astute trader. I never knew the ultimate fate of that Bearcat, and I intend to cover that car and its mystery in another story, if I am allowed.



Top (L): Collecting spares for the 1920 Bearcat from its seller on June 10, 1933. Note clutch cone in box. Top (R) Racing at Deer Park, Long Island on June 11, 1933. Bottom (L) Jim Goldring and I examining the carburetor on Atlantic Avenue, Brooklyn. Bottom (R) The Stutz conversion as of November 11, 1934 just before it was driven to Chester, PA by new owner.

On Sunday, June 11, 1933, there occurred one of the highlights of my then young life. On that day, having left the newly acquired 1920 car at home, I and some friends ventured in the 1916 Stutz as far as Deer Park, Long Island, where we discovered that auto racing was to be held on a little-used, half-mile dirt track. There would even be a 5-mile event for so-called "stock cars." Accordingly I paid my \$1.00 entry fee for this event and soon found myself in front of the grandstand that held several hundred people at the most. After a standing start, I held on to the steering wheel and drove the appropriate distance at probably 50 miles an hour, if that! Nothing of importance happened, and I don't know what I accomplished, but I did acquire a fine photo of me made by an accommodating friend, a photo that I cherish to this day. I had competed in my first automobile race!

Some time in late 1934 I sold the 1916 Stutz for about \$35.00 to an enlisted man on the U.S.S. Seattle, one Edward Hanson Casson, and within a few months he had driven the car to Chester, Pennsylvania, where he turned it over to his brother. I never heard of it again. Perhaps it is still there in a barn owned by Ed or another-generation Casson. Who wants to try to find out? Please let Bill Greer, your editor, know if you locate it.



FINANCIAL REPORT

by Joseph Folladori, Treasurer

This report covers a period of four (4) months and includes receipts and costs associated with the SECOND GRAND STUTZ held June 16-18, 1989. The cost of publishing this issue of Stutz News, Vol. II, No. 8 is not included:

BALANCE as of March 17, 1989 (last report) \$2,217.03 (1)

INCOME

Bank Credit Adjustment	21.15	
1989 Membership Dues (3/17 - 7/17/89)	1,175.00	
Donations (see recap below)	69.00	
Interest Earned: CD \$361.64, M/M \$65.49	427.13	
Sales: Posters \$160.00, <u>Stutz News</u> \$28.00	188.00	
Receipts - 2nd Grand Stutz (2)	1,695.00	
	3,575.28	\$5,792.31

EXPENSES

Misc. expense	123.16
<u>Stutz News</u> , Vol. II, No. 7	823.07
2nd Grand Stutz: Cost (3)	955.51
Refunds	150.00
	2,091.74

BALANCE as of July 17, 1989 \$3,700.51 (1)

Funds are held in the Treasury as follows:

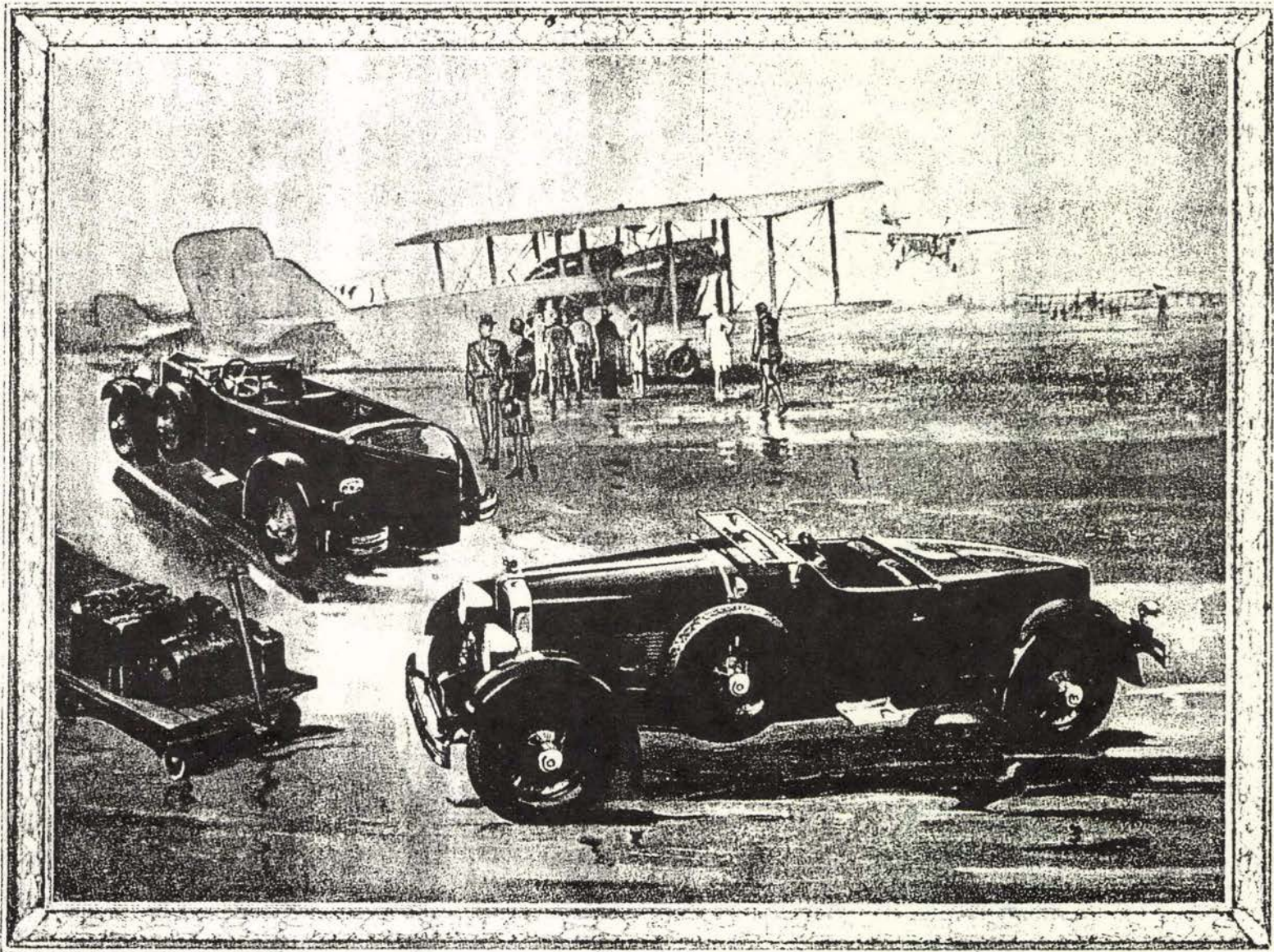
1 year CD @ 8.80% maturing 1/17/90 \$10,000.00

Money Market Acct. #044845149 (as above) \$3,700.51.

The Treasurer acknowledges with thanks the following donations:

Anthony J. (Tony) Koveleski	\$45.00
Peter R. Rosi	20.00
M. B. (Brantley) Tidmore	4.00
	\$69.00

- (1) These balances still include a \$1,000.00 advance by the Treasurer.
- (2) Receipts include \$100.00 each from June and Joe Folladori and Barbara and Bill Phillion who were unable to attend the annual meeting.
- (3) The cost of the 2nd Grand Stutz does not include the trophies (\$220.19) which were donated by the Treasurer.



CUSTOM
 FOUR-PASSENGER AND
 TWO-PASSENGER
 BLACK HAWK
 SPEEDSTERS

The above ad is from a 1928 Stutz Catalogue and the notice shown below appeared in the Main 1929 Catalogue. Confusing isn't it?

AND NOW — THE BLACK HAWK

Today, in the modern factory of Stutz, two distinct lines of cars are now produced—the Low-weighted Stutz and the Low-weighted Black Hawk. Both are the result of Stutz engineering ability and sagacity, both are great cars of distinction—with like qualities of engineering advancements, safety, beauty and performance capabilities. The Black Hawk follows the engineering and safety fundamentals found only in the Stutz. It is a worthy companion, a true blood-brother, smaller, lower in price—but with the same aristocratic parentage. It is manufactured by the Black Hawk Division of the Stutz Motor Car Company, at Indianapolis.

Black Hawk?? ... or Blackhawk??

James F. Petrik

Through the years there seems to be a lot of confusion over these two names. The writer hopes to sort this out and to place the blame where it belongs.

To start at the beginning: Black Hawk (1767-1838) was Chief of the FOX and SAC Indian tribes, and was the leader in the Black Hawk War. While there seems to be no connection between Indians and automobiles, at least one other car has been named for an Indian Chief.

The first Black Hawk was advertised in April of 1927 in the New Yorker magazine. This was a custom-built two-passenger speedster by LeBaron. No boat tail, the body ending in back of the front seat, then a large trunk box, and two rear-mounted spare tires completed the car. The low windshield was vertical and did not fold. Wire wheels were used. The car shown in the ad was a drawing, and since this could have been an expensive proposition, it is easy to conclude that not many (if any) were ever really built.

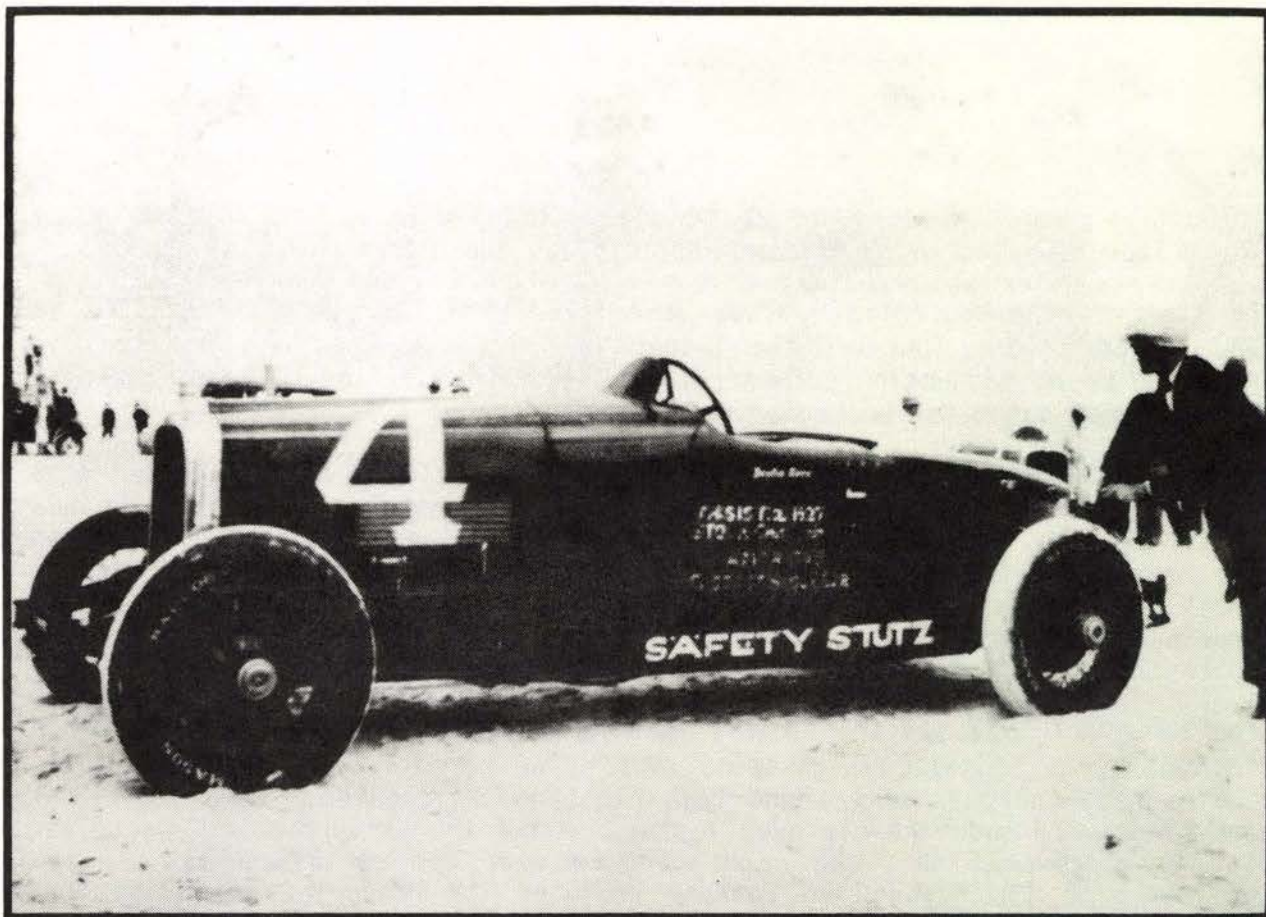
The summer of 1927 saw the factory working feverishly on the problem of warping valves on sustained high-speed runs. The recently-developed boat-tailed bodies gave the cars more speed than had been anticipated. Removing fenders and windshield made the car even faster. After the valve problem was solved, it was discovered that the regular tires were not satisfactory. A crash program with the Mason Tire Company produced the Mason H-Lastic High Speed Tire, which became standard on ALL Black Hawk Speedsters. These cars were available as two-passenger and four-passenger types, on the 131-inch wheelbase.

In early September of 1927, the Black Hawk was ready to race, and race it did. The Stutz Racing Team won all the rest of the races that year, and every Stutz that entered a race finished the race. In 1928, the Black Hawk won the title of "Fastest Stock Car."

At this point, the writer would like to mention some restoration basics that seem to be constantly violated. The car must be BLACK in color, although red or green wire wheels were available according to the 1928 catalog. Only one taillight should be used, white-wall tires are a "no-no", regardless of how nice they look, and windshield wings are extremely doubtful.

Now we come to 1929 and confusion. The Stutz lineup saw the Model MA, with 134-1/2 inch wheelbase (up from 131 inches from 1926 through 1928). The Model MB had 145 inch wheelbase, same as previously. The only two-passenger boat-tail speedster this year was called the Torpedo Speedster (134-1/2 inch wheelbase). No more four-passenger boat-tailed cars.

For the big surprise, there was now an "economy" companion, named "Blackhawk" (one word). A Stutz six-cylinder engine was used, and this let the hood and car be shortened by 7 inches, giving a wheelbase of 127-1/2 inches. This model was called the L6. A Continental straight-eight engine was available, same wheelbase, and was called L8. Since these cars had twenty-five percent less power and ten percent less weight than the Stutz, the sales picture through the years was gloomy indeed. The bodies on the Blackhawk were the same as on the Stutz 134-1/2 inch wheelbase models, with the exception of the two-passenger Torpedo Speedster. Smaller tires than used on the Stutz were also a part of the picture.



° The No. 4 1927 Black Hawk stripped for action at Daytona, February 1928.



22° The No. 4 1927 Black Hawk after Daytona with 1928 Ohio license plates and a Pines Winterfront.

The radiator car was a Sundial, not RA, and the center of the hubcaps showed a single feather. It may seem strange but at least one sporty convertible coupe by Le Baron, as well as a town car was made. The Blackhawk ads mentioned bodies by Le Baron and Weymann, and the writer believes that some of these bodies were shown in the Blackhawk catalog. My catalog was thrown away (not by me) in 1930 or so. One might figure such a car could do well in England, where taxation by engine size made even Rolls-Royce produce a "baby" model.

The Blackhawk was also produced for 1930. For 1931, the name was eliminated and the car was called LA. There were eight body styles. The sundial was gone, and in its place was RA, as it was now a Stutz. The 1932 models were called LAA, and there were only four body styles, all closed, no open or convertible types. For 1933, the price list shows a convertible coupe with rumble seat again, for five body styles. Until the end, this small car had the archaic small-hub -- long wires type of wheel, when wire wheels were ordered.

So who do we blame for the confusing of Black Hawk with Blackhawk? Some journalists writing about these cars have been less than accurate, but the main culprit is the Stutz factory!!! To start with, they should never have built a sporty car for two years, then drop it and give the same-sounding name to an entirely different product, even if the spelling was different. To make matters worse, all the Blackhawk ads the writer has seen, plus two or three 1929 publications from the factory all state that the Blackhawk was made by the Blackhawk Division of the Stutz Motor Car Company. However, the main 1929 Stutz catalog mentions the new car as Black Hawk, made by the Black Hawk Division of the Stutz Motor Car Company. IF the factory cannot make up their minds, how can we?? If one were to think about it, the one-word version has no meaning.

To sum up, the 1927 and 1928 sporty speedsters were called Black Hawk. The economy cars of 1929 and 1930 were called Blackhawk. Simple, isn't it??

No such luck!!! The factory did it to us again!!! When the 1929 models came on the market, the European sportsmen that came to buy were shocked. The four-passenger model had been dropped (necessary for European rules), and the two-passenger boat-tail speedster had gained in length and weight (the 1928 models were borderline). True, the 1929 model had 24 more cubic inches and five more horsepower, but it was not the lean mean machine required.

So the factory made a few more Black Hawks, chassis only, for use in Europe. None were to be sold in this country. These cars had the 127-1/2 inch wheel-base, but were powered with the eight-cylinder Stutz engine. The Weymann bodies were to be made and installed in Europe. It is the author's understanding that one of these cars made its way back from Europe a few years ago and now resides in Pennsylvania.

These Black Hawks had the eight-cylinder Stutz engine, a 3.8:1 rear axle ratio, two shock absorbers for each wheel, different lighting equipment, knock-off hub caps, the barest minimum in fenders, hood straps, and were right hand drive. These Black Hawks were the hottest of all Stutz cars.

A dramatic companion to Stutz

New! Newest!

America loves novelty. And particularly it is ever on tip-toe, ready for the new things of dramatic interest in the automobile field.

And that is the reason for the royal welcome of this newest car—the Blackhawk. Gloriously approved! As the product of the ripe experience of one of the oldest and most successful makers of fine automobiles in the world, it is

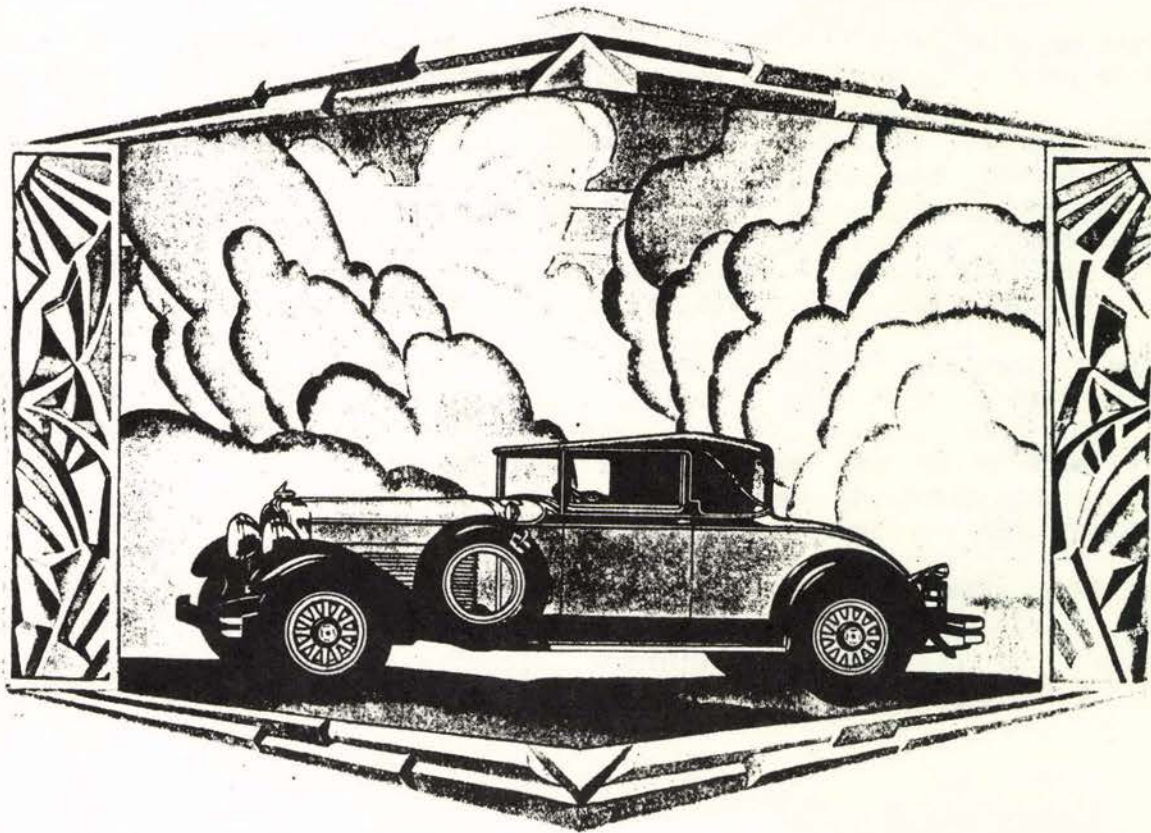
first a car of outstanding beauty.

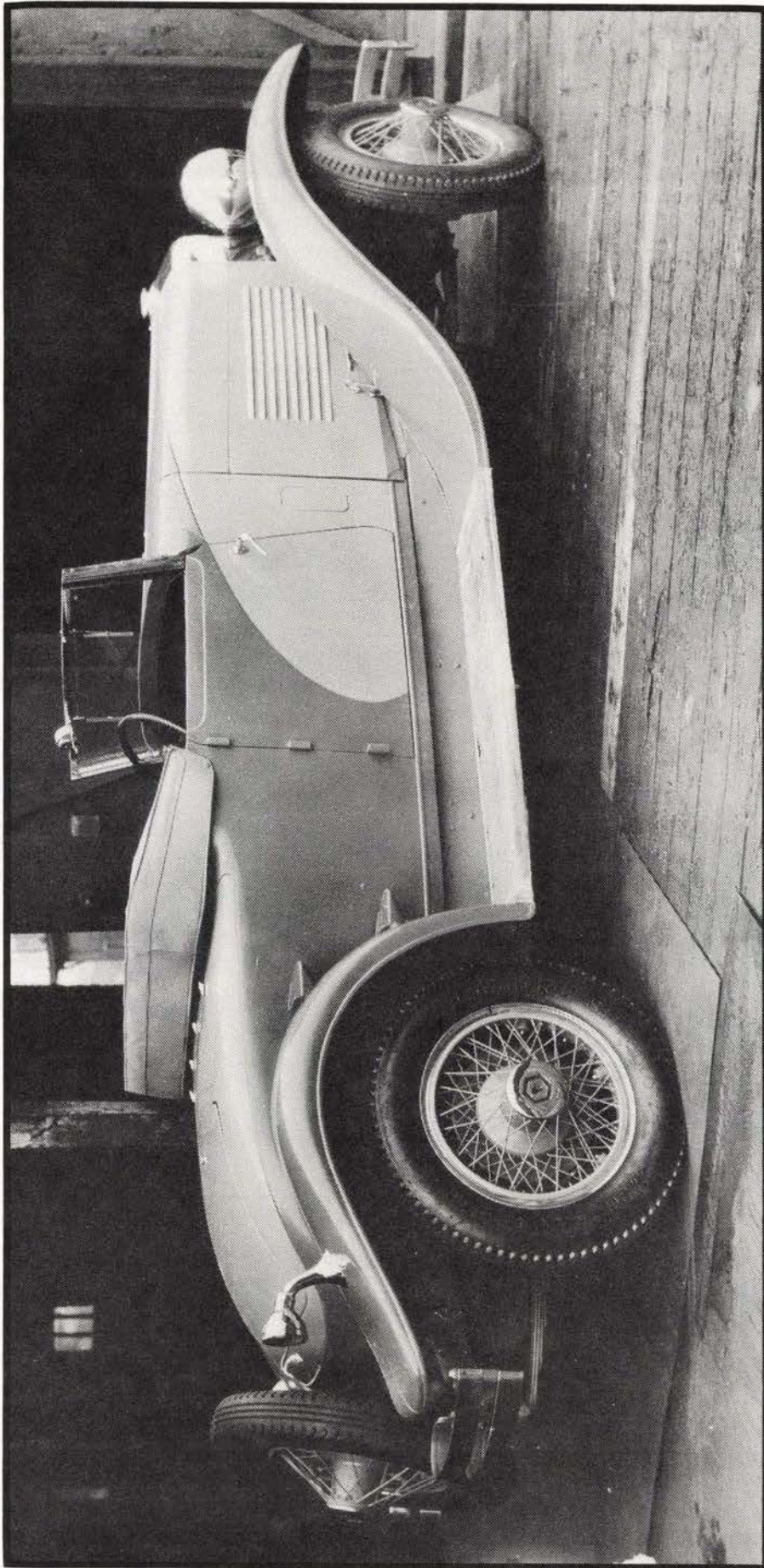
Then follow safety, ease of performance, supreme comfort, due to its low center of gravity.

And now its "Noback," which automatically prevents undesirable back-rolling on all inclines, its "different" four-speed transmission, the *de-celeration* of its phenomenal brake system, and the rich elegance of its bodies by Weymann and Le Baron, make it the dramatic car of the hour.

Price range from \$2345 to \$2955, f. o. b. Indianapolis

T H E B L A C K H A W K



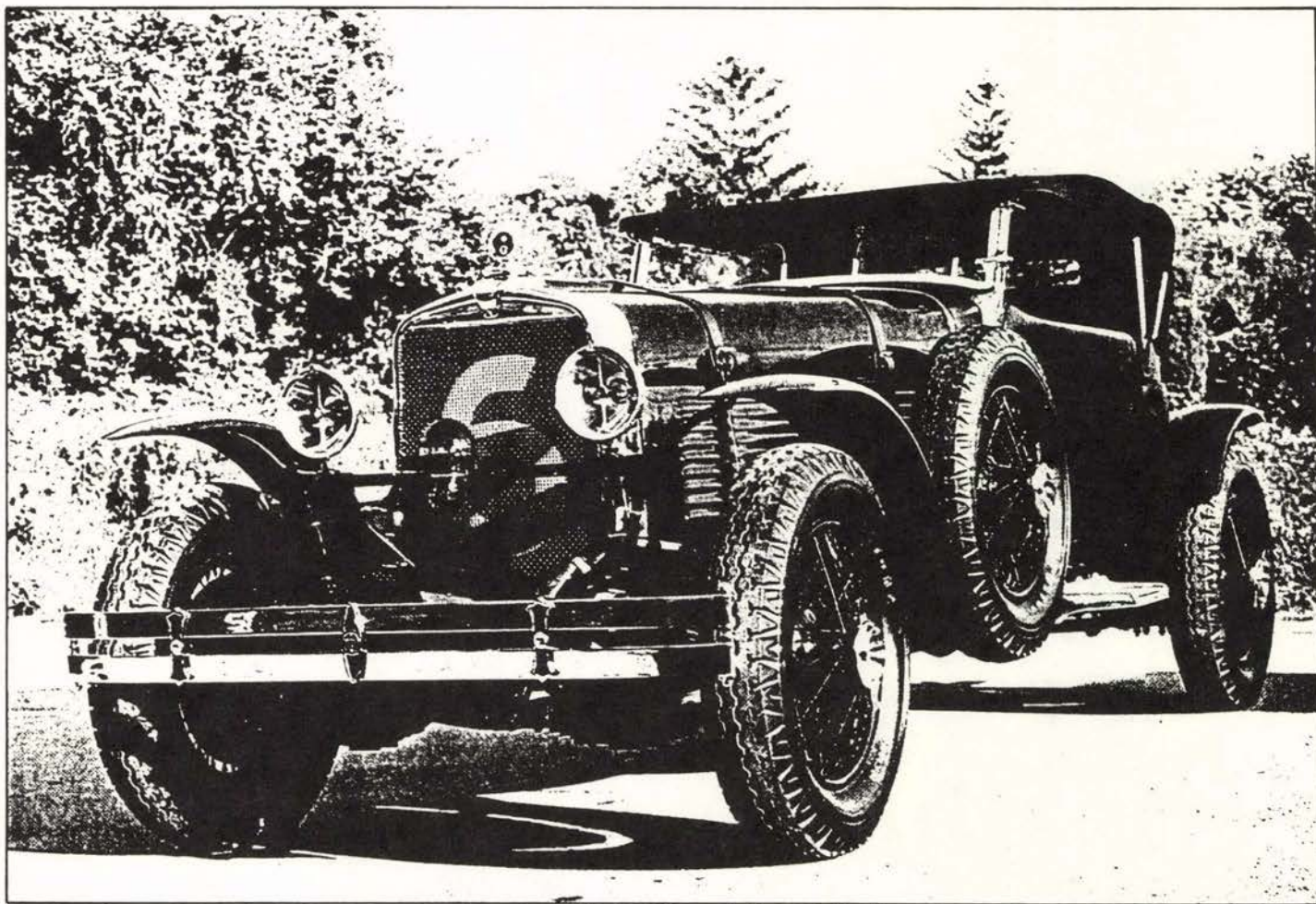


° A very sporty 1929 Blackhawk with rumble by LeBaron.

These cars were also equipped with Roots blowers (superchargers). Unfortunately, this addition was never developed and was not very successful. Some of these Black Hawks even raced without it. You might call them an "Achilles Heel", but it was a magnificent gesture from a manufacturer usually short of funds.

Although it has nothing to do with the story, "STUTZ BLACK HAWK" was painted on the sides of Frank Lockhart's Land Speed Record car, in which he was killed in 1928. Lockhart developed this car at the Stutz factory, with Stutz backing, but the car did not have a Stutz engine in it.

End of the Stutz Black Hawk War.



Back in its home country after half a century; the only survivor of the 1929 Stutz challenge for Le Mans.

From Indy to Le Mans

Your editor recently came by the above photo with captions in an article published in Motor Sport, November 1987. This is the 1929 LM Black Hawk which Mr. Petrik alludes to in his story. This article states that the above car now lives in Pennsylvania and apparently is the only survivor of the three 1929 special supercharged short-chassis cars built.

STUTZ FIRE TRUCKS OF THE NORTHWEST
by Bill Hall

May 1, 1989

This is an introduction to a series of stories about the Stutz Fire trucks sold in Oregon, Washington, Idaho and Montana. Eventually, if I can develop more information, I would like to include the ones sold in California. The focus will be on the survivors. Following is a list of Stutzes sold in the northwest. It will also include the current whereabouts if known.

1. Idaho

- a) Boise 1924 Model O - now in the state museum in Boise.
- b) Boise 1924 K3 - wrecked and junked in 1930.
- c) Lewiston 1925 Model D - It was retired by the Lewiston Fire Department in the late forties. It supposedly ended up as a sluice pump for a gold mine in northern Idaho.
- d) Nampa 1922 Model O - Still in Nampa, unrestored.

2. Montana

- a) Great Falls 1925 Model Cs - Still owned and restored by the Great Falls Fire Department.

3. Oregon

- a) Astoria Model D 1921 - unrestored and still owned by the Astoria Fire Department.
- b) Dallas 1924 Model K2 - Stilled owned by Dallas Fire Department, unrestored in good condition.
- c) Hillsboro 1924 Model K3 - Still owned by the Hillsboro Fire Department and restored.
- d) Klamath Falls 1922 Model D - No information.
- e) LaGrande 1925 Model O - Now owned by Simplot Corp. in Boise, Idaho.
- f) Marshfield (now called Coos Bay) 1926 Model O - Currently owned by the Harbor Oregon Fire Department. It is supposed to be restored.
- g) Medford 1925 Model O - Now owned and restored by the Jacksonville, Oregon Fire Department.
- h) Pendelton 1921 Model C - Believed to have been junked in 1930. At least that is when the Pendelton Fire Department disposed of it. No further information.
- i) Portland 1921 Model D - No information.
- j) Roseburg 1924 Model O - No information.
- k) Tillamook 1921 Model C - No information.
- l) Warrenton 1925 Model D - No information (may have been a twin to Astoria's as Warrenton is about two miles from Astoria).

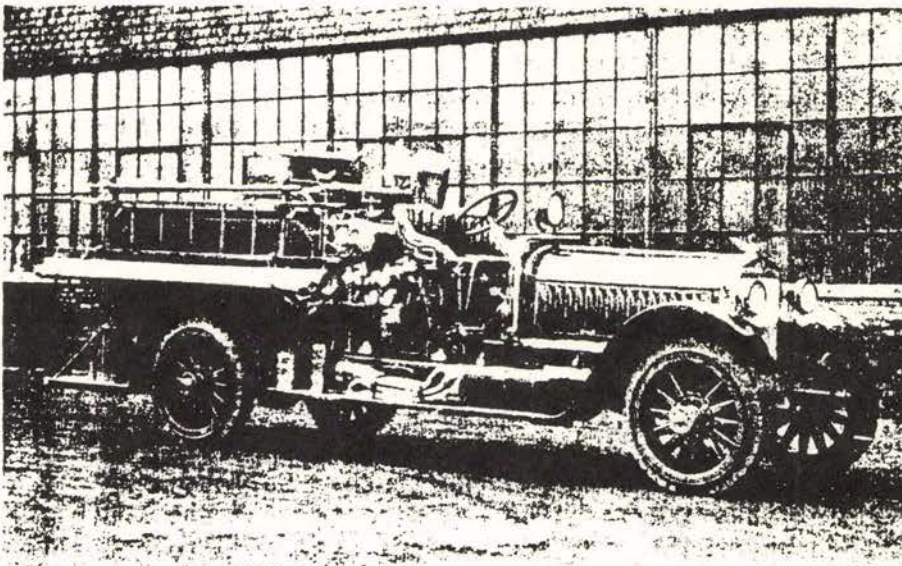
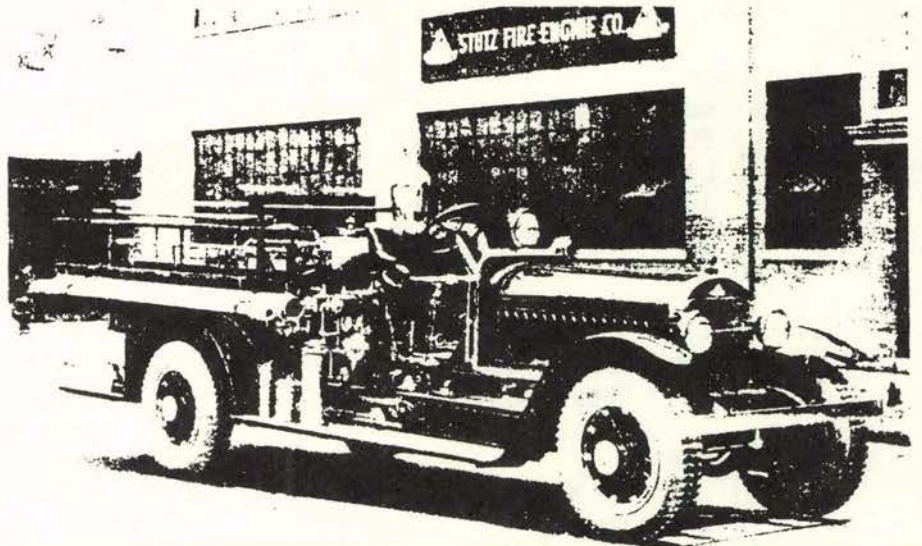
4. Washington

- a) Aberdeen 1924 Model O - Junked.
- b) Bellingham 1923 Model G - Junked.
- c) Bremerton 1925 Model O - Now owned and being restored by Dick Wachsmith of Yakima, Washington. This is another basket case.
- d) Snohomish 1923 Model C6 - Now owned by the Last Resort Fire Department of Seattle.
- e) Spokane 1925 Model O - Spokane sold it to Moses Lake, Washington. It was restored and on display in a museum in Seattle that has been closed for about eight years. Current whereabouts unknown.
- f) Yakima 1925 Model O - Now owned by Russ Duffield of Yakima. He has had it since 1955 when it was retired by Yakima. In good original condition.

One interesting fact about all of the Model O's except Spokane's: they were all 1200 GPM Pumpers. All were sold in Oregon, Washington and Idaho. They were sold by the Howard Cooper Co. of Portland. They sold all of the Stutzes from 1924 on. The 1921 Stutzes in Oregon were sold by the Campbell Fire Equipment Co. of Portland, Oregon.

If anyone can supply any further information about the trucks listed above, it would be greatly appreciated.

Here is Astoria, Oregon's 1921 Stutz Model D 1000 GPM triple combination. Love those knobby Federal Cord 40x8 tires! This rig is presently sitting unrestored in the main fire station in Astoria. (Stutz factory photo from the collection of Keith Wolfard).



Oh what a difference those hard rubber tires make! This rig looks ten years older than its brethren. Aberdeen, Washington ran this 1924 Stutz Model O. The Model O featured a 1200 GPM pump - the largest pump capacity in the Stutz line. Only nine were built. (Stutz factory photo from the collection of Keith Wolfard).

° Photos plus captions taken from: **CALIFORNIA CHAPTER**

**Society for the Preservation and Appreciation of
Antique Motor Fire Apparatus in America, Inc.**

CHAPTER NEWSLETTER
NO. 88-3



CHRIS CAVETTE, EDITOR
42800 CASTILLEJO CT
FREMONT, CA 94539

There was a number of Stutzes in Troy when I was growing up ranging from a coupe of about 1920 with the spare lying flat aft to a 1933 Monte Carlo sedan. I'll tell you a short story which I doubt would be STUTZ NEWS material because it is only based on personal experience, but this is it:

When the Troy Country Club was founded in 1927, we all became automatic charter members as Dad was one of the founders, the main founder being a broker named Charlie Stone who was something of a curiosity in those days, being a Protestant Democrat which was an almost non-existing breed in those far-off days in our area.

Anyway, Charlie had a pearl-grey Stutz phaeton of about 1929 or 1930 and he drove the serpentine dirt road the mile into the Club property like it was 500 days at the Indianapolis Speedway.

I was about eight -- this would be in 1932 -- and was allowed to walk the two miles in the morning from my home to the Club and the third mile in as I was taking swimming instructions in those days. But there were certain ground rules my mother laid down connected with this new freedom.

I was to walk -- repeat walk -- the final mile to the pool, unless I could hitch a ride in with two of my parents' friends, should they be happening to drive by at this time.

One of these friends was a gal whom I called "Aunt Gene" and who drove a c. 1924 Chevrolet touring car, the doors of which usually would spring open whenever the car hit a bump. Dangerous? You bet, but she was a friend so it was okay.

The second was a diminutive-sized woman who drove her father-in-law's Pierce-Arrow. This car was an enormous seven-passenger touring car of about 1919 which had a right-hand drive and the only car I recall which carried four spare tires, two aft, and two on the side. The lade was a diminutive five feet if that, and could hardly see the road over that enormous hood even with extra seat cushions and being a right-hand driven car, this added to the risk of riding with her. But she was a friend of my parents, so that was okay, too.

Neither car really turned me on, and I'd wait in the weeds for Charlie Stone to come roaring out in his Stutz, get in and drive to the Club with him, cutting blind corners as he roared over the road, kicking up a cloud of dust which usually hung in the heavy summer air for five minutes or more.

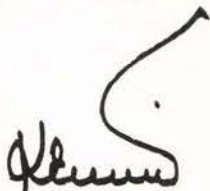
As we approached the Clubhouse, the road was covered with small white crushed stone and Charlie would double-clutch his car, swinging a sharp right around the end of the mens' locker room to the kitchen door. And if he didn't do this on two wheels, it sure felt like he did. With a smart toot of the horn he'd brake the car bringing it to within inches of the kitchen. It was scary, kind of like riding the rollercoaster at nearby Mid-City park, but fun, too. Man, that was living!

Shortly after disembarking, we could see Club employees with rakes, smoothing out the stone where Charlie had effected his three-point landing!

My parents never did wise up to this and, as they never asked me, I never thought it necessary to tell them.

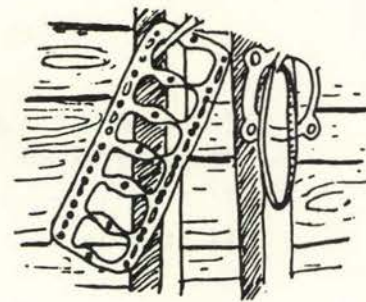
Thought you'd enjoy this. The best of all things.

Cheers,





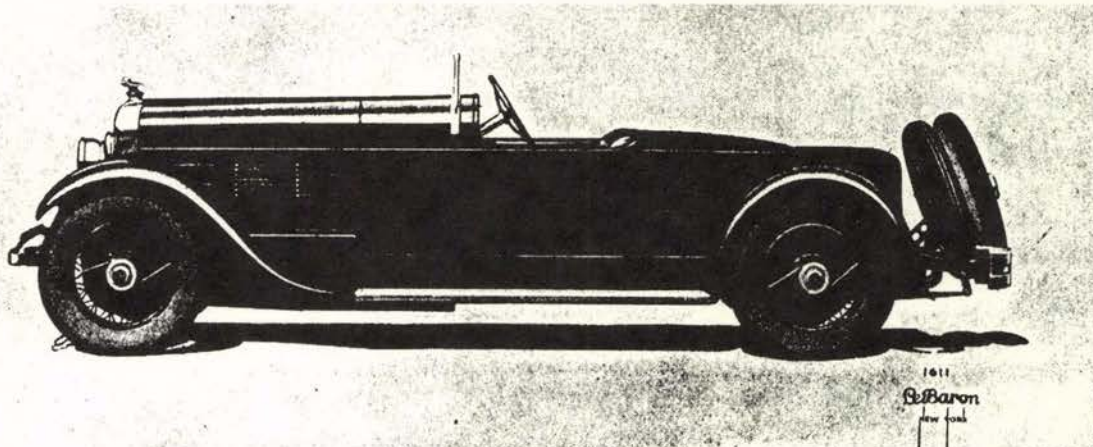
Classifieds



LET'S PUT STUTZ ON THE ROAD

- Members M.B. (Brantley) (#42) and son B. Patrick (#212) Tidmore advise that in restoring their 1927 Stutz AA 4 dr. Brougham they used "Blue Streak", Standard Motor Products, Inc. Distributor Ignition Points No. AL-5661X for the twin ignition system.
- Keith L. Canouse (#69), 8187 Deming Drive, Orlando, FL 32825, Tel. No. (407) 277-1031, has the following parts which he will give freely to a Stutz Club member: 1926 complete front axle assembly with steering and brakes. Thanks, Keith!
- Joe Conzonaire (#229), 1125 Oak Grove Ave., San Marino, CA 91108, Home Tel. (818) 793-4464, Bus. (213) 692-7244 has for sale: 1921 H.C.S. Special, 4 pass. touring. 100% original and complete. Will trade for DV32 or comparable senior convertible car.
- Stephen R. Springer(#261), 3914 Autumn Drive, Huron, OH 44839, Home Tel. (419) 625-2448, Bus. (419) 625-8543 needs help in completing his project to make a close replica of a 1913-16 Bearcat out of his 1923 Stutz. Please help him find the following items:
 - 1) Original factory drawings and close-up photos of details.
 - 2) Stutz name plates for five (5) Buffalo wire wheels.
 - 3) Diamond Pyramid pattern rubber matting.
 - 4) Two (2) Sidelamps, Solar C304C (or G).
 - 5) Two (2) Headlamp rims and reflectors.
 - 6) Choke lever and cable for mounting on the steering column.
 - 7) Air cleaner (if appropriate).
 - 8) Step plate for left running board.
 - 9) License plate holder.
 - 10) Dashboard instruments: Remy triple light switch, H.S.T.

Steve has a number of Stutz? items to trade or sell, such as: Two (2) approx. 4" Dia. Stop Lights with "Stop" in red lens, four (4) valve cover plates with Stutz emblem, approx. 5"x11", matched pair of aluminum floor boards with lingage (LHD), hand air pump, gear shift index plate, etc.



"THE BLACK HAWK"

STUTZ CLUB MEMBER SURVEY -- 1989

Now that the Stutz Club has over 265 members, plus a nice lot of associates, it seems appropriate to survey those who are supporting the organization to find out what they would like to see their Club doing and how they would like things to be handled. Please complete the accompanying survey and return it before Labor Day to:

Kitty Katzell
672 Medford Leas
Medford, NJ 08055

Responses will be tabulated and reported to the Club's Board for their guidance in planning for the Club's future.

1. Rate the following activities in terms of their importance to you for the Stutz Club. Circle "E" for Essential; "D" for Desirable; "N" for Not Necessary; and "U" for Undesirable.

- Annual Meeting E D N U
- Interim Meetings E D N U
- Newsletter E D N U
- Technical Assistance E D N U
- Tours/Caravans with Stutz E D N U
- Stutz market for parts and cars E D N U
- Mail order store for Stutz items (e.g., jewelry, etc.) E D N U
- Other (specify):
_____ E D N U
_____ E D N U

2. At annual meetings, which of the following should be included in the schedule?

- Car show (judged) E D N U
- Car show (not judged) E D N U
- Consignment sales E D N U
- Flea Market E D N U
- Technical Sessions E D N U
- Local tours E D N U
- Banquet E D N U

2. (continued)

- Dance E D N U
- Ladies' program (separate) E D N U
- Cocktail reception E D N U
- Speeches E D N U
- Other (specify):
_____ E D N U
_____ E D N U

3. If the Stutz Club had a mail order store for items bearing the Stutz logo, which of the following items would you want to buy (assuming fair price)?

- ___ Watch ___ Drinking glass
- ___ Bracelet ___ Cap
- ___ Tie bar ___ Beach towel
- ___ Key fob ___ Car cover
- ___ Scarf ___ License plate frame
- ___ Tee shirt ___ Badge for badge bar
- ___ Sweat shirt ___ Badge for blazer
- ___ Jump suit ___ Other (specify)

4. Do you read the STUTZ NEWS?

- ___ All of it ___ Most of it
- ___ Some of it ___ None of it
- ___ Very little of it

5. How often do you think the STUTZ NEWS should be issued?
 Quarterly Bi-monthly Other (specify) _____
6. Would you be willing to pay extra to receive your copy of STUTZ NEWS by First Class Mail?
 Yes No
7. As we plan future Stutz Club meetings, which of the following periods would you want us to AVOID?
 Early June Late June Early July Late July
 Early August Late August Early September Late September
 October

8. Members' guidance is especially needed with respect to the contents of the STUTZ NEWS. Please rate the following categories of materials that might be considered for inclusion. Again, E = Essential; D = Desirable; N = Not Necessary; and U = Undesirable.

Annual directory of members	E	D	N	U
List of current officers and committee chairs	E	D	N	U
Calendar of future Club events	E	D	N	U
Reports of annual meetings	E	D	N	U
Committee reports	E	D	N	U
Classified ads	E	D	N	U
Letters to the Editor	E	D	N	U
News of individual members	E	D	N	U
A technical advice column	E	D	N	U
Stutz-related pictures	E	D	N	U
Stutz historical articles	E	D	N	U
Cartoons and humor	E	D	N	U
News relating to old cars in general	E	D	N	U
Other (specify) _____	E	D	N	U

9. Check those areas of the country where you would NOT be willing to go to attend a Stutz Club annual meeting in the next two years (i.e., in 1990 or 1991).
- | | | |
|---------------------------------------|---------------------------------------|------------------------------------|
| <input type="checkbox"/> Northeast | <input type="checkbox"/> Mid-Atlantic | <input type="checkbox"/> Southeast |
| <input type="checkbox"/> Southcentral | <input type="checkbox"/> Midwest | <input type="checkbox"/> Southwest |
| <input type="checkbox"/> West coast | <input type="checkbox"/> Northwest | <input type="checkbox"/> Canada |

10. Stutz Club annual dues are currently \$20 within the U.S. or \$25 outside the U.S. What is the most you would be willing to pay in Stutz Club dues to receive the member benefits that you indicated as Essential or Desirable? (Circle one.)
 \$25 \$30 \$35 \$40 \$45 \$50 Whatever it takes

11. This space is provided to allow you to add your own comments, suggestions, wit-ticisms, or criticisms.

23 Your name: _____
 Your address: _____

Please return to: Kitty Katzell, 672 Medford Leas, Medford, NJ 08055.