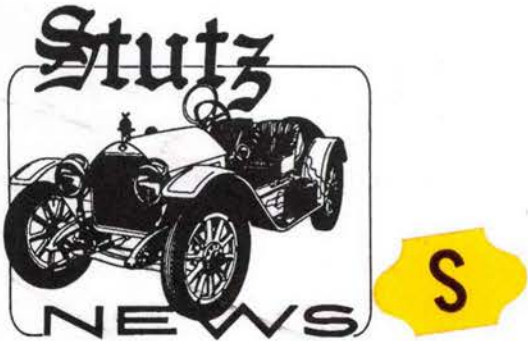


**THE STUTZ CLUB, INC.**  
**7400 LANTERN ROAD**  
**INDIANAPOLIS, IN 46256**  
**BILL GREER, EDITOR**

*Apr. June 94*

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## COMING EVENTS

We look forward to Norman C. Barr's report on the first Stutz Show of the year held 30 April to 2 May, 1994 at the National Exhibition Centre in Birmingham. This BBC Top Gear & Classic Sports in Car Show is one of the major car events in England.

★ ★ ★

The 7th Grand Stutz with Annual Membership Meeting will get underway Thursday, June 30 at Fort Wayne/Auburn, Indiana. Please find an outline of the program on the following page. We do hope you are plan-

ning to join in this Fourth of July weekend of Stutz camaraderie. Our hosts plan to make this a delightful event.

★ ★ ★

The Third Annual West Coast Stutz Meet is now scheduled for September 17, 1994 at the Yolo Fliers Country Club near Woodland, CA. Richard Orr has provided the pertinent details of the program which you will find on page 31.

★ ★ ★

Treat yourself to some fine Stutz fun!!!

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**PROGRAM**  
**SEVENTH GRAND STUTZ**  
**June 30 - July 4, 1994**

Your Hosts: Indiana Historical Society/Auburn-Cord Duesenberg  
Carmen & Larry Nicklin/Ann & Paul Freehill

**THURSDAY, JUNE 30, 1994**

Registration: Fairfield Inn (Tel. 219/489-0050)  
Junction Hwy. 69 & Rd. 3, NE Fort Wayne, IN  
(Make your own reservation; mention Stutz Club; rate is \$45.95 plus tax\*)

Welcome GAR: The Great American Race will make a pit stop @ Auburn around 9:00 a.m.

Evening: On your own for some great Stutz camaraderie.

**FRIDAY, JULY 1, 1994**

Morning: Indiana Historical Society Symposium at A-C-D Museum or other options being planned for your consideration, i.e., Lincoln Museum, Foellinger-Freimann Botanical Conservatory, Fort Wayne Museum of Art, City Historical Museum, Antiquing, shopping, etc.

Lunch: On your own

Afternoon: Symposium, Paul Freehill's "Stutz Speciality" restoration shop\*\*, or other option

Evening: 6:30 Social Hour; 7:30 Dinner  
Hosted by Carmen & Larry Nicklin's home in nearby Leo, Indiana

**SATURDAY, JULY 2, 1994**

Morning: Symposium or other option

Lunch: On your own

Afternoon: Symposium or other option

Evening: 6:30 Social Hour (cash bar); 7:30 Dinner (private dining room)  
8:45 Annual Membership Meeting -- dessert following meeting at the home of Ann & Paul Freehill (nearby)

**SUNDAY, JULY 3, 1994**

Morning: On your own

Afternoon: Stutz Show Off (Time, place and details will be provided when you register for the 7th Grand Stutz at Fairfield Inn.)

**MONDAY, JULY 4, 1994**

Re-enactment of the Haynes Automobile Run in Pumkinvine Pike in the city of Kokomo, Indiana (Details will be in your registration packet.)

\*Includes continental breakfast at the Inn

\*\*Paul will have a large selection of Stutz parts for sale.



William J. Greer, Editor

April - June 1994

## 1933 Stutz DV 32 Convertible Victoria Body by Waterhouse

by Edward A. Rittenhouse

In 1931, Stutz introduced its DV 32 engine on the 134 1/2 and 145 inch wheelbase chassis. At the same time, they embarked on an ambitious custom body program. In fact, in 1932 and '33 Stutz cars received a greater percentage of custom bodies than any other American Marque except Duesenberg. There do not appear to be any accurate records surviving from the Stutz factory which delineate exactly which custom bodies were mated to which chassis and how many of each body style were produced. This is under-

standable, since in 1933 Stutz was about to go out of business due to the severity of the economic depression.

The standard factory Stutz was bodied by LeBaron. The most widely advertised custom bodied cars were by Weymann and Rollston, although it is well known that Brunn, Locke, Derham, and Fleetwood coachbuilt Stutz were also produced. Several "one-off" custom jobs were prepared for the annual auto salons including the Rollston "Hollywood" sport sedan, LeBaron,

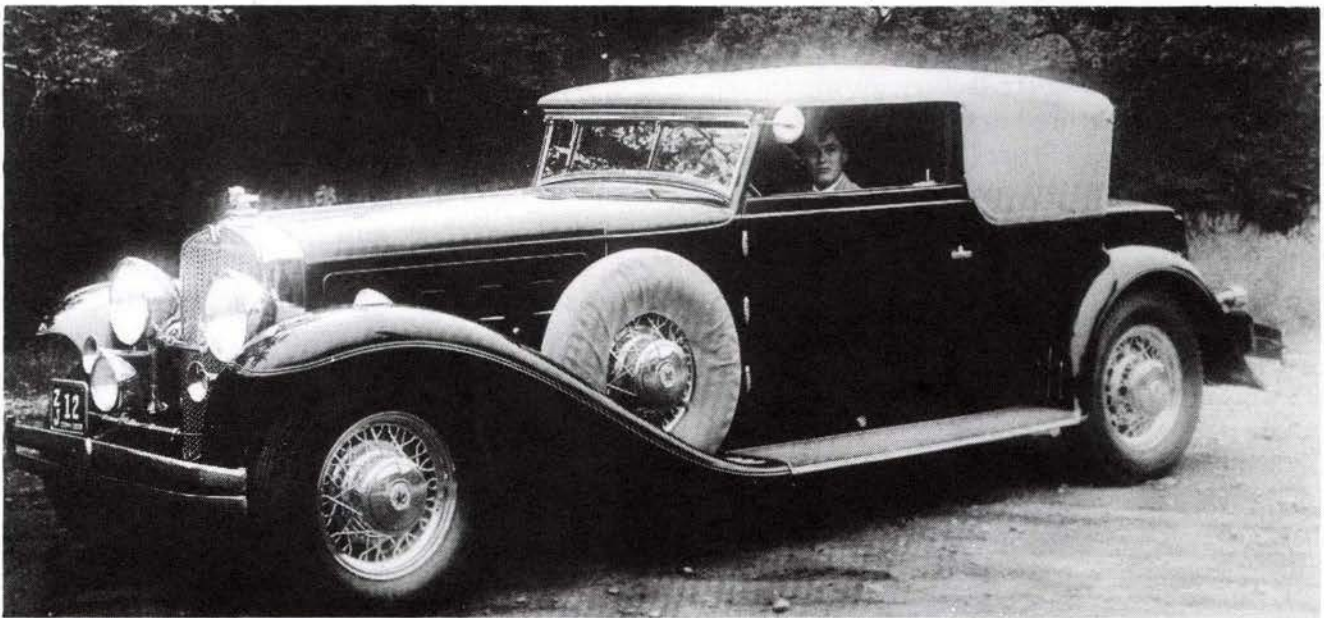


Figure 1

*The Waterhouse convertible Victoria, circa 1933. Note stoneguard, single pilot ray driving light, and horizontal "vision all" windshield wiper mechanism.*

## Clearance Sale

ROLLS-ROYCE

Exchanged Cars  
and  
Used Cars of All Makes

STARTS SATURDAY, APRIL 20th, 1935  
(Open Evenings)

Advance showing

Thursday and Friday preceding public sale

PRICES

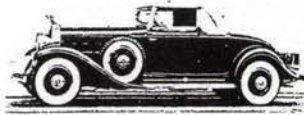
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## Domestic Cars



Cadillac Coupe

### Cadillac—

Sixteen-cylinder 5-passenger Convertible Touring-Sedan in fine running condition, lots of speed, smooth performance and easy riding, at very low cost. Sixteen-cylinder Panel Brougham Town Car, cost over \$9,000 new, chassis and engine fine condition. Priced to move. Twelve-cylinder 2-passenger Convertible Coupe with rumble seat. Equipped with radio, Martin Custom tires. Marvellous running condition.

### Duesenberg—

Five-passenger Sedan, late 8-cylinder car, very fast; painted gray and black.

### Pierce-Arrow—

Town Car de Ville, two shades of green, good looking. Five-passenger Sedan, cadet blue and gray; fine value, low price.

### Packard—

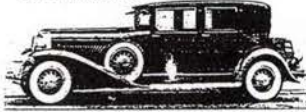
1935 Sport five-passenger Convertible, 8-cylinder, like new—200 miles. Town Cars, several. Will consider any offers.

### Stutz—

Waterhouse four-passenger Convertible body, painted beautiful red, trimmed in leather to match; low, fast, and beautiful.

### Miscellaneous—

Many light cars—Chrysler, LaSalle, etc., offered at prices insuring their positive disposal.



Duesenberg 5 Pass. Sedan

Mr. Pete deBeaumont was in school at Harvard when he purchased the Waterhouse Victoria; he was the second owner. The year was 1935 and the car had 10,000 miles on the odometer. It was in excellent condition, still sporting the beautiful factory red paint with matching red leather upholstery. He purchased the car from J.S. Inskip, the Brewster Rolls Royce dealer, in New York (Figure 2). Mr. deBeaumont was told the car was being sold by the Brewster family who were the original owners.

The accessories which came with this car included a single pilot ray driving light, stoneguard, heater, and outside mirror for the driver. One very unique feature on this car was the tube-type "vision all" windshield wiper motor in which the blades moved horizontally across the windshield, and could function independently or with both blades cleaning the driver's side. This wiper mechanism was frequently used on closed cars of the early '30s but is quite unusual on an open car. In addition, the two cowl vents open by a

turn-screw drive mechanism which was characteristic of Waterhouse and sometimes used by the Derham company. The metal trunk on this convertible Victoria is identical to the trunk Waterhouse used on its other marques. Virtually all salon and custom-bodied Stutz were trimmed with chrome metal strips on the leading surface of the rear fender and the trailing surface of the front fender. Most also had chrome strips in various patterns on the running boards.

Mr. deBeaumont lost track of the car after he sold it. In 1961, the car surfaced in the posses-

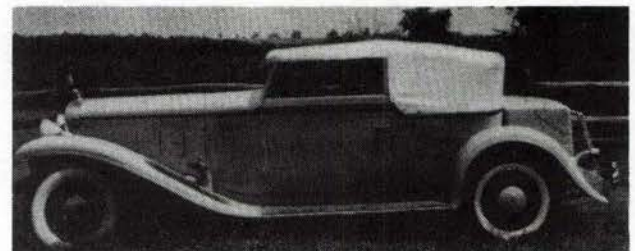
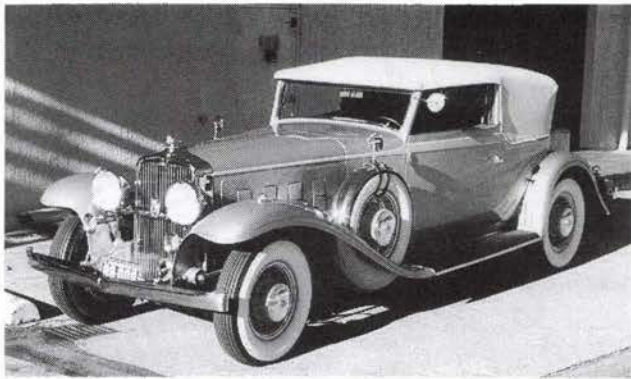


Figure 3  
The Stutz Victoria when owned by Walter Mack in 1961.

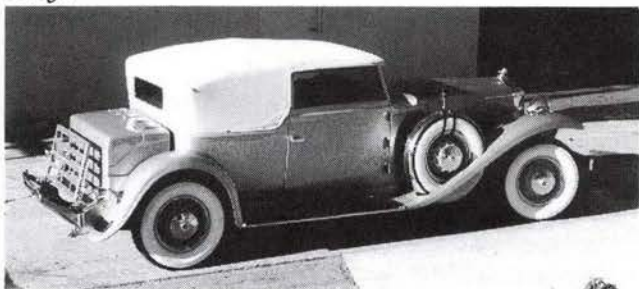
Figure 2  
Notification of a clearance sale by the Brewster Company dated April 20, 1935. The Stutz Waterhouse Victoria was advertised for sale in that publication.

"Prince of Wales" Brougham Limousine, and the "Tuxedo Cabriolet" by Rollston.

Additionally, individual custom body orders were received by the Stutz factory during those years and the car featured in this article is one of them. This car, a 1933 Stutz (engine number DV 33276), was ordered to receive a Waterhouse convertible Victoria body (DV PC 1568). The car, it has been stated, was delivered new to the Brewster family of New York. Figure 1 shows a photo taken circa 1933 with an unidentified young man behind the wheel. The car carried a 1933 Connecticut license plate when the picture was taken. This photo was published in 1982 issue of "Classic Car" and suggested the driver might be Mr. Pierre deBeaumont, who was known to have a Stutz Waterhouse convertible Victoria. With the helpful leads provided by Joe Virostek, I was able to trace Mr. deBeaumont, currently residing in Manchester, Massachusetts. We discussed the car at length on several occasions, and he was delighted to find out it had survived.

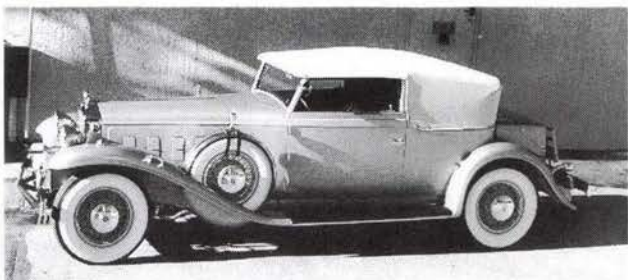


*Figure 4*  
Three-quarter frontal view of the Stutz as it appears today.



*Figure 5*  
Note the long hood and very rakish appearance of the hood and the trunk.

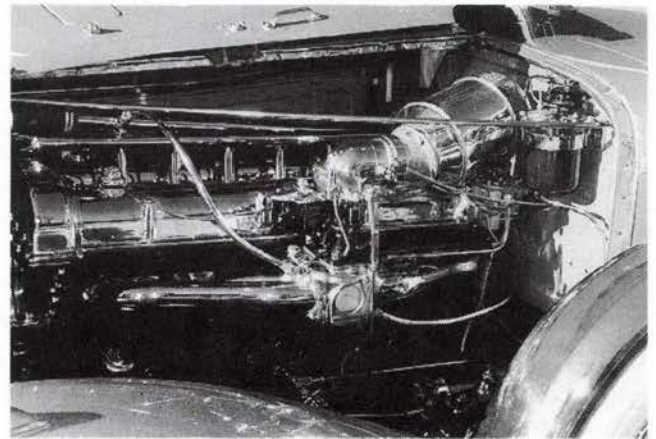
sion of Mr. Walter Mack, the chief executive officer of Pepsi Cola (Figure 3). The car had been either repainted grey or was in primer at that time. In the mid-1960s the automobile was purchased by Dr. Richard Wood and subsequently restored, at which time it was mistakenly identified as a "Rollston" convertible Victoria. The car was extensively shown in 1968 and has been through the hands of several collectors since that time, but has been driven very little (Figure 4-9).



*Figure 6*  
Side view of the Stutz demonstrating the rear features and handsome convertible top.

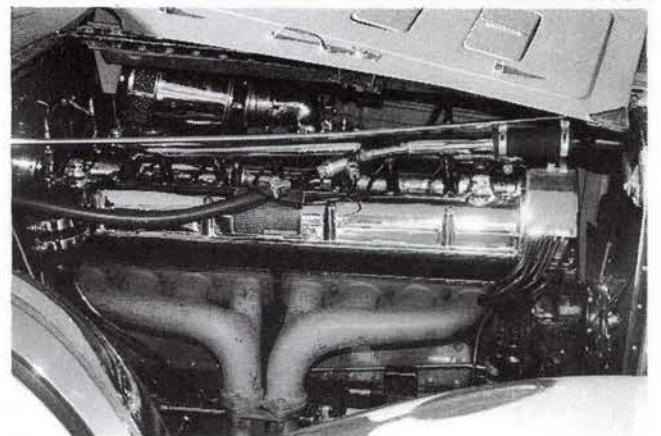


*Figure 7*  
In 1933 Stutz produced the so-called airplane type dash with very large dials and beautifully finished wood.

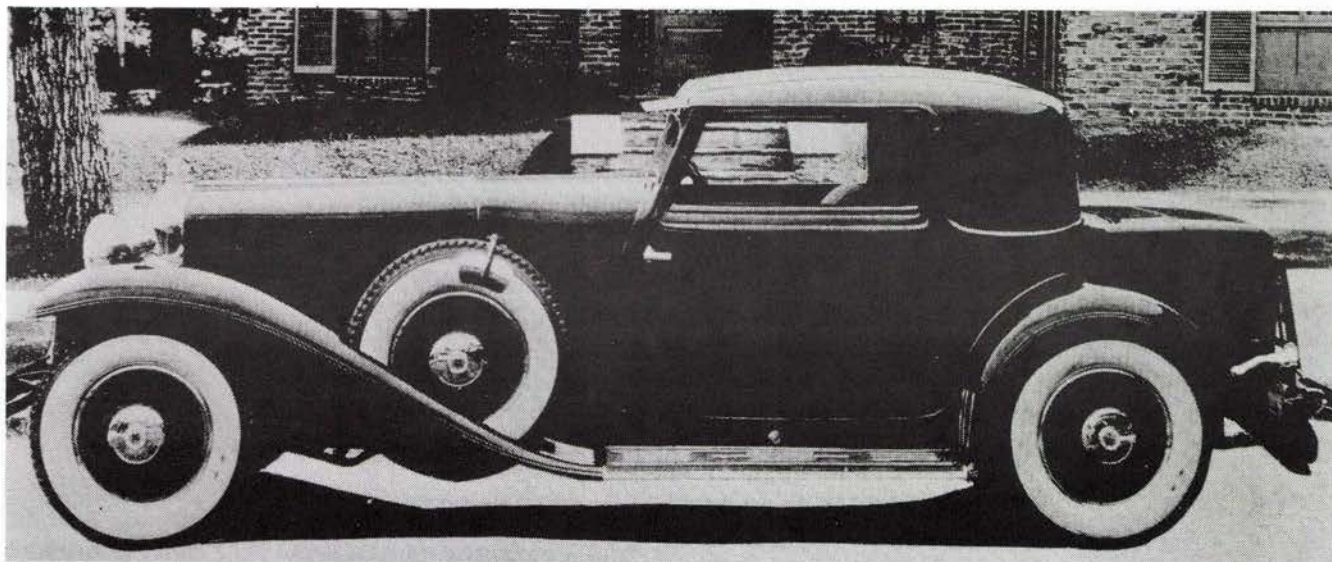


*Figure 8*  
Engine compartment as viewed from the left hand side.

The Waterhouse custom body company of Webster, Massachusetts was in business from 1928 to 1933. During that period, approximately 300 bodies were built, mainly for Packard, Lincoln, and Chrysler. A few bodies were placed on Pierce Arrow, DuPont, Marmon and Rolls Royce chassis. Waterhouse was best known for its sleek



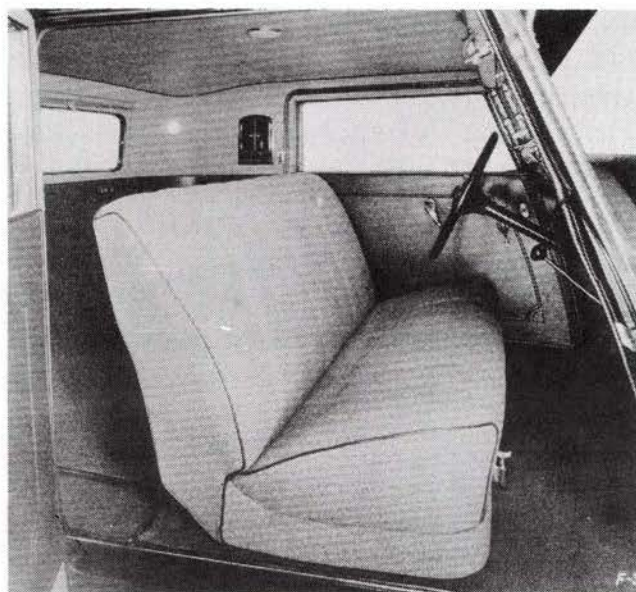
*Figure 9*  
Engine compartment as viewed from the right hand side.



*Figure 10*  
*The Waterhouse Continental Coupe built specifically for the auto salon in 1932.*

convertible Victoria body style, and was among the first to introduce this new European design to the American car manufacturers. The convertible Victoria by Waterhouse, on a Packard chassis, was displayed at the Paris Auto Salon in 1929 and was a very big hit. Waterhouse thereafter gained a reputation for extremely attractive and sporty open cars which were very well constructed; in fact, their slogan was "a recognized reputation for smart sport models."

Waterhouse made several design changes in the exterior appearance and interior characteristics of its convertible Victoria during the brief life span of the company. However, the total



*Figure 11*  
*Interior appearance of the Waterhouse Continental Coupe.*

number of convertible Victoria bodies they produced is not known at this time. The interior appointments such as ashtrays, arm rests, interior lighting fixtures, light switches and the top support mechanisms on my Stutz are exactly the same as a 1932 Lincoln Waterhouse convertible Victoria pictured in a factory photo and known to survive. Both of these cars are examples of the Waterhouse coachwork produced towards the very end of the company's existence, and, in fact the body on the DV 32 may have been among the last, since it was placed on a 1933 chassis.

The featured car may be the only Stutz to receive a Waterhouse convertible Victoria body. It was known that a 1931 coupe (advertised as the "Continental Coupe") was built by Waterhouse for Stutz to be shown at the New York Auto Show (Figures 10-11). It had a DV 32 engine and was placed on a 134-1/2 inch wheelbase chassis. The car was widely advertised but was probably the only one built, and is generally believed not to have survived. The 1932 Stutz sales brochure describes the Waterhouse Continental Coupe as follows:

This car is something distinctly new, both in body design and seating arrangement, and will fill a long-felt want of the gentleman driver who desires a many purpose car. The special hood and cowl design give the car an exceptionally long and racy appearance. On account of being mounted on our 134 1/2 inch wheelbase chassis, this car will be found very attractive to the man or woman desiring a car that is easy to handle in city traffic as well as being capable of real performance on

country roads. The seating arrangement is unique and highly practical. It is laid out with a straight-across seat, which accommodates three persons comfortably. This seat divides so that the drivers portion remains stationary while the remaining right-hand portion seating two persons is on a track and can be pushed back 18 inches. This gives a staggered effect when the seat is pushed back, or provides a handy luggage compartment back of the seat when it is pushed forward. This seating arrangement is convenient for the gentleman driver when he wishes to drive his own car and carry one or extra passengers directly beside him. On the other hand, when he wishes his chauffeur to drive, he can move the seat back and accommodate himself and a passenger in the staggered seat.

Isn't it a shame that this car is no longer available for all of us to admire. I have not been able to find evidence of any other Waterhouse bodies mated with a Stutz chassis.

## **Dan Obele's Interview with 96 year old, GF Patterson, on February 7, 1994**

---

**D**uring my current Stutz research I found the name of GF Patterson with a local phone number written on the fly page of a 1927 owner's manual I had borrowed for study purposes. I phone Mr. Patterson and found him most receptive to talking about Stutz Motor Car Company and said he would give me an interview about his life with Stutz automobiles.

During a phone conversation with Bill Greer, president of Stutz Club, I mentioned Mr. Patterson and his willingness to share his automotive experiences with me. Because of Mr. Patterson's extended long life Bill suggested I do it soon. Mr. Patterson, who prefers to be called Freddy, related the following information to me.

He was born July 13, 1897 in Sandborn, Indiana, a small farming community. After completing his eighth grade education in a little red, one room schoolhouse, he had to work on a farm from sun up to sun down and remembers being paid \$15 a week. Not wanting to always do farm work he elected to continue his education via an automotive correspondence course from Chicago.

The total number of Stutz produced in 1933 is believed to be substantially less than 100. It is not known exactly how many of these were DV 32s, nor how many received true custom coachwork. It has been difficult to find out the total number of survivors of this very fine automobile.

The featured car will need to be redone in order to bring it up to current standards of auto restoration. The body is in excellent shape. It was painted metallic gold in the '60s although we did find some of the original red paint on the inner surface of the cowl vent. Several missing or incorrect parts have already been obtained. Prior to Mr. A.K. Miller's untimely death, the author was very fortunate to be able to visit him and purchase the correct transmission and many other NOS parts of this car. He was very helpful and enthusiastic about assisting in upgrading the restoration and authentication of this automobile. Approximately one full year of extensive research has gone into this Stutz, and it is about time to start the renovation process.

During this correspondence course Freddy practiced his newly learned skills on the local farmers' tractors, cars and stationary engines. What he learned would serve him well.



*Freddy Patterson, 1994*

# WEIDELY MOTORS COMPANY

CORNER GEORGIA AND SHELBY STREETS  
INDIANAPOLIS, IND. U. S. A.

ONES PROSPECT 15800  
15801

October 1, 1918.

MANUFACTURERS OF WEIDELY MOTORS

To Whom It May Concern:

This will introduce to you, the bearer, Mr. Fred Patterson who has been in our employ for the last year. Most of this time has been spent in our Service Department under the supervision of the writer.

Mr. Patterson is a young man of exceptional habits and personality, and his work along the mechanical line has been very satisfactory. We wish to recommend him for anything along the line of his past experience, and believe he will prove to give entire satisfaction.

Very truly yours,  
WEIDELY MOTORS COMPANY

BY *W. H. Fletcher*

WHP-GR

In 1917, after completion of this schooling, he left the farm and found work at the United States Rubber Plant in Indianapolis. His daily route from his boarding house to work took him past Weidely Motors Company Plant and Freddy yearned to be a part of this exotic manufacture of V-12 engines. After applying for a job he was hired as parts room clerk. While at Weidely Motors he became acquainted with Stutz people since Weidely Motors was a major supplier to Stutz, Pathfinder and Kissel during this era. Weidely Motors produced 50 engines per day and Freddy was soon promoted to the test room where he worked until he enlisted in the Army. A letter of recommendation was required for enlistment for anyone under 21 years old. Mr. William H. Fletcher, service manager at Weidely Motors provided it.

Freddy was only in the Army one month when on November 11, 1918, World War I ended. After being discharged early in 1919, he returned home to work and after saving sixty dollars he moved to Indianapolis in 1919. Down to his last \$2 and unable to find work he was standing on a street corner with other unemployed men and observed a woman who was unable to start her Auburn. Freddy was able to crank start it and the grateful lady returned his favor by hiring to do maintenance at a steam bathhouse she owned in Indianapolis.

In 1920 because of contact with Stutz people he knew from Weidely Motors, he was hired to work at Stutz Motors Company and assigned

work on the engine line. His natural mechanical ability soon earned him a place in the test section of Stutz where he was the trouble shooter and problem solver. The next year he was sent to Los Angeles California to help open the Overfield, Stutz dealership located at 1021 South Grand Avenue. (Freddy still remembered the address after 73 years.) In Los Angeles he was in charge of the Engine Department and handled all warranty complaints and repairs.

In 1923 he returned to the factory and was put in charge of the "hospital" which Freddy remembers was on the fourth floor. Stutz automobiles were expensive, costing four to ten thousand dollars so the new production cars that couldn't pass inspection were sent to him for resurrection in the "hospital."

In 1926 and 1927 with Tom Rooney as driver and Freddy as riding mechanic, the Stutz factory Stock Car Racing Team, with three cars, was very successful - winning at Atlantic City and North Carolina and placing in the money in many other events. (Stutz was the AAA Stock Car Champion in 1927. ed.)

Thru 1928 Freddy's duties included driving all Black Hawk models for certification. Certification was accomplished with a "flying mile." One mile with the wind and one against the wind. The average of the two runs had to equal 100 miles per hour. All test driving was done at the "brick yard" (Indianapolis 500 race track) and he helped prepare the Stutz designed and powered race cars for the Indianapolis 500 race.

During this time he assisted the famous Frank Lockhart prepare his 3 liter Miller engined car, built at Stutz, attain the land speed record in class D at 198.29 mph. This car had two, 8 cylinder, 91 cubic inch engines mounted side by side. This was a small engine for that time.

During a subsequent run the car became airborne and crashed into the surf near Daytona. The hydraulic crushing effect of the impact pinned Lockhart in the car so tightly that pry bars and cables were needed to extract him from the cockpit. Later Lockhart was killed in this car at Daytona. Freddy tried his hardest to convince Lockhart to put "fins" (air spoilers) on the Stutz/Miller record car, but Frank would have "none of that - they would slow me down." Freddy observed that the tire tracks on Daytona Beach



left by the record car would almost vanish for stretches of 100 to 150 feet and then reappear. "I felt sure that the car was losing ground contact and was becoming airborne. If we had attached fins to the axles, I am sure it would have saved Frank's life."

In 1928/29, Freddy test drove the new L6 Stutz 4 door sedan on the Indianapolis 500 track until it had an engine failure at 156,000 miles. At the conclusion of this test Stutz Motors sold the car to Freddy for \$1000 and provided the necessary repair parts free of charge. After the test run he rebuilt the engine and drove this dandy for another 100,000 miles before selling it.

1930/1931 saw Freddy at the 500 serving as Stutz' last riding mechanic. Lora Corum, who gained his fame by driving a Model T Ford "Fronty" speedster to a fifth place finish in the 1923 "Indy Race," drove the Jones Stutz Special and placed 10th at an average speed of 85.30 mph. In 1931 his car failed to qualify for the race. This was the last Stutz powered car to compete in the Indianapolis 500.

From 1930 thru 1935 Freddy was master trouble shooter for Stutz and covered 40 states. During this era he helped design and test the magnificent DV32, possibly the most advanced American engine of the period. During 1930 and 1931 he traveled the eastern states with the



1931 Photo/ Car No. 29/ Lora L. Corum, Driver, age 32 and George F. Patterson, mechanic, age 33.

In 1930 the Stutz (as Car 27) entered by Milton Jones, qualified at 6:22:45 averaging 94.130 mph. It started inside 6th row in 16th position and finished in 10th place earning \$1,400.

The Stutz failed to qualify for the 1931 Indy 500. Our thanks to member Jim Hoggatt for these inputs.

factory sales representative to help sell the fabulous Weymann bodied cars in the money tight depression. Stutz had contracted the entire Weymann Company body production.

In 1932 Amelia Earheart and her husband came to Indianapolis for the 500. Charles Schwab, president of Stutz, assigned Freddy the job as escort and chauffeur for the famous couple for the week. He watched the race from the judges stand with them and enjoyed a fancy catered dinner he still remembers. Amelia Earhart had flown to Indianapolis in her Waco and when Freddy drove them to the airport for their departure their airplane mechanic was frantically trying to start her plane to no avail.

Amelia observed this futile effort until in exasperation she took over. After checking various engine components she told the mechanic to get her a magneto which she promptly installed. The balky Waco was soon airborne and Freddy was most impressed with this extraordinary female.

Freddy was sent to Houston, Texas to oversee and evaluate testing the experimental PAK-AGE-CAR. A boxy delivery van with rear mounted 3 cylinder English engine. A local milk company was using four of the vans on milk routes. His report card to the factory on the PAK-AGE-CAR almost cost him his job as there were so many problems with the test vehicle that he could find no saving grace.



L. L. CORUM, DRIVER - FRED PATTERSON, MECH.  
INDIANAPOLIS MOTOR SPEEDWAY, 1931.



The President of Stutz later apologized to Freddy as he learned and admitted that the car was worse than Freddy had reported. He then put Freddy in charge of the redesign of

Freddy then opened a filling station north of Indianapolis but did not enjoy the mundane life of a service station owner. By 1937 International Harvester Company was building their new engine plant in Indianapolis and was hiring many previous Stutz employees. The plant manager at IHC kept after Freddy until 1938 he joined them as head trouble shooter on line production, handling all redesign and warranty problems.

IHC opened their new Arizona proving grounds in 1948 and transferred Freddy and his family there. He became supervisor for testing Scouts, trucks and Travelalls, compiling 11 million miles in 10 years. Freddy retired in 1967 after almost 20 years at IHC.

Freddy was first married in 1922 to Martha, who bore him two sons, George and Charles. They divorced in 1948 and later that year Freddy married Mary and soon had two more sons, Dan and Fred. Freddy and Mary still live in the house they built themselves, in Tempe, Arizona.

Freddy's eyes still sparkle as he relates his life with cars and the people he knew because of his knowledge and experience with cars. He said, "I feel so lucky that I have lived such a full life and was so successful at most things I tried."

Highlights of his life were meeting and working with Harry C. Stutz, George A. Weidely, Charles M. Schwab, Frederick E. Moscovics, Frank Lockhart, and the very special Amelia Earhart.

the ill-fated van. Freddy was put in charge of testings in conjunction with Macy's, in New York City. Macy's used these vans for deliveries for seven months and "we cut fuel consumption in half." Still the improved version proved this concept was still too far ahead of its time. (The redesign included changing the engine to an "L" head Lycoming 4-cyl. unit. Ed.)

"Stutz sent me everywhere and I was involved in every major mechanical improvement while I worked there - they trusted me," said Freddy. Stutz Company had to close their doors in 1935 because of the Depression. This concluded an era in which GF Patterson contributed many ideas and improvements that made Stutz Motor Company truly one of the early automotive giants.

## Honorary Member #386H

Mr. George F. (Freddy) Patterson

We are delighted to present the following article generated by new member Dan J. Obele (#385) of Phoenix, Arizona. As Dan relates, he had borrowed some Stutz literature from the Turek family to review and noted Mr. Patterson's address on the cover of the 1926 catalog (see reprint.) It was through Dan's interest and diligence that Mr. Patterson was rediscovered and these memories thereby shared with us. Upon learning of Mr. Patterson's background with Stutz and his enthusiasm for talking about his experiences your Board immediately made Mr. Patterson an honorary member of the Club on March 7, 1994.

In a telephone conversation on May 1, 1994, Mr. Obele related that Freddy has been in a nursing home now for the past two months and is having difficulty responding to further questions. In a previous visit, Dan presented Mr. Patterson with a folder summarizing his years with Stutz and Freddy was overwhelmed saying, "it's been over 50 years since anyone has expressed much interest in my years with the Stutz Company." We pray that Mr. Patterson will soon recover and enjoy continued reminiscing of his experiences with his new friend, member Dan J. Obele. Ed.

## Stutz 'Cameron Special' Goes Racing

by John Guyatt

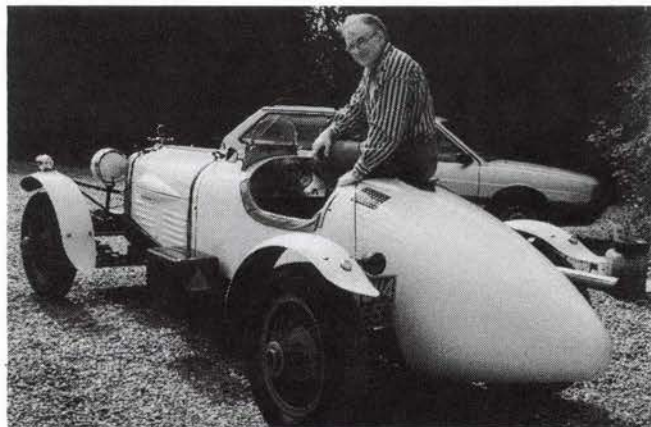
Members enjoyed Mr. Guyatt's account of rebuilding the 'Cameron Special' often referred to as the 'Stutzenberg' in the Jan.-March 1994 issue of Stutz News, pages 3-8. The editor received the following report from John on May 2, 1994.

Oh dear fellow Stutzers, after having shot my mouth off about the 'Cameron Special,' I now have to eat humble pie!

We have just finished the first two events with the Stutz at Silverstone in a handicap race, and at a straight line sprint. Results? TERRIBLE!! I now appeal to you all out there for help in keeping the Stutz flag flying in the U.K. Anyway, here's what happened:

I took the car to the rolling road test - very good at showing up problems - and we certainly had some: a) ignition timing too advanced b) two open valves and carburetor choke not opening up fully (1/2?), result - 65 pathetic base horsepower at the rear wheels (i.e. about 95 at the flywheel - I'm guessing about 30 percent power loss in gear train - any figures known?) For the second rolling road test (RRT) I fitted small choke SU carburetors now opening up fully at 3000 rpm. Great! Adjusted valve cash to 20/25, all valves now working. Great! Ignition timing to 17 degrees advance at 3000 - result, a heartening increase to 97 BHP at rear wheels (130 at flywheel?) - better than factory, but still, I'm afraid, rather pathetic.

Still, off to Silverstone to race - my big mouth has resulted in a terrible handicap position (last off, with a 1 minute 30 second to make up in five laps!!) Practice shows that I can't even pull more than 3500 rpm on the two long straights and 1 minute 15 seconds behind the times of my Talbot which is only 2.900 cc. Oh well, we go out to race and a freak blizzard occurs as soon as the flag is dropped! This allows me to make up some places as I can report that the car handled really well! I even overtook smaller faster cars on the inside of the (Brooklands corners!) bends which

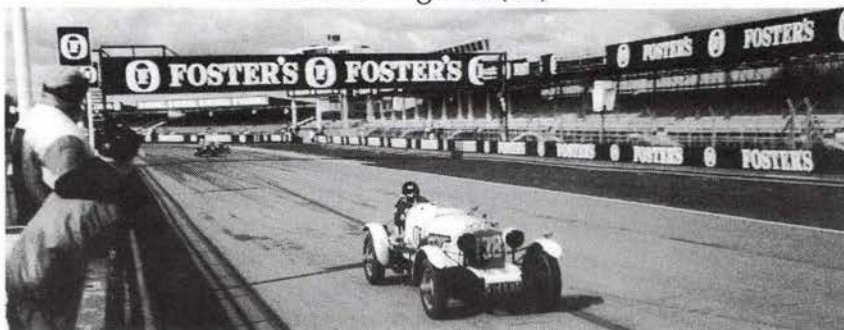


John Guyatt and his Stutz Cameron Special

are quite tight, i.e. the chassis is great. We just need the 200+ bhp that I can't see why that the Stutz engine with its fully balanced (bomb proof) crank, overhead cam, and cross flow head (albeit with poor combustion chambers) can't easily deliver. HELP! All you Stutz enthusiasts out there. Does my domed piston impede flame spread in the combustion chamber? What length should the input/exhausts be? Should the cam's profile be changed to include more overlap? (Currently 10 degrees) Why can't I rev the engine more than 4000 rpm without tremendous vibration and power loss. (3,500 = 97 bhp / 4000 = 90!)

Do any other cars get really used by your Stutzers? I feel that the design of the engine should be good for at least 5000 rpm and 200+ bhp. Where have I gone wrong? With that 200 I could give my fellow VSCC racers a "real race of it."

Please offer your helpful comments direct to John Guyatt, 2 The Woodyard, Tryingham, Bucks MK16 9ES England.(ed)



The Stutz Cameron Special at Silverston in practise. - a 1 min. 37 secs. lap (Talbot 1 min. 22 secs) Slow in race with max revs on straightaway at 3500 (85 mph) came in 17th (of 26) Not bad for giving away 1 min. 15 secs!

## Auction Notes

Member Jorma (Ray) Keto (#312) has shared below some of his observations/comments (in part) about the two Stutz sold at the Scottsdale auction held Jan. 27-30, 1994. No doubt many members noticed his report in the May 1994 issue of Cars & Parts to whom we are indebted.

Here we see the front of a '1926 Stutz Speedster,' which, from all that can be seen, looks like my 1927 Stutz Speedster. Unfortunately, Cars & Parts seems more interested in the looks of a would be "Steven Spielberg" than in the looks of the Stutz, so one can't see whether it is an AA2 (roadster) or an AA4 (touring.) The Speedsters of 1926 and 1927 were identical in body style, and were frequently confused until the year was verified by the serial number stamped on the frame (engines could have been replaced.) The one shown is "fancier" than mine, shinier paint + options of stoneguard and spotlight. Yet, I suspect that the colors are similar to mine (maybe a later restoration, biased by observation of mine..)

What is discouraging is that a 1926 Stutz Speedster, touted as "only one known, full resto." was sold for \$36,000 whereas a 1957 Chevy Bel Air was bid \$38,000 which wasn't enough!

There is a "possibility" that there are up to eight Stutz in the Club which could be like the one sold in Scottsdale, thus the "only one known" is hardly "factual," more so "used car sales puffing!" Personally, I would like to believe that our Club members ought to list their vehicles in a more precise manner: Stutz nomenclature, serial numbers, etc. Then any member could identify who owns a Stutz similar to his.

Now I wonder if these two Stutz auctioned in Scottsdale was formerly owned by Club members, or if they were bought by present (or prospective) members. If you have not been in touch, I feel that Kruse Auctioneers would be more responsive to a request for information from the "head honcho" of the Stutz Club, than to some "busy-body" like me. Shouldn't the Club follow up on Stutz transfers?

Editor: The 1929 Stutz "M" LeBaron speedster was sold to Michael O'Malley of Phoenix, Arizona. Mr. J.R. Miller purchased this Stutz from ex-member David Weber and apparently put it in the auction. Can anyone tell us about the 1926 Stutz Speedster?



Sharing the top sales spot with a '31 Cadillac V-16 town car was this '29 Stutz LeBaron M speedster. The Imperial Palace Award winner sold for \$165,000. The black beauty was also the recipient of a '93 Pebble Beach third-place award.

## AUCTIONS



This '26 Stutz speedster — hey, wait a minute, the fellow who accidentally strayed into this picture sure looks familiar. Could it be ... Steven Spielberg? It sure looks like him! The Stutz speedster, by the way, sold for \$36,000.

Excerpt/reprint from Cars & Parts, May 1994, p. 71

# He does it for love, not money

By **CHRIS O'MALLEY**  
The Indianapolis News

Joseph Sexton has one of the most diverse and expensive car collections around these parts.

His 40 classics range from a 1915 Baker electric car to Bob Hope's 1955 Thunderbird to a tacky 1985 Cadillac limousine (kept tastefully under a cover).

With some of the cars worth \$100,000, the Indianapolis real estate developer probably could live the rest of his life off the auction value of these treasures.

But dare not suggest that this collection is merely for investment purposes.

"These are an art form. To me, it's like collecting art. . . . The economics are not the important thing, necessarily. I'm not in the used car business," said Sexton.

His collection is stored inside the weathered-but-well-fortified walls of a Downtown warehouse. Inside, it looks like a museum. Placards tell each car's history and manufacturer.

There's a library of auto books, catalogs and memorabilia, such as "necker knobs" for steering wheels. Also called "spinners,"

they allowed a guy to drive with one hand and keep the other around his girlfriend.

The collection isn't open to the public, although Sexton sometimes allows civic and charitable groups to have parties in his museum.

Sexton is steeped in the history of each car and relishes an opportunity to take a visitor on a tour, one class of cars at a time.

In the history cars section, there are a 1949 Crosley Hot Shot built in Marion and a diminutive Nash Metropolitan, the first compact car built in America.

In the sports car section sits a 1949 Kurtis, which Sexton considers to be America's first true sports car. There's a 1953 Muntz Jet and a Kurtis 500 M, a precursor of the Corvette.

Among Sexton's favorites is his 1929 Stutz Blackhawk, built in the company's factory on North Capitol Avenue, now converted into an office park. "This is history. This is Indianapolis."

There's also a 1920 Cole, built on East Washington Street. "Ugly-looking damned thing," Sexton says. Another car that was produced in Indianapolis' heyday as the center of the nation's auto industry is a 1924 Marmon Roosevelt, built at Marmon's former factory on West Washington Street.

Parked nearby is a 1958 Packard built in Indiana by Studebaker. That was the last year for Packards. Sexton considers the ugly barge with fins to be an inglorious end to the Packard.

Speaking of inglorious, Sexton pulls off a cover to reveal a mile-long 1985 Cadillac limo. "This car my wife bought while I was eating a hot dog" at an auction. "She said 'I always wanted a limo.'"

Sexton's collection gets professional care from a crew that includes a former race mechanic.

The cars need care because Sexton races some of them, including the 1953 Kurtis 500 M, which he ran up to 171 mph last year to win the sports major category of the La Carrera Panamericana, an amateur race through Mexico.

*Mr. Joseph F. Sexton is a founding life member (#201FL) of the club and also owns a rare 1923 Stutz "Special Six" roadster restored by member Paul Freehill. His collection*

*occupies about 30,000 square feet of the old Trolley Barn which he acquired and refurbished. ed. Indianapolis News, March 8, 1994, p. D-7, Photo by Joe Young*



## Pandora's Box Opened

by Keith Marvin

It still happens today although it has happened since the first discovery of a car, no longer in use and laid aside for the Lord knows what purpose. Today, when this happens, it is frequently a cause for great rejoicing. But the ancient Biblical axiom, "Seek and ye shall find" is as true today as it was millenniums ago.

Exactly when this event depicted in the accompanying ad took place is unknown, but that it was an event at the time was played down. The Ethyl Gasoline Company used it as a prop to play up its product. The timing of this quartet of photos was almost assuredly in early 1929 judging from the bare trees. The place - almost certainly somewhere in New York as noted by the car's 1928 license plate. The car? Ah, a bonanza (then) - an H.C.S. of 1920 or 1921.

There is an important lesson here. Had the car been stored away, there would have been a better chance of its preservation and restoration many years later. This case is different and I'd like to project my speculation.

An H.C.S.-buyer in 1920, '21 or early '22 would have been a person of affluence and would presumably have used it until 1925 or '26 when it was replaced and the H.C.S. put on the used-car market. It may have had several subsequent owners by 1928. A glance at the contemporary RED BOOK on used-car prices indicates that a car of this nature in decent condition might bring as high a figure as \$50. By 1930, its used car value would be listed as "for salvage only."

Had not the Depression struck the land in mid-1930 reaching its nadir in 1933, most cars like this would have been history. As it was, one might see such rolling stock as Bay States, Chandlers, Davises, Jewetts, Maxwells and even earlier makes, orphaned by 1920, as part of our daily traffic pattern well into the mid-1930s.

My guess: This car served its owners well. It had been reasonably well maintained but finally, with six or seven years' use and considerable mileage, the game was up. The last owner had come to the conclusion that further expenditure on the car, pretty as it was - even then - was

throwing good money after bad and decided to up his or her transportation by trading the H.C.S. in. Its tires were nearly worn to the cord and both spares had presumably been put to use, the wire sidemounted spare wheels having lapsed into nudity.

The owner, whom I'll call George S. MacDonald, drove his H.C.S. to his favorite - or nearest - used car lot and dickered for something a peg up in a second-hand car, with the H.C.S. as collateral for the deal.

With further speculation, perhaps Mr. MacDonald was able to strike the deal he wanted, happily driving away in a low-mileage 1925 Franklin '80' coach and thinking how nice it would be now to own a non-thirsty automobile.

As for the H.C.S., it probably sat on the lot until discovered by the Ethyl promotion boys who used it as the subject for this spread published in Collier's for June 29th, 1929. (Exactly four months to the date before the Stock Market Crash which resulted in the lean years of the Great Depression.)

After the pictures were developed, the car was probably either junked or given to an underling at the local Ethyl office for his teenager, who would drive it until it died a quiet death, probably within months. This would have been preferable than driving it back to the used car lot.

One final point of interest. In attempting to identify what part of New York State the car's registry had been issued, the identifying letter - second character to the left on the license plate - has been carefully, even professionally, obscured, apparently to defy the identity of the car.

Why? Who knows - and its just a bit too late to trace any living person connected with the local Ethyl office who might have had the answer. Of one thing, we may be certain. If such a person has survived who might have known the answer, that knowledge died with advancing senility after he reached 90!

Ergo, Sit Transit Gloria Mundi to an unknown and unlamented pretty H.C.S. phaeton, a victim of its times.

"Bring out the worst can you've got,"

*said the Ethyl salesman*

"Let me show you what Ethyl can do"



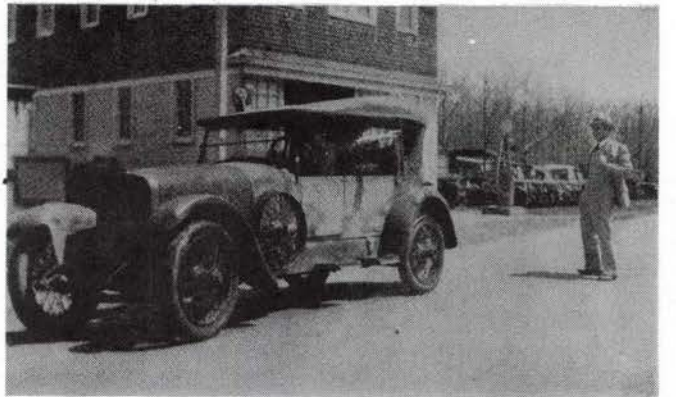
1 "Is this the worst piece of tin you've got on the lot?" asks the Ethyl salesman. "All right, just what I want. Let's push her out."



2 "I'm going to prove to you what Ethyl will do, even in a car as far gone as this one. This is just the kind of test we like to make."



3 "Now we'll fill her up with Ethyl and you drive her yourself up the worst hill in the neighborhood. Give the old girl another taste of life."



4 "You win," says the service station owner, after the test. "I took her up that hill in high and she didn't knock once. Put in an Ethyl pump as soon as you can."

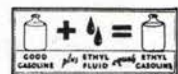
DEMONSTRATIONS like this have helped to place Ethyl Gasoline in pumps throughout the United States, Canada and the British Isles. The service station men who offer you Ethyl *know* that whatever your car will do on ordinary gasoline, it will do better with Ethyl.

The reason is that Ethyl Gasoline is good gasoline *plus Ethyl fluid*, which was developed by automo-

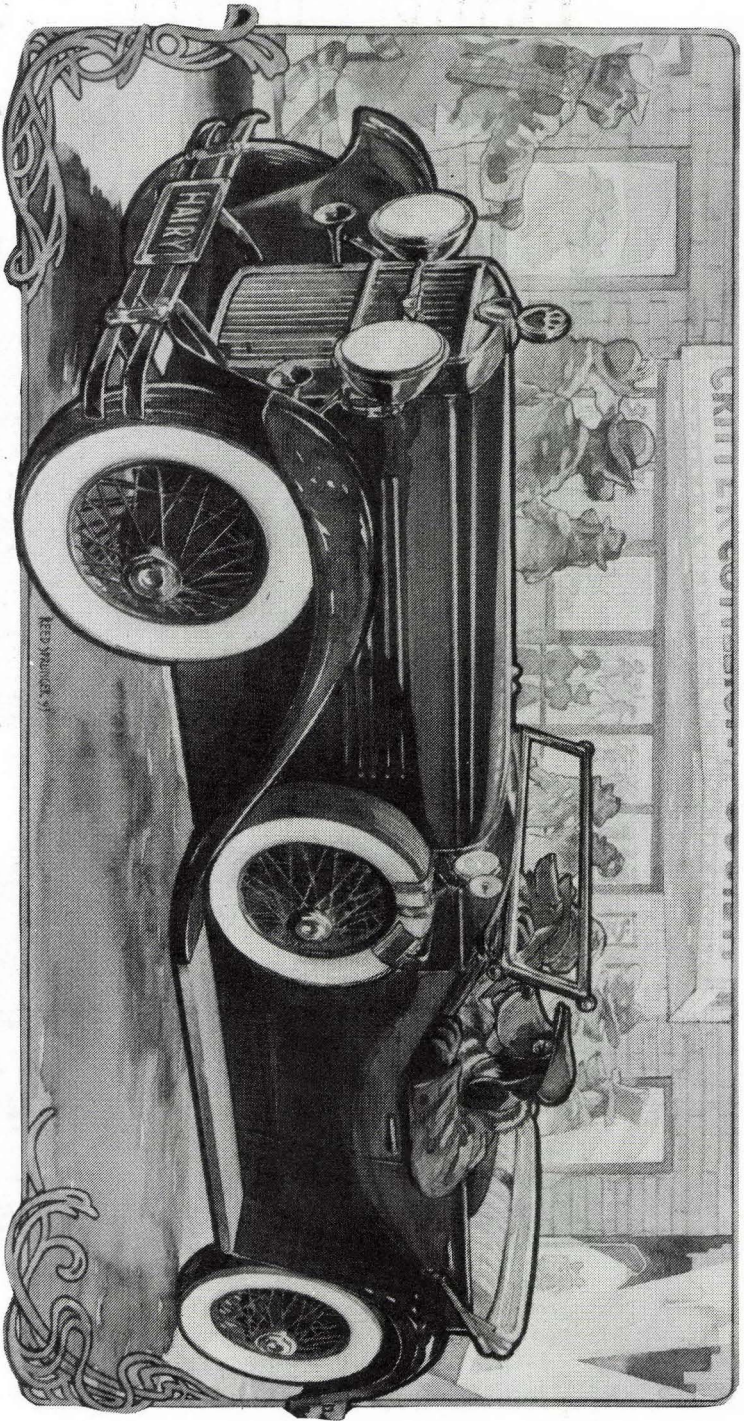
tive science to make gasoline a better automobile fuel.

Ethyl made possible the introduction of the high-compression engine. It is the standard high-compression fuel. But in cars of average compression it brings out that extra, latent power which ordinary gasoline cannot put to work for you. Start riding with Ethyl today.

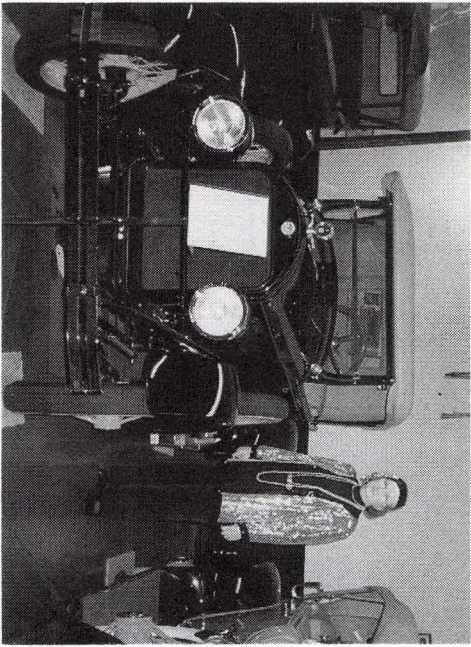
ETHYL GASOLINE CORPORATION · 25 Broadway, New York City  
56 Church Street, Toronto, Can.      36 Queen Anne's Gate, London, Eng.



**ETHYL**  
**GASOLINE**



*This program features Joe Sexton's 1929 Stutz Blackhawk. Ed.*



*Carolyn Greer in her 1920s costume poses between the 1923 Stutz "Special Six" roadster and the 1929 Stutz Blackhawk owned by Joe and Marynne Sexton who hosted the cocktail party for the 1994 Critter Cotillion.*



*Hosts Dianne and Turner Woodard with Carolyn and Bill Greer in front of member Allan Young's 1928 Stutz Blackhawk 2-passenger Boat-tail Speedster on display in the Stutz factory machine shop where the dinner dance was held.*

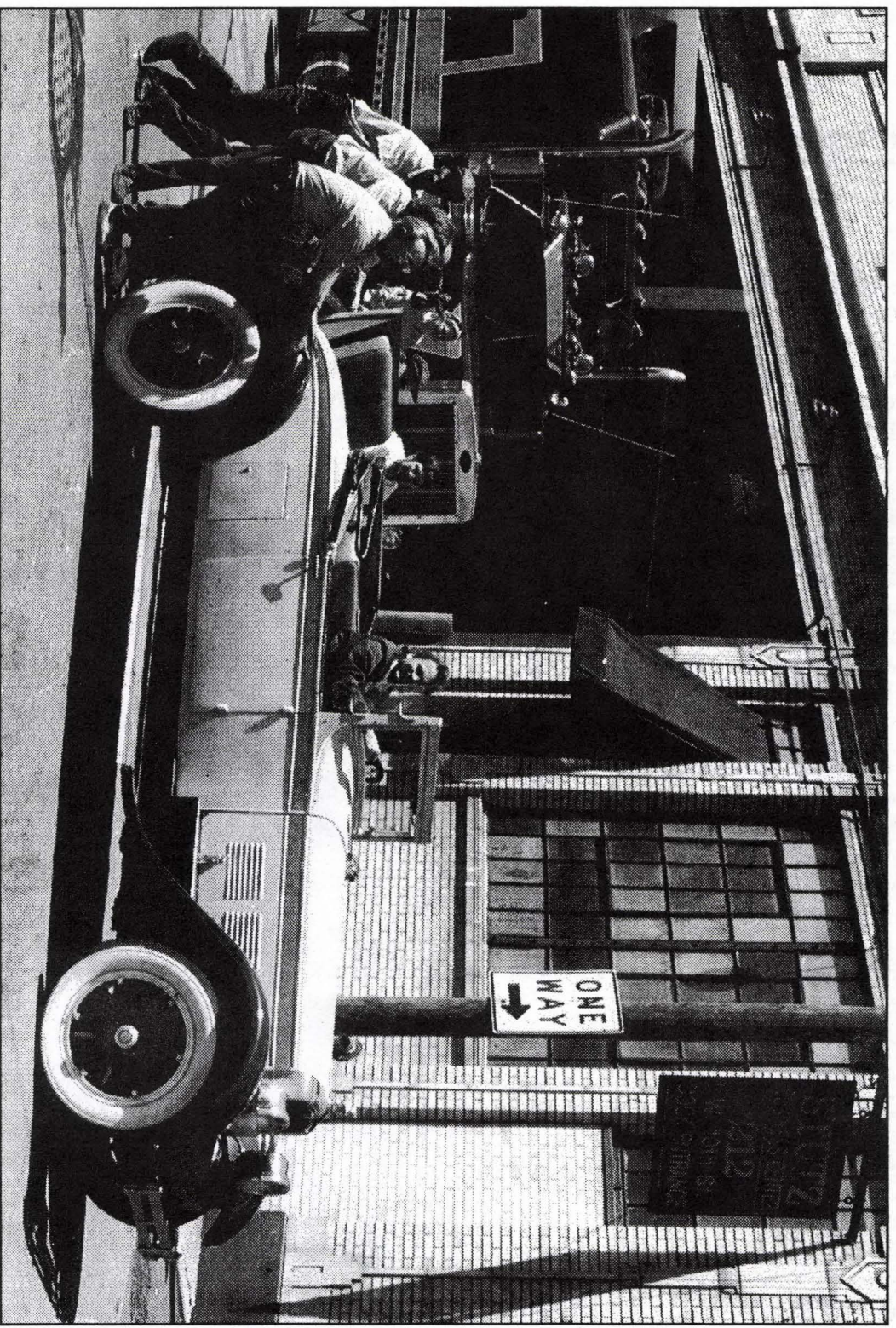


*Editor's Note:*  
Mr. Woodard acquired the 1926 Stutz Speedster from Mrs. Ladd John (Alyce) Turek of Sun City, AZ. Mr. Ladd Turek (deceased member #59) purchased this Stutz over 30 years ago and enjoyed restoring it to its present condition. Today the Stutz Speedster sits proudly on display in its place of birth, at the old Stutz factory, now owned by member Turner J.R. Woodard.

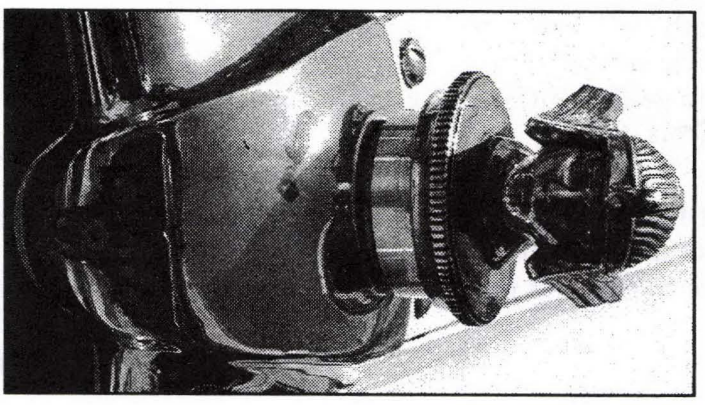
# Back home in Indiana

THE INDIANAPOLIS NEWS

WEDNESDAY, APRIL 20, 1994



Joe Young/The Indianapolis News



Turner J. R. Woodard steers his 1926 Stutz Speedster with a rumble seat into the old Stutz Motor Car Co. factory (left), 1036 N. Capitol Ave., on Tuesday, after having the car shipped from Arizona. Woodard owns the building, now the Stutz Business Center. The Stutz was built in Indianapolis until 1934. A replica of the Egyptian sun god, Ra, was used as a radiator cap (above).

## Editorial Comments

We hope that all members received and responded to the recent mailer on April 22nd which included the Ballot for the 1994 election of officers, invitation and details pertaining to the 7th Grand Stutz, and the delightful "Cerfrificate of Membership" donated to each of you by Tony Koveleski. Life member AJ Koveleski has been a great supporter of the club from its beginning. He has made numerous donations in cash, donated the Stutz Blazer Patches the club offers for sale as well as the Peter Helck Stutz Memorial Trophy. Furthermore, he has spoiled your editor by his generous compliments over the years. Tony's timely telephone calls have given encouragement to carry on in times of stress when the editor is about to throw away his pen. Many thanks, Tony, Hemp Oliver, and the many other members who help the editor to survive.

We are indebted to the Indiana Historical Society for the back cover of this issue. The IHS chose a Blackhawk for the cover of their 1994 Calendar and we are pleased to reprint it. The Indiana Historical Society is one of our hosts for the 7th Grand Stutz in that the IHS is sponsoring the Symposium on July 1 and 2 at the A-C-D Museum in Auburn which we hope Stutz members will find of interest.

You may notice some changes in this issue with respect to format, printing, etc. This is due to the fact that we are working with a new firm, KDB Press of Indianapolis, whose office is located in the Stutz Business Center, the old Stutz Plant owned by member Turner J.R. Woodard. KDB Press is prepared to take the editor's rough draft right on through the printing process including the labeling and mailing of the final product. If this relationship is financially viable for the club as hoped for, it will greatly reduce the time, effort and considerable frustration which your editor has been experiencing in getting out Stutz News. There should be less errors, too!

We still have Part III of the Harry Clayton Stutz Family story on hold because so many interesting articles have come in for publication.

Keep those great inputs coming! Its amazing how much good Stutz correspondence flows into the editors desk each week. For example, one of our members, Mr. M. Brantley Tidmore of Las Cruces, NM writes a note to the editor after each issue of Stutz News. Here's his most recent note, "Have sincerely enjoyed the last issue of Stutz News. Am enclosing the \$5 helper again." Thanks again Mr. Tidmore. Those \$5 checks help so much in keeping Stutz running.

In closing, it is with great sadness that we announce the passing of member Ladd John Turek (#59.) Our heart felt condolence to Alyce and the Turek family.



*Stutz Blackhawk  
The President's Cup  
Branch Sales Contest  
July- August 1929  
Won by Stutz New York Co, Inc.*

*22 inches tall and 8 inches wide*

*In the collection of member Stephen Dean, Fresno, CA.*

## Membership Report

---

by Dale K. Wells, VP of Membership

Now that spring is here, I am sure all Stutz owners are thinking of the open road, and looking forward to getting the Stutz or H.C.S. out for a tour. We hope many of you will be touring to the Grand Stutz, and certainly look forward to having a record turnout here in the Midwest. The location is central to most of the Stutz owners east of the Mississippi. It should be a great weekend, and we are looking for a record turnout of club members - with or without Stutz cars.

The new directories have been mailed to all who ordered them, and of course, we are now finding various errors where members have moved and we didn't find the new addresses in time for the printing, or some members got left out altogether because the computer list was not updated or completely edited. We apologize for these errors and omissions, but keeping track of 300 Stutz hobbyists can become quite a chore at times. Several members forgot to notify us of these changes earlier in the year, and some members paid dues late, and had already been dropped from active status. We need your help to get the job done, and promise to try harder in the future, but need everyone's cooperation to do the best job. We hope you find the new half-size directory satisfactory, and note that we saved about 50 cents postage on each mailing plus savings on printing costs.

It is with deep regret that I report the passing of two of our good members, Albert J. McCarthy (#17), Joseph B. Virostek (#244A) and Ladd John Turek (#59). You will find further information elsewhere in this issue on page 21 and 26.

We extend our heartiest welcome and thanks to the following new club members:

#383                    1928 Stutz Dual Cowl Speedster  
James H. Staats  
400 Harlan School Rd.      Home 908-534-4212  
Somerville, NJ 08876      Bus. 908-534-4294

#384  
Jack C. Boxstrom  
PO Box  
Sebring, FL 33871              Home 813-735-1008

#385  
Dan J. Obele  
11208 S. Iroquois  
Phoenix, AZ 85044

#386H  
G. Fred Patterson (Honorary)  
139 Huestra Drive  
Tempe, AZ 85282  
Home 967-3076

#387                    1923 Stutz Bearcat Speedster  
Jerry L. Bauges  
PO Box 562                              Home 619-376-4751  
Wofford Heights, CA 93285 Bus. 619-376-3781

#388  
H. T. Roach  
Box 87-1707  
Wasilla, AK 99687  
Home 907-376-7300

#389  
Claudio Lisi                              1929 Stutz chassis  
Cabildo 1582 (1426)      1930 Blackhawk (parts)  
Buenos Aires, Argentina  
Bus: fax/phone 783-7934

#390  
Jukka Lundahl 1928 Stutz Limousine with Div.  
Niemenpaantie 160                      1926/27 Stutz  
SF 37370 Narva, Finland  
Phone: 358-33738356

In addition to the above new members, various changes and additions to the directory have been noted as a result of dues renewals, postal forwarding notices and editing errors. Please note the following:

#374  
Willis B. Boyd III                      1915 Stutz Bearcat  
33881 Cape Cove  
Dana Point, CA 92629  
Phone: 714-661-1884

#320  
Medford J. Brown            1925 Stutz Speedster  
3750 Rum Row  
Naples, FL 33940  
Phone: 813-261-4462

#40  
Layden Butler, Jr.  
107 St. Jean Court  
Danville, CA 94526  
Phone: 415-820-4742

#234  
A. Dabagian    1929 Stutz Blackhawk Roadster  
106 Cove Circle  
Marion, MA 02738            Phone: 508-295-8831

#297  
John Guyatt            1928 Cameron Special Racer  
2, The Woodyard, Tryingham  
Bucks, MK16 9ES, England  
Phone: 0908 613379

#225  
A.C. Mecklenburg, Jr.  
Stutz Products Co.  
PO Box 468  
Hartford City, IN 47348  
Phone: 317-348-2510

#295  
Richard Orr            1928 Stutz BB Cabriolet  
1244 E. Beamer St. 1932 Stutz DV-32 Speedster  
Woodland, CA 95776            Phone: 916-662-9638

#241  
Lyle Patterson            1929 Stutz sedan  
PO Box 811            Home: 603-543-0622  
Newport, NH 03773            Bus: 603-863-3300

#18  
Ced R. Pearce            1929 Stutz M Conv. Victoria  
PO Box 565  
Bedfordview 2008, So. Africa  
Phone: 27(11) 614-6674

#293  
James M. Pearsall  
Box 128  
Weston Canal Road  
Zarephatt, NJ 08890

#302  
Ruben C. Roges            1930 Stutz M Boattail  
Segui 401 Esq. San Lorenzo  
1836 Llavallol, Pcia.  
Buenos Aires, Argentina    Phone: 541-294-9227

#19 Wayne Saunders  
4421 Hamilton Road  
Dorchester, Ontario  
NOL-1G3 Canada  
Phone: 519-268-7802

#130            1931 DV 32 Conv. Vict. Rollston  
Stan Staniszewski  
18370 Millar Rd.            1933 Stutz SV 16 Sedan  
Clinton Twp. MI 48036  
Phone: 810-465-2455

#139  
Max Triplett  
PO Box 6  
Home: 512-357-2265  
Staples, TX 78670  
Bus: 512-357-2640

#143  
David V. Uihlein  
Box 1008  
N117 W-18200 Fulton Dr.  
Germantown, WI 53022  
Phone: 414-253-2900

Charles de Heras  
1930 Stutz M Cabriolet, LeBaron  
40560 Calle Bandido  
Marietta, CA 92562-9144  
Home 909-696-0813  
Bus. 213-726-9721

Our thanks to all members sending in their renewal dues, and those writing to advise of new addresses and phone numbers. Please check your current mailing label on this newsletter, and let us know if any numbers or names are wrong. We still have several in question, and if yours is wrong, the post office may stop delivery, especially for bulk mail or third class which they will easily throw away if there are any questions.

Thanks for your help.

See you at the GRAND STUTZ!

## In Memoriam

---

**L**add J. Turek, 88 of Sun City, Arizona, died December 13. Turek was born in Cleveland and was an aeronautical engineer for Goodyear Aerospace. He moved to Arizona in 1955 from Ohio. Turek was a member of Lakeview United Methodist Church, Masonic Lodge, Engineers of America, Sigma Chi, Horseless Carriage Club of America and Roving Volunteers in Christ's Service.

Turek is survived by wife, Alyce; four sons, Robert of San Diego, Stephen, John and Rich, all of Phoenix; a stepson, Gary Mau of Clearwater, Fla.; eight grandchildren and four great-grandchildren.

**J**oseph B. Virostek of Hudson, Ohio died on April 19. He was 62. Virostek was born in Cleveland. He attended Fenn College and served in the Army during the Korean War. He was the northern Ohio regional director of the Classic Car Club of America, a former chairman of the Father's Day auto show at Stan Hywet Hall in Akron, and an expert at restoring Packard and Stutz automobiles. A memorable event in his life was finding an old Stutz on sale that was identical to the one his father owned in the 1920s and finding out it was the identical car formerly owned by his father.

He worked as a mechanic for a Packard dealership. He taught auto mechanics at James Ford Rhodes High School in the 1970s. Virostek is survived by his wife, Joan; stepsons, Gary Hudeck and Mark; a stepdaughter, Laura Stenger; three grandchildren and a sister.

## Special Requests

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- Member Robert Hickman (#356) of St. Louis, MO has volunteered to conduct a survey of Stutz and H.C.S. cars from 1912 through 1925. Bob hopes to obtain full information on these early cars from the current owners including photographs so a complete register can be available to the club. Your full cooperation is requested.
- New member Jack C. Boxstrom (#384) would appreciate help in located a Stutz DV 32 chassis complete with engine.
- New member Claudio Lisi (#389) of Buenos Aires requests help in locating correct/proper body plans/ details to construct a 2-passenger boattail Speedster for his 1929 Stutz "M" chassis. If unable to obtain such plans, he may opt to replciate the Weymann bodied LeMans type Speedster.
- New member Jukka Lundahl (#390), Niemepaantie 160, SF 37370 Narva, Finland (Tel./Telefax 358 31 373 8356) requests

the help of the membership to locate and purchase needed parts to restore his two Stutz. His 1926027 Stutz "AA" with 145" wheelbase is disassembled and he is looking for an engine, open body part, Lockheed 16" brake drums and shoes, etc. and headlamps.

The other Stutz is a 1922 "BB: Limousine 7 passenger with glass divider/partition on 145" wheelbase. It has been out of use since the 1950s and needs among other things, a hood/bonnet, gauges, gear box with clutch, glass partition. Dashboard plaque has the number "AD 59L" and the engine number is 92402. Mr. Lundhal also needs literature, especially describing the interior, and information as to the body builder.

The above requests provide an opportunity for all members to share in some way with Stutz projects and to enjoy the pleasure of being helpful to a fellow member. (Ed.)



AUTO SPORTS ASSOCIATES, LTD.  
Box 961 Scranton, PA 18501

Phone (717) 346-7495 Message (717) 343-3180 Fax (717) 343-3180

January 8, 1991

Mr. Pat Murray  
Franklin Mint Precision Models  
Franklin Center, PA 19091

Dear Mr. Murray:

Car and Driver magazine picked the 1914 Stutz Bearcat as one of the Top Ten American Cars of all time!

Harry Stutz and his race cars, sports cars are legend.

In 1992, America will be celebrating it's 500th year! What better way to call attention to your great model car collection line, than to introduce a 1914 Stutz Bearcat in bright yellow!

Here is some information about the car, we have alot more. My father even has the real car, the most "original '14 Bearcat" in the world. Although he's reluctant to part with it and values it at \$1.5 million, at 80 he still drives it on special occasions. Like when the "Great Race" came to Wilkes-Barre.

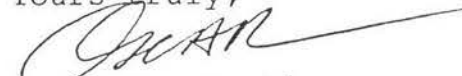
We have plans, one of the old AIRFIX models, an Old Timer kit that may help modeling it easier for you if you wish to borrow them.

Two words describe this car, "Magnificently Outrageous!"

Maybe many of your current collectors, and numerous just starting collections, would like to have a model of this fine American Sports car.

What do you think?

Yours truly,

  
Oscar Koveleski  
President

While member Oscar Koveliski (#327) never received an answer from Mr. Murray, the Franklin Mint did recreate a fine model of the Legendary Bearcat as shown in the ad on page 18 of the Jan. - March 1994 issue of Stutz News.

Franklin Mint's model is based upon the 1915 Bearcat on display at the Heritage Plantation of Sandwich Antique Automobile Museum (Member #39) located on Cape Cod. ed.

## The Ultimate Garage

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**A**lthough published almost a year ago, we thought you would find this article about member Marshall Mathews (#99) garage quite stimulating, especially if you are contemplating additional garage space. Several members had an opportunity to view this unique garage following the West Coast Stutz Day at Palo Alto, California on June 27, 1993. The Mathews hosted the Stutz folks with a barbecue following the Concours d' Elegance.

Around Palo Alto, California, where many entrepreneurial dreams began in garages, garage lore is part of the local fabric. Now, there's a new twist to the old tale: a garage that is a dream come true.

"My dream was to someday have a place to park all my cars," said Marshall Mathews, now the owner of a 4,700-square-foot garage that is more than twice the size of his 2,000-square-foot house.

Mathews owns a body shop and has amassed about 30 antique and racing cars in a collection that began when he was 12 and bought his first car, a beat-up Model A Ford for \$20.

Although Mathews admitted that he spends most of his discretionary income on his hobby, he would not say how much that was or how much the garage cost.

Mathews wanted to tinker in his own garage on weekends. So he hired Stephen and Thalia

Lubin, a husband-and-wife architect team to come up with a solution.

After two years of planning and wrangling approval from Town Council and two years of construction, Mathews' dream materialized: an eight-door garage in three connected buildings behind his house.

If Mathews and his wife, Nancy, ever had to sell the property, Mrs. Mathews said she could imagine a sign reading, "Garage, with house, for sale."

With its copper roof and concrete columns, supporting a swimming pool and patio on top, the stucco-walled garage shares equal billing with the stellar cars it houses. They range from a 1902 one-cylinder Packard with a rear-engine trance tonneau body to a 1967 Porsche 912 coupe.

"Its really funny," Ms. Lubin said, "When Marshall's car friends come by, they say, 'What a great building,' and when we bring our architect friends over to see it, they say, 'What a great car collection.'"

"Everything was designed as a supporting role for the cars," Ms. Lubin said. From the exposed beams to the industrial lamps to the workshop in the middle, the space was clearly conceived for someone who likes to tinker with cars for long hours. The walls are decorated with Mathews' racing trophies and automobile paintings and prints Mathews commissioned.

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## Did you know this about Stutz?

### Reference From:

Indianapolis - The Story of a City, p. 198  
by Edward A. Leary  
Bobbs-Merrill Co. Inc., 1971,  
Library of Congress No. 73-123229

**R**obert L. Batts, a Purdue engineering graduate, established the first police radio system for the Detroit police in their fight against the notorious "Purple Gang." Indianapolis' police department was the third in the nation to install

a radio system. Its station, WMDZ, began operations on Christmas Eve 1929. Detective Jerry E. Kinney was credited with receiving the initial broadcast in his radio-equipped police car - a Stutz Bearcat. During his 22 years with the Indianapolis Police Department, Batts established many important firsts including the two-way communications system between station and patrol cars, the first radio-directed motorcycle and push button control of the entire police network from individual cars - an important factor in high-speed chases.

## AACA presents '93 Publications Awards

The Antique Automobile Club of America (AACA) presented its 1993 publications awards during the AACA annual meeting in Philadelphia, Pa., on Feb. 5. Recipients of awards of outstanding publications included the following:

The **Thomas McKean Memorial Cup** is presented for worthwhile effort during the year in automotive historical research on the basis of accuracy, interest to club members, and the use to which the research is put. This award has been presented since 1949 in memory of Thomas McKean (1909-'49), former AACA president and bibliophile. There were two recipients of this award for 1993.

Richard P. Scharchburg won the award for his book, *Carriages Without Horses: J. Frank Duryea and the Birth of the American Automobile Industry*, published by the Society of Automotive Engineers,

Inc., in 1993. James F. Duryea II, the great-grandson of J. Frank Duryea assisted AACA President Lloyd Riggs with the presentation of the award to Scharchburg.

The Thomas McKean Memorial Cup was also presented to William Neely for his book, *Tire Wars: Racing with Goodyear*, published by the Aztex Corp. in 1993.

The 1993 **Editorial Award** was presented to Keith Marvin. This award is presented annually to a member of the staff of the *Antique Automobile* magazine in recognition of outstanding editorial services. This award was donated by the Raymond E. Holland Automobile Art & Toy Collection and the permanent trophy is a silver plated bronze sculpture titled "5 Miles to the Gallon," specially sculpted for this award by Stanley Wanlass.

*We are indebted to Old Cars News for these two articles pertaining to Stutz Club members.*

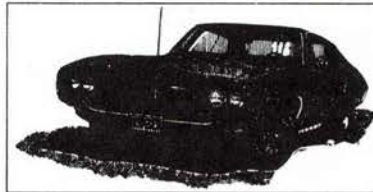
*Special member Keith Marvin (#79) wrote 20 feature articles and over 40 book reviews since 1959. The AACA also made Mr. Marvin an honorary member at their annual awards dinner. Our hearty congratulations Keith!*

*In case you may have missed it, we have reprinted the good article pertaining to member Miles C. Collier (#194) and the conversion of the Collier Museum from public to private collection as of April 29, 1994. ed.*



At the AACA's recent annual meeting in Philadelphia Richard P. Scharchburg (left), was announced as the winner of the Thomas McKean Memorial Cup for his book *Carriages Without Horses: J. Frank Duryea and the Birth of the American Automobile Industry*. Keith Marvin was announced as the winner of the AACA Editorial Award for his historical writings and book reviews. (William H. Smith photo)

March 10, 1994



## HOBBY NEWS

edited by Ron Howalke

### Florida's Collier Museum ceases operation

The Collier Automotive Museum of Naples, Fla., will convert from public museum to private collection on April 29, closing its doors after five years of operation. This announcement was made subsequent to recent discussions by the Museum's 15-person board of advisors, chaired by Miles C. Collier, who has been the institution's primary benefactor since he created it in 1988.

During the time it has been open, the Museum has attracted more than 100,000 visitors and achieved recognition for its strong educational programs and innovative exhibits, such as "Sprockets to Rockets?," which entertained and informed thousands of schoolchildren, and is scheduled to be shown at four other automobile and science museums around the country.

However, according to its director, Frank Gardner, the institution lacks the broad base of private support necessary for achieving its goal of becoming a socially relevant automotive museum of national excellence and leadership. Generally, Gardner notes, an institution such as this could be more easily sustained in a larger market, with greater population, more ties to industry, and a broader base of educational institutions. Under its current structure, the Museum's income from admissions, events, facility rentals, and contributions covers only 28 percent of its operating costs.

In addition, according to an in-depth strategic plan completed in late 1992,

accomplishing its goals would require a \$26 million capital and endowment fund investment as well as substantial financial support each year. Historically, Miles Collier has bridged the financial gap; he is not willing to provide open-ended funding for the Museum, which as it stands does not show the prospect of sustaining itself.

"We have looked at this problem from every perspective, and the conclusion is unavoidable," Gardner said. "It is not possible to continue operating the Museum under the current structure in this location." The collection of automobiles, assembled over the course of 18 years by Miles Collier and recognized as one of the world's finest car collections, will revert to private status. Donated materials will go on to other appropriate 501 (c) (3) not-for-profit organizations.

Gardner indicated that discussions are underway with museum professionals at other institutions around the country about the feasibility of continuing some of the Collier Automotive Museum's educational initiatives and exhibits. "During the past five years, a great deal has been invested in this Museum, by a talented staff, dedicated volunteers, advisory board, and in particular by Miles Collier, who made it all possible. We certainly hope that this investment might form the conceptual basis of another organization devoted to the role of the automobile in modern life," Gardner said.



February 10, 1994

# SOUND YOUR HORN

## White Squadron winners

I have the following comments to make regarding the "Sound Your Horn" letter "Board Track Memories," by Hubert L. Wells, published in the Jan. 20 issue.

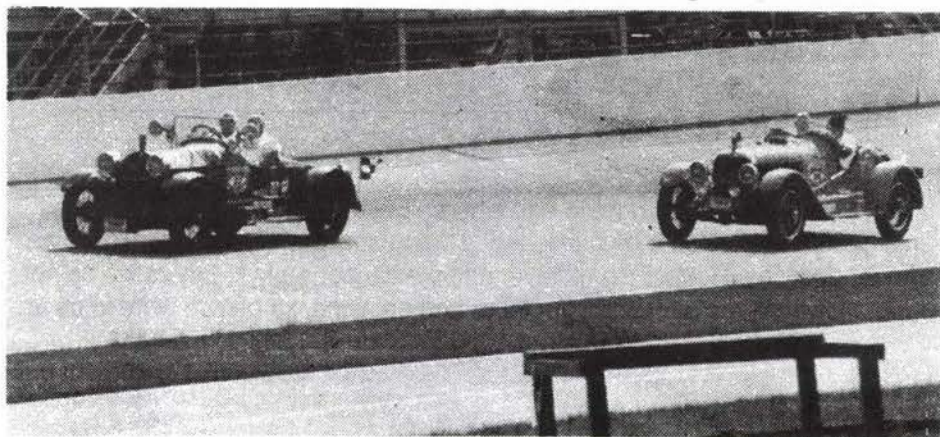
First, we have intense interest in what happened at Sheephead Bay Speedway on Oct. 2, 1915, and were pleased to note that Peter Helck created the cover artwork for the 95-page program for the Astor Cup Race. The Stutz Club's most prestigious award is the Peter Helck Memorial Trophy honoring this great illustrator/artist (the trophy was donated by life member Tony Koveleski of Scranton, Pa., a friend of Helck).

"White Squadron" Stutzes placed first and second in the 1915 Astor Cup 350-mile race. Gil Anderson won at 102.6 mph; Tom Rooney was second at 102.2. Thus, Stutz set a world's record on this two-mile banked board track. No driver had ever before traveled the same distance at an equal speed. The Stutz Club is delighted to hold in its files the original telegram sent from New York City, N.Y., on Oct. 9, 1915, by Harry Clayton Stutz, quote: "To Miss Emma Stutz WON FIRST AND SECOND WILL BE HOME MONDAY NOON MAMMA AND PAPA." Unfortunately, the club doesn't have a copy of the program to go with it.

**Bill Greer**  
 editor, **Stutz Club newsletter**  
 Indianapolis, Ind.

*The editor was pleased by a number of most interesting contacts which resulted from the above article of February 10th. Unfortunately, Mr. Wells did not offer to donate the 95-page 1915 program for the Astor Cup Race to the Club as I had hoped.*

*It appears that members Dick Belveal (#316) stimulated a great interest in Stutz with his 1918 Bearcat during the 1993 GAR. We hope to get to Auburn by 9:15 a.m. on June 30, 1994 to see the Stutz during pit stop.*



**A Bearcat and a Mercer square off at the Indianapolis Motor Speedway as Dick Belveal and Mike Green in a '18 Stutz Bearcat (front) and David Reeder and Bill Secrest in a '19 Mercer boardtrack racer lap the speedway while participating in the 1993 Great American Race. Belveal and Reeder will pilot two of possibly four Bearcats to be entered in this year's GAR.**

## Great American Race

### No lions, no tigers, but watch out for bears

In the early days of auto racing, the Stutz was one of the kings of the road. In the late 'teens "The White Squadron" rose to challenge the Mercer on race-tracks around the country. In '27 Stutz's "Black Hawk" team dominated the motorsports world and earned the AAA Stock Car Championship. These days, according to Ernie Toth, Chagrin Falls, Ohio, whose shop specializes in Stutz restoration (he and his father have 12 Stutz vehicles), there may be 400 Bearcats still on the road. The chance of seeing any together is a unique opportunity.

On June 19, the legend returns to the limelight. At least three vintage Stutz Bearcats will gather in Huntington Beach, Calif., to roar across the starting line of the 12th annual Great American Race (GAR).

Dick Belveal, Paradise Valley, Ariz., and Mike Green, Mesa, Ariz., campaigned in a 1918 Bearcat in the GAR in 1993. They're back again this year. Also preparing Bearcats for the race are veteran Greatracers Jim Neelley, Graham, Texas, (a 1913), and 1991 Sportsman Class winner David Reeder, Fort Smith, Ark., (a 1917). Rookies Jerry and Shirley Chase, Steward, Neb., also have one that may make it to the gate.

Reeder will again compete with winning navigator Bill Secrest, Malongton, Ky., while Neelley is joining forces with veteran Kim DeMotte, Webster Grove, Mo. DeMotte hasn't competed in a Greatrace event since 1989, when he finished second in the pre-1920's Class Brass Division, navigating for Dr. Bob Fuson's Warsaw, Ind., Racing Firemen in the 1912 American LaFrance firetruck. Class Brass has since become the highly competitive World Cars Division. All three teams are competing for a share of an event purse that could total more than a quarter of a million dollars in cash and prizes.

Neelley's Bearcat is from 1913, and he is hoping that the Bearcat history of racing success will hold true for him. For nearly two decades, beginning in 1912, Stutz "owned" many of the racetracks around the country. In 1912 a Stutz won 25 of 30 races entered. Many of these were said to be stock, or nearly so. According to the *Standard Catalog of American Cars 1805-1942* it wasn't until 1915 that specially designed Stutz race cars hit the tracks. That was the era of the infamous "White Squadron" of Stutz racing cars. Also in 1915 Cannon Ball Baker drove a Stutz from San Diego to New York to break the transcontinental speed record.

Now, almost 90 years later, the Stutz marque will join a field of classic cars that includes three vintage BMWs, Mercers, Marmons, McDowell, Hudson, and Bentley, to race across the backroads and highways of America.

This year's GAR begins June 19 in Huntington Beach, Calif., and finishes in Wilkes-Barre, Pa., July 2.

March 17, 1994

## HOBBY NEWS

edited by Ron Howalke

## Letters to the Editor

From: Al McCarthy, Jr., New Bern, NC

Dated: January 20, 1994

I regret to inform you that my dad, Albert J. McCarthy (#17) died on November 24, 1993. I know how much he enjoyed being a part of the club and attending a couple of your national events over the past few years.

My son Mike was fortunate to accompany his grandfather and my dad's brother Bob to the meeting at the Ruger estate in '92. From all reports you have a particularly interesting group and your emphasis is on keeping those great cars on the road.

I have a '35 Bentley and participate, when possible, in the Rolls-Royce Owners Club activities. Too many of those cars in recent years have been trailered and babied, to assure high scores in the judging. Let's hope your membership does not get too trophy conscious as time passes.

All the best to you and your club.

From: Jean M. Gorjat (#75), Tokyo, Japan

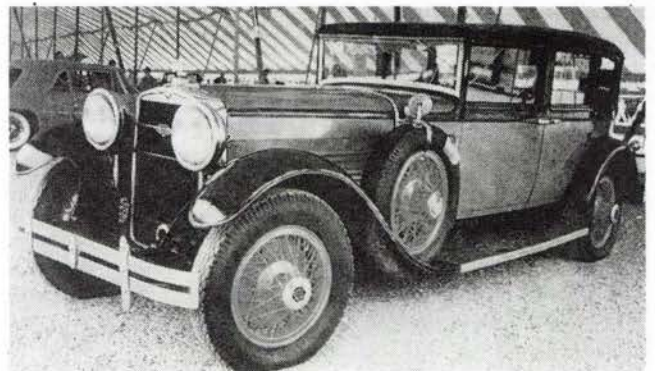
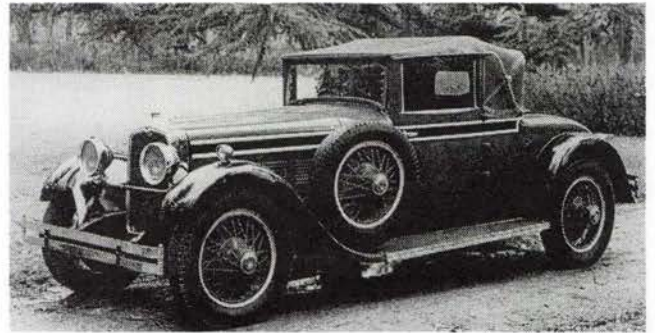
Dated: 5 March 1994 (in part)

Stutz are very rare in France so you can understand how surprised I was to see three in Paris, all for sale, during "Retromobile 94" classic car show, held every year the 2nd week of February.

The first Stutz is the well known Monte Carlo by Weymann of the "Blackhawk Collection," over restored for my taste. (This looks like the 1930 "M" restored by ex-member Jacques Harguindeguy (#303) of Walnut Creek, CA. Can anyone confirm? Ed.)

The second is the Stutz "AA" No. 86715 convertible owned by the famous collector Sergi Pozzoli who died last year - the family was forced to sell part of his cars to pay the inheritance taxes. So, this Stutz was sold by auction for FF 165,000 or almost \$28,000 which is not too bad considering that the car was almost in good original condition and almost complete. The catalog listed the AA as a 1931 so I had the year corrected to 1926/1927 for the auction.

*Blackhawk Collection's Stutz Monte Carlo by Weymann at "Retromobile '94" in Paris, France (February 1994)*



The third Stutz is a 1929 "M" limousine in pretty tacky condition so it was not sold as the reserve of FF 210,000 (\$36,200) was too high - my own estimate being about half of the reserve. This Stutz did not come from the S. Pozzoli collection and was auctioned in a separate place. I do not know its origin.

I have the sale catalog which contains color pictures and could eventually make color copies of the photographs should you so need.

**From: Norman C. Barrs (#27),  
Osbourne House, 111 Bartholomew  
Road, Kentish Town, London NW5 2BJ**

**Dated: 21st March 1994 (in part)**

All future correspondence should be addressed to me at the above (new) address. My daytime telephone number is 071 485 1540, Fax 071-482-2394. My evening number and home remains the same at 081 340 9087 - and there also is an answerphone at this number.

I know it is rather confusing with our London telephone codes (which incidentally are to change again next year) but Inner London has the number 071 and outer London has the number 081. I notice that in the previous issues the 071 code has been given for the 340 number. This was indeed incorrect - it should be 081. Anybody dialing would normally be informed to re-dial but perhaps you would clarify this point with your members if they wish to phone England and wish to contact me.

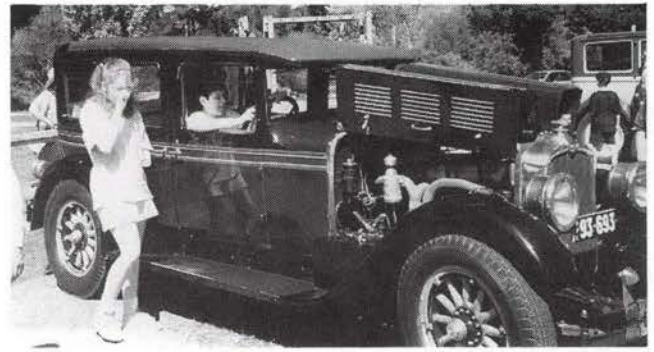
You will be pleased to know that matters are well advanced for the National Exhibition Center Show. We have two wonderful Bearcats on the Stutz stand, that of members Tim Moore and Bob Reid, and my own DV32 Sedan will go into the Autoglym concours. Obviously I will let you have pictures and details immediately after the show in Birmingham 30th April to 2nd May.

**From: Ivan Saxton (#205), Darnum,  
Victoria, Australia**

**Dated: 23 March 1994 (in part)**

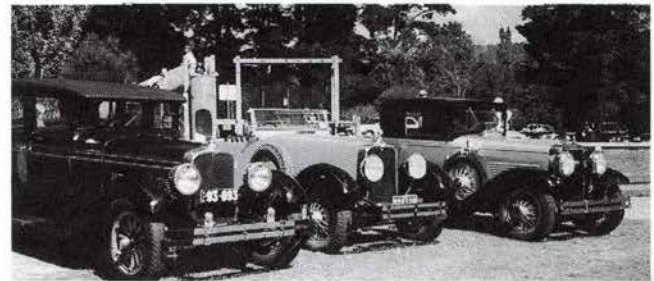
I always appreciate the newsletter when it comes. Enclosed are several photos I took at Kalorama on Sunday, 20th March. The occasion was the Council of Combined Vintage Car Clubs annual event.

The Blackhawk L6 coupe and the Stutz BB Black Hawk speedster belong to Dr. Ken Stuchberry, and the green Stutz AA sedan belongs to his brother, Ian. Our 12 year old son Rhett is in the driver's seat of the AA. Ian restored his AA nearly 30 years ago. It is a very early car with cast cam cover, small bore engine, and water brakes. It is a short wheel base car and it is one of the prettiest sedans of the era.



*Ian Stuckberry's early Stutz AA Sedan with 132" wheelbase. Rhett Saxton at the wheel and Kinnily Saxton waving to someone.*

I did a mental count of Stutz cars in Victoria (including one just over the close NSW border.) There are four 1916 to 1922 4-cyl. cars, one 1923 Speedway 6, four L6 Blackhawks, and fifteen AA, BB or M series Stutz. Nine cars are on the road.

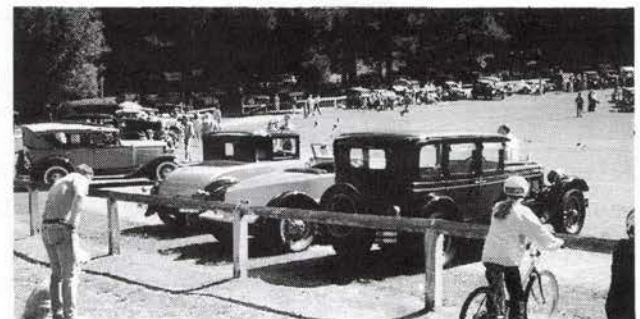


*Left to right: Ian Stuckberry's Stutz AA Sedan, Ian Stuckberry's AA Boattail Speedster and L6 Blackhawk Coupe*

In the past 30 years, eight cars have gone interstate or overseas.

Ken and Ian Stuchberry spoke of the possibility of having a Stutz meet here sometime. If anyone was likely to visit from America that would be the time to run it.

I expect Guy Menzies to bring my Stutz BB LeBaron sedan back in three or four months with the body reframed. So, I am working on rebuilding the engine - it had done a lot of work.



**From: James F. Petrick (#73), Madeira, Ohio**

**Dated: March 28, 1994 (in part)**

Stutz News, Vol. VII, No. 27 came today and I have a few comments. That Town Car shown on page 11 sure is mighty fine! Loved the story about the alcohol fiasco on page 22 with Virosteks Stutz. I can remember being busy brakewise in the Spring and Fall.

On page 20, the outfit that sold Stutz and Olds was just like the one in Davenport, Iowa - first Stutz, the Olds. Blackhawk and Viking came later and I remember them all. Not too many Stutz, Blackhawks or Vikings were sold - Olds was the main play.

**From: Colin J. Buckmaster (#65L),  
Brettenham, Ipswich, England**

**(in part)**

I have been driving around in Stutz recently, and I am wondering how to overcome its only serious weakness which is the pathetically small mileage one can travel on a tank of petrol. My tank holds only sixteen (16) gallons Imperial. Can this have been the original size? We had a new one made to pattern from the one which was in the car, but I feel sure the size must be wrong. The supercharged LeMans Stutz which I found in Essex, of which I told you, had a 45 gallon tank - much nearer the mark. I would have thought that originally my car would have had a 25 gallon tank like my Packard Super 8 has.

Ed.

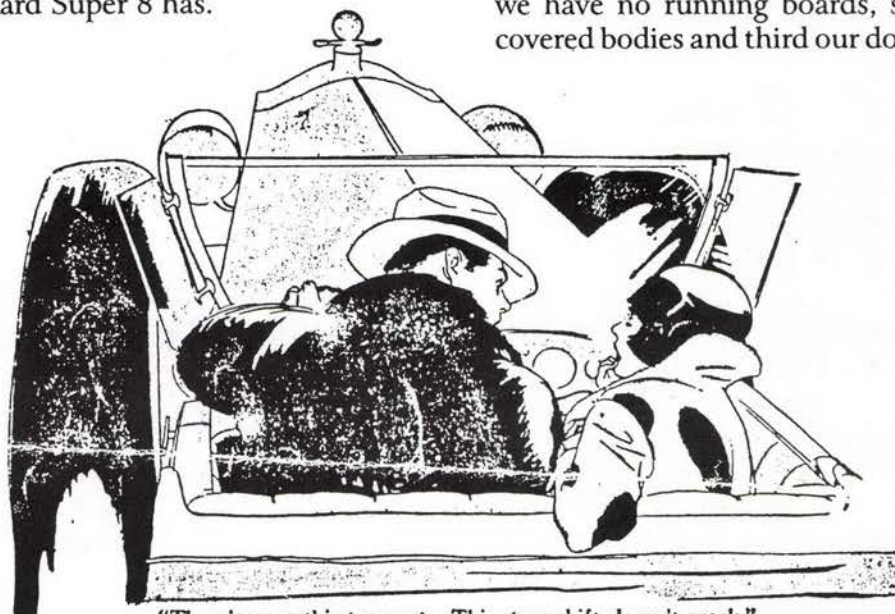
The editor has informed Mr. Buckmaster that the DV-32 owner's manual dated February 1, 1932 states that the gas tank holds approximately 20 US gallons.

### **The Dog and the Blackhawk Car**

**From Member Wayne Saunders of  
Dorchester, Ontario, Canada**

There is a story of a man whose Blackhawk touring car had a leather covered body. This particular fellow also had a large dog. Breed unkown, but destructive. The Blackhawk had an expanding carrier on the left running board and anytime Fred went out with the car this old dog jumped on the running board and went along for the ride. However, one day his owner was heading up to his cottage and the dog went also. I guess after a few miles of highway driving, or riding, the dog got bored so he started to chew the leather off the door. Just for kicks I guess. Once you've seen one hayfield, a pasture full of cows and miles of snake rail fences you've seen them all.

You could hardly blame the dog for getting into mischief. When the owner arrived at his destination the dog jumped off the car with his tail between his legs. Fred not being able to get out on the left side because of the luggage rack walked around the car to discover that the darned dog had chewed half the leather off the door. Now that sort of thing couldn't happen today as first we have no running boards, second no leather covered bodies and third our dogs are too well fed.



"There's something wrong. This gear-shift doesn't work."  
"That isn't the gear-shift, Jack. It's—er—it's my knee."



## ■ For Sale by Non-Member

1929 Blackhawk L-6 rebuilt engine and transmission less carburetor and intake. Make offers to:

Gilbert Curtright  
19003 Haigler Drive  
Carson, CA 90746  
Tel. 213-321-9808

■ Robert Smith, PO Box 445, Wauchope 2446, New South Wales, Australia, tel. 065-859305

Needs:

For 1928 Stutz 8-cy. tail light - clear round glass with the words "USALITE" on the face. (Would buy the set of glasses if need be.)

Also needs a new ROTAR button for model M Stutz

■ Several club items are being sold to help finance the Stutz Book project. Send requests to Bill Greer, Editor, with checks payable to The Stutz Club, Inc. Prices include postage.

■ Automobile Quarterly, Vol. 28, No. 2 of 1990 featuring a superb article of 17 pages by member and author Joseph S. Freeman entitled "In the Wake of the White Squadron," the story of the remarkable "World

Champion' Stutz race cars of 1915. The 30 plus photographs take you right to track some 80 years ago. This great article is autographed by Joe as a special favor to the club. Only 11 copies are left at \$27.50 (\$32.50 for overseas members.) Help the club while enjoying Joe's fine work on the Stutz race cars that conquered the world.

■ Stutz "Blazer Patches/Badges" (3 1/4" wide) copied in blue, red and white from original radiator badge with outline embroidered in gold metallic thread. These fine emblems were made in France some 40 years ago and have been donated to the club by Life Member AJ (Tony) Koveleski. Only \$10 each.

■ Stutz Series "M" Information Book/Owner's Manual (reprint.) Only six (6) copies left of these exacting reproductions done by Cordy Purdy over 25 years ago. Price \$17.50 each.

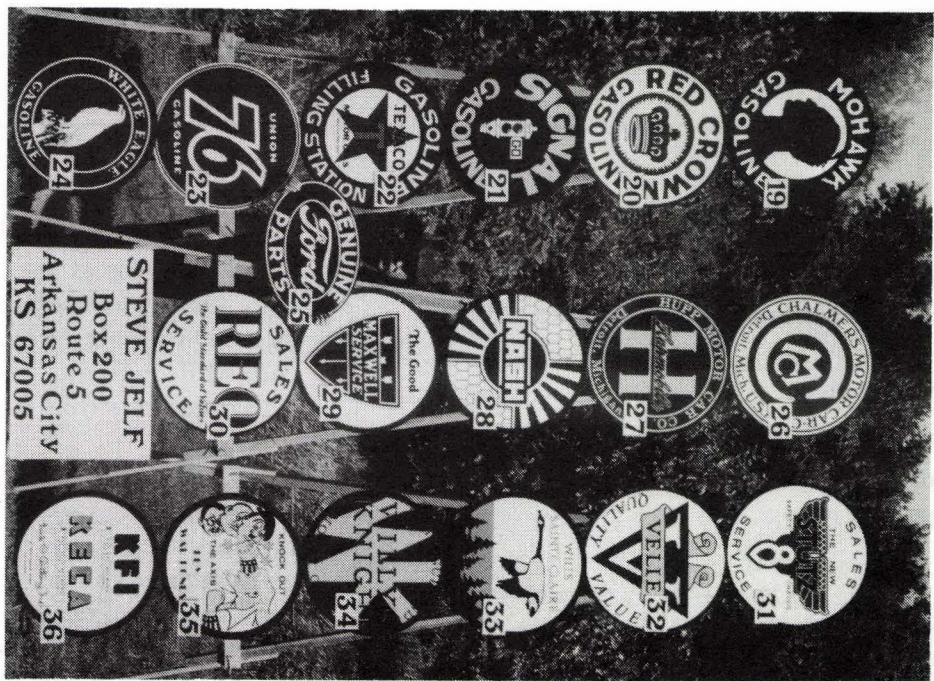
■ 1920 Stutz Catalog (fine reproduction) provides illustrations and specifications for all body styles of the 1920 line. Price \$15.00 each.

■ Jeffrey Black, PO Box 354, Cleveland, 4163, QLD, Australia, tel. (07) 849-6552  
Needs: For 1929 Stutz "M," VA external valve dash vacuum control valve and badge for the brake booster system, an inlet (intake) manifold, side and tail lights and a horn button.

# Signs of Old Times

Checks or money orders should be made payable to  
**STEVE JELF** (NOT "JEFF")

Box 200 Route 5 Arkansas City KS 67005  
 (316) 442-1626 After 2:00 PM Central



1.....PACKARD	<input type="checkbox"/>	13.....PATHFINDER	<input type="checkbox"/>	25.....FORD	<input type="checkbox"/>
2.....STUDEBAKER	<input type="checkbox"/>	14.....CHEVRON	<input type="checkbox"/>	26.....CHALMERS	<input type="checkbox"/>
3.....HUDSON	<input type="checkbox"/>	15.....MOBILGAS	<input type="checkbox"/>	27.....HUPMOBILE	<input type="checkbox"/>
4.....PONTIAC	<input type="checkbox"/>	16.....HARLAND	<input type="checkbox"/>	28.....NASH	<input type="checkbox"/>
5.....CHEVROLET	<input type="checkbox"/>	17.....FLYING-A	<input type="checkbox"/>	29.....MAXWELL	<input type="checkbox"/>
6.....DODGE/PLYMOUTH	<input type="checkbox"/>	18.....GULF	<input type="checkbox"/>	30.....REO	<input type="checkbox"/>
7.....BUICK	<input type="checkbox"/>	19.....MOHAWK	<input type="checkbox"/>	31.....STUTZ	<input type="checkbox"/>
8.....OLDSMOBILE	<input type="checkbox"/>	20.....RED CROWN	<input type="checkbox"/>	32.....VELIE	<input type="checkbox"/>
9.....CADILLAC	<input type="checkbox"/>	21.....SIGNAL	<input type="checkbox"/>	33.....WILLYS STE. CLAIRE	<input type="checkbox"/>
10.....CHRYSLER/PLYMOUTH	<input type="checkbox"/>	22.....TEXACO	<input type="checkbox"/>	34.....WILLYS-KNIGHT	<input type="checkbox"/>
11.....DODGE BROTHERS	<input type="checkbox"/>	23.....UNION 76	<input type="checkbox"/>	35.....K.O. THE AXIS	<input type="checkbox"/>
12.....KAISER-FRAZER	<input type="checkbox"/>	24.....WHITE EAGLE	<input type="checkbox"/>	36.....EARLE C. ANTHONY	<input type="checkbox"/>

1 or 2: \$24.95 each; 3 to 11: \$22.95 each; 12 or more: \$21.00 each.  
 Add \$10 each for two-sided signs [except Marland].

SHIPPING: First sign is \$6; each additional sign is \$3.

(48 contiguous states; AK & HI COD only.)

FOREIGN: some countries will not accept packages of this size. Please inquire.

NOTE: UPS WILL NOT DELIVER TO P.O. BOXES. TOTAL NUMBER OF SIGNS: \_\_\_\_\_ x \$ \_\_\_\_\_ = \_\_\_\_\_

SHIPPING \_\_\_\_\_  
 TOTAL \_\_\_\_\_

NAME \_\_\_\_\_  
 SHIPPING ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_

Business  STATE & ZIP \_\_\_\_\_  
 Residence  693 \_\_\_\_\_

Your new sign is made of eighteen gauge steel, screen painted with Naz-Dar enamel and baked at 180°. Each sign is 25½ inches in diameter and has six one-eighth inch mounting holes. [The Marland sign is 24 gauge 13½" by 18½" with a 1½" mounting flange on one end, printed on both sides; Ford is 18 gauge, slightly over 16½" x 24", flat, one side.]

Your editor noticed this source for signs and decided to include the information for interested members. This is not an endorsement (unpaid ad). Prices listed may have increased.

**THIRD ANNUAL WEST COAST STUTZ MEET**  
**WOODLAND, CA**  
September 17, 1994

The first West Coast Stutz meet was held in Woodland in Sept., 92. There were 11 Stutz cars, from a 1914 Bearcat to a 1932 DV32. Stutz cars were brought from Washington, Oregon and all over California. There were also a number of Stutz enthusiasts who couldn't bring a car but came to join in the fun. We've been encouraged by many Stutz enthusiasts to repeat the program - so here goes.

We expect this 3rd meet to be bigger, better, and more fun. Several people on the West Coast are now fixing their Stutz so it will run for the first time in many years. Some are also doing complete restorations. There's a good chance there will be over 20 Stutz cars at this meet. If so it may be the most Stutz cars in one spot since 1933.

All Stutz, Blackhawk, Pak-Age, Marion, American Underslung, HCS, and related cars and trucks are welcome. The meet will be at the Yolo Fliers Country Club near Woodland.

Schedule            8:00AM    Car Placement & Continental Breakfast  
   Tire Kicking and Swap Meet  
                  12:00    Lunch and Introductions  
                  1:30    Informal Judging  
                  6:30    Dinner and Awards

Awards            Dash plaque for all, trophies for several categories

Storage           Will arrange storage in secure area for any car Friday or Saturday night

Details           Will send map, motel list etc. to all who return the form below.

-----  
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 & year)

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 95776

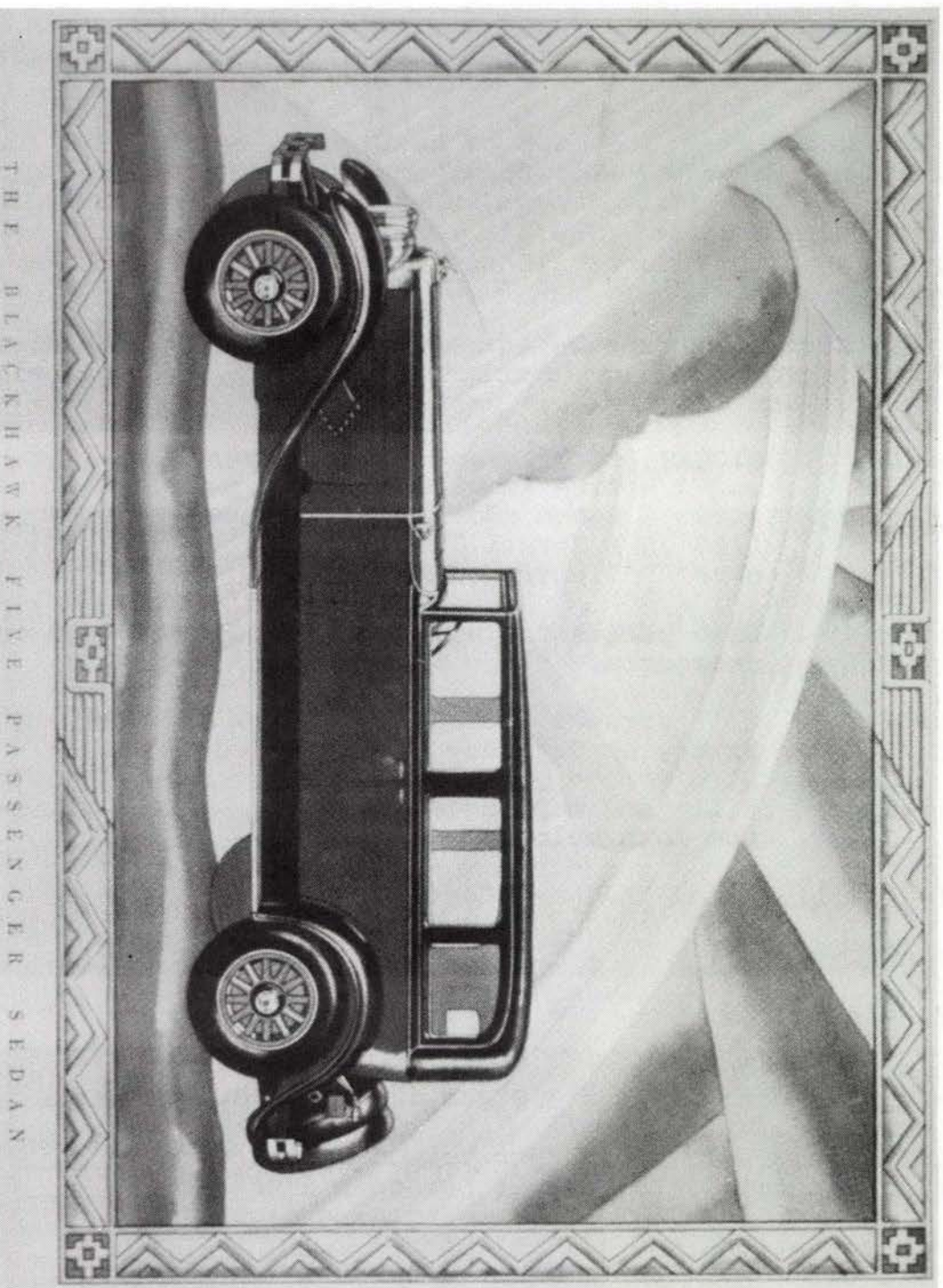
Telephone 916-662-9638

Checks to be made to

"Richard Orr/Stutz Meet"

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

# INDIANA HISTORICAL SOCIETY



# 1924