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

Stutz

TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

ATTENTION MEMBERS

Dear Member:

We are trying to go to press early with this issue with the objective of getting it into the mail prior to leaving for the 5th Grand Stutz to be held next month on June 11-14. Your editor plans to personally delivering copies to members attending the Annual Meet at Milton, PA hosted by Ray and Lou Bowersox. A fine turnout is expected and we enthusiastically look forward to seeing you there. We are expecting a number of Mercer Associates and Mercer cars to join with us in the camaraderie at the 5th Grand Stutz.

In case you missed noting page 22 of the Jan.-Mar. 1992 issue, we have reprinted herein on page 2 the invitation to attend the First European Grand Stutz Picnic to be held 23rd August 1992 at Oulton Park, Cheshire, England. What a great opportunity this Meet presents for Stutz enthusiasts! Why not make this the year for your trip to U.K. or reschedule the one you had planned. Just remember to pack your picnic hamper!

What a great year for Stutz! The First West Coast Stutz Meet will be held on September 19, 1992 at the Yolo Flyer's Club, Woodland, California. Your hosts and Meet organizers for this premier west coast event are David Braun, Charlie Jones and Richard Orr. You will find the details and invitation on pages 31 and 32. Just copy the form on page 32 and let your hosts know now that you plan to attend.

THE FIRST EUROPEAN GRAND STUTZ PICNIC.

Midday 23rd August 1992.

The Stutz Club invites all members and fellow Stutz owners to the First European Grand Stutz Picnic, to celebrate the 80th anniversary of the founding of the Stutz Motor Car Company in 1912.

This is to take the form of a non-competitive social gathering and picnic as a side event to the Vintage Sports Car Club's two day race meeting and Concours to be held at Oulton Park, Cheshire, England, that weekend.

The organisers wish to gather together a minimum of twenty five Stutz cars of all types, and any other pre-war cars, i.e. Marion, or H.C.S. associated with the name of Harry C. Stutz.

There will be a special car park immediately beside the concours field but we need you to write in reasonable time so that we know how big to make it.

Members of the V.S.C.C. will naturally be able to enter their Stutz in either the races or the Concours, and we have asked their committee if they will use a Stutz as the course car for the day's races.

There will be no entry fee, but one or two volunteers would be appreciated to help setting things up. Please bring your car, whether it is restored or not, running or not, even on a trailer, and a picnic hamper! But please let the organisers know that you are coming at least a week in advance.

All overseas members are most welcome, with or without their cars, the race meeting is for eligible pre-war cars, and some post-war Grand Prix Cars, and for those who have never been before, a tremendous weekend. Free camping is available on the race track overnight, and there is a small Autojumble, as well as races for old bicycles, including 'Ordinaries' [or Highwheelers as they are termed in the USA.]

Please contact; M.Holt, Mains of Coul, Contin, Strathpeffer, Ross-shire IV14 9ES, Scotland, GREAT BRITAIN.

Tel 0997 421302.

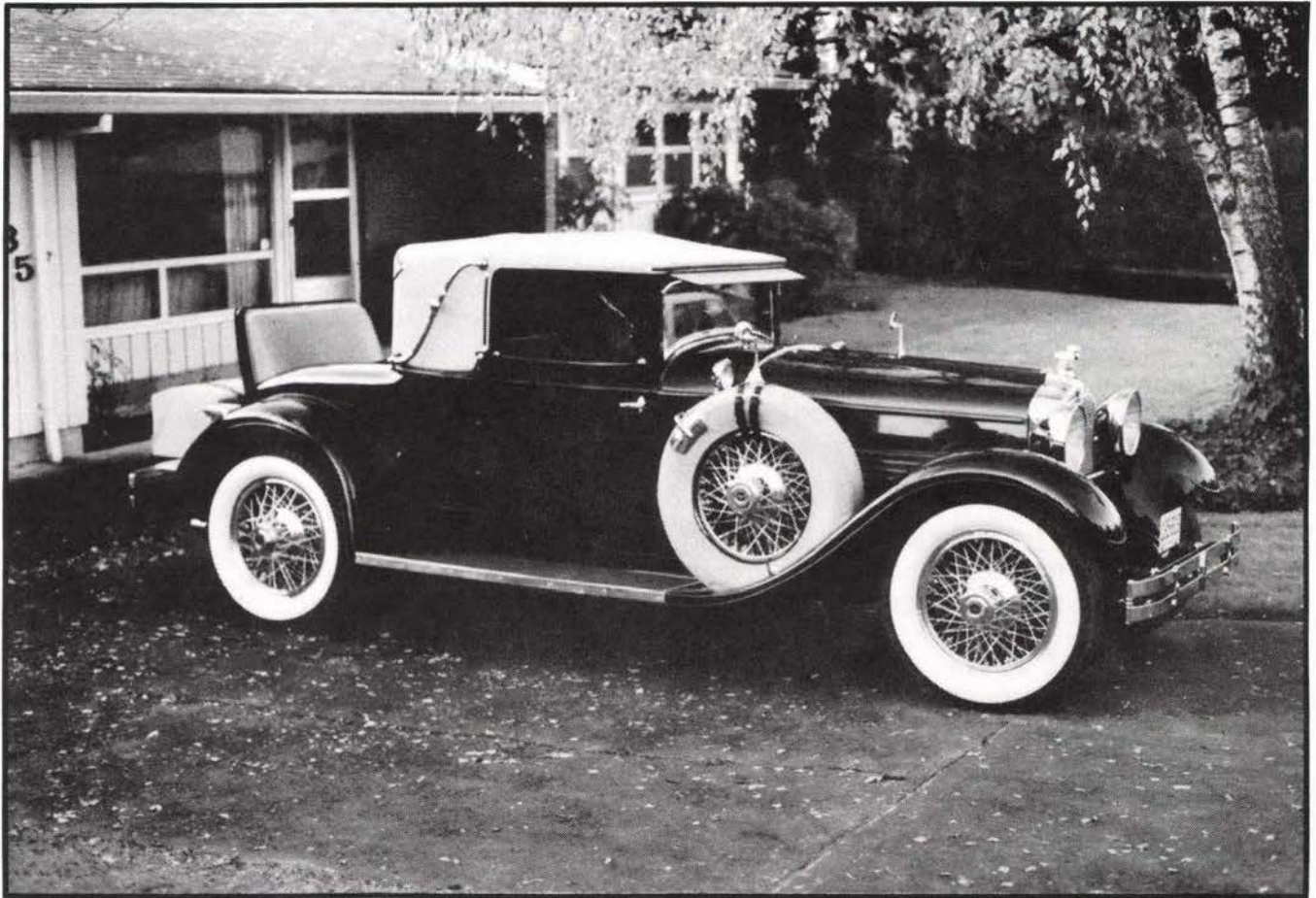
Fax 0997 421888.

[From USA, Tel 0 11 44 997 421 302. Fax 0 11 44 997 888]



A STUTZ RESTORED

By Jerry F. Hanauska



1928 STUTZ MODEL "BB" CABRIOLE COUPE, PHILIPS

We know you will enjoy Jerry's story of the restoration of this beautiful specimen which follows on the next page. Somehow he lets us share in the pleasure of the undertaking in the rewards of the effort put forth and in the pride of accomplishment without imposing on us the hard work, the frustration and suffering we know he experienced in the process.

In this short article Jerry has touched well upon the many facets of the old car hobby; the inborn interest and fascination with cars, the discovery of something unique, the fun of tinkering and driving, the good sharing of experiences with other enthusiasts, the recreation of something beautiful and the thrill of showing it off in competition. Thanks, Jerry!

Your Editor

A STUTZ RESTORED

by Jerry F. Hanauska

As far back as my memory will take me, I have always been fascinated with anything that had wheels. Model cars and trains, pedal cars and bicycles, you name it. If it had wheels, I wanted it. I knew at an early age that eventually old cars would become my hobby and it finally happened in the late 70's. I really caught the bug when I first attended the Forest Grove, Oregon Concours d'Elegance in 1978.

It was later that year when I bought a very original 1946 Lincoln sedan that was rust-free but showed a lot of use.

After a complete restoration, the car was shown throughout the Pacific Northwest and won many awards. A Best of Show at the 1986 Western National Lincoln Continental Owners' Club Meet was the highlight of this car's Concours career.

Now not only did I have the "old car" bug, but I was also hooked on the competition aspect of the hobby. By early 1987 I had acquired a 1937 Packard 120 convertible sedan with the objective of a full restoration and more car shows. The Packard was a fun car to drive, so I delayed the restoration for a few months while I enjoyed the summer car club tours.

When I finally decided it was time to get going, I did an in-depth inspection of the total car, something I should have done before I made the purchase. But I was so excited about owning the convertible sedan, good sense took a back seat. Rust-out was the big problem, far more extensive than I originally thought. I was in for a very expensive refabrication project if I went ahead with the restoration.

About this time, I ran across a "wanted" ad in my latest Hemming's Motor News for this very car. After several phone calls and mailing of pictures, I sold the Packard to a gentleman in North Carolina for a modest profit.

Then it happened. It was late summer of 1987 that I saw the Stutz tucked neatly in the back corner of my friend Dave's car

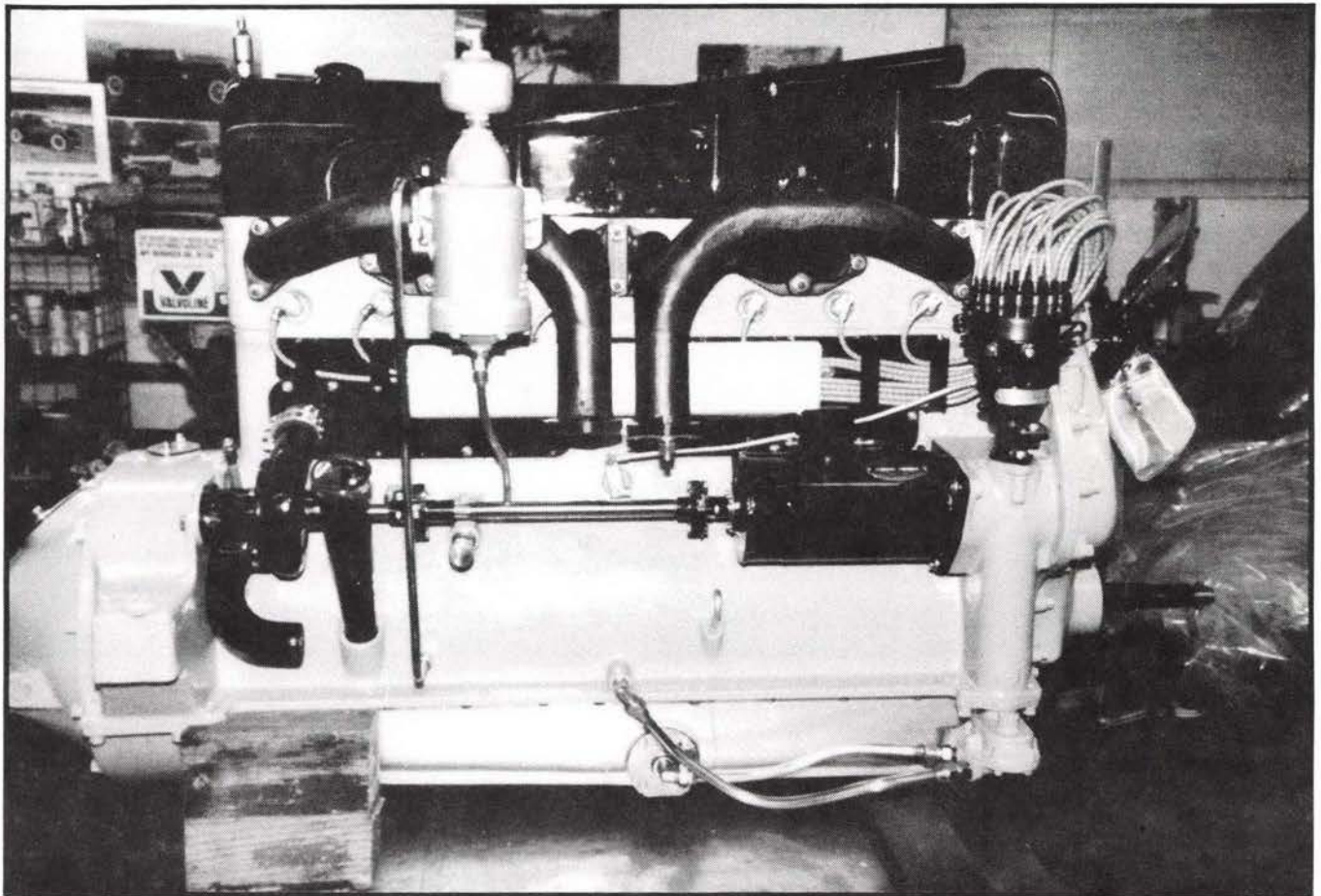
storage building and knew then that I wanted this car. It was a 1928 Model BB Cabriolet coupe with a Phillips body. A genuine classic and very complete. Having never been fully restored, the car needed everything redone. It appeared that, a full-blown, body off, frame-up restoration was in order.

At the time, I knew very little about the Stutz Motor Car. Everyone, it seems, is familiar with the Stutz Bearcat and Black Hawk, but other models are not as well known. I was amazed at the number of outstanding mechanical and other features of the car: valve-in-head with overhead cam, dual ignition, oiler system, two-barrel up-draft carburetion, worm drive and safety glass all around, to name a few.

Once the Stutz was parked safely in my garage, I laid out a plan for a complete restoration. By the way, I ran out of gas as I drove the car from Dave's building in Hillsboro to my home in Beaverton, having added only two gallons of gas to the tank for the 15-mile trip. I made a mental note that I should not expect good mileage with this car.

My overall plan was to restore the individual parts as the disassembly took place. I stuck to this plan pretty well and soon had a spare room full of gleaming, freshly restored headlights, cowl lamps, bumpers and bumperettes, interior wood pieces, door handles, hood latches and many other miscellaneous parts. Even the eight-day clock was repaired to run like new.

The huge "vertical eight" engine required a total rebuild, including reboring the cylinders, new pistons, case-hardened valve seats, new chain sprockets, cam and crankshaft grinding, bearings, and so on. The engine rebuild phase of the project took nearly a year, working evenings at my friend Jim's backyard machine shop. Jim did all the machine work on the short block and cylinder head and I was respon-



sible for the exterior components as well as cosmetics.

While the engine work was progressing, the body was removed from the chassis and stripped to bare metal. The chassis was completely disassembled and all parts, including the frame, were sandblasted and individually repainted with acrylic panel. After completing minor metal work on the body, doors, hood panels and fenders, these parts were given a fresh paint of acrylic lacquer.

Finally came the fun part, reassembly of the total car. Soon the chassis was complete with a freshly rebuilt engine, new hydraulic brake and oiler lines, restored suspension and running gear, new exhaust system and sporting a brand new set of Firestone whitewalls. At last I was beginning to see the light at the end of the tunnel.

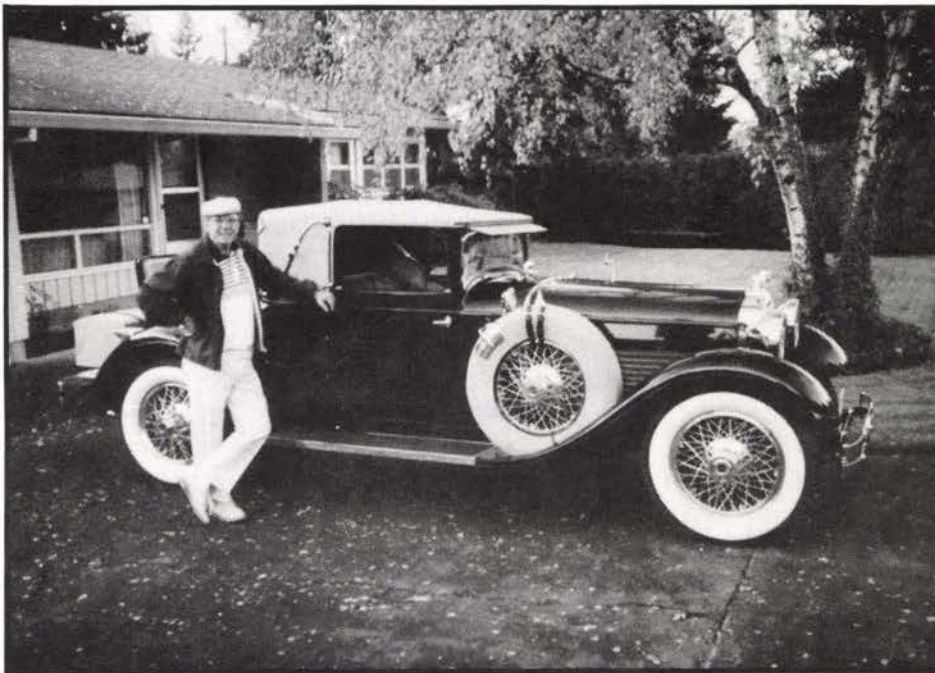
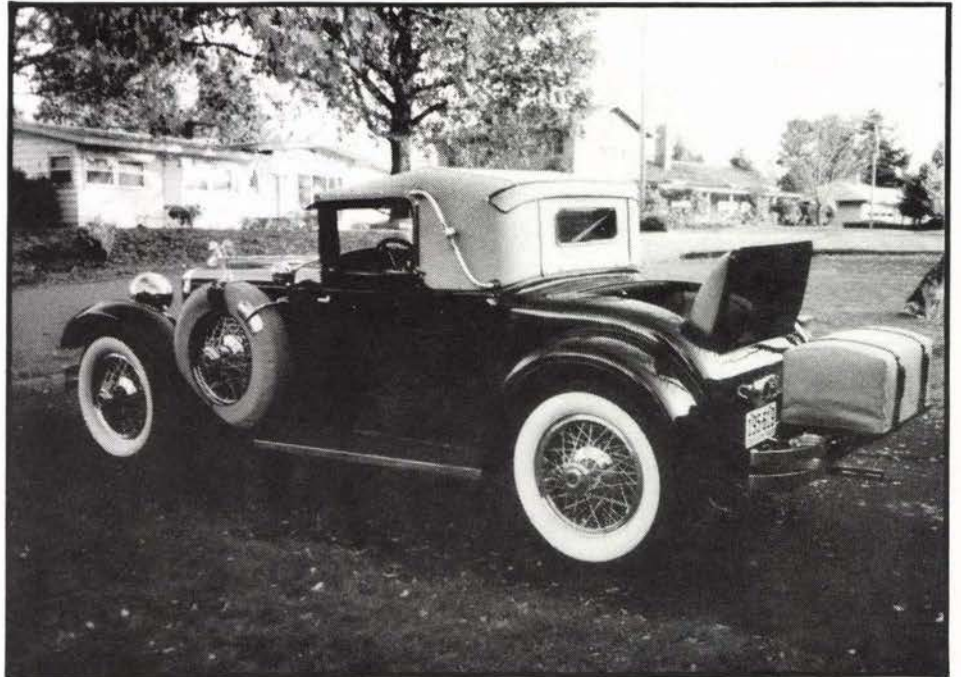
The body fit perfectly when we carefully lowered it on the chassis. Doors, radiator shell and hood panels were then in-

stalled. The Stutz was beginning to look like a car again.

The upholstery phase was next, so we trailored the car to my friend Stan's upholstery shop for new leather interior, wool carpets and Haartz cloth top as well as side mount and trunk covers. Stan did a great job and soon the Stutz was back home.

The final phase of the restoration had finally arrived. It was time for running boards, fenders, bumpers, rumble seat deck lid and lights to be installed. Soon after, Jim and I were doing a final tune on the engine and taking a short road test drive through the neighborhood. The engine ran perfectly and the car drove great.

After more than three years of hard work and thousands of dollars out of the bank account, the Stutz was now ready for the Concours show circuit. But that's another story, maybe for a future article in the *Stutz News*.



I had lots of help throughout the restoration project, especially from some Stutz Club members. I would like to thank all those that responded to my technical research questionnaire. A special thanks

to Ernie Toth, Jr., for all of his help in this project, both for technical advice as well as providing various hard-to-find parts.

MEMBERSHIP REPORT

By Dale K. Wells
Membership Chairman

A few months ago the Nominating Committee was actively seeking members to fill the various club offices designated in the club constitution and by-laws. A list of names has been submitted for your membership vote and approval. After numerous phone calls between the committee and members, new candidates could not be found for all offices, so many of us old-timers are filling in by running again.

This is an appropriate time for all members to think about taking a term of office for one of the positions listed on the ballot. We obviously cannot call everyone personally to try and recruit you -- even though we would like to make personal calls on everyone. The committee tried to recruit members who have been active in attending Grand Stutz and Hershey meetings, and those who have been recommended by other members. There are many others qualified to help run the club, and there is nothing wrong with volunteering, even though you may feel reluctant to do so.

None of the offices should be too demanding since we are a small club of some 300 members, and don't plan to jet-set about the country for meetings and discussions. Only a few phone calls and memos will need to be answered. Otherwise the various offices will be mostly clearing houses to keep files of information to help members, collect information, record member data, plan the annual meeting and pass out publicity.

Please read the club by-laws and think about offices or committees you would be able to work on in future years, and let us know about your interest for future years. The job descriptions may sound like lots of work, but each officer can recruit and appoint as many committee workers as needed to share the workload. You don't have to know everything or do everything to hold an office -- just be willing to try and help other members with whatever information you have. We're looking forward to seeing many of you at the Grand Stutz in Pennsylvania this year. Plan to attend and enjoy the Stutz talk, sights, and fellow members' friendship.

NEW MEMBERS:

#332	Tom Broadbent 94 Pacific Way Belmont North NSW Australia 2280	049-489120 1929 Blackhawk L7 Cabriolet
#333	Lyle D. Walker 1799 Lincoln Road Stockton, CA 95207	Home: 209/476-2290 Bus.: 209/476-0390 1927 Stutz AA 5 pass Brougham Sedan
#334	Eric Verdon-Roe Snatchangers Farm Long Lane, Odiham Hants, England RG25 1JH	081-943-5960
#335	Charles Riel 3705 Shadow Glen Silverdale, WA 98383	206/779-4647 1928 Stutz BB 3C Coupe

- #336 Robert M. Stutz Home: 614/486-8194
2074 Andover Road Bus.: 614/766-3686
Columbus, OH 43221
- #337 Gates Willard
233 Manhasset Avenue
Manhasset, NY 11030
- #338 Allan Johnson 604/939-8933
1759 Foster Avenue
Coquitlam, B.C.
Canada U3J 7K8 1931 Stutz DV32 Speedster
- #339 Henry Garnett 096-966-7209
The Bungalow
Spring Bank, Hawes
N. Yorkshire England DL8 3NW 1929 Stutz Weymann Sports Sedan
- #340 Mildred E. Katzell 609/654-3672
672 Medford Leas
Medford, NJ 08055
- #341 Gerald Lettieri 203/529-7177
132 Old Main St.
Rocky Hill, CT 06067

ADDRESSES CHANGES:

- | | |
|--|---|
| #289 Daniel Brush
41190 Carlotta Drive
Palm Desert, CA 92260-9053 | #109 Richard C. Raczuk
14980 Country Road 350
P.O. Box 655
Buena Vista, CO 81211
Tel.: 719/395-4065 |
| #116 Dr. Arthur W. Burrichter
RR #3 Box 246
Monticello, IA 52310 | #143 David V. Vihlein
N117W18200 Fulton Dr.
P.O. Box 1008
Germantown, WI 53022
Tel.: 414/253-2900 |
| #51 Gene R. Byrnes
4376 Viewcrest Rd. S.
Salem, OR 97302 | #259 J. Parker Wickham
Airway Drive, P.O. Box 1312
Matlituck, NY 11952] |
| #156 James R. Davis
2212 S. Elm Street
Yorktown, IN 47396 | |
| #258 Mark L. Dees
P.O. Box 2460
Moorpark, CA 93020-2460
Tel.: 805/529-2973
Fax: 805/529-0947
Mob.: 805/657-1260 | |

LIFE MEMBERS

Gustav W. Ludwig (#11L) was somehow omitted from the list of Life Members updated on page 5 of the Jan.-Mar. 1992 issue of *Stutz News*. Honorary Member Hemp Oliver (#97H) raised the question of why on page 12 Members Eeckhout (#383L) and Kovacs (#291L) are listed as the 34th and 35th Life Members whereas on page 5 he could only county 34 listed. Gus was the answer and we apologize for the omission.

WITH SADNESS

by Bill Greer

Emma B. Horn

Services for Emma Belle Stutz Horn, 90, Indianapolis, will be at 11 a.m. Thursday in Peace Chapel, Crown Hill Cemetery, with calling one hour before services. Flanner & Buchanan Broad Ripple Mortuary is handling arrangements. Mrs. Horn, who died Monday in Forum Retirement Center, graduated from Briarcliff College, New York. She was a member of Third Church of Christ Scientist, Indianapolis Symphony Society, Indianapolis Museum of Art, Children's Museum, Good Will, Crossroads, Matinee Musicale, Beethoven Foundation, Humane Society, Alpha Latrein Club, Indianapolis Propylaeum and the Riviera Club. She was the widow of William S. Horn. Contributions may be made to a favorite charity.

It is with deep regrets that the editor must tell you of the passing of our Honorary Member Mrs. Emma Belle Stutz Horn (#100H), the daughter of Harry Clayton Stutz on Monday, March 30, 1992. The obituary reprinted here appeared in The Indianapolis News on April 1, 1992. You will note that the obituary is very brief, void of any tribute and makes no reference to Mr. Harry Clayton Stutz. In view of this I have taken the liberty to expound somewhat and provide further details.

We are indebted to Member George Moore of Indianapolis who telephoned April 1st to inquire if we were aware of Mrs. Horn's passing. This alert was fortunate because we had just returned the night before from an extended visit in Atlanta with our daughter and family and we only subscribe to the evening News. Upon learning the date and place of the funeral service we were able to arrange for a spring bouquet of flowers to be sent on behalf of the Club.

I was able to attend the service for Mrs. William S. Horn on April 2nd. The attendance was rather small and the service was carried out simply in conformance to Church of Christ Scientist standards. Before the service began I had given my condolences to Emma Belle's sister-in-law, Mrs. Mary Horn, the widow of Robert F. Horn, the brother of William. She introduced me to a few people and I was able to have brief discussions with a niece, Mrs. Mariel Luckens Jones of Clifton, CO and a close friend of the family, Mr. Robert Meyer of Indianapolis with whom I sat during the service. Mr. Meyer informed me that Emma Belle's only child, William S. Horn, Jr., died suddenly of a heart attack at age 56 in 1982. I hope to learn more about Harry's grandson from Mr. Meyer in the near future.

The Club received the following note of thanks from Mrs. Jones dated April 11, 1992 and I quote: "Dear Stutz Club: Aunt Emma told me about you and sent me a newspaper clipping of The Stutz Club several years ago. It really pleased her. Thank you so much for remembering her with such a lovely arrangement of purple iris, pink carnations and daisies. It's hard for me to give her up as we talked on the phone every Saturday morning and I really miss that. I just wanted you to know how much we appreciated your thoughtfulness. Most sincerely, Mariel Luckens Jones"

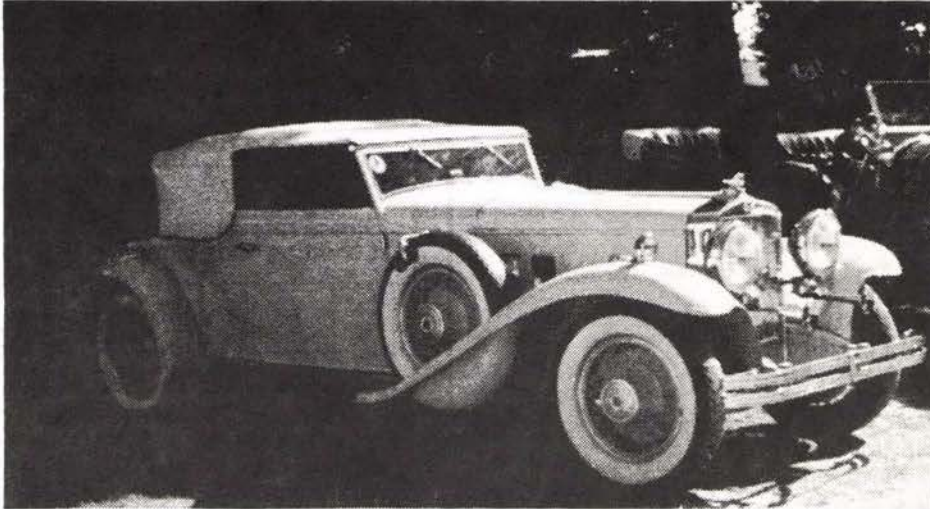
Mrs. Emma Bell Stutz Horn's crypt is in the Mausoleum just down the hall to the left of Peace Chapel at Crown Hill Cemetery in Indianapolis. Her crypt is next to her husband William S. Horn (1896-1968) and son William S. Horn, Jr. (1926-1982). Her mother Clara M. (Dietz) Stutz (1880-1956) is located adjacent to her husband William. Harry Clayton Stutz (1876-1930) is entombed in the south part of Crown Hill Cemetery, Section 47, Plot No. 334.

We have asked Mrs. Jones for her personal inputs on the life of her aunt, a tribute or eulogy which could be used in the Stutz book. With this passing of Harry Stutz's only child, and the prior departure of the grandson William, this branch of the Stutz family has come to an end.



Show Biz

Edited by Teresa T. Vickery



Knox Kershaw brought his 1931 Stutz DV-32 convertible victoria all the way from Alabama to the Stutz meet in New Hampshire.

Stutz buffs meet in New Hampshire

The fourth annual Grand Stutz Meet of the Stutz Club was held Oct. 4-7 in New Hampshire. Hosted by William Ruger at his estate in Croydon, N.H., the meet's magnificent cars were rivaled by the splendor of the region's fall foliage. Antique cars in attendance included

Mary-Jeane and George Holman's 1932 Stutz DV-32 dual-cowl phaeton by LeBaron; Knox Kershaw's 1931 Stutz DV-32 convertible victoria by Rollston; John Grunder's 1929 Blackhawk speedster phaeton by LeBaron; and Mary and David Brownell's 1922 Mercer Raceabout. William Ruger's resident collection included a 1913 Mercer Raceabout, a 1913 Rolls-Royce Silver Ghost Alpine Tourer, a 1918 Packard Twin-Six seven-

passenger tourer, a 1919 Stutz Series G roadster, a 1922 Stutz KLDH tourer, a 1923 Kissel Gold Bug, a 1927 Bentley Speed Six roadster, a 1923 Wills Sainte Claire eight-cylinder roadster, a 1925 Wills Sainte Claire six-cylinder Gray Goose Traveler, a 1927 Stutz AA four-passenger boattail speedster, and a 1958 Ferrari California. The one-of-a-kind 1970 Ruger Special roadster was also on hand.

In addition to tire-kicking, socializing, wining and dining, the 45 participants also took a number of tours arranged by Lyle Paterson, which included the Sturm & Ruger firearms factory in New Port, and Augustus St. Gaudens National Historical Site, and sightseeing in nearby locations.

At the business meeting, presided over by William Greer, the following awards were presented: Peter Helck Memorial Trophy for contribution to the club to William Ruger; car trailered longest distance went to Knox Kershaw from Alabama; longest journey to meet (worldwide) went to Eileen and Ruben Roges from Argentina; longest journey to meet (U.S.) went to Don Short from Washington state; and oldest Stutz in attendance went to William Ruger for his 1919 roadster.

Proudly exhibited was the "Golden Quill Award" given by *Old Cars* to *The Stutz News* (William Greer, editor). Plans for a forthcoming book on Stutz, dealing with the man, the company, and the vehicles were discussed at some length. The meet was enlivened by the presence of honorary member Smith Hempstone Oliver and entertainment provided by member Tony Kovelesk.



Old Cars News

Marketti accepts post in California

Frank R. "Skip" Marketti, 52, executive director of the Auburn-Cord-Duesenberg Museum of Auburn, Ind. since 1976, has been appointed director and chief curator of the Behring Auto Museum in Danville, Calif.

One of two museums at Blackhawk Plaza, a mercantile and cultural center in the east bay region near San Francisco and Oakland, the Behring Auto Museum encompasses all phases of motoring history from turn-of-the-century horseless carriages to fast cars of the 1950s and 1960s, exhibited in a glass and granite structure of modern architecture. The auto museum is a companion to the University of California at Berkeley Museum, an art, science and cultural facility also

located at Blackhawk Plaza. Both museums are operated by the Behring-Hofmann Educational Institute, which is affiliated with the UC-Berkeley.

Marketti will begin his new duties in April, after relocating to California in mid-March, along with his wife, Cathy, a 14-year employee of the ACD Museum.

The Nevada native came to Auburn in February 1976 as executive director of both the ACD Museum and the Auburn-Cord-Duesenberg Festival, after serving 13 years at the famous Harrah's Automobile Collection in Reno, Nev. He's only the second director in the ACD Museum's history, following Mike Wagner, who headed the museum from its inception in 1973 to 1975.

During Marketti's tenure, Auburn saw its museum flourish from a small and fledgling nonprofit organization to become one of Indiana's leading tourist attractions, recognized internationally in the antique automobile dominion as a successful blending of magnificent cars with their proper historical context. Under Marketti's guidance the ACD Museum made remarkable advancements including: 114 percent growth in annual attendance figures; 558 percent increase in Auburn-Cord-Duesenberg Festival revenues, which benefit the museum; increase in the number of cars on exhibit from a handful to 150; and, increase in the number of cars owned by the museum from one to 121.

Museum president Donald Aiken announced that a search committee will be formed to solicit candidates for the directorship opening.

A 1936 STUTZ?

Legitimate or a Bastard?

by Keith Marvin

IN THE MAY 17TH 1984 ISSUE OF OLD CARS WEEKLY - (now OLD CARS NEWS & MARKETPLACE), the photo (right) was published surrounding a mystery car which seems to have had strong Stutz connections. The curious aspect of the picture and its accompanying caption noted that it carried a Blackhawk badge and a Stutz builder's tag (presumably on the body) and little else. The name of its contributor or of his or her address was not listed, nor was the location of the car, which was odd as the publication has generally been careful in identifying this type of submission. I wrote Iola, Wisconsin for further information but my letter was apparently lost in the shuffle and no reply was forthcoming. I had enough sense to clip the item with its date and have checked with Krause Publications at Iola, but there is nothing on record there. So we're back to Square One.

What do we know about the latter days of "The Car That Made Good in a Day?"

Not much. Stutz disappeared into the woodwork very quietly. There are, however, some things that we do know.

And in a nutshell, what we know is this:

1. The Stutz Black Hawk (two words) was a model of the car in 1928. In 1929, it was marketed as a lower priced companion car but a make of car in its own right, the Black Hawk name being reduced to a single word, 'Blackhawk'. It was a pretty car and well ahead in automotive design for its time, but Stutz hadn't figured on the Depression. Only 1,310 buyers went for a Blackhawk in 1929 and in 1930, this figure had shrunk to a scant 280, whereupon the make was discontinued.

2. Stutz, itself, was down as well having shrunk from its 1926 sales of 4,100 cars to 2,320 in 1929. This would drop to 510 in 1931, 125 in 1932 and 110 in 1933. In 1934, six Stutz's found buyers but whether these were sold domestic ally or even whether they were marketed in chassis form I have never been able to determine. There was a 1935 Stutz shown in London in October 1934 - at least two of them being on display- a SV-16 and a DV-32, with custom coachwork, and with a dated 1935 model catalog for any interested parties. The chassis, however, had probably been sent overseas sometime between 1931 and 1934, properly fitted with right-hand steering. *1

But by this time, the Stutz Motor Car Company of America had nothing to show the American market, other than its small Pak-Age-Kar delivery van which, between 1927 and 1941 was also produced by other companies including Diamond T.

3. Now, the interesting point. Early in 1935, the automotive press carried a release from Stutz that it was suspending any further production of passenger cars and would thereafter concentrate on the Pak-Age-Kar. Curiously, throughout 1935, the passenger cars were listed in considerable detail in many automotive magazines complete with body styles available, prices and including both the SV-16 and DV-32 chassis.

I was only eleven years old at the time, but I had seen these listings and wrote to Stutz for literature. In a letter from Stutz dated November 30th 1935, a vice president sent me a Pak-Age-Kar brochure and a nice letter in which he stated that the "1936 models would not differ from those of 1935." Looking back, this made sense for to all intents and purposes, there had been no 1935 models - at least stateside.

Then, to confound anyone interested in Stutz (and there were few if any at the time), another notice appeared in the automotive magazines early in 1936 announcing the new 1936 "Safety Stutz" models, and repeating that there would be no perceptible changes in design. There was no reference to the announcement a year earlier that the company was suspending production and, oddly, I think, the use of the model designation, "Safety" was a singular move. This is what Stutz had used exactly ten years earlier!

As I have written before on several occasions, it would appear to me that since Stutz was still technically in business and producing a piddling amount of Pak-Age-Kars, it was at the ready, should anyone want a Stutz, but by 1936, the theoretical price range was very high. One could readily obtain a Cadillac, Lincoln, Packard or Pierce-Arrow for less, added to a rather gloomy outlook for any tangible future for Stutz itself. The handwriting was on the wall and had been there for



Unusual Car Spotted

Here's one that deserves saving. It has a Blackhawk nameplate and Stutz builder's tag. The body is aluminum and seems to be a unique style. Wire wheels hint of early 1930s vintage, but the streamlined body looks more modern than that. Could it be a one-off show car!

May 17, 1984

OLD CARS WEEKLY

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some time, and finally,

4. Although the Stutz cars were exquisite machines, and they exuded a classical aura of their own from the standpoint of design as well as performance, they were getting a bit long in the tooth when compared with some of their peers in the automotive milieu. A neighbor of ours, the late Irving Kaplan of Troy, N. Y., had (with 109 others) bought a 1933 Stutz. It was a Monte Carlo leather-bodied close-coupled sedan and handsome, even in 1933, a year in which many other cars hadn't gotten caught up with contemporary design such as the fender skirts, pioneered by the Graham "Blue Streak" in 1932. By 1936 or even until World War II, Mr. Kaplan's car did have class about it. But even comparing it with the latest Rolls-Royce, it looked old-fashioned.

This brings us back to the subject at hand- the photo of the "Unusual Car Spotted".

What was it and does it still survive? And, if it does, where is it? For that matter, where was it then? OLD CARS WEEKLY failed to say then and doesn't know now.

There are all sorts of possibilities, a few of which come to mind.

1. The car's chassis was (or hopefully, still is), older than its body as may be seen by the wire wheels, greatly favored by Stutz in the early 1930s.

2. But what about the body? This appears to be a coach (two-door sedan) and if it carried a Stutz plate on it, the implication would be that it was a one-off and built to order.

3. But what of the Blackhawk nameplate? Blackhawk was out of business before 1931. Could this have been a Blackhawk chassis which someone had re-bodied? Could be.

4. On the other hand, **if** (and a big **if**) this might have been the only car Stutz put together on special order as late as 1936 and Blackhawk as well as Stutz badges were available, it might just be that the purchaser preferred the Blackhawk logo. Who knows?

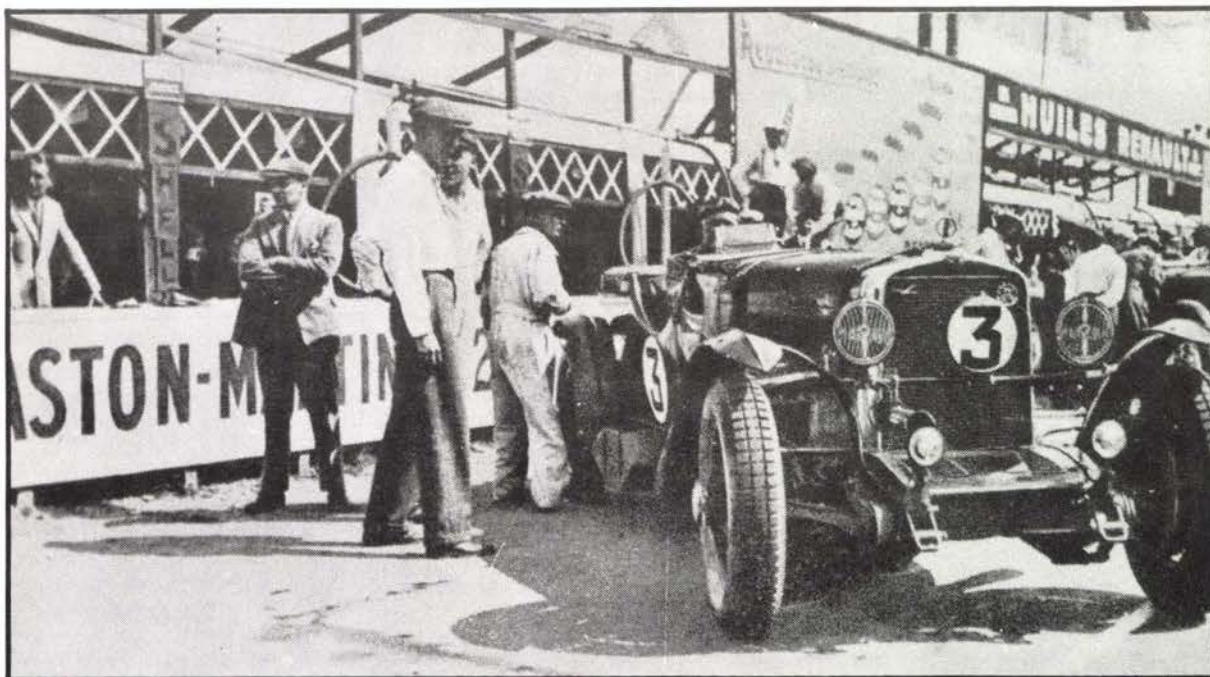
5. The car, too, may have been one of those six which we know left the factory at Indianapolis during 1934.

Personally, the body doesn't look like anything else of which I am familiar and I would conjecture that it very possibly have been constructed at the Stutz factory. Whether this was an SV-16 or a DV-32 is impossible to determine from the picture.

6. Could it be a one-off show car? No way. It would have been known everywhere had this been the case unless it was shown at an auto show in Tibet. The semi-pontoon-type fenders indicates this car was a custom car, whether professionally-built or handmade.

So, with this I rest my case. I would be delighted to have anyone's opinion and even more delighted for any information on the car itself. I doubt that this will be forthcoming because it would have been made known before now.

* 1- I had the 1935 right-hand-driven Stutz SV-16 for two months back in 1960 and the car still exists. See "The Car That Made Good in a Day: The Bloomin' End", by this writer. **STUTZ NEWS**, January-March 1990.



The above shot of this Stutz Black Hawk at LeMans was sent to the editor by Monsieur Philippe Berlin of Layrac, France. Mr. Berlin is the current President of the Hotchkiss Association. If any member can supply details about the above Stutz, please do so. (Ed.)



FINANCIAL REPORT

by Joseph B. Follardori, Treasurer

This report covers the three month period of January 17, 1992 through April 17, 1992.

BALANCE as of January 17, 1992		\$8,457.93
INCOME		
Membership Dues (1/17/92 - 4/17/92)	\$ 990.00	
Interest Earned (CD #101.25, M/M 70.67)	\$ 171.53	
Sales - Back issues of <i>Stutz News</i>	<u>\$ 60.00</u>	
		+\$1,221.53
EXPENSE		
Administrative	\$ 84.89	
<i>Stutz News</i> , Vol. V, No. 19	<u>\$1,332.30</u>	
		<u>-\$1,417.19</u>
BALANCE at April 17, 1992		<u>\$8,262.27</u>
FUNDS are held in the Treasury as follows:		
1 year CD #44845106 @ 4.05% to 1/17/93	\$10,000.00	
Money Market Acct. #44845149	\$ 8,262.27	

While the funds held in the treasury appear adequate, please consider the following reserves maintained at April 17, 1992:

Life Membership Funds	\$14,450.00
Stutz Book Fund	\$ 2,863.35
Purdy Memorial Fund	<u>\$ 939.80</u>
	<u>\$18,253.13</u>

If the above reserves are to be maintained as desired, it appears a dues increase should be considered at the upcoming 5th Annual Meeting on June 13, 1992.

STUTZ PRODUCTS CORPORATION

MANUFACTURERS OF CIRCULAR AND SPECIAL KNIVES

606 SOUTH WALNUT STREET
P.O. BOX 468
HARTFORD CITY, INDIANA 47348
PHONE: (317) 348-2510



February 11, 1992

Bill Greer
Editor
The Stutz Club
7400 Lantern Road
Indianapolis, Indiana 46256

Dear Mr. Greer:

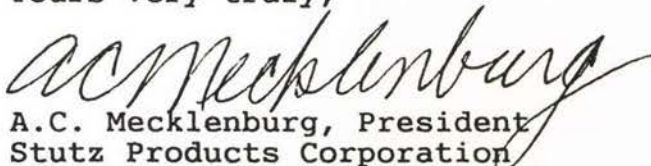
Find enclosed snapshots of a Stutz 1914 Bearcat and a Stutz 1921 Model C fire engine. These hand-made wooden models are approximately 13" long.

If you use one or more of these in your news magazine, you might state that information on price and delivery for one of these models can be secured by sending a stamped, self-addressed envelope to:

R.D. Cope
603 E. Main Street
Hartford City, Indiana 47348

When finished with the snapshots, would you either return them to me or hand to Roger Birchfield?

Yours very truly,

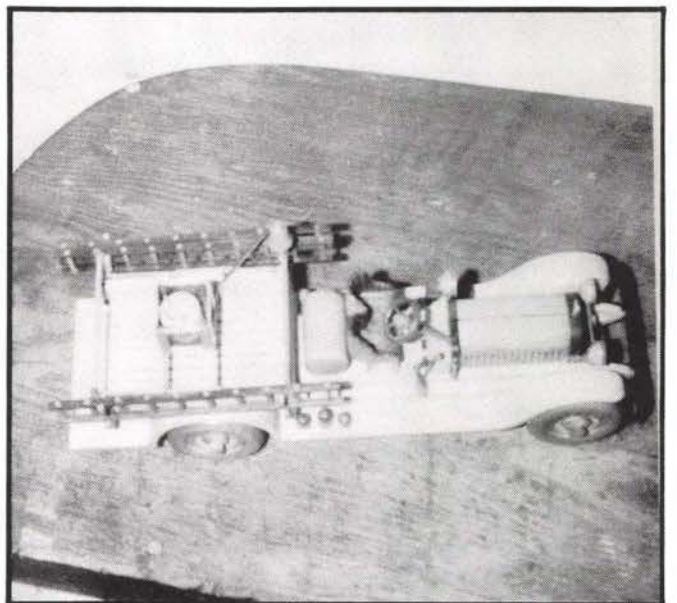
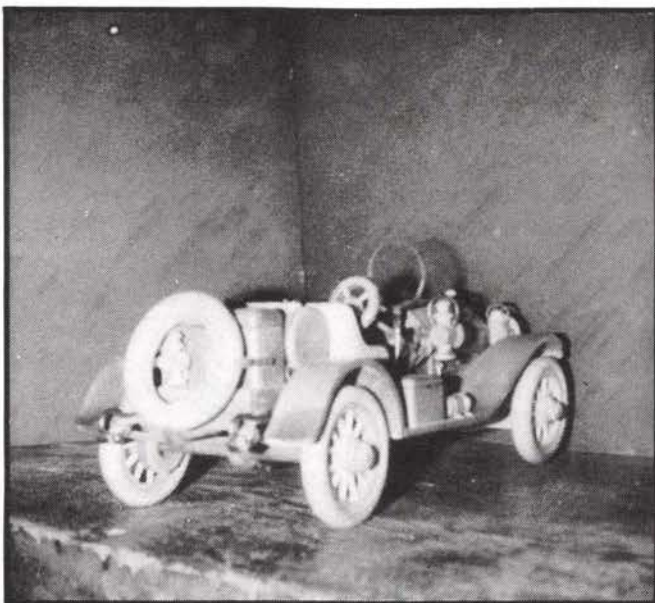
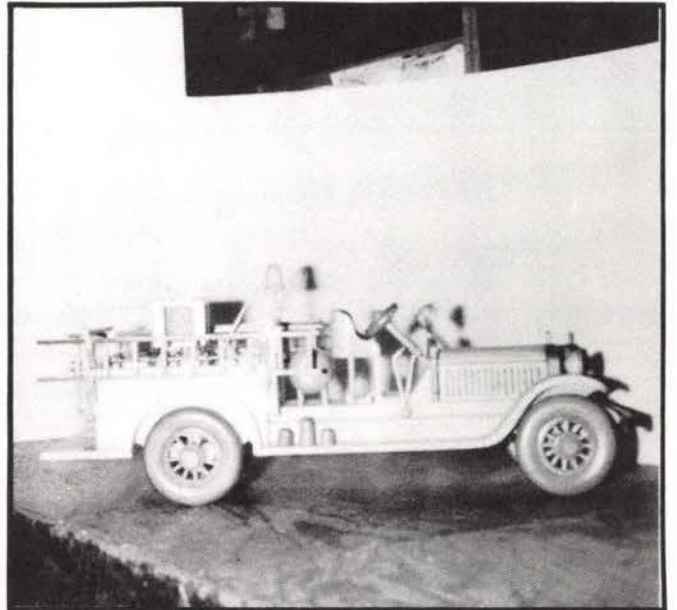
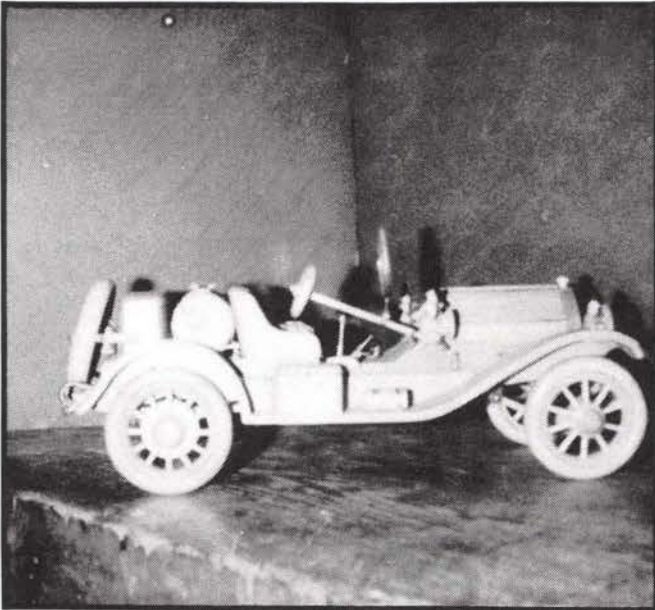
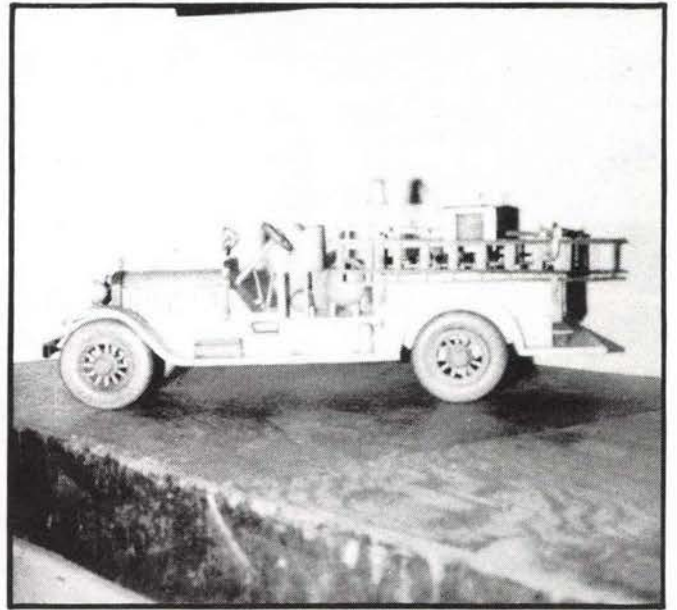
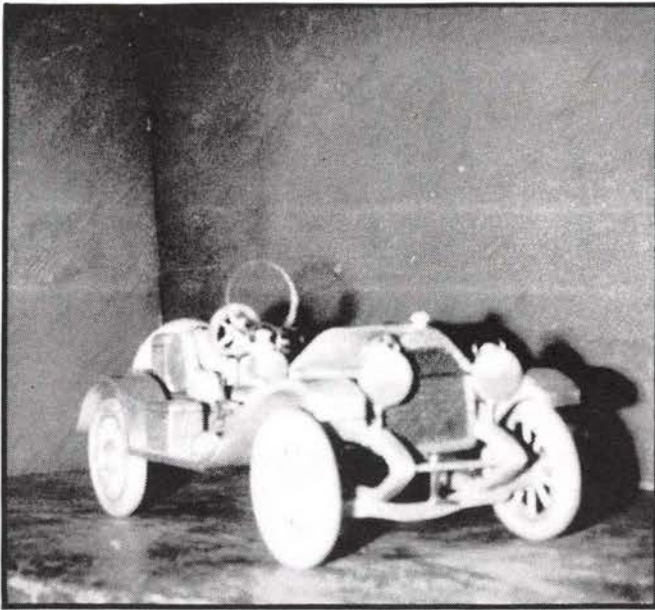

A.C. Mecklenburg, President
Stutz Products Corporation

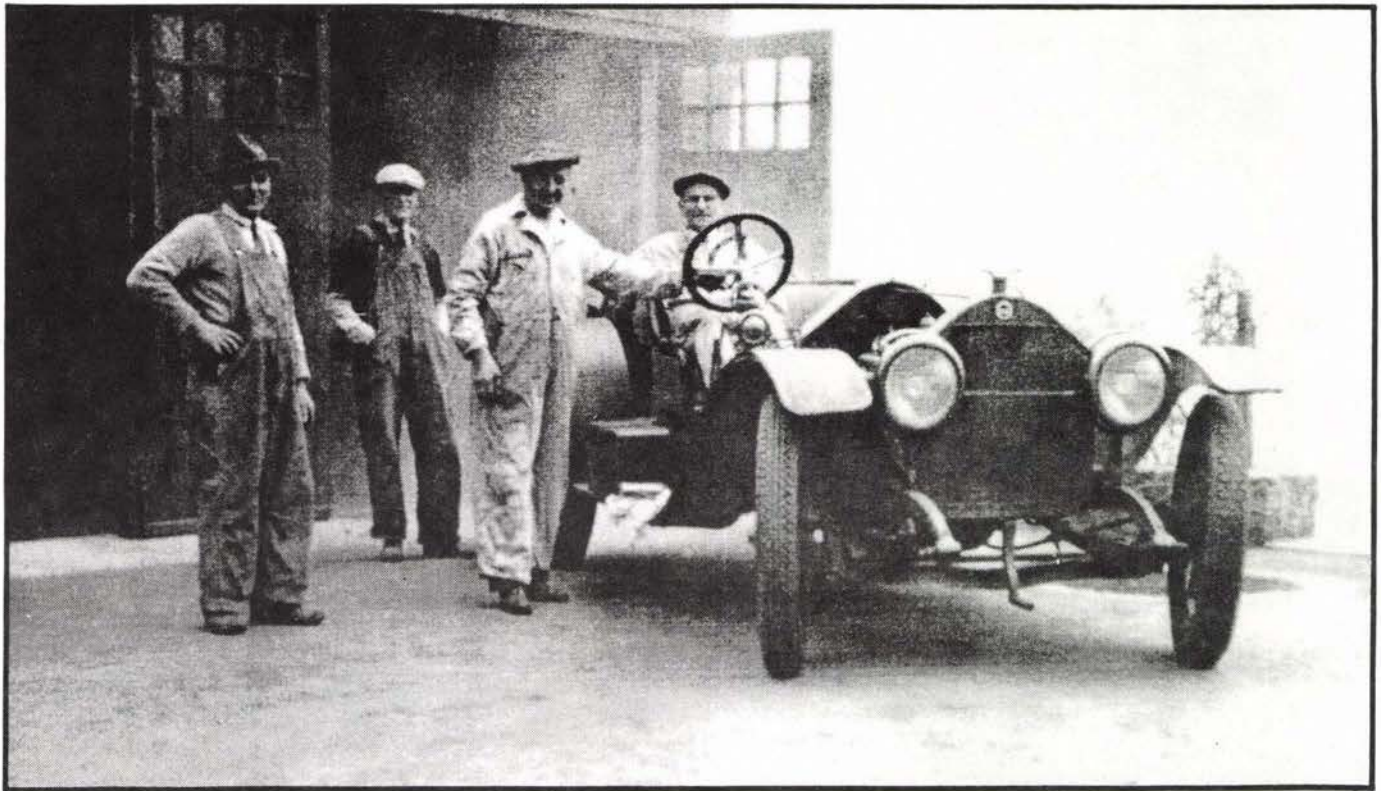
ACM/hm

Enclosure



The editor wishes to thank Mr. Alfred C. Mecklenburg, Jr. (#225) for bringing these interesting wooden models to our attention. Since some members may not be aware of the Stutz Products Corporation, we have reproduced Mr. Mecklenburg's letter of February 11, 1992. It was Mr. Mecklenburg's father who brought the expertise on fire apparatus to the Stutz Fire Engine Co. Upon the passing of Mr. Harry Clayton Stutz in 1930, Mr. Mecklenburg, Sr. established the New Stutz Fire Apparatus Co. and served as its President and General Manager as announced in a letter of September 2, 1930 addressed to Fire Chiefs around the country. The last Stutz rigs were built in Indianapolis during 1928. The New Stutz Company serviced and updated the Stutz fire engines for several years.





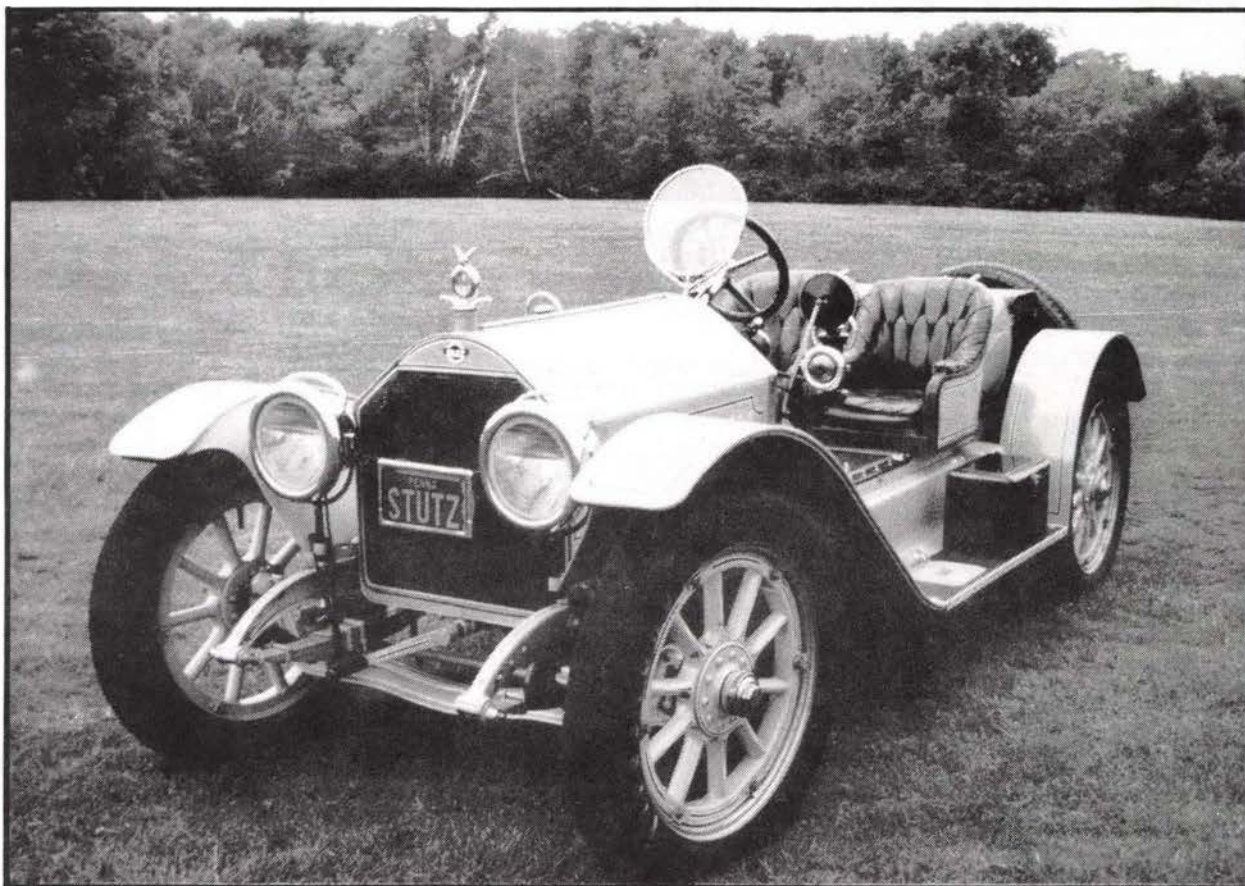
HISTORY OF A.J. "TONY" KOVELESKI'S 1914 STUTZ BEARCAT

"I stood there as it came out of the carriage house, after years of repose, all original and in superb condition. It was 1948. Third from the left was Charles Stich, the famous antique auto mechanic and dealer in rare, early race and sports cars, from whom I purchased the Stutz. The picture and event was a great moment in my life! I am 80 years old and when I was only 8 I had a ride in a Stutz Bearcat. I told my friend who was with me that someday I was going to grow up and have a 1914 Stutz Bearcat, painted all yellow like the one I rode in...owning this car was a fulfillment of my dream!...A.J. "Tony" Koveleski

This 1914 Stutz Bearcat has been in the present owner's possession since 1948. It is without a doubt the finest and the best, with all original parts and original accessories. There are only a few examples of this model in existence. The rest are not original; they have been made up from spare parts, or touring cars, etc. This car was completely dismantled down to the frame twice and restored. It has won top honors and prizes in many Antique Auto events and has raced at Goodwood, England, Bridgehampton, Long Island, and Watkins Glen. It has won many Concours D'Elegance awards and has hillclimbed the horrible Prescott Hill in England, Giant's Despair in Wilkes-Barre, PA., and Duryea Hillclimb, Reading, PA. I won firsts at Goodwood, England on the Anglo-American Rally in 1954 and the Antique Auto Glidden Tour, and firsts at the Antique Auto Club Meets at Devon and Hershey in 1949.

This Stutz Bearcat was the original prototype used to make the Hudson Miniature's Old Timers 1914 Stutz Bearcat model hobby kit. These models were so exact and true to scale, the Smithsonian Institute asked for a complete set to display in the museum. Other sets were donated to the Henry Ford Museum in Dearborn, the Royal Automobile Club in England, the Thompson Products Museum in Cleveland, the Franklin Institute in Philadelphia and to other prominent museums. The Stutz model was one of the top sellers. Later, Aurora Plastics of Hempstead Long Island made a 3/4" scale plastic model kit, and Airfix of England, followed with a 1/24th scale plastic kit version.

Mr. A.J. (Tony) Koveleski (#124L), now 81, is a staunch supporter of the Club and a very enthusiastic owner of this 1914 Bearcat for 44 years. As Tony says above "... owning this car was a fulfillment of my dream." But now, time has come to find his cherished Bearcat a new home. Tony is looking for the person who will respect this fine specimen, someone who will give it the proper exercise and care it deserves. Interested parties may contact Tony's son, member A.M. (Oscar) Koveleski (see page 4 of Jan.-Mar. 1992 issue for address). The current logo for Stutz News is based upon the photo shown on the facing page. (Ed.)



RESTORATION AND DRIVING OF MY 1914 STUTZ BEARCAT

by A.J. "Tony" Koveleski

When I found the Stutz in 1948 it had a grey body, black fenders, grey wood spoke wheels. The paint was original; in fact, the whole car was original.

The first restoration was done at Scranton Buick (started in 1948, finished in 1949). It was disassembled down to the frame. The body, fenders and wheels were painted yellow by George Yarns, master painter.

After the restoration in 1949 I drove it to the Lars-Anderson Museum in Massachusetts, where it won 1st prize (Best of Show Restoration) in the Raceland McCumber Estate Meet. I then went on the Antique Auto Glidden Tour in 1949 and won 1st in class, and following, won Junior in class at Devon and won the Senior class at Hershey Antique Auto Club events. Three wins in a row!

I then competed in the Giant's Despair Hillclimb in 1951, where the car performed admirably with no effort. (The Giant is the oldest Hill climb in America, and the steepest—1991 was its 85th year).

The second restoration in 1952 was again a total restoration. I had the opportunity to have George Parsons, a Stutz master mechanic who owned and drove a Stutz Bearcat and worked for the Stutz factory in Indianapolis Indiana, check the car over completely and oversee the restoration, from the frame up.

Afterward, I raced my Stutz at Watkins Glen, Bridgehampton, and the Reading Hillclimb. It is a car you can enjoy. There is nothing like a Bearcat!

I also drove to Chicago in a "Chicago or Bust" run (from Scranton) in February, through snow, sleet, and freezing rain. I made it!

On August 23, 1954 I drove to New York City (from Scranton) where the Stutz and I went aboard the Cunard Liner Media and sailed to England to compete in the First Anglo American Rallye. Ten cars were chosen in England to compete against the ten cars chosen to represent America (a committee representing the Veteran Motorcar Club of America chose the cars). While the British won, I did win an event at Goodwood for our team.

That was the last major event I participated in with the Stutz. That was my "Grand Prix"!

EXCITEMENT AND THE ADRENALIN RUSH

by Jolyon Hofsted

Perhaps what I like best about the old car hobby is the tingling excitement of strange and wonderful moments. We could start with the bark of a newly fired engine which is gone through nut and screw from a pile which came home in boxes, passed through three owners' hands, and now runs. You stand and marvel as you enjoy the aroma of the paint burning off the exhaust manifold.

Or to look at now, funny moments. Like the time my parents came to town and I decided we would go out to dinner in my 1927 Paige. (This is one of the first hydraulic brake systems and one must pump up a plunger on the fire wall each time you use the car). Well in the hustle bustle of getting my parents in the back, wife in the front, a photo of course, car started, off we go down the road. At the first intersection my foot goes to the floor, as I ease on the emergency brake while my wife glares at me. After pulling over for a quick check under the hood -- (pump-pump-pump) we are off and my parents never know what might have been. Or, the same car at a family reunion on my wife's side of the family giving everyone rides around the area. Unload one group, load another, talk, talk, talk, off we go out the driveway, when I am aware of a lot of smoke, i.e., fire, I had left the emergency brake on, think quick do I stop or go, I take it off and go like a bat, which blows the fire out. Must say I got all the old grease off it and it worked better ever since.

Or, one project which arrived at home after 20+ years of nice outside East Coast field storage on a summer morning. Managed to get it un-ceased, loose, lubricated and somewhat cleaned up by the time my old friend and retired-mechanic Max stopped by late in the afternoon after getting word another project

hit the homefront. Old car news travels faster than gossip. We tinkered a couple of hours, turning into a few, on this old 1920 Gram Bros. 1-1/2 ton truck parked in the shade of a tree on a bed of leaves. My wife was making a fire in the bar-b-que and noting it was time to wrap it up for the day, for the second or third time. What better way to spend a sleepy summer day. Then we got it going, then running better, then more adjustments and running good. What a thrill after its 20+ years' hibernation to have it run good on its first day home -- before the fire started. Yes, the fire, all the crud in the engine came out via sparks of course and ignited the leaves under the truck. It wasn't meant to stay there, it just unloaded there and one thing lead to the next and there you go -- much fast stepping and hustle and no harm done.

Or, the first test drive in my 1916 Metz ground-up restoration when I almost put it through the garage in reverse and into a tree forward in less than 2 minutes. I soon found an open field.

Or, when I discovered in my H.C.S. you really do need that little resistance unit on the coil. Out for a drive the unit self destructed and I thought why not just by pass it, after all I have other cars in the 20's that didn't have them. A costly and time intensive mistake since I had an electrical fire and cooked the special order points. Now I know.

Last week coming around my circular driveway in a broadslide driving my boattail race-about, big grin on my face, I thought this is the life! I must be crazy, I would never even contemplate doing this in my every day car.

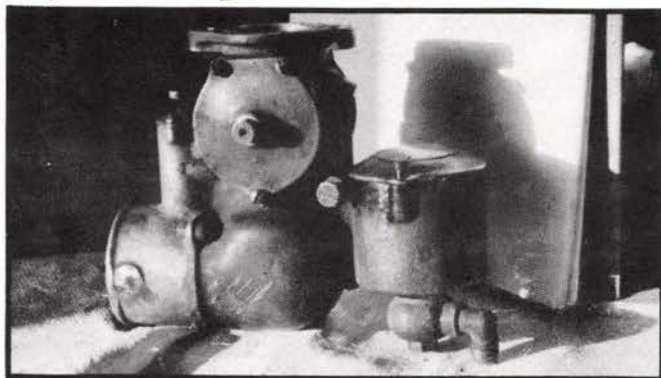
Oh cars, I just love 'em, sometimes the little hairs on the back of my neck stand up just looking at them.

LETTERS TO THE EDITOR

From: Ronald E. Blair (#265),
Kent, England dated 27, November,
1991 (2nd part).

I was very interested to read in your letter, for which many thanks, that Bill Ruger's Roadster is a 1919 model. It is identical to mine in every respect except the engine, which puzzled me, as I had got the idea that it was a 1920 model. The engine on mine has the removable head, which his does not, but Paul Freehill tells me that the removable head engine was only introduced in late 1921. My Stutz is a model H, which I understood established it as a 1920 car. Maybe someone has put a later engine in. Another mystery about my car is that the carburetor is not a Stromberg, which it should be. It is a five-jet thing, with not a mark on it to indicate the manufacturer, although the name "William Evanikoff" is very neatly hand-inscribed on the brass "jets-box," if that is the word. I enclose a photo of the carburetor before I took it apart and cleaned it up. Maybe one of your readers can identify it. (It does work quite satisfactorily, I might add, even if it isn't original equipment.)

I look forward to getting the next issue of the *Stutz News*, as I always do. It is a great magazine, and a great tribute to you and Carolyn, who obviously puts a great deal of time and effort into producing it. Meanwhile, warmest regards to you both.



Please help Mr. Blair to identify the above carburetor with which his 1920 Stutz is equipped. (Ed.)



From: Ruben C. Roges (#302),
Buenos Aires, Argentina dated
January 20, 1992 (in part).

Well, we are also settling down here in Buenos Aires, seeing our grandchildren, Eileen doing here tapestry or playing the organ and me working on the cars. I hope to finish restoring my 3 liter Bentley soon and, in the meantime, trying to get all the information available on the Stutz as this will be my next project.

I have just received the last bulletin, where you mentioned that the 5th Stutz Meeting will be held in June. I will try to be there and see how can I fix it as at last Hershey's meeting I made, and paid for my hotel reservation for October's Hershey. If we can make it, the last weekend in June will be the ideal one of us.

Enclosed you will find a check in the amount of \$60, as requested for the literature you sent, that by coincidence arrived today after I started writing this letter. Only the 4 cyl. Stutz brochure was missing. The carton did not have the appearance of having been opened, although it could be possible. Could you have overseen packing it? If so, do not mail me another copy as I can take delivery of same at next meeting.

Also, I would like you to know that both Eileen and myself thoroughly enjoyed our stay in USA, specially the Stutz meeting where I had the

opportunity with all the lovely people that attended it.

Hope to see you and Carolyn again. Please extend my best wishes to all fellow members and if any of them travels to this south part of the hemisphere, please get in touch with me so that I can have the opportunity to give back in some way all the kind attention we received during the Stutz meeting.

On April 1, 1992 Mr. Roges wrote (in part):

Just a few lines to let you know that both Eileen and Me intend to be at the next Stutz Meet.

Although the end of June would better fit my plans, as I intend being at the Buick National Meet in Kansas on July 8/12, 1992, I guess I will have a couple of weeks between meets to know more places in USA.

From: Charles E. Jones (#6), Woodland, CA dated March 22, 1992.

Thanks for the nice card. You asked if the ads we run in the *Stutz News* have brought positive results. The answer is yes, I've sold almost everything that I have advertised.

Enclosed is a photo of my 1930 Stutz Model "M" Custom LeBaron rumble seat roadster which you may have.

From: Dale Nielsen (#325) Beaumont, CA dated March 24, 1992.

Just received my first *Stutz News*, Vol. 5, No. 19. I like it. Please keep up the historical articles on our favorite car. I especially like the open speedsters and late 1920's Boattail Black Hawks. I would like to know where I can find the address of the publication *The Automobile* you mentioned on page 29. Can't find reference to it in my *Hemmings Almanac*.

Since other members may be interested in *The Automobile* which is published in England by Enthusiast Publishing Ltd., the agent for subscriptions in the USA is: Eric Waiter Associates, Box 488, Berkeley Heights, NJ 07922 (Telephone: 908/665-7811) (Ed.)

From: Ernest J. Toth, Jr. (#56), Chagrin Falls, Ohio dated March 31, 1992.

As a follow up to Smith Hempstone Oliver's last article (in the Jan.-Mar. 1992 issue), I have enclosed information on the early history of the "Kid" Hawkins car, shown in the story "A Mystery Stutz."

The first picture on this car described it as a Black Hawk speedster. It should be noted that there was no boattail body, no cycle fenders, or lights. There was a 2 seat body cutoff right behind the seat. As part of the Dec. 1926 dealer convention to introduce the 1927 cars, this Blackhawk was run at the Indy 500 track to demonstrate the speed and performance of the Stutz car.

The second picture is from the factory newspaper "Safety Stutz" sent out to the dealers. This explains the rear section of the body and how it came to be. There is no information to indicate who the next owner of the car was. Based on Hemp's picture of the car in 1933, and the fact that it still looked just like the 1927 picture, it probably was not used very much in that six year period.

I sent this same information to Hemp. When I spoke with him last weekend, he was quite surprised to find out about these other details on the car. I have no record of this car still being around. Possibly A. K. Miller might have some other information about this car.

On a different subject, the Stutz Motor Car Co. at 1234 Kentucky Ave.

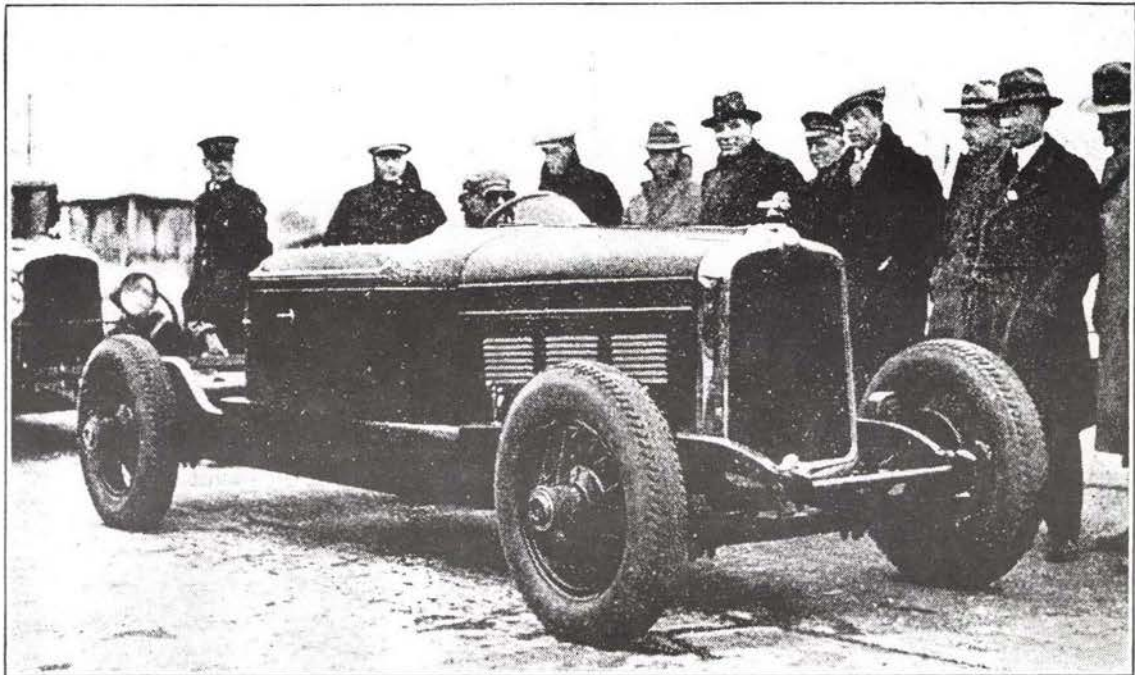
MORNING SESSION
Tuesday, December 14
Convention Hall
F. E. Moskovics, Presiding

THE MECHANICS OF SELLING SAFETY

F. E. Moskovics, President
Stutz Motor Car Company

First let us try for a moment to interpret the significance of some of the tests that we had yesterday afternoon. The handicap race was an interesting demonstration of two things: The importance of wind resistance and the importance of weight. The chassis (the "Black Hawk") that Tom Rooney drove was an absolutely standard chassis. It went 87 miles an hour. The Weymann job, probably didn't weigh very much more, because "Black Hawk" had a 125-pound weight on the back. So the difference between 87 and 78 miles per hour was simply the result of wind resistance.

Seventy-five miles an hour was the speed of the standard sedan; in other words our standard sedan which was heavier than the Weymann sedan was



The "Black Hawk," Tom Rooney at the Wheel.

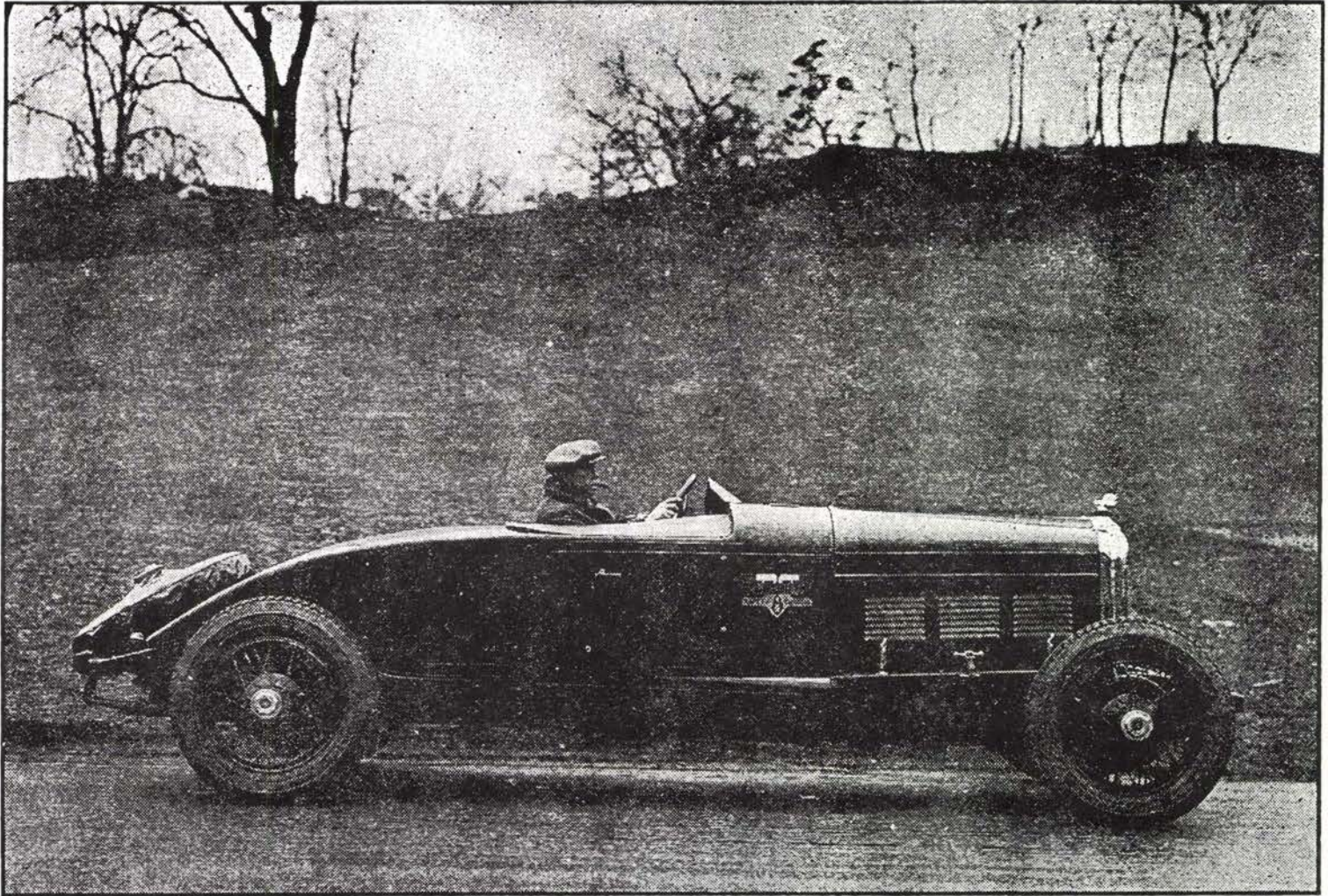
nearly four miles an hour slower. It shows you the tremendous importance of both wind resistance and weight.

You really must drive the Weymann car to get the full impression of its handling on the road. The Speedway test was a very, very poor one; you must drive it on the road. Most of the weight is taken from the top of the body, with the result that the car handles almost exactly like a chassis. You understand that both seats are fastened direct to the chassis; the rest of the body is entirely flexible. Until you ride in it you will not get the full significance of the difference.

You have seen the demonstration of gasoline consumption and you get the idea that speed has a close relation to it. You remember last year we said

Paul B. Freehill (#148), Fort Wayne, IN has this to say about the above shown "Black Hawk." "I have a photo of this Stutz taken in what appears to be the Stutz factory. The AA chassis is fitted with a 6 cyl. body. The body lines on the cowl are the same as member Joe Sexton's 1923 Stutz Six roadster I restored recently. Note the tapered shims under the cowl which appeared to be the same as "Kid" Hawkins' model AA speedster."

Gives Speed Cops a Try-Out



Stutz dealers and salesmen who attended the sales and service convention at the factory last December will recall the special Black Hawk speedster, which was driven at the Indianapolis Motor Speedway on Monday afternoon of convention week and which showed more actual miles per hour than Stutz competitors have even in their advertising. Before any one else had a chance to do so, Frank Apgar, Stutz dealer in White Plains, N. Y., purchased the car "just as she is." When he got it home, he had a special rear hump put on the body, and then started out to show New Yorkers what real speed is.

The car flirted with higher speeds than even the factory engineers had hinted at, and, in

order to make the demonstration authentic, Mr. Apgar staged a race with a motorcycle policeman, who was left far behind even though his mount was supposed to be doing well over 80 miles an hour.

Again, as a demonstration for the Amityville, N. Y., fire department, Mr. Apgar, from a standing start, drove 250 yards in 14 seconds. He then repeated the demonstration, but stopped the car within 25 feet after crossing the 250-yard mark, with a total elapsed time from start to stop of fifteen seconds. Not only has the car great acceleration, but Mr. Apgar is enthusiastic about its flexibility and ease of handling. He can easily drive through the heaviest traffic in high gear, without once having to change gears.

was a new company set up after the Stutz factory auction in 1937 to sell the remaining inventory of apolis Machinery Co. seized the parts to cover the money owed them by Stutz. At the bankruptcy auction there were no parts, only machine shop equipment, manufacturing equipment and the office desks, file cabinets, etc.

This company on Kentucky Avenue did the same thing with Marmon and several other Indianapolis car manufacturers, selling parts left over when the factory shut down.

From: Raymond A. Katzell (#64L), Medford, NJ dated April 16, 1992.

Our readers may be interested in a postscript to Jim Petrik's informative article on town cars in the Oct.-Dec. 1991 issue. Long-defunct *Autobody* magazine (December, 1928), in its article on "Salons and Shows of America," carried a description

of the 1929 Blackhawk town car by LeBaron shown on page 15 of Jim's article. Here it is:

"The 'Moderns' have it in this 'lady's town brougham' by LeBaron on the Stutz Black Hawk chassis. The entire car is finished in Poilu Blue, except the wire wheels which are in the bright red of the lining of the poilu's coat; this is also used for the inside window moldings, a narrow line of the bright red showing from the outside and enlivening the exterior color. The modernistic design in the interior includes both the woodwork on the door and division panels, and the upholstery fabric."

For those of you too young to remember, "poilu" referred to the French soldier of the World War I era, which still carried romantic associations for us in the late twenties.

SEEN IN PRINT

Indiana's Miller museum reopens

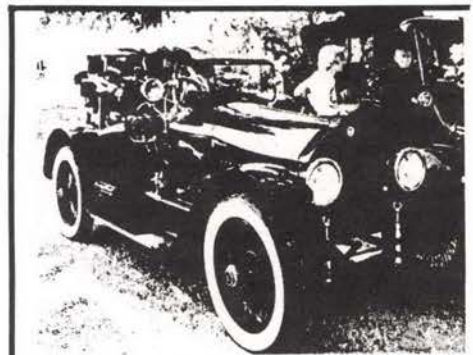
The S. Ray Miller Foundation, Inc. Antique and Classic Auto Museum in Elkhart, Ind. has reopened for tours and visitors after expanding and enhancing the display of approximately 40 vehicles, other memorabilia, antiques, and collectibles.

The museum has doubled in size to 16,000 square feet of restored autos including famous automakers such as Auburn, Cord, Duesenberg, Cadillac, Reo Royale, Marmon, and Ruxton. There are three President Series Studebakers: a '32 St. Regis Brougham, '31 Four Seasons roadster, and '31 Model 91 State Sedan. Studebaker is also represented with the

only existing '27 Erskine phaeton, and a '02 Studebaker buggy. Seventeen Classics are featured, many of which are winning showcars.

S. Ray Miller, Jr. has collected and restored these cars over a period of years and has established the Foundation for the purpose of preserving these antique automobiles along with the history and nostalgia of the era.

The museum is located at 2130 Middlebury Street in Elkhart. It's open daily, Monday-Friday, 1-4 p.m., throughout the year as well as the last complete weekend of each month, noon-4 p.m. Group tours can be arranged by appointment.



John Bertolotti's 1918 Stutz Bearcat

The above article about Member S. Ray Miller's museum appeared in the April 16, 1992 issue of Old Car News, page 3. We were disappointed that Ray's fine 1931 Stutz SV-16 Convertible was not mentioned.

The photo and excerpt at the right were seen in the Jan.-Mar. 1992 issue of the Bulb Horn, page 46. The article goes on to say that not one of the vehicles on the 173 mile tour experienced the slightest mechanical problem. Apparently, John keeps his Bearcat in top form. (Ed.)

The fall season can be absolutely breathtaking on the California Coast and this year's tour showed us some of the best. The Fall Tour Chairman was John Bertolotti who should be commended for organizing a flawless itinerary that originated in Carmel and traveled through some of the most beautiful scenic roads, stretching from the Salinas Valley to Big Sur on the California coast.

THE STUTZ THAT FOLLOWED ME HOME

by Raymond A. Katzell

The saga starts in August of 1981, when Kitty and I were attending a convention in Los Angeles. The gradual disposition of the Harrah Collection had already started, and another auction was scheduled for September. Not having viewed that fabulous collection before, we decided to do so on our way back East, while it was still mostly intact.

The pleasure we felt on visiting the Collection was tinged with regret, knowing that it was slated for drastic reduction by the new proprietors. As we savored our way slowly through the impressive display, we paid particular attention to the cars that were to be included in the next auction, knowing that never again would we be able to see them as a group.

And there we caught our first sight of her! She was one of four Stutzes that stood together among the some 130 vehicles that had been assembled in one part of the museum, awaiting the auction. The Stutzes comprised a 1925 Series 694 sedan, a 1930 Series M Weymann Monte Carlo, a 1933 DV-32 LeBaron 4-passenger speedster, and MY HEART-THROB, a 1929 Series M LeBaron 4-passenger speedster on the 145-inch w.b. chassis. Since I had wanted an open car, that excluded the first two. I would have loved the DV-32, but figured that it would be outside my budget. And besides, it didn't have the cut-down front doors that I found so attractive on the Series M speedster.

I was not about to return to Reno in just a few weeks, especially since I was interested in only that one car. On inquiry, however, I learned that I could submit a bid by mail. But I wanted to get a closer look at the car before making that decision. I explained the predicament to a nearby attendant, who said that he was not authorized to permit anyone into the roped-off area containing the cars. However, he did agree to ask his boss to show me the car. After a while, that person appeared (as I recall, he was Clyde Wade), and escorted me to the car where he not only permitted me to inspect it, but also answered my questions about condition, missing parts, etc.

To make a long story a bit shorter, Kitty and I decided to bid on the car. Its somewhat scruffy condition suggested that it might fall within our budget, and we were so enamored of it that we were willing to undertake the restoration. When we returned to Long Island, where we lived at the time, we liquidated some assets and submitted our offer on the required form, accompanied by a certified check in the amount of our maximum bid.

We could hardly wait for the day of the auction to arrive. But after it had come and gone, and we still hadn't heard the outcome, I phoned the auction company expecting to hear bad news. My fears were justified: the car had been sold for a bid that topped mine by \$1500. Oh well, we reminded ourselves, "better to have loved and lost than never to have loved at all." Small consolation, but we survived.

However, our appetite for another car had been whetted by the experience. When, a couple of months later, we learned of the availability of a car of another of my favorite marques -- Minerva -- I went out to the Detroit area and bought it. The tale of that event probably won't interest our readers so I'll skip it. Besides, for those few who may care, that story was published in the December, 1987 issue of The Classic Car.

Much to my surprise, I later discovered that the next Harrah auction also was to include a 1929 Stutz Model M 4-passenger speedster. Harrah had only one such car, so it must have been "mine". Since these were advertised as absolute auctions, the explanation could not be that my bid had failed to reach a reserve. Besides, I had been told that the car had been sold to a higher bidder. However, since my interest and my pocketbook had already been spent on the Minerva, I didn't pursue the matter further. Your guess is as good as mine as to what had happened.

In any case, thus endeth my second opportunity to acquire the car from Harrah's, with my yearning for a Stutz still unrequited.

Let's now fast-forward to 1987. In a hobby publication, I noticed an ad from classic car dealer Tom Crook listing among his offerings a 1929 Stutz speedster. Knowing their rarity, I couldn't help but wonder . . . A phone call confirmed my hopes (and fears), for Tom, in describing the car, volunteered that it had come from the Harrah collection although it had been restored since then, with a later mechanical rebuild by Paul Freehill. By then my modest collection consisted of three classic cars which occupied all the space available in my garage and budget. But Tom was willing to consider trading the Stutz for my 1931 Lincoln LeBaron convertible coupe, plus some cash still to be negotiated, the whole deal contingent on my inspection of the Stutz and his inspection of a portfolio of photos of my Lincoln.

Since Crook (and the Stutz) resided in the State of Washington, I was to set a suitable date for my visit after I worked out my schedule. When I called back a few days later to arrange a mutually convenient time, Tom told me not to bother -- the Stutz had just been sold. Strike three (but, as you shall see, not yet completely out).

My appetite for Stutz aroused even further by this third near-miss, I was excited to read a few weeks later an ad for a 1920 Stutz Bearcat described by its owner, Tom Lyte, as "one of the best". Since a Bearcat interested me as much as a Series M speedster, I hastened to contact Tom but again had to ask whether he might be interested in a trade rather than outright sale. Tom asked what I was proposing to trade. When I described the Lincoln, he said "I'm interested". A few weeks passed while we exchanged numerous photographs and phone calls, culminating in my trip to Texas. It turned out that Tom had not one but two Bearcats of that vintage, one of which he had just beautifully restored and the other being nearly finished. The upshot is that I wound up with the restored one (which I am happy to say I still have), and Tom's collection was enhanced by a handsome Lincoln convertible.

By now I was fully caught up in Stutz-mania, and promptly joined the fledgling Stutz Club. At the First Grand Stutz held in Indianapolis in 1988, I got into conversation with Bob Haner from Washington State. He spoke enthusiastically about his recently acquired 1929 Stutz M speedster. With mixed feelings, I realized that it was Bob who had snatched "my" Stutz from right under my nose. But I never let on, because I didn't want to spoil his fun. And besides, I now had my Bearcat.

By 1990, I was even deeper into Stutz via my involvement with the Club. I had agreed to be co-secretary (with Kitty) and also to edit the Stutz book that the Club was proposing to publish. To live up to my responsibilities as editor, I felt that I had to get hands-on experience with a Stutz Vertical 8 in addition to my 4-cylinder experience. So I resolved that I would shed one of my other cars if I could locate a suitable Stutz 8.

At about this time I learned that Bob Haner unfortunately had died, and that his widow, Florence, was interested in disposing of his two Stutzes, one of which was my old flame. Alas, however, by now the asking price (which Bob had set) was beyond me. So opportunity number 4 was let slide by, and I looked elsewhere.

Late in 1990, I acquired that Vertical 8 from Club member John Jordan. It is a snazzy 1928 Series BB, originally a 2-passenger speedster (roadster) later retrofitted with a 2-passenger boat-tail speedster body by Golden of Colorado.

True to my promise to Kitty (and myself), I put my beloved 1928 Springfield Rolls-Royce on the market. This was more a matter of time and energy than of space, since I now had a 4-car garage in addition to the one attached to our new retirement home in Medford, NJ.

The Rolls was sold, and vacated the premises in November, 1991. A few weeks later, an ad placed by Florence Haner in the Stutz News announced that "my" Stutz was still for sale, now at a reduced price owing to her serious illness. I looked at the vacant space in the garage, our expanded bank balance resulting from the sale of the Rolls, and asked Kitty what she thought. Fatalist that she is (how could she be otherwise after 39 years of marriage to me?), she said that I might as well look into it, for what was meant to be will be. My rationalization was that, as neither of my true classics was now in show condition, it might be nice once again to be able to compete in CCCA events. I somehow had formed an impression that "my" Stutz would serve that purpose.

So off I trekked to Pasco, Washington, where I was graciously met and escorted by Florence and her son, Bob Jr. As we entered the garage, there stood "my" Stutz, breathtakingly beautiful, just as I had envisioned her. But, alas, as I got close enough to do a careful inspection, I realized that she was really a "10-footer", not the show car I had hoped for. I reluctantly explained to Florence and Bob Jr. that, although it was a lovely car, I really could not justify acquiring another car that would compete for the niche already filled by two of my present cars. Promising to send them some suggestions for marketing their two Stutzes (they also had a 1926 coupe), I sadly passed up opportunity number 5.

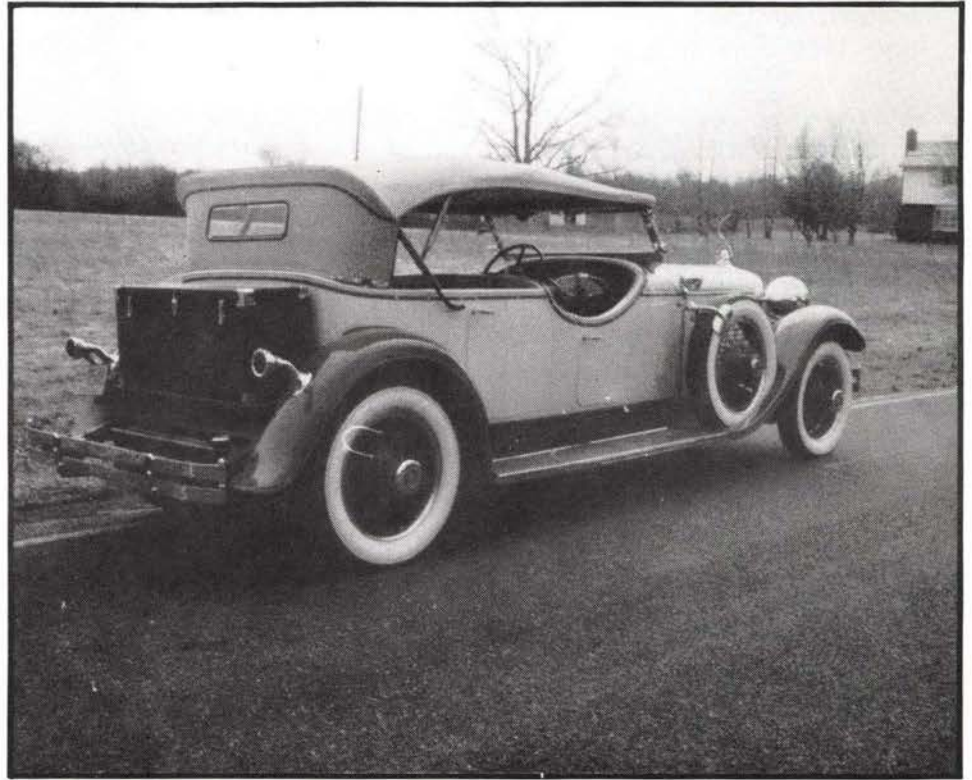
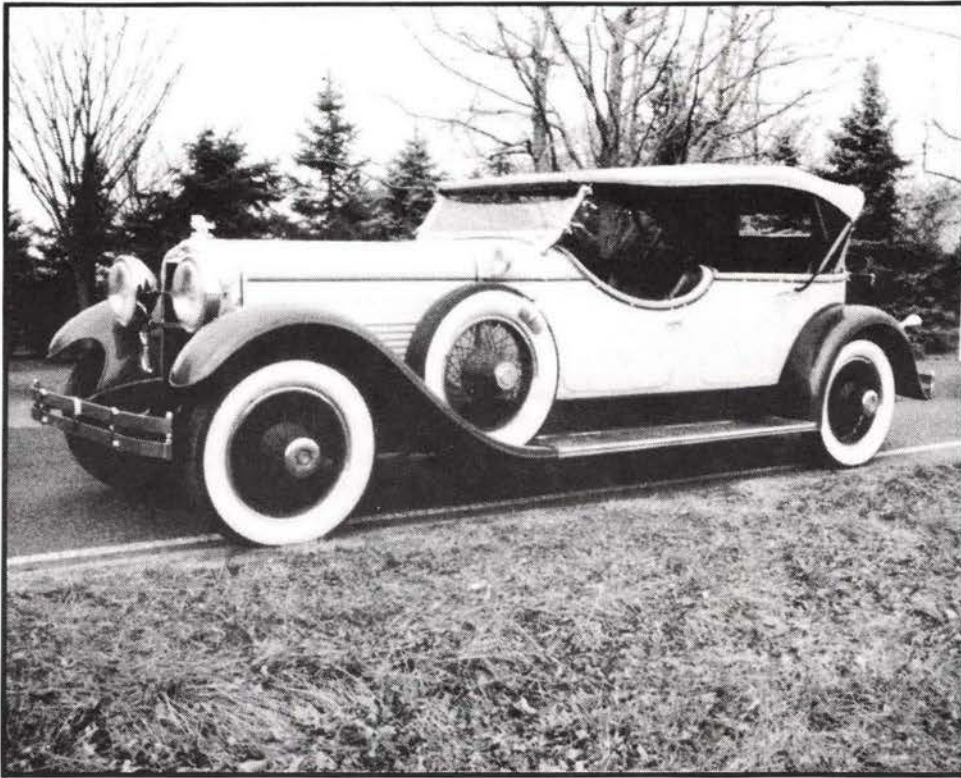
A few days later, having received my suggestions, Florence phoned to ask whether that meant that I really was not interested in obtaining the speedster. I explained that I had not changed my mind, for the reasons I had given her. Then she said wistfully, "I really wish that you'd get the car -- because I know you'd care for it the way my husband, Bob, would have wanted." Combined with my still-smouldering hankering for the car, that plea melted my resolve, and a deal was made. After five missed opportunities, the Stutz finally was really mine.

Three weeks later, my Stutz arrived in Medford, New Jersey, having followed me all the way home. It had taken ten years, six opportunities, and thousands of miles, but she made it.

No wonder we call her "Kismet" -- fate.



Our "Kismet" arriving home at last (under the watchful eye of the transporter).



"Kismet," Ray Katzell's 1929 Series M LeBaron 4-passenger speedster sets proudly on the 145-inch w.b. chassis. It's a true beauty from any angle coming or going -- a real HEART THROB! We can't wait for the ride in "Kismet" at the upcoming 5th Grand Stutz hosted by the Bowersox in Melton, PA, June 11-14, 1992. (Ed.)

EDITORIAL COMMENTS



You may have noticed the new logo for *Stutz News* on the mailer page. We are indebted to Member John C. Meyer III for this fine artwork based upon A.J. Koveleski's 1914 Stutz Bearcat (see photo on page 17 of this issue). Among other things, John Meyer is serving as editor of the Horseless Carriage Gazette, a truly fine publication which many of us enjoy so much. Member Edward W. Rowan, Jr. is the current president of the H.C.C.A. I helped found the Indiana chapter of the H.C.C.A. in 1949 (there were 11 regional groups then) when Lindley Bothwell (1947-53) was president. Mr. Bothwell came to Indy in May 1950 and served as Chairman of Judging for the HCCA Exposition. Other noted hobbyists who served as judges for that event were Ralph DePalma, D. Cameron Peck, Floyd Clymer, Member Barney C. Pollard and James Melton whom our then Mayor Al Feeny also invited as a guest of Indianapolis. Yes, those fond memories of yesteryear linger on. The pleasure I had in inviting and meeting the above named judges in 1950 has continued to fuel my enthusiasm through the years.

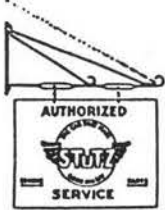
Have you ever noticed the incredible variety of talent and expertise represented by Club members? By most standards the Stutz Club is rather small in number but it sure stands tall in ability. The high regard held for Stutz is not limited to those who own examples of the marque or to those who restore them. When we look through the membership we find writers, authors, historians, lawyers, accountants, doctors of medicine, surgeons, dentists, owners and directors of museums and businesses, salesmen, consultants, farmers, engineers of all categories and teachers. We cannot list all of you here but the point is that the car hobby is unique in the broadness of interest. Clubs like ours truly represent all walks of life, to use an old phrase.

Ray Katzell, who is managing the Stutz Book Project, is looking forward to receiving the chapter outlines from the various members who have agreed to serve as authors. Of the 17 chapters contemplated to be covered by the book, only Chapter 16 "Stutz - Bellanca Airplanes" is left without an author at this point. It is still hoped that some member will volunteer to write this chapter. Let's keep the momentum going on the Stutz Book. Let's provide Ray with our outlines promptly!

One can truly call 1992 "The Year of the Stutz!" Planned for your indulgence are three wonderful Stutz get-togethers as eluded to herein on pages 1, 2, 31 and 32. Don't fail to attend at least one of the meets. Attend all three if you can and be a super member. This is the year for great Stutz fun.

In Dale's membership report, page 4 of the Jan.-Mar. 1992 issue, he tried to encourage members to recruit new members by the giving of gift memberships to sons, daughters, in-laws, friends and others who will follow in our foot steps as a new generation of Stutz enthusiasts. What Dale didn't mention was the loss of members the club experiences. In getting the labels ready for the mailing of this issue your editor took a count of the members dropped from the membership list. A total of 33 members did not renew their membership and 5 members are deceased (James A. Lovell, #219; C. McCord Purdy, #8; Henry A. Clark, Jr., #315; Ote A. Corridor, #71; and Emma Belle Stutz, #100H. Thus a good influx of new members is needed each year just to stay even. Do help in any way you can to develop new members.

In closing, allow your editor to make a plea for articles (particularly technical ones), letters, information on your activities, Stutzes you've seen, judged or photographed. Without your good input there's not much to relate in *Stutz News*. Thanks!



CLASSIFIED



LET'S PUT STUTZ ON THE ROAD!

- o Ernie Toth, Jr., 8153 Cloveridge Road, Chagrin Falls, OH 44022 (Home 216/338-3565) has for sale:
 - Reprint of the 1928 BB Owner's Manual: \$40.00
 - Reprint of the 1927 Black Hawk Speedster Flyer: \$5.00
 - New porcelain sign 14" x 21" with "STUTZ/BLACKHAWK" on one side. This is a copy of the 1929 Dealer Window Decal: \$40.00
- o Stephen Dean, 649 E. Shaw Ave., Suite 207, Fresno, CA 93710 (Bus. 209/291-6541, Fax 209/291-6542)

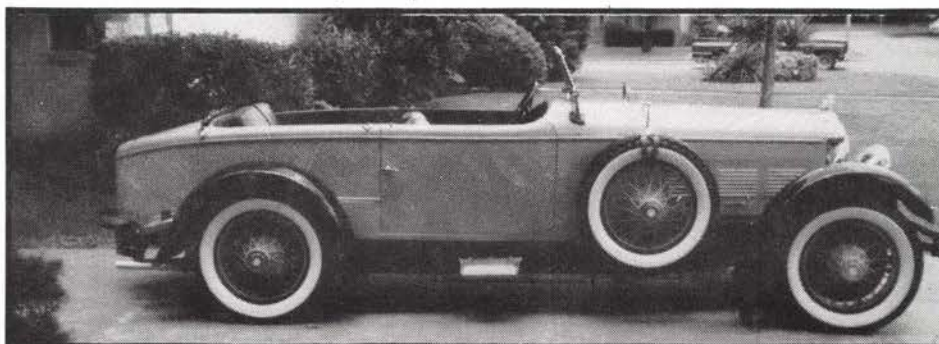
has for sale:

- 1924-25 Monogram with "STUTZ" embossed in center, 7-3/4" x 8-3/4": \$55.00
- 1933 Stutz headlight lenses, concave Stabilite, 9-3/4" x 10-3/4": \$115.00
- 1933 tail light housing only, no lenses: \$55.00

for information:

At a recent swap meet I found a box of NORS tie rod ends that give the applications as '36-'38 Stutz PAK-AGE-KAR 90 and 116, '36-'38 LaFayette and '36-'39 Nash (all 11/16"). The brand was WOHLERT and the part numbers are 20T2L (20T-62L) and 20T2R (20T-62R) for left and right respectively. I take the bracketed numbers (which were in smaller print) to be old part numbers.

- o Charles Jones, 9 Palomar Place, Woodland, CA 95695 (Home: 916/666-2250) has for sale:
 - Pair of Model "M" welled front fenders, need work: \$60.00
 - Exhaust manifold with Rectifier, excellent, no cracks: \$350.00
 - Water pump, excellent: \$225.00
 - Oil pressure gauge, nice, white face: \$75.00
 - Prices do not include shipping charges.
- o J. Dave Soper, RFD #1, Box 77, Wiota, IA 50274 (Home: 712/783-4479) has for sale:
 - For 1931 Stutz, six 20-inch wire wheels, plus a few beat up hub caps. Make offer.
- o Joe Tamborello, 11227 Timberline, Houston, TX 77043 (Home: 713/497-5580) has for sale:
 - 1928 Stutz Black Hawk, Model BBC-18, 4-passenger Boattail Speedster. It is a Senior CCCA 99 point car. The Black Hawk is beige with Maroon chassis, fenders and interior. (See photo below.)



- o Dr. Keith L. Canouse, 535 S. Chicksaw Trail, Orlando, FL 32825 (Home: 407/277-1031) will give free to Stutz Club member:
 - 1926 Stutz front axle with brakes, spindles, tierod, all complete
- o Allan Johnson, 1759 Foster Avenue, Coquitlam, B.C., U3J 7K8 Canada (Tel.: 604/939-8933) needs for 1931 DV32 Speedster with Engine No. DV33149
 - Radiator shutters, crank hole cover and gas cap
 - Hood hold downs (4), outside door handles (2), inside door handles (2), glove compartment knob, horn button and instrument lamp covers
 - Oil, temperature, gas and ammeter gauges
 - Speedometer, tackometer and cable
 - Gas pedal and linkage, throttle, spark and light switch levers complete with all linkage and gears
 - Starter switch and linkage
 - Ratchet for parking brake, ventilator lever and linkage
 - Carburetor muffler and air cleaner complete with piece that attaches to carburetor, also wiring manifold
 - Front shock absorbers
 - Headlight stanchions, tail lights and stanchions, front fender lights to match Ryan headlights
 - DV 32 emblem for front of car
- o James H. Ogden, 49930 Carolee, Utica, MI 48317 (Tel.: 313/731-2474) has for sale: (this is a non-member lead)
 - 1915 Stutz Bearcat horn

POWELL MUFFLER SPECIFICATION CHART

showing important dimensions and numerical list of passenger car mufflers

		muffler NUMBER
STUTZ		
1931	8 MA, MB Single Valve 16.....	A151D
1932	8 DV-32 Dual Valve.....	A151E
1933	8 DV-32 Dual Valve.....	A151E
1934	8 DV-32 Custom Series Dual Valve.....	A151E

Muffler Number	Diameter	Overall Length	Body Length	I. D. of Nipples Unless Otherwise Specified		Length of Nipples Other Than Standard 1 1/2"		Offset Nipples From Center of Mufflers	
				Inlet	Outlet	Inlet	Outlet	Inlet	Outlet
A151-D	5"	58 3/4	50 3/4	2 3/4	2	5 1/2	2 1/2	...	1
A151-E	4 1/4"	70	65	2 3/4	2	2 3/4	2 3/4

Our thanks to Member Stephen Dean for providing the above 1931-34 Stutz muffler specifications.

Dear Stutz Enthusiast,

You and your Stutz automobile are cordially invited to attend the first west coast meet of the Stutz Club. The meet will be held at a private country club with plenty of lawn and trees. This is your opportunity to see a large number of Stutz cars, meet your fellow Stutz collectors and enthusiasts and maybe find that rare part you have been looking for. All Stutz, Blackhawk and Pak-Age-Cars are welcome, along with Stutz-related cars: Marion, American Underslung, HCS and fire trucks.

WHAT: Meet for Stutz and Stutz-related automobiles. Informal judging and participant plaques. Swap meet in parking lot for parts and literature. Informal evening banquet and program.

WHERE: Yolo Flyers' Club, Woodland, California. Woodland is located 16 miles north west of the State Capitol of Sacramento, directly off I-5, the main high way between Seattle and Southern California. The Flyer's Club has full facilities: airfield, rest rooms, and food and beverage service. Woodland itself has plenty of restaurants, fast-food places and motels. A map and list of local motels is attached.

WHEN: Saturday, September 19, 1992

WHO: Your Hosts and meet organizers:

Richard Orr, 916-662-9638 Charles E. Jones, 916-666-2250
David W. Braun, 916-924-8190

THE DETAILS:

Schedule for the day: 8-10 AM: Swap Meet and Placement of Cars
 10-12 Noon: 'tire kicking' and conversation
 Noon Sharp: Hosted Lunch at the Flyer's Club
 1-4 PM: Informal Judging, more 'tire kicking' and
 even more conversation!
 6 PM: Cash bar followed by Dinner, informal program
 and awards presentation

Awards: All participants will receive a dash plaque; other recognition will be for the oldest Stutz shown; newest Stutz shown; Long-distance award for both a car and a person; most original car; and a 'People's Choice Award,' for 'the car I'd most like to own.'

Photography: We are arranging for a professional photographer to be present to offer color and b&w views to be made of the individual cars.

Storage: for persons arrivng Friday or staying over to Sunday, we will offer secure, indoor locked storage for your collector car.

Reservations: Motel: deal directly with individual motels on enclosed list.

Registration Fee: \$10.00 per person.

Evening banquet and program: \$15.00 per person.

(all proceeds after costs will be turned over to the Stutz Club)

Please have your reservations in by August 15, 1992. There will be one follow-up mailing to all who reserve about one month prior to the meet.

YES! I will attend the West Coast Stutz Meet

Name
Address
City, State, Zip

Daytime telephone:

I am planning on showing a Stutz car (list type):

Registration fee: \$10.00/per person x # of persons ____ = \$
Evening banquet: \$15.00/per person x # of persons ____ = \$

total enclosed: \$

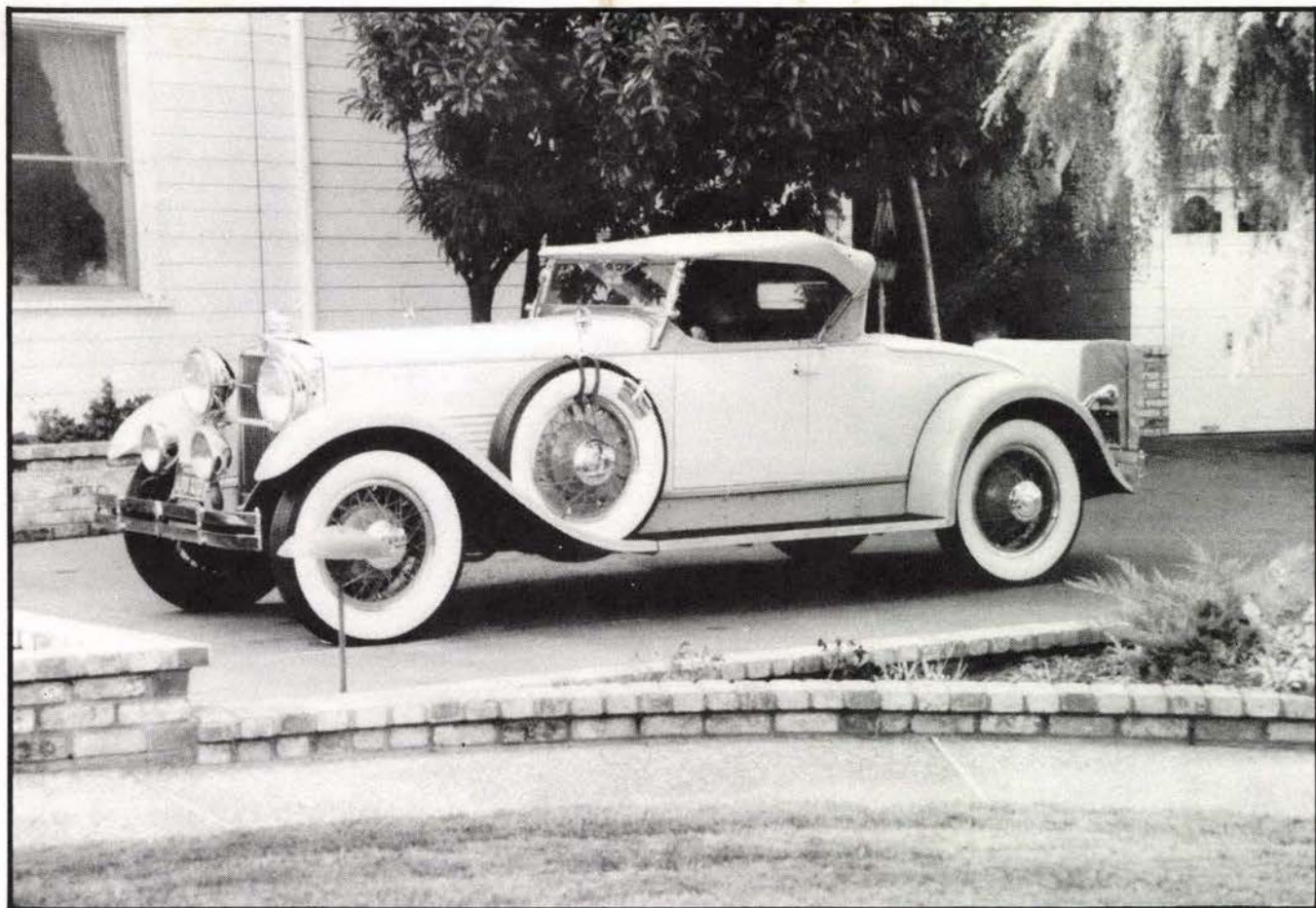
Send reservations and all mail to:

Richard Orr
1244 East Beamer Street,
Woodland, CA 95695

Checks to be made to
"Richard Orr/Stutz Meet"

tel. 916-662-9638

THANK YOU AND WE ARE LOOKING FORWARD TO SEEING YOU AND YOUR STUTZ CAR!



One of the fine cars you will probably see at the get-together on September 19, 1992 is the above 1930 Stutz Model "M" Custom LeBaron rumble seat roadster owned by one of the hosts, Charles Jones of Woodland, CA.