

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

TO



COMING EVENTS

News Flash by Ray Katzell, VP Publications

Our long-awaited Stutz book will soon see the light of day! Agreement has been reached with Stony Run Press to publish and market it. They are a leading publisher of fine automotive books, and the expertise of their president, Thomas Bonsall, and his staff will help ensure the excellence of the product.

If all goes according to plan, the book should be in print by the coming Christmas season, so that should take care of our Holiday gift-giving.

Look for further details in the next issue of Stutz News.

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STUTZ (1911 - 1937)

HARRY CLAYTON STUTZ (1876 - 1930)

Why a Stutz?

by Bill Irvine

Some automobiles are lemons, some are just old, some are antiques and some are called classic antiques. All Stutz models are called classic antiques.

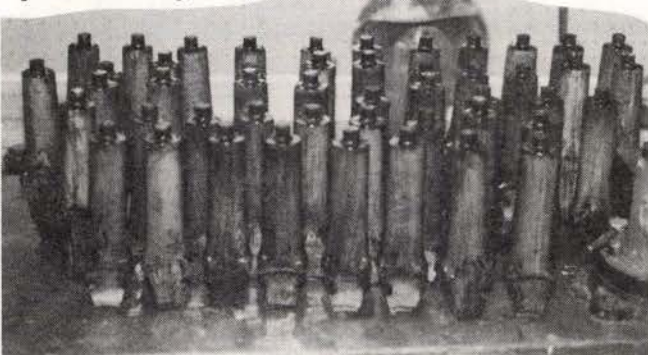
They were very famous and desirable because of their success in racing. But they were very expensive - you could buy eight Model T Fords for the price of one of these cars. As a result, the company (Stutz Motor Car Co. of America) was broke in 1933 or 1935.

Our car does not have any history as it was built by my son, Bob, and myself from genuine parts located in many states in the USA.

My wife was working in an office where a lady told her about her brother who lived near Rochester, NY. This man had been collecting Stutz & Duesenberg antique parts for many years prior to retiring from a machine shop. Unfortunately, this person died before doing any restoring.

I was retired in 1979 and knew nothing about restoring an antique car, but mechanics had always been a hobby of mine. My family encouraged me to try restoration. I think they did this for their own protection—to keep me out of the way.

The man's widow was contacted and a deal was negotiated for the Stutz parts. The Duesenberg had already been traded by a Ford dealer for a new Ford car. I was now the owner (proud?) of one body full of holes on a frame, one engine (wrong year) on a frame and a pick-up truck full of rusty, greasy unlabelled parts. There were not any instructions as to where, when or how the parts were to go.



The wheel spokes were scraped, sanded and varnished.

My son, Bob, and I purchased a pick-up truck and he borrowed a car trailer. It took two trips to Rochester to bring back everything and an argument with custom officials each time. The garage was full and I think some of the neighbors were more than a little worried about the junk yard.

During the negotiations, I had insulated the garage and taken two welding courses. I am still no welder but learned enough to attack the horrible fenders and body. The bodies of most cars of that period (1922) were built of oak or ask and then covered in steel. The wood in our car was very well seasoned (rotten) including the wheel spokes.

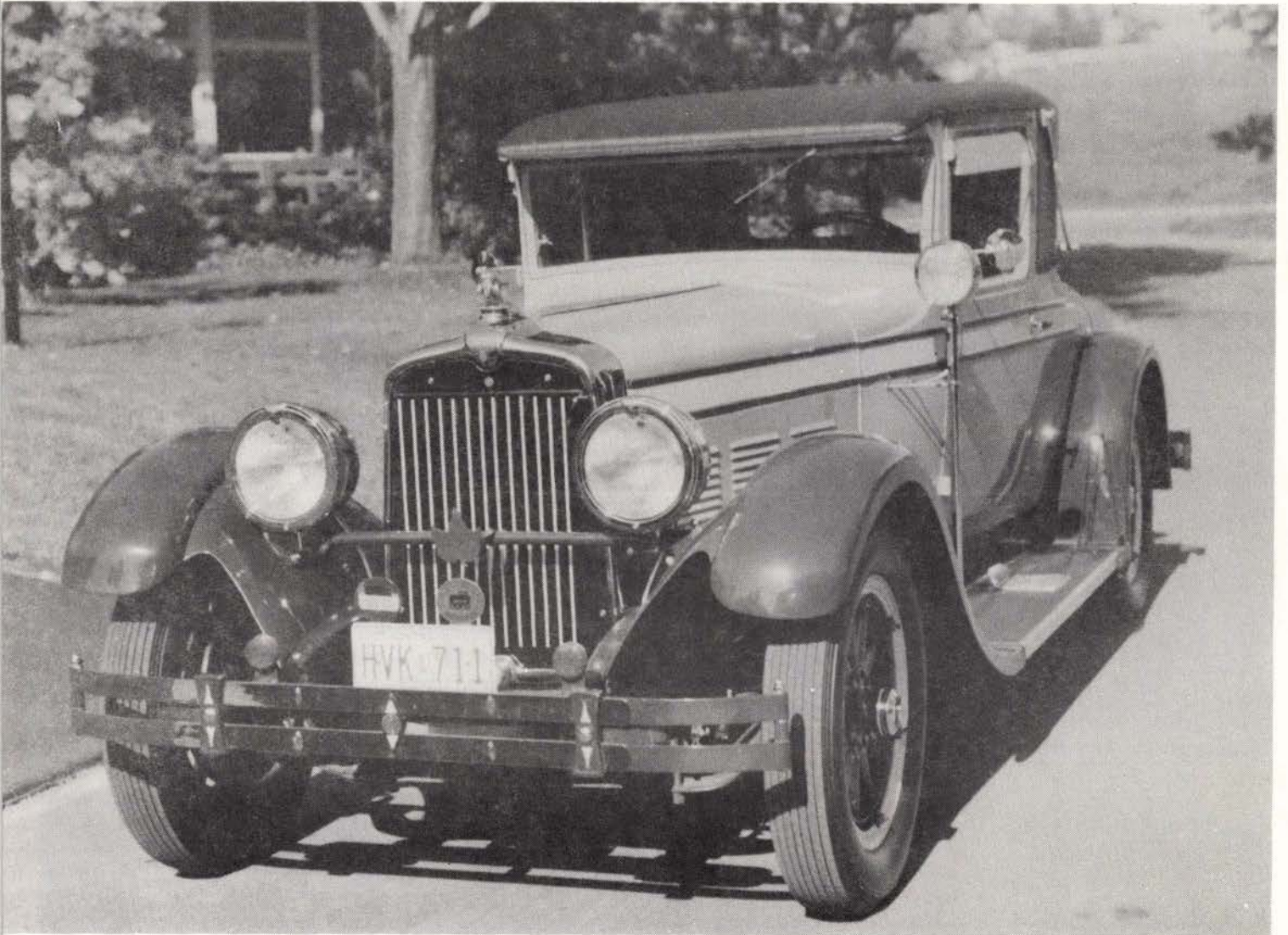
It was necessary for us to become cabinet makers, electricians (light, ignition, etc.), plumbers (brake lines, radiator hoses) and just regular mechanics. More time was taken because we didn't know which came first, the hen or the egg. As a result, some things had to be done two or three times before we were satisfied. Instructions and parts lists for many old cars are available but this information is not common. We learned to rely on what we had figured out. The dimples on the fenders etc. were bumped out, the holes and seams leaded. After repeated sandings we decided it was ready for paint. What colour? We had forgotten that important item.

After some discussions the choice was turned over to Peggy (I had been married long enough to know when to shut my mouth) who decided the car should have three colours of blue on it. We agreed and fortunately some-time later we discovered a sales brochure with these same colours. So even our paint colours were authentic.

A friend of Bob's, Doug Innes, said he would be glad to paint the Stutz, but we had to sand it very carefully between each coat of lacquer. We did not know how hard this was going to be. Doug was a tough foreman but the paint job was very near perfect.

The trim, headlights, radiator shell, and many small parts were sent to Toronto for plating. An engine was found in New Bedford, Mass., and dropped into the frame. The roof material and upholstery were installed, all glass was replaced, transmission and brakes overhauled, new tires mounted, and 1,000 other jobs necessary were completed.

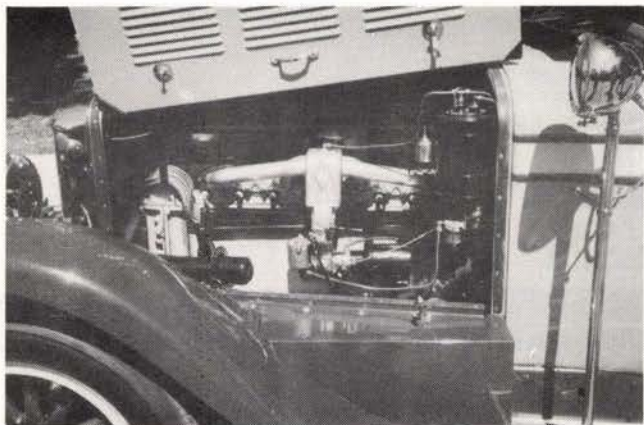
The Irvine Stutz



1927 Stutz AA Coupe with Rumble Seat

William J. Irvine (#55) of Ottawa, Ontario, Canada is one of the club's enthusiastic Charter members. As you will gather from his story "Why a Stutz?," Bill is to be congratulated for bringing

this Stutz back from a load of rusty, greasy, unlabeled parts. The Irvine Stutz is the only example around for quite a distance and always attracts a lot of attention. It has won many trophies in past years but Bill retired the Stutz from judging to give other guys a chance. Here the Stutz is equipped with winter shutter on radiator. The shutter is necessary from September 15 on, as the car runs too cool otherwise.



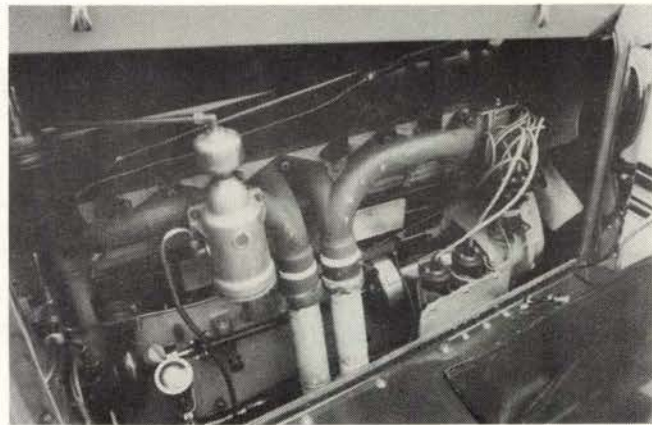
The left side of the AA engine. The copper funnel is from a Coleman lamp and is used if and when the vacuum tank runs dry.

In 1985, after six years, at least 6,000 hours, thousands of miles driving for parts, and thousands of buck to pay for them, we now felt we were finished and proud of it. A party was held and many doubters were convinced as the Stutz with the rumble seat full of grandchildren pulled out of the garage under its own power.



Ready for the first trip out in 1985.

The Boss (Peggy) is in the rumble. We live on the Rideau River about 10 minutes from the Parliament Buildings. I am 81 now - older but still now wiser.



The coils have been replaced as my experience with the old ones was not great.

Nine years later and 5,000 miles on the clock, it is still going -sometimes with a little trouble and needing some encouragement.

If you have taken the time and trouble to read all this you may have doubted some parts of this article. However, I wish to emphasize and swear that the following is the whole truth and nothing but the truth, or may I never own another Stutz, so help me!

More than two years ago when I was a kid about 8 years old, I lived in a neighborhood where about ten of us fought and played together. There was one obnoxious little disturbing character, who was not a friend of any of us. (I still remember his name). His favorite past time was to needle us and when he got us upset, he would run away yelling, "Ya, Ya, my father has a Stutz." He hit us where it hurt because none of our parents had a car, much less a Stutz.

I promised myself that someday I, too, would have a Stutz. So more than 70 years have now gone, and even though Bob and I had to build it, I know I can now say, "I have a Stutz."

You probably want to know what it cost, but I don't know and don't care. True!



EIGHTTH ANNUAL GRAND STUTZ MEET

SEPTEMBER 14, 15, and 16, 1995

Your Hosts: Chic and Annabelle Postier
2345 Ellis Road NW
Kennesaw, GA 30144-4110
Ph. (404) 421-0446

THURSDAY, SEPTEMBER 14, 1995

Registration: COMFORT INN (Tel. 404/424-7666)
775 George Busbee Pkway, I-75, Exit 117
Kennesaw, GA 30144
(Please make your own reservations ASAP and
mention STUTZ CLUB; rate is \$49.95 plus tax
instead of the normal \$69.95 rate. (*))

Evening: On your own for some great Stutz camaraderia
and/or the largest shopping mall in the South
East is 1 mile down the Pkway (Town Center)

FRIDAY, SEPTEMBER 15, 1995

Morning and
Afternoon:

An all day bus tour has been arranged that will
take you to 5 of the most interesting areas in the
Atlanta area. Depart from the motel at 8 AM and
visit the Cyclorama, a unique portrayal of the
battle of Atlanta, then to the "World of Coco-Cola"
a 3-story pavilion adjacent to Underground Atlanta
and then lunch on your own at the Underground
Atlanta "Food Court" with 20 types of fast food
available. After lunch, on to Stone Mountain, 16
miles East of Atlanta where the 800 foot high piece
of granite is located with carvings in it's side
and then visit the Antique Car Museum nearby,
returning to the motel at 6 PM. Tour cost is (**)
\$30.00 per person, includes gratuties for bus driver.

Evening: 7 PM Social Hour; 8 PM Dinner
Hosted by Chic and Annabelle at their home nearby.

SATURDAY, SEPTEMBER 16, 1995

Morning: A caravan of all Stutz cars and other vehicles necessary to carry all of the attendees will be formed at the motel. The caravan will depart about 9:30 AM with a police escort and proceed to the "Big Shanty" Museum where the famous "GENERAL" locomotive is housed in downtown Kennesaw. (A \$1.50 donation to be payed at the museum) Within walking distance, there is "Wild Man's" memorabilia store (he wears twin pistols on his hips) and other antique shops. Depart for the Kennesaw B-B-Q resturant at about 11:30 AM and have lunch on you. Depart the resturant about 1 PM for the Kennesaw Mountain National Battlefield Park to see the museum and listen to a short slide/narrative of the famous battle. We would then form the caravan again and drive up the mountain (1.2 miles with a 12 percent grade) for a panoramic view of the area. The caravan would descend the mountain and continue on an auto tour of 3 famous battle fields (Pigeon Hill, Cheatham Hill and Kolb's Farm), a total distance 8 miles from Kennesaw Mountain. The caravan would return to the motel.

Evening: 6:30 Social Hour (cash bar), 7:30 Dinner
The dinner will be at the Marietta Country Club with the Magnolia Room reserved for the Stutz Banquet. A sit-down dinner entree of stuffed harvest chicken breast with sherbert for desert. A salad, starch, vegetable, rolls and non-achoholic beverages for \$21.00 each which includes service charge and state taxes. (***)
The Annual Membership meeting will be held at the end of the dinner.

SUNDAY, SEPTEMBER 17, 1995

Morning/
Afternoon All Stutz attendees are welcome to come to Chic's place with their Stutz's (or without) to kick tires and tell lies.
Anyone that would like a short trip (50 miles) to Carrollton, GA, Glenn Wright (Stutz member) and sons of the Wright Restoration, Inc. shop would be pleased to see you. Detailed arrangements can be made with Glenn at the Stutz meet.

(*) The \$49.95 cost includes a continental breakfast. Each room has it's own coffee maker and hair dryer. There are laundry facilities for guests to use if they wish. The motel is located between a Cracker Barrel Resturant and the Kinder Outlet Mall. There is excellent parking for vehicles with trailers. The motel location is approximately 25 miles North of Atlanta. Extra surveilance for the parking at night has been arranged with the Cobb County Police Department.

(**) There is a \$13.00 empty seat charge for under 40 paid passengers. Please forward your \$30.00 for each person ASAP to Arnie C. Postier Jr. Incidentally, the admission charges for these attractions would normally exceed the seat cost.

(***)The Marietta Country Club is a beautiful prestigous Club and the Magnolia room has a terrific view of the golf course. The food and service is considered excellent. Please forward your check for the number of dinners (\$21.00 each) required to Arnie C. Postier Jr.

For Stutz meet attendees that are flying into the Atlanta airport, there is a limousine service called Galleria Limousine Service that can transport up to 4 people to the Comfort Inn Motel for \$35.00 each way. The airport is approximately 50 miles from the airport and is excellent value. For attendees wishing this service, I would need to make their Limousine reservations 1 day in advance and need to know the flight number and arrival time. The Cadillac/ Lincoln limousines would be located at the airport limousine lot in the ground transport area for the attendees convenience.

*Helen - 7757 Mansfield Hollow
Delray Beach, FL 33446-3375
407-496-1598*

A registration fee of \$10 per person (maximum of \$20.00 per family) is required to cover Club expenses for trophies, mailings, etc.

IT'S ATLANTA!

Located in historic Grant Park in southeast Atlanta is the Atlanta Cyclorama. This cyclorama houses one of the city's most beloved art treasures and tells the poignant story of one of the pivotal events in Civil War history, the July 22, 1864, Battle of Atlanta. All the action of that one terrible day is captured in a three-dimensional, 358-ft. painting-in-the-round, with sound effects and narration to highlight each facet of the battle. An introductory film sets the scene, and a museum of the Civil War artifacts and the 1862 steam locomotive TEXAS fill the exhibit hall.

Of course no visit to Atlanta is complete unless we visit the "World of Coca-Cola" pavilion. Atlanta would not be what it is today without the contributions of its homegrown corporate giant, the Coca-Cola company. The pavilion houses the largest collection of Coca-Cola memorabilia in existence. The tree-story pavilion also contains fanciful exhibits and traces the beverage's development from an 1886 Atlanta drugstore concoction to worldwide phenomenon. The highlight of the tour is the futuristic soda fountain that wows visitors as it shoots 20 foot streams of Coca-Cola into cups. Of course a visit to the gift show for your chance to purchase your own Coca-Cola memorabilia!

To top off your fun-filled day in Atlanta will be a stop at the Auto and Music Museum in Georgia's Stone Mountain Park. Stone Mountain is the world's largest exposed granite mountain and relief sculpture. This magnificent Confederate Memorial Carving is an enduring monument to the South's Civil War Heroes!

Update on Stutz Resurrection Project

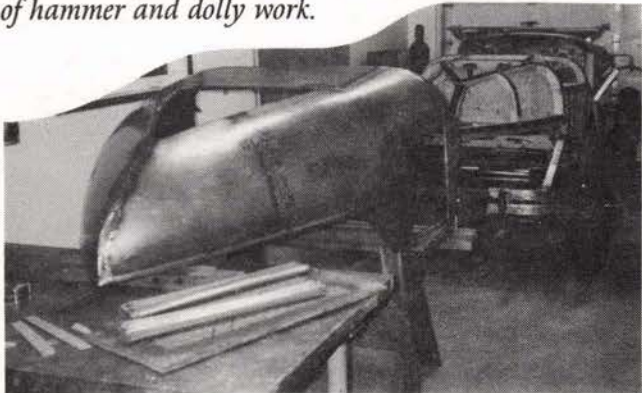
by Phil G. Johnson

The 1929 Stutz "M" project has proceeded significantly since the article in the April to June 1993 issue of Stutz News. The following photos show some significant stages in the restoration (resurrection).

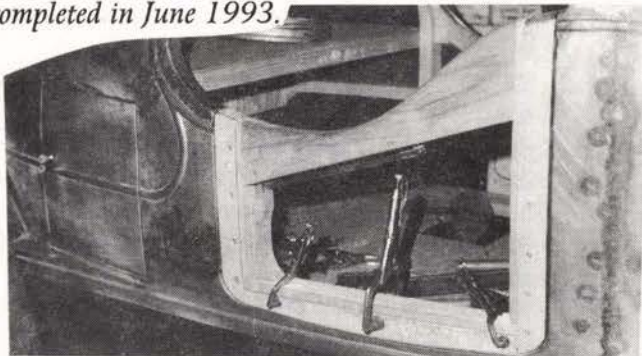
The front fenders have now been finished and installed and all dash instruments rebuilt and installed. Taillights, hood, splash aprons, and many other items



The first photo shows the final application of the English wheel, after welding together the previously framed sections. This operation smooths the panel and saves a lot of hammer and dolly work.



After the sheet metal was installed on the body frame, the body was removed from the chassis for final nailing of panels and installation of rear deck. This work was completed in June 1993.

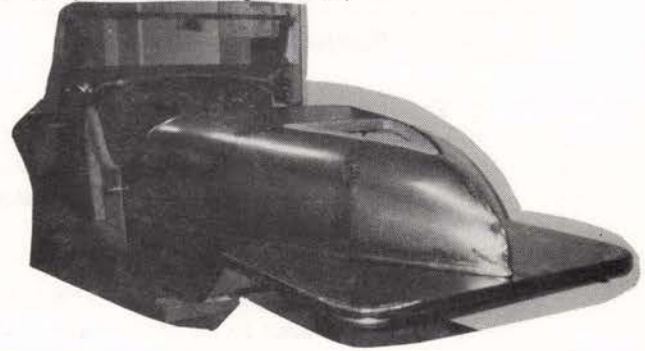


The partially completed door skin is fitted to the door frame. The top section will be formed separately and hammer welded to the main door skin.

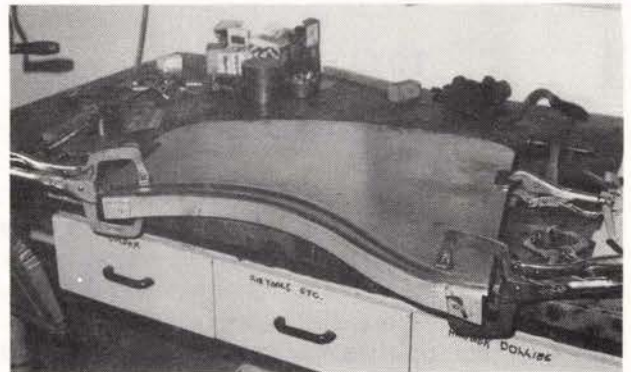
have been acquired. I have been able to find most of the parts that I was missing through contact with members of the Stutz Club via ads in the Stutz News.

The goal for the first road run is July 1995.

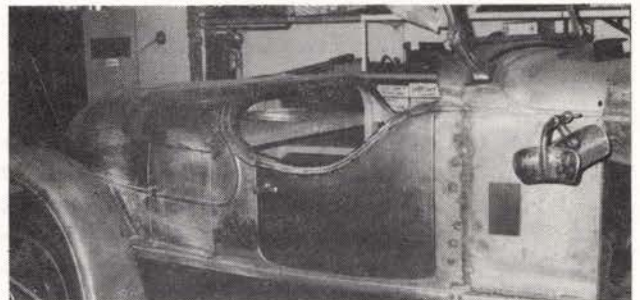
(Phil, we wish you a very successful run in and look forward to your further report. Ed.)



After a trial fitting of the assembled rear section to the body frame, the completed rear boattail sheet metal is now ready for installation.



Fall of 1994: ?Work proceeds on building of the doors. The metal framing to retain the door skins is fitted. The door skin will be formed to the correct curvature of the English weehl. The bead is rolled in with a beading tool.



The Stutz at its present stage with completed doors in place.

by Willaim J. Greer, VP Technical Services

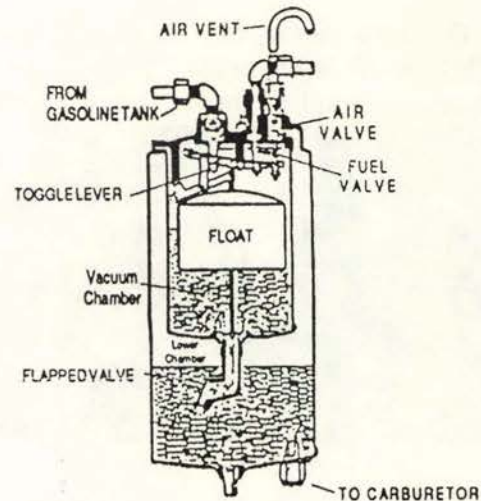
— OVERHAULING THE STEWART VACUUM TANK —

Many times faults laid to the carburetor are caused by failure of the vacuum tank to function properly. The two things that are most liable to be the trouble are clogging and flooding.

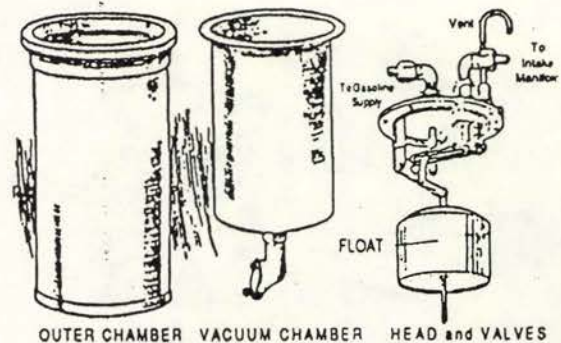
1. To test, open the drain cock under the tank or disconnect the gasoline line below or at the tank. If any considerable amount of gasoline comes out, it may be concluded that there is no stoppage and that the tank is properly performing its operations.
2. The flapper valve may not seat. This is a condition often found when the car has not been used for some time and the valve dries up. To correct this, remove the pipe plug from the top of the tank and pour in about 1/2 pint of gasoline. This will wash any sediment off the flapper valve so that it will seat properly.

TO CLEAN THE VALVE

1. Disconnect the gasoline line leading to the carburetor.
2. Drain the tank.
3. Hold a finger over this tube and over the vent tube. If a continuous suction is felt through either tube when the engine is operated or turned over with the throttle shut, this may be taken as an indication that the flapper valve is not seating properly and that air is admitted to the upper chamber from the reservoir through the flapper valve.
4. Remove the eight cover-retaining screws.
5. Remove the vacuum chamber.
6. Remove the head.
7. Take out the two small retaining screws and spacers that hold the flapper valve.
8. Take out the flapper valve.
9. To clean the valve, hold it on one finger.
10. Remove any collection of dirt or carbon that may be on the surface with a very smooth flat file. Do not use sandpaper or emery paper as this has a tendency to make seat irregular. With a very light pressure on the valve, the file may be pushed across it in one direction, the valve turned through a fraction of a turn and the operation repeated. Inspection will disclose the nature of the seat.
11. If there is any collection of dirt on the seat upon which the flapper valve seats, this should be removed in the same manner, but extreme care should be used to leave the surface perfectly flat and smooth.



The Stewart Vacuum Tank. The toggle mechanism snaps the two valves open or closed according to the float movement and position.



The three parts of the vacuum tank after separation.

WHEN THE TANK FLOODS

1. Flooding of the tank is caused by a leaky float. It causes excessive gasoline consumption and loading of the engine at nearly all speeds.
2. To remedy this defect, remove the eight top retaining screws.
3. Remove the top casting of the tank alone.
4. Immerse the float in hot water to detect the leaks; bubbles will indicate the escape of air.
5. Punch a hole in the top of the float and one in the bottom.
6. Drain all the gasoline out through these holes.
7. Solder up these holes and also the original leaks.
8. Do not use too much solder or the weight of the float will be materially increased and this will interfere with proper float action.
9. Test the float again in hot water after soldering.

WATCH THESE THINGS

1. See that the cork gaskets at the top of the tank are not damaged on the removal of the head or vacuum chamber. These are put on with shellac and if they are cracked loose they should be coated with new shellac before being installed. If they are broken they should be replaced with new perfect gaskets.
2. Proper operation of the toggle-operated valves is essential. Check the operation when the head is removed. If the levers are bent or the spring is broken, replacements should be made with new parts. The two valves should seat perfectly.
3. The tank should be cleaned periodically by putting gasoline in at the top after opening the drain cock or disconnecting the gasoline line to the carburetor. This will flush out any sediment that may have collected in the bottom.
4. If the vent tube regularly overflows, the air hole in the main gasoline tank filler cap may be too small or it may be stopped up. If the hole is too small or if there is no hole at all, the system will not work. Enlarge the hole to 1/8 in. diameter or clean it out.
5. The fact that a small amount of gasoline escapes from the tube once in a long time does not indicate any derangement and no adjustment is needed.
6. Overflow through the tube may also be caused by the tank being too close to a hot engine or hot exhaust pipe. This can be remedied by changing the position of the tank. If it is impossible to place the vacuum tank high enough to prevent overflow, this may be remedied by attaching a length of tubing to the vent connections and carrying it up to the highest point under the hood.

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We are indebted to member Lionel H. Stutz of Canton, GA for extracting this technical article from a recent Cadillac La Salle Club Publication. The Stewart Vacuum Tank was original equipment on many Stutz models including Mr. Stutz's 1926 AA RS coupe.

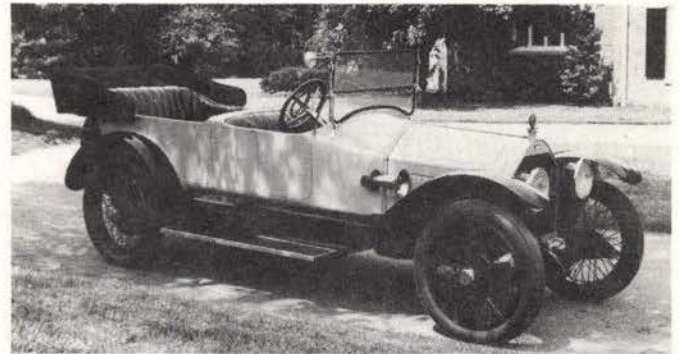
Stutz, The Early Years

Part IV The Bearcat Era by Bob Hickman

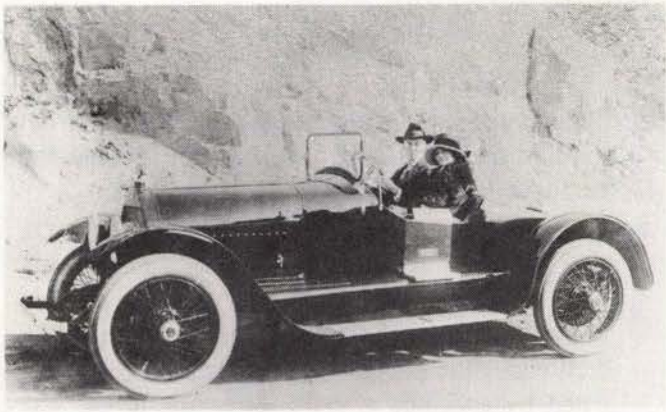
I want to start off by correcting a couple of mistakes that were made in Part III. Optional Houk (not Buffalo) wire wheels were available on Series B and all subsequent early Stutz except for Series G, when Rudge-Whitworth were used because of WWI. Also, the 1916 Series was C, not G. Following Series C, a totally new car emerged.

The Series R models were announced August 1916 in Motor Age and reflected changes taking place throughout the auto industry at that time. Seats were lower in the bodies and some streamlining took place. A new roadster with a redesigned body and 130" wheelbase chassis was introduced at \$2,275. All previous roadsters had been on the 120" wheelbase. A four and a six passenger Bulldog Special were offered on the longer wheelbase at \$2,550. The new roadster and the Bulldogs were equipped with the Stutz/Wisconsin engine.

The new Stutz 16-Valve four cylinder engine of 360.8 cu in displacement (4 3/8" bore by 6" stroke) was first available in 1917, in Series S Bearcat priced at \$2,550. Like the roadster, the Bearcat had a turtle back rear deck with a circular depressed area to carry the spare wheel and tire but it had the shorter 120" wheelbase. The gas tanks on the Bearcat and the roadster were now at the rear of the chassis. A record 2,207 cars were produced in 1917.



1917 Stutz Series R Bulldog previously owned by member Cornelius W. Hauck of Cincinnati, OH



1918 Stutz Series S Bearcat (photo supplied by member Hauck)

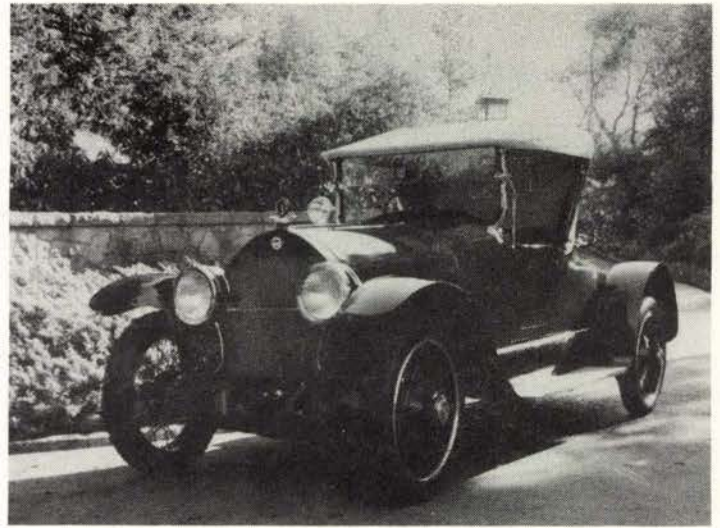
For 1918, the new Stutz 16-valve engine was available in all Series S models. The hood and the radiator were more rounded to give a more streamlined appearance. Production declined in 1918 due to WWI.

The year 1919 saw the introduction of the Series G with some refinements. The company reported that 3,001 cars were sold in 1919, a record not to be exceeded until 1926 when the Series AA with SOHC 8-cyl. engines were introduced.

The Series H for 1920 was by far the largest Series of the early cars with 4,002 cars, almost double the number for Series R,S, or G. By November 1, 1919 the price of the Bearcat had escalated to \$3,250 and was to hit \$3,900 f.o.b. factory by November 1, 1920 at the height of the postwar boom.

Both production and sales dropped severely during the sharp recession of 1921 and 1922. The Series K of 1921 offered some small changes and some new models. Gone was the external horn of previous models. The horn was now located under the hood above the engine. An interesting coupe was added to the Series K line as well as sporty four and six passenger Specials fitted with fixed soft-tops. To stimulate sales, prices were reduced by \$650 per model on July 2, 1921 and the coupe from \$5,500 to \$4,800.

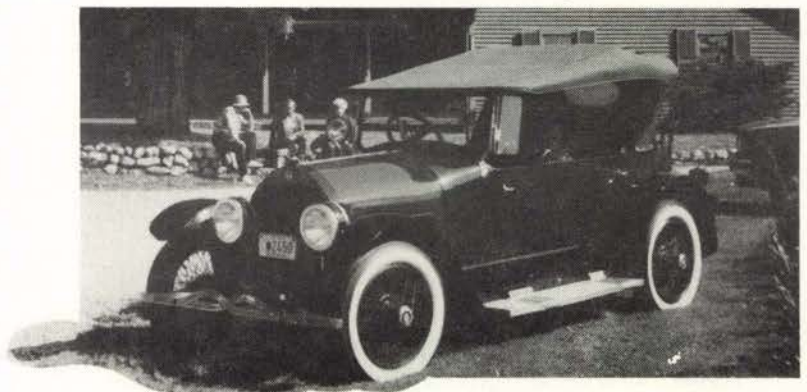
In late 1921, Stutz introduced the "D-H" (detachable head) engine, a unique modification of the fine



1920 Stutz Series H Roadster owned by Life Member James F. McCloud of Piedmont, CA.

16-valve T-head engine introduced with Series S. Horsepower was increased from 80 to 88 hp due to higher compression and better aspiration. The new Series featuring this engine was known as KLDH with the "L" standing for "left drive." The KLDH Series Stutz offered left hand drive for the first time. The Bearcat model was initially dropped when right hand was discontinued. A Speedway Four roadster was introduced in 1922 with Series KLDH and was renamed the Bearcat in 1923, priced at \$2,765. Other four cylinder models offered in 1922 and 1923 were a 4 passenger Sportster, 4 and 7 passenger California Top cars, a coupe and a sedan. Only 427 Series KLDH Speedway Four cars were sold in 1923 and just 184 cars in the closeout year of 1924.

My next and final installment will deal with the six cylinder Stutz cars built from 1923 through 1925.



1921 Stutz Series K touring (with "D-H" engine) owned by Founding Life Member William B. Ruger of Prescott, AZ

Frank Lockhart - Part IV

by Thomas J. Kinney

By April 16 the Black Hawk was repaired and it and Lockhart and his crew were on their way back to Daytona Beach.

Amazingly, at the same time, Ray Keech and the Triplex crew seemed to have overcome their lack of a reverse gear problems, possibly after consultation with Rube Goldberg. Somehow the crew had devised a power take-off to drive a complete auxiliary reverse axle which could be lowered to the ground by means of a complex lever mechanism.

Just about the time Lockhart was arriving in Daytona Beach, the famous, or infamous, 24 hour match race was starting at the Indianapolis Motor Speedway between a stock Black Hawk and a stock Hispano-Suiza. Of course the Stutz lost with mechanical problems, and Fred Moscovics personally lost a \$25,000 wager. Ouch! It must have been a big disappointment for the LSR team to see their car's namesake and their patron lose such an important and public race.

On April 22 Ray Keech went out to make his LSR attempt. His first run was a promising 203.966 mph. After his second run, chief AAA timer Odis Porter had the unpleasant duty of telling Keech that even though he'd seen figures that would put the speed near 220 mph, the timing apparatus had failed to record the feat. It would have been a new LSR by a good margin. To say that the normally pleasant and personable Keech was furious would be to grossly understate the case. "I'm not running for my health," Keech snapped at the hapless Porter. He had no alternative but to start all over again.

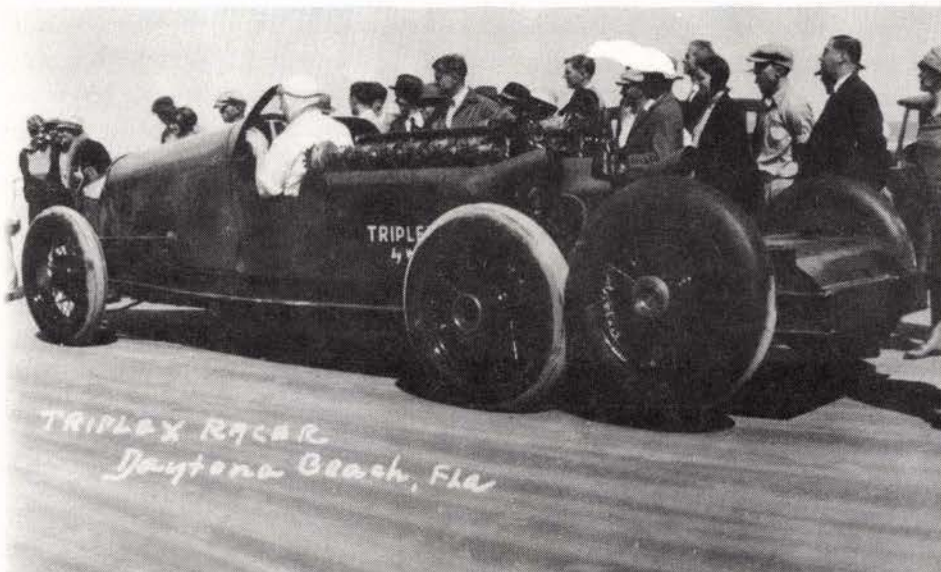
On the first run of his second attempt, a stiff wind and a bumpy course conspired to lift the four-ton monster clear off the ground! On the second run, the car not only got airborne, the front engine backfired and burned Keech on his right arm! Fortunately he was able to keep control of the monster in spite of all the problems. The average of the two runs was 207.552 mph. He had broken Campbell's record by a whopping...half-mile-an-hour. No matter, the record was his. He'd tamed the beast. He'd driven the four ton monster over 200 mph on 1928 technology tires and wire spoke wheels and lived to tell about it! It was a hard-earned and well-deserved record, no matter what the margin.

Both of Lockhart's competitors had their day in the sun and had broken the LSR. Even so, the record was only 4 mph higher than when the Black Hawk project was started. The wind tunnel tests said that the car was good for over 280 mph, but that was a theoretical maximum. In the real world, where conditions were less than perfect, the top speed would be less. Conditions at Daytona Beach were so bad that year that both Campbell and Keech had become airborne and they were barely able to bring their cars back under control. Of course with conditions that rough, there would be a severe loss of traction and speed.

In addition, there was at least one suspect design feature on the Black Hawk. The finned aluminum intercoolers actually formed part of the car's skin. So far so good. But, the intakes were located directly behind the intercoolers where they would suck up part of the hot air the intercoolers were trying to get rid of. It wasn't a fatal flaw, but it would limit the efficiency of the car and hold down the top speed of the car just a little more.

Lockhart himself, the only person to ever drive the Black Hawk, told the Stutz workers the car was good for 240 mph. This is probably the best estimate, and it would be more than enough to capture the record.

Lockhart was under enormous pressure to break the record, both self-imposed and from outside. Major Segrave was in England planning a brand new car to reclaim the record. Malcolm Campbell had hustled Bluebird back home to England for yet an-





other rebuild so he could reclaim the record. And the Triplex, well, who knew the ultimate potential of the monster?

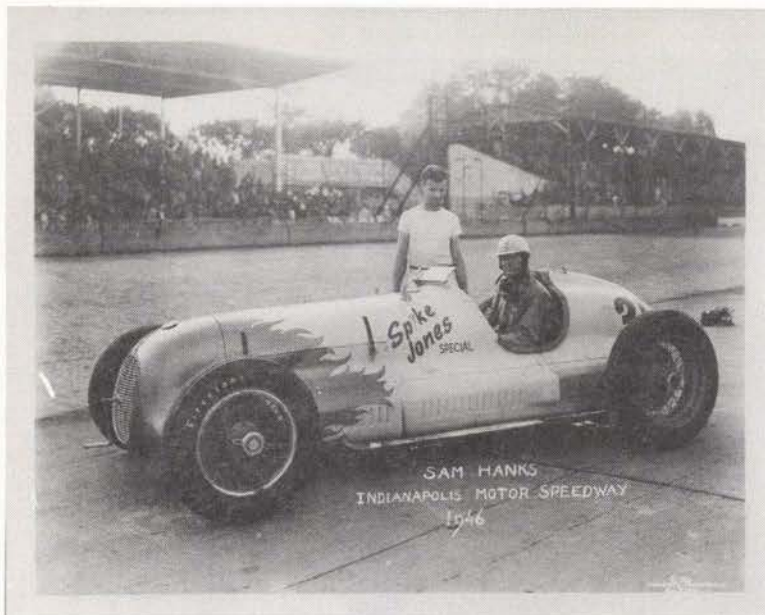
So that's where it stood. Lockhart had enough power to take the record, but not much to spare. His competitors were getting ready to come back next year stronger than ever. There was every possibility that his beautiful streamlined car, which he went deeply in debt to finance, would be obsolete next year. Lockhart had to produce and he had to produce now, no matter what the conditions of the beach.

On Wednesday, April 25, 1928 the beach conditions were reported to be the worst of the past week. Lockhart decided he couldn't wait any longer, he had to make his attempt. At 6:35 a.m. Lockhart made a slow warm-up run south. He returned north at 7:08 a.m. cautiously increasing his speed to 193.1 mph. Encountering no problems, he started a southern run at 7:32 a.m. and raised his speed another 10 mph to 203.5 mph. The ice tank was refilled for the return trip north. Now confident he could handle the beach conditions, Lockhart prepared to make one final run. He needed to raise his speed again so his two way average would be more than Keech's 207.5 mph record. At 7:59 a.m. Lockhart thundered up the beach for one last time. His engines

were really screaming as he approached the first timing wire. Then, just a few hundred feet short of the timing wire, the right rear tire blew out. The car swapped ends and then tumbled violently down the course. On the last wrenching bounce, Lockhart was thrown over 50 feet beyond where the car came to rest. Before seatbelts, helmets or rollbars, there was no hope. Lockhart was quickly loaded in the back seat of a passenger car and taken to the nearest hospital where he was pronounced DOA.

The experts speculated the tire might have been cut by a shell when braking after a previous run. They also speculated that Lockhart was running at least 220 mph at the time of the accident. From the point of the blow-out to the place it finally came to rest, the Black Hawk covered over 1,000 feet.

Fred Moskovics mourned the loss of Lockhart as, "a sacrifice on the altar of motor progress. His life, of his own volition, was spent in bettering automobiles and he has left behind him a record of mechanical development that will be a monument of racing drivers for all time. He was the gamest man I ever knew. In my opinion, he was the greatest driver of all time. Motor cars will be better and safer because of Frank Lockhart."



T.E. "Pop" Myers, longtime general manager of the Indianapolis Motor Speedway, had this to say, "Lockhart was mighty fine type of young manhood, a sensational driver and a true sportsman.

Success did not change him. Lockhart had rare gifts as a practical mechanical engineer. His end undoubtedly cut short the career of a mechanical genius."

Fellow driver George Souders, winner of the 1927 Indianapolis 500, didn't mince words. "Frank Lockhart was the greatest driver the world has ever known. He was more than a speed wonder. Lockhart was an automotive engineer of unusual ability, and a designer as well. Racing and developing racing cars was his chief aim in life. He was as devoted to this work as Lindbergh is to flying. The game has lost a wonderful performer, a clean driver and a young man of the finest character."

Lockhart's body was brought back to Indianapolis for a memorial service. The Stutz factory was shut down in his honor. Then the body was taken to Los Angeles for burial.

Mechanic Riley Brett acquired the engine from the Black Hawk. Superchargers were banned during the early years of the depression, so it sat unused in a shop corner for years. Finally in the late '30s the rules were relaxed and superchargers were allowed once more. For the second time Myron Stevens built a car around that remarkable engine. It qualified well but didn't have much success in the race. As late as 1946, eighteen years after Lockhart's death, a youthful Sam Hanks put the car in

the front row at Indy, probably the best possible tribute to Lockhart. Today the car, originally known as the Sampson Special, sits in the Indianapolis Motor Speedway Hall of Fame Museum. No doubt very few visitors know the story of Lockhart, his crew and the Stutz employees who came so close to their goal so long ago in one of the all-time great "what if?" stories.

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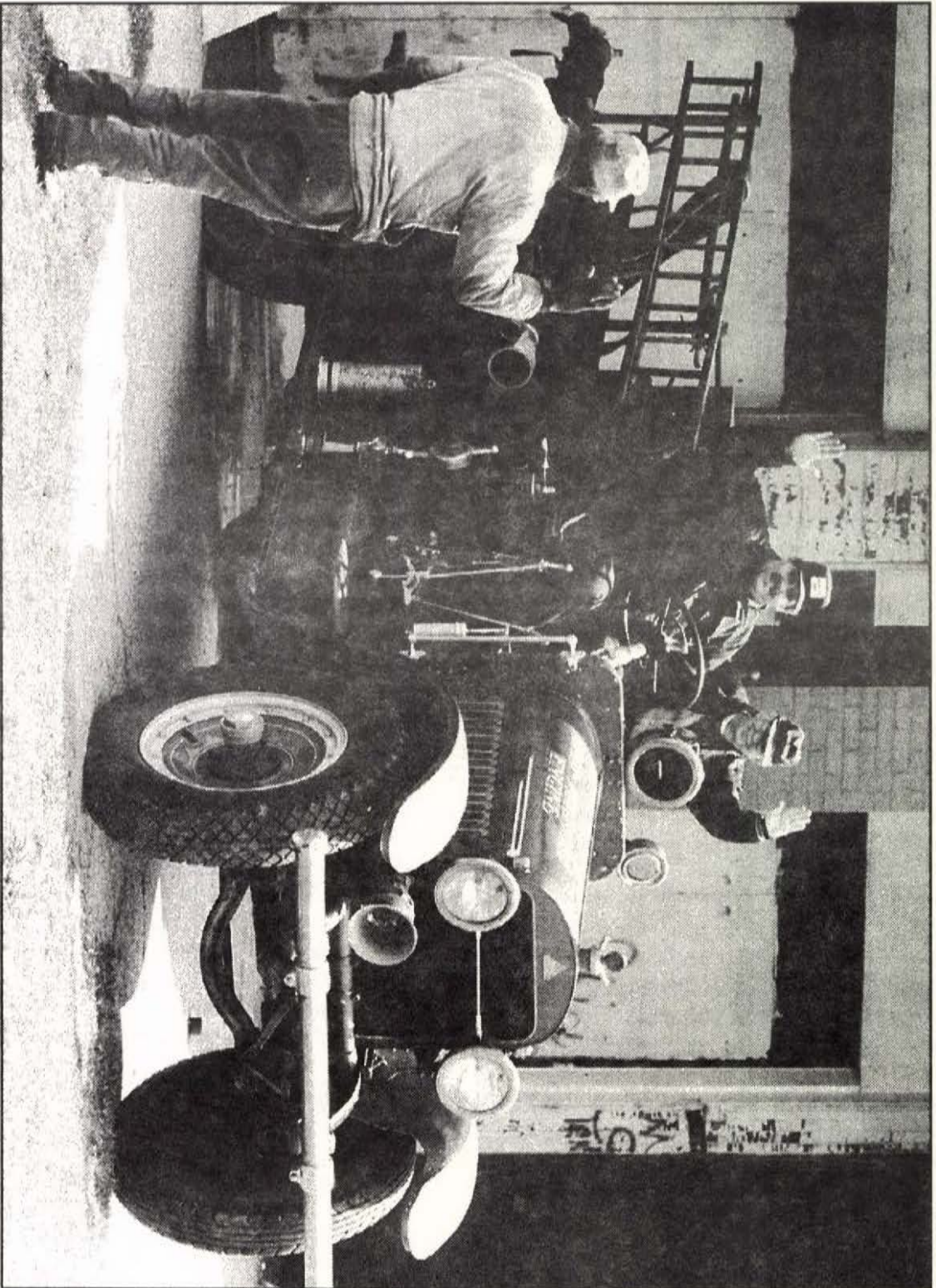
Indianapolis Motor Speedway

Thanks to:

The Indianapolis Motor Speedway and Jim Hoggatt for AAA information.

Robert P.M. Hart for assistance with research and editing.

Back home again



Alfred Hill (left) waves to Jeff Henry and 1920 Stutz fire engine owner James Dougherty at old Indianapolis Fire Station 9 at 500 N. Bellevue Place on Thursday. The engine was assigned to the

station from 1920 to 1947. The station, built in 1898, was closed in 1982. Dougherty wanted to get a picture of his engine at the station before the building was razed.

Tim Halcomb/The Indianapolis News

Editorial Comments

Advice to the Newsletter Editor

We were reminded again of some important "rules of English" which we often fail to follow. These ten were printed in the February 1995 edition of Automobile Calendar of Events:

1. Don't use no double negatives.
2. Make each pronoun agree with their antecedent.
3. Join clauses good, like a conjunction should.
4. About them sentence fragments.
5. When dangling, watch your participles.
6. Verbs has to agree with their subjects.
7. Correct speling is esential.
8. Don't write run-on sentences they are hard to read.
9. Don't use commas, which aren't necessary.
10. Proofread your writing to see if you any words out.

Your editor has noticed a large number of Stutz cars being advertised for sale, listed for auction, or sold in recent months (probably missed some).

1925 Stutz Series 694 Sedan - purchased by new member James L. Beck of Muskogee, OK. We plan to do a story on this rare, ex Harrah Stutz in a future issue.

1928 Stutz Black Hawk 2 pass. Boattail Speedster - purchased by Dan J. Obele of Phoenix, Az per details elsewhere in this issue.

1917 Stutz Bearcat - purchased by Fred Hock of Magnolia, NJ

1927 Stutz Black Hawk 2 pass Boattail Speedster, purchased by William L. Snyder of Hudson, OH.

1925 Stutz Speedway Six (Open Speedster) purchased by new member William Thompson at Ft. Lauderdale auction

1928 Stutz Black Hawk 2 pass Boattail Speedster (100 pts CCCA) bid to \$135,000 in Indianapolis Auction (no sale)

1932 Stutz DV 32 Dual Cowl Phaeton - listed in Michigan International Classic Car Auction

1932 Stutz DV 32 Convertible Coupe (Rollston) listed by RM Classic Cars

1925 Stutz Series 695 Speedway Six Sportster purchased by Fred F. Guyton of St. Louis, MO. This is the rare classic previously owned by Joseph F. Folladori

The May 1995 issue of Car Collector carried an article by Dennis Adler on page 67 about member Noel Thompson's outstanding collection of classics. Noel's 1932 Stutz DV 32 Convertible Coupe is mentioned.

The rear cover (page 32) of this issue is an enlargement of an illustration shown on page 235 of author John Bentley's book Great American Cars. The famous Stutz "White Squadron" race cars had placed first and second in the last four races of the 1915 season. In the last race at Sheepshead Bay, New York Stutz driver Gil Anderson set a World Record 102.6 mph in the 350 mile Aster Cup Race and Stutz finished 1st, 2nd and 5th. Harry C. Stutz had every right to be proud. We wonder where the framed cartoon is today.

We encourage members to set aside the weekend of September 15 to 17, 1995 for the Eighth Grand Stutz being hosted at Kennesaw, Georgia by Catherine and Chic Postier. The Postiers have a fine program arranged as outlined in this issue. Don't miss this chance to enjoy Stutz camaraderie at its finest in the great Atlanta area. It may be a number of years before a Grand Stutz is held again in this area of the country. See you there!

We are aware that a number of members were concerned and/or inconvenienced by the late deposit of their checks covering 1995 dues. Some checks were held by the new Membership Chairman pending the establishment of a club bank account in Woodland, CA. Unfortunately, due to the requirements involved, the new bank account was not opened. Your club directors are trying to simplify the process of handling deposits.

DALE K. WELLS
7906 South 10th Street
Kalamazoo, MI 49009-8952
(616) 375-4844

President's Report

May 5, 1995

Once Upon a Stutz — We Wrote a Book

Many of you were present at Hershey in 1989 when life member Mike Holt presented us with the challenge to write the definitive book about Stutz. Ray Katzell, also a life member, took the suggestion seriously, and offered to coordinate and edit the book for us. Mike suggested that this would be a five year project and now, five and a half years later, I am pleased and excited to report that we are coming down the home stretch. We have signed an agreement with Stoney Run Press to publish the book, and hope to have it on the market before the end of the year.

We extend our thanks to all members who have worked hard to provide material and information for this book. This is our last minute appeal: If you have anything unique, rare, and obscure about the Stutz cars and history, NOW is the time to get it out and let Ray know about your information. Please don't let us go to press and then upon reading the finished product, tell us we forgot to tell about something special. Maybe you are the only one having that bit of special information or data.

Look over your files and collections now and share those items with us. Only then will we be successful in writing the complete Stutz story like it has never been told before.

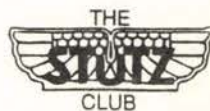
Miscellany

Elsewhere in this issue you will be reading about the plans for the 1995 Grand Stutz meet in Georgia. Chic Postier has done a great job in lining up activities and facilities for this show. Because we are scattered around the country with so few cars between us, it is difficult to get even a dozen cars together. If you can drive it, push it, or pull it to the Grand Stutz please plan to be with us. If the car cannot make the trip, you come with your family or friends for a great weekend of fun and fellowship. Hope to see you there.

Members interested in having some Stutz stationery like this sample can order same from Toothman's Minit-Man Printing, 134-B West Allegan St., Otsego, MI 49078. Prices are for black ink. Colors are available at \$10 extra.

Letterhead	
100	\$27.00
250	\$34.65
Envelopes	
100	36.30
250	46.90

Happy Stutzing!



DALE K. WELLS
7906 South 10th Street
Kalamazoo, MI 49009-8952



Membership Report

by Richard D. Orr
Membership Vice President

March 8, 1995, I received a letter from the Pebble Beach Concours d' Elegance Co-chairman, Lorin Trylon. He accepted into the Concours this year the 1932 Stutz 4 passenger speedster, tonneau cowl that I am restoring. Since then, I've been working 50 to 60 hours a week to get it ready. It's now in the upholstery shop so I'm catching up on the Stutz Club records.

The main reason for mentioning this is to give you a reason (excuse?) for any items that have been neglected by me. If you have anything that needs my attention, please drop me a note or call.

New Members

#409

William D. Thompson
1629 SE 9th St.
Fort Lauderdale, FL 33316
Tel. 305-763-1391
1925 Stutz Model 695 Speedway Six Speedster

#410

Tom Lieb
1400 Kingsdale Ave.
Redondo Beach, CA 90278
Tel. 310-370-5501

#411 Ian Smith

"Clifton Villa"
PO Box 1, Buninyong
Victoria 3357 Australia
1918 Stutz Bearcat Series S

#412 Bruce Massman

907 Whittier Dr.
Beverly Hills, CA 90210-3013
Tel. 310-274-2568
1912 Stutz Bearcat A 176

#413 Robert J. Praetorius

612 Quail Drive
Millville, NJ 08332
Tel. (H) 609-327-5186
(W) 609-691-2231
1929 Stutz M Coupe

#414 Wayne Hood

228 Revell Road
Grenada, MS 38901
Tel. (H) 601-226-9060

#415 James L. Beck

116 North Third
Muskogee, OK 74401
Tel. (H) 918-683-3089
(W) 918-687-5736
1925 Stutz Model 694 Four Door Sedan

#416 Frank A. Spepanek

15 Clearbrook Drive
Smithtown, NY 11787
Tel. 516-265-2029

Please add the following members (renewed) to your Directory

#155 David W. Braun

3321 O' Farrell Dr.
Sacramento, CA 95815
Tel. 916-924-8190
1929 Blackhawk L6
1930 Stutz DV 24 prototype engine only

#95 Eldon Stutz

2015 NW Helmholtz
Redmond, OR 97756
Tel. 503-548-4345

Note these address changes:

#374 Willis Boyd III

33881 Cape CV
Dana Point, CA 92629

#262 Murry Eiland III
1110 Eagle Nest Ct.
Danville, CA 94506

#381 Frank C. Hagerty
PO Box 87
Traverse City, MI 49685

#356 Robert Hickman
4326 N. 35th Ave.
Apartment 1016
Phoenix, AZ 85017
Tel. 602-249-4377

#5 Alma Jones in place of Charles Jones

#240 Richard Kughn
1 Millrace Court
Dearborn, MI 48126
Tel. (H) 313-336-7600
(W) 810-949-4100

#302 Rubin Rogers
c/o Julio Armada
Skybox 010101332
4405 NW 73rd Ave.
Miami FL 33166

(For mail and Stutz news, his home address & phone remain the same)

#91L Norman Walz
Cite #6, Box 10
RR1 Dewinton
Alberta TOLOXO Canada
Home 403-256-1211

Please let me know if there are any changes I've missed.

On a lighter note, winter is over (finally) so if you own a Stutz, charge the battery, etc. and enjoy it. Most of the public have never seen a Stutz. Give them and yourself a thrill, drive or show your car! You might make some new friends in the process.

In Memoriam

Life Member Sam Flohr (No. 74L) passed away on January 21, 1995 at Lakewood, CO. Sam was born September 30, 1918 at Denver. His wife, Ruth, an associate member, stated that Sam had serious health problems since late October, 1994. The Flohr's had two Stutz in their fine collection, a 1914 Series 4E Bearcat and a 1925 Series 694 Touring.

Member Harry A. Burke, Sr. (No. 216) passed away on May 2, 1995 at New Castle, IN. Mr. Burke was born on July 15, 1917 in Clermont, NH and owned a 1921 Stutz firetruck in recent years.

We express our sincere sympathy to Life Member George L. Holman (No. 144L) upon the sudden passing of his wife, Mary-Jeane in March, 1995. Mary-Jeane was an active car enthusiast and a past Director of the New England Region, Classic Car Club of America.

Harry A. Burke was businessman

NEW CASTLE, Ind. — Services for Harry A. Burke Sr., 77, will be at 11 a.m. Wednesday in Macer-Hall Funeral Home, with calling until 8 tonight. Burial will be in South Mound Cemetery.

Mr. Burke died Saturday.

A graduate of Xavier University, he owned and operated the Ice House Tavern in New Castle 43 years. He formerly owned the Burke Ice & Coal Co. and the Tank Seafood Buffet. He also farmed.

Mr. Burke, a World War II Marine Corps veteran, was a member of St. Anne Catholic Church in New Castle and the Columbia Club at Indianapolis.

The New Castle Chamber of Commerce named him its Co-Citizen of the Year in 1972.

Memorial contributions may be made to the donor's favorite charity.

Survivors: wife Nina Jane Davis Burke; sons Alex, Fred, Tom Burke; sister Katherine "Cappy" Merrill; five grandchildren; one stepgrandchild; two great-grandchildren; four step-great-grandchildren.

The author, new member Frank A. Stepanek (#416) has expressed interest in the Stutz Book project and we are pleased by his membership. Mr. Stepanek has the G. Harold Fanning family photo album, replete with Stutz pictures which he is willing to share with the Club. Harry Stutz's first car finished 11th (not

5th) in the 1911 Indianapolis 500. We appreciate having this interesting history about a Stutz Agency which existed from 1913 to 1916. Ed.

Of Bearcats And Bulldogs

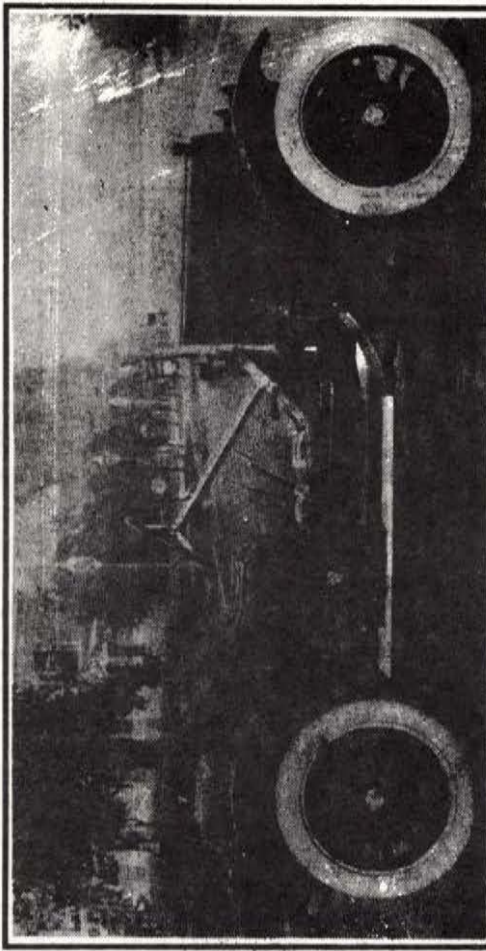
by Frank Stepanek

No we are not talking of animals, but early Automobiles that made history in the early days of auto manufacture. They were the famous cars made by Harry C. Stutz. We had such a dealership right here in Smithtown. It was located on the northeast corner of Main Street and Edgewood Ave., where the Texaco Station is today. The Agency as they were called in those days existed from 1913 to 1917. The agent was G. Harold Fanning whose father was Dr. George T. Fanning, a local M.D. who practiced in our town for many years until his death in 1905. Dr. Fanning incidentally had the first car in Smithtown, a 1901 Locomobile steam car made in Bridgeport, Connecticut. The doctor bought the car from Walter Hill Flessel who was the first Agent in Huntington. And this was the first car sold by agent Flessel.

Harry Stutz built his first car early in 1911 and entered it in the first Indianapolis 500. It didn't win, but came in about fifth place. The Stutz finished the race without any trouble and Mr. Stutz adopted the slogan "The car that made good in a day." His first production cars appeared in 1912. A friend of Harold Fanning's E.J. Montegna a retired salesman and auto enthusiast became interested in the Stutz cars and spent some time in Indianapolis at the factory with Harry

Stutz. He became the first Stutz Agent in the east with Brooklyn and Long Island as his territory. Harold Fanning had been interested in cars starting with a 1905 Cadillac that his father had also bought from Agent Flessel.

So in March of 1913 Harold took a Sub-Agency with Suffolk County as his territory. Having little experience in salesmanship it was some time before Harold sold his first car. Finally he sold a Stutz Bulldog Touring car to Mr. William Leonori who had a large estate in Smithtown. His land ran from Edgewood Avenue to the Nissequogue River. Mr. Leonori was head of a steel business in New York City. Mr. Leonori was very pleased with the car and our budding agent taught Mr. Leonori's son and daughter to drive it. His next customer was A. Baldwin Young of Aquebogue, who bought a Bulldog Touring Car while on his honeymoon. Another customer was Mr. William O'Berry of St. James a retired farmer and sportsman fond of hunting and horse racing. Mr. O'Berry took pride in his car and when the Sheepshead Bay Speedway opened in 1915 with the 350 mile race. He made up a party including Harold and drove to the race. The "White Fleet" of Stutz cars finished first, second and fifth beating all of the best foreign and American cars entered. Mr. O'Berry's joy knew no bounds. On the way back every car he passed, he would point to his car and



Pride of the 1914 Stutz line was the four-cylinder Bearcat, which sold at \$2,000. The six cylinder version listed at an additional \$125. Picture from the 1914 Stutz catalog.

shout "This is a Stutz!"

Another Bulldog went to a retired gentleman from St. James. Mr. Lawrence Butler. This car was driven by a chauffeur who neglected to grease the clutch bearing, and the car developed clutch trouble. This chauffeur didn't hold his job very long. Harold brought his demonstrator to the County Fair in Riverhead where they had an Auto Show in a large tent.

When the U.S.A. got into the World War in 1917, Harold Fanning had a chance to get into a more stable business with the J.P. Morgan Company. This ended a career selling one of the most famous cars of its day. The Stutz

Bearcat the Mercer Raceabout and the Simplex Speedcar to name just three were fire breathing hell for leather sports cars. They could do 75 mph very easily. They and others of their ilk won many races in those early days of Motordom. The Simplex was built in Manhattan at 84th Street and the East River, where Carl Schurz Park is today. The Mercer Raceabout was built in Trenton, New Jersey. The Thead Mercers were designed by Finley Robertson Porter, a native of Port Jefferson, who later on built his own car the F.R.P. in Port Jefferson Station.

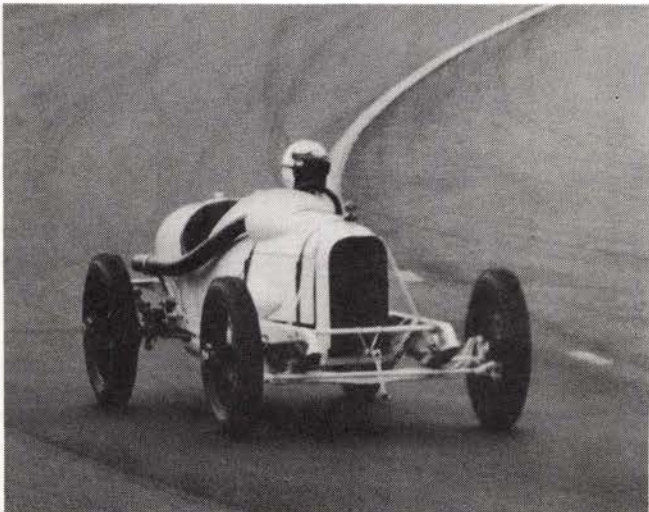
Letters to the Editor

Date: January 25, 1994

From: Joseph S. Freeman, Brookline, MA (in part)

Thanks so much for your kind letter of the 4th of this month. As you can see, I have enclosed a picture of the car I now own, to distinguish it from the "Brakhage car" you sent the photo of. I have also included a copy of Fred Roe's recent article, "The Bulb Horn," on all the early Duesenberg racers, which pretty much defines what is what. Anyway, Benedict Special is a great old machine and just the sort of thing I wanted: fast, original, historic, and lots of fun. I hope to get it out to Milwaukee for an Indy Car retrospective this summer (since its counterpart took second in the "500" in 1916) and run it there. Come on up! (Tentative dates: July 14-16).

As to Savannah, you should excoriate member Kirkman re his account of the event because the Benedict was there (with me and Cynny in it!) along with "Old 16" and Bob's newly redone Stutz. It was alot of fun, but driving a hairy old racing car with little brakes and dicy cooling on the street demanded a good deal of attention. You should have seen the face of the idiot who pulled out in front of me when I had to pass him on the outside of a corner. Anyway, Bob's Bearcat is a really lovely



Member Joe Freeman's "Benedict Special," the second oldest surviving Duesenberg racing car. It has the original 4-cylinder engine with 16 valves, operated by walking beam rocker arms on both sides of the block and built in 1915 and 1916.

creature and will no doubt do the rounds once it is all together. I am delighted he got it and that I have the "before pictures," 'cause it sure doesn't look like it did when I first saw it in Charlie Lemaitre's barn. The car, its history and reconstruction would be the subject of a great article for Stutz News: a real rarity, an unrestored 1912 Bearcat comes back to the fold.

I am also very pleased you chose to print the Library of Congress photo (Girl and Pig on Bearcat) as you did. It is an interesting mystery: who would have taken such a picture (undoubtedly by a professional photographer) and why? Was that the kind of publicity Harry Stutz was seeking? Or could have it been done by some wags from Mercer? Well, I doubt we'll ever know, but it sure looked good on the back cover... Bravo!

(Ed. We did not excoriate or abrade member John D. Kirkman.)

Date: March 20, 1995

From: Norman C. Barrs, London, England

So nice to talk to you earlier this week and I am absolutely delighted that the book project is well on course. It really is a wonderful achievement to have got this far with what promises to be a very substantial missing link in American Automobile history.

I wonder if you could make an enquiry for me through the next Stutz news. My 1933 DV 32 has automatic louvre shutters on either side of the car bonnet (I think in America you call it the hood.) The doors are opened thermostatically by what is best described as a 6" long, 1 1/2" diameter convoluted metal tube. Inside it there is a rod with a connection at each end. I have one in perfect working order but the other has a damaged tube for which I have found a replacement.

I asked the late A.K. Miller if he had any spares or had ever seen anything like the pattern that I showed him and he confessed that he had none and had never seen anything of that type. Ernie Toth, ever helpful, found the replacement tube but the specialist instrument company who do all our thermostats in the UK are completely puzzled by the type of gas or liquid that is inside the unit. It certainly is not ether or any other gas of that type since the requirement is that when cold pressure builds up inside the cylinder that expands and pushes the rods at either end and closes the doors. When

hot it contracts allowing the rods to draw together and so open the doors. It may of course work the other way around but they think the material that was inside it when it was made in 1933 is unknown to them. A similar material although it is now banned in the UK is methyl chloride, this does just that but the pressure exerted by methyl chloride between hot and cold is such that it would in all probability explode the convoluted cylinder.

Stutz News is read by an awful lot of people, could somebody please give some assistance by possibly advising what was used in 1933 or alternately suggest a suitable substitute that we could use today.

Matters are well advanced for the Top Gear Classic & Sports Car Show for the 6th to 8th of May 1995. We have been offered a superb stand which in addition to Stutz I intend to display some classic vintage American cars. I have already been offered a very nice mid twenties Cadillac and hopefully a Nash to join them. As far as Stutz is concerned, we have my own 1929 Model M Lancefield going into the Autoglym concours at their request and Eric Burden Roe is going to display his Robbins Boathouse Speedster. Colin Buckmaster is bringing the 1931 DV 32 convertible sedan and John Guyatt is bringing the Cameron Special racing car. We do try to promote the name of Stutz in Europe.

Date: March 27, 1995

From: Dan J. Obele, Phoenix, AZ

Yesterday I took my (new) 1928 Stutz Black Hawk Boat tailed speedster on it's first outing in over 10 years. The previous owner hadn't driven it since 1985. It was all I had hoped for and "she" performed flawlessly on our 75 mile tour with the Horseless Carriage Club. Elaine loves her almost as much as I do and has driven her around our neighborhood. The only drawback

to owning her, (no name yet) is that many admiring lookers asked "what kind of kit car is that?"

The history of this car as far as I know is:

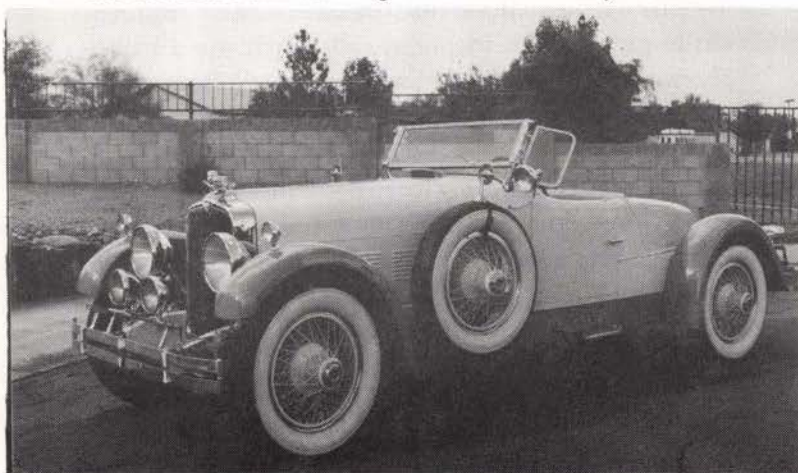
Acquired by Tom Lester (Lester Tire Co.) in the late '50s or early '60s Tom restored the car and showed it several times, winning best of show. It was sold to John Coval at the Park-Bernet Galleries Car Auction in 1970 and was the "star" of the sale, selling for \$15,000. John Coval "restored" the car again with new paint and engine "check out" and showed the car at CCCA meet where it won again. John told me that he dorve the car less then 500 miles since its second restoration.

This is my dream car and Elaine and I will put lots of miles on it. Next month we plan on touring the Bill Ruger collection in Prescott, Arizona.

The sale catalog states that this car was built for the daughter of F.E. Moskovics and had some special features, ie. 1929 transmission, fender mounted parking lights, Pilot Ray driving lights, a winged RA radiator ornament and a silver shift knob with the initials LNS. Can anyone confirm or deny this?

We are looking forward to sharing our new find with other Stutz fanciers and plan to attend the 1996 Grand Stutz in California.

(Ed. This Black Hawk is the Cover Car (dust jacket) and feature car (two photos) in Automobile Quarterly "World of Cars." Dan was the one who found Honorary Member G.F. "Freddy" Patterson (now deceased) and shared with us his fine interview with Mr. Patterson in the April - June 1994 issue of Stutz News, pages 7 to 10. The Obeles have a fine stable of early, vintage and classic cars. Here's a photo of Dan and Elaine in their 1907 Model M, 1 cyl. Cadillac.)



Date: April 3, 1995

From: Thomas Cox, Richmond, VA (in part)

Your copy of the Stutz certificate on the back of the new Stutz News sent me to digging in my box of Stutz stuff to look at my certificate.

I found it at Hershey, maybe 20 years ago. Notice that it is an entirely different certificate, and also has the added interest of autographs of Crawford and Moskovics.

But the story gets better! Maybe 10 years ago someone did an article in Old Cars (which I failed to cut out) about automotive stock certificates. In this article the writer pointed out that many certificates are really fakes (rather well made fakes) produced for the unknowing collector. BOTH of these are fakes. He pointed out that the official name of the firm is "Stutz Motor Car Company of America, Inc." That name appears this way on virtually everything they printed, so it certainly would have been done this way on stock certificates. I have never seen a genuine one, but still hope to find one.

(Ed. Does anyone have an authentic Stutz Stock Certificate?)

Date: April 4, 1995

From: Robert G. Barnard, Liberty, IN

In searching for someone interested in Stutz history, I was referred to you by my friend Jim Hoggatt. We are fellow members of the Hoosier Heritage Chapter of the Society of Automotive Historians.

In 1976-77 I was an associate pastor at Roberts Park United Methodist Church in Indianapolis where I became a good friend of an elderly lady named Geneva Wickliff. When she learned of my interest in antique and classic automobiles, she told me that she had once worked at the Stutz Motor Car Co. Immediately I had visions of some beautiful Stutz brochures or pictures that she might have stashed away for all those years, that, she might want to give to me, but, alas, no such luck. I did prevail upon her, however, to write down her memories of her time at Stutz. Finally, in 1985 after moving to California to live with her daughter, she got to her typewriter and wrote "A Glimpse of Harry C. Stutz," a copy of which is enclosed.

Perhaps you can use "A Glimpse..." in your Stutz publication. If you do publish it you want to do some editing of the next to last paragraph. Jennie wrote that

she started with Stutz in 1915, yet in that paragraph she speaks of the first 500 race Indianapolis, which we know was in 1911, so obviously her memory was failing her a bit. Also, I can't find any record of Tommy Milton as a Stutz driver in my books, but then I'm not big on race history and it could be correct. (This paragraph was omitted since it was not relevant. Ed.)

I hope you'll find Jennie's recollection of value and worthy of publication, and if you do publish it I would appreciate having a copy of that issue for my collection. Jenny died in March 1986, and I officiated at the graveside service in Fountaintown Cemetery. I'm sure that she would be pleased to share with other Stutz fans her memories of "one fine man."

A Glimpse of Harry C. Stutz

It was back in the year 1915, and I had just graduated from grade school, and was taking a course in secretarial procedure, and shorthand and typing.

I learned from a friend there was an opening in the office at Stutz Motor Car Company, located in a new brick building at 10th and Capitol Avenue in Indianapolis. I applied for the job, however, it was for a switchboard operator, but I took it. There were five girls already working in the office - Rose Giesler, Henrietta O'Bannon, Mary Grueiner, Zora Trusler, and Ed Klee, Service Manager, along with Mr. Stutz and Wm. Thompson, Sales Manager (all are now deceased.)

My first day I was warned by the girls that Mr. Stutz was very strict and for me not to carry on conversation with him. To my surprise, he was a warm and friendly gentleman, strictly business, but always kind and gentle. My first day he told me that the one thing he required was to get all of his telephone calls. There was a house phone to call on every floor and he could talk from where ever he happened to be.

The switchboard was located just inside the door to the reception room, and being my first day I was greeting all of the employees with a friendly 'good morning.' Of course, not knowing what Mr. Stutz looked like I greeted him the same that first morning when he arrived. He responded with a smile and 'thank-you.'

Mr. Stutz was a small man in stature, probably five foot five, slim and quietly, but a dynamic business man, always immaculately dressed in a Navy Blue suit (I never saw him in a light color suit.)

He expressed his kindness in many ways - whenever he received a pretty calender or advertising trinket he would bring it out for me to put on my desk.

He asked me one day after I had been there a couple of months, if I would like to take over the department of answering letters and requests for literature and pictures of all of the Stutz cars. I told him I would really love doing that, so he bought a new table and typewriter for me to use, and I did that along with the switchboard until I became ill and was forced to quit working.

There was only one time that I can recall Mr. Stutz getting angry with me - I had a call for him, and after calling all floors on the house phone with always the report he had been on that floor but just left, I finally did reach him and party calling had hung up. He got very angry with me and I went to the restroom and cried. When he left that evening I did not turn to say good night, as I was always accustomed to doing as each one left. My desk was located where I could see down Capitol Avenue, and I saw him turn after going about a block, and he came in and just stood there. Finally saying, 'I am sorry for the way I talked to you, and apologize - now can you say your usual goodnight.' That is what I consider a fine man.

On one occasion, when Mr. Stutz was out of town for several days, there was a huge box from New York delivered, addressed to me. I put it on top the switchboard and thought I should wait until after working hours to open. When Mr. Stutz came into the office he asked what the package was and I replied that it came addressed to me from New York, but I didn't know who it could be from. He said I should open and find out. It was a three-foot "Krazy Kat" inside. (Krazy Kat was a popular comic strip in the newspaper at that time.) The Kat had a place on the corner of my davenport for many years.

Date: April 9, 1995

From: James M. Pearsall, Zarephath, NJ

While back you ran an interesting photograph in the Stutz magazine showing a young girl seated astride the hood of a Stutz, holding a pig. This has got to be the world's most incongruous photograph, but remarkably interesting, just the same.

If you have access to the original, do you suppose I could borrow it for a couple of weeks to have it copied by my custom lab here in Jersey. I would very much like to have a good copy of it for my files. One wonders what was the story behind it? Was there any information with the photo, as to how it came to be taken, or who was the girl? And the pig? I presume the Stutz is a Bearcat, correct? I'll be glad for any details. And thanks for whatever you can do to help.

(Ed. The photo of 1916 Bearcat can be obtained from The Library of Congress, Item 40979826240541. Who knows the story?)

We went out to Long Island for the auction of Wichard's cars on April 1. As Henry Ford once said, it was "instructive to see how the rich live." They sold about \$ 4.5 million worth of cars in about two to three hours. Many of the cars went over-seas. There was a long table in the auction room, with about twelve people on phones, connected to foreign buyers. No Stutz cars, and only two Packards. I liked the '32 Studebaker President roadster the best, aside from the Packards. It was New York inspected, and you could have driven it to Indianapolis with no trouble. What a nice car, and virtually all original, too.

Date: April 24, 1995

From: Jerry F. Hanauska, Portland, OR

Thank you for your recent congratulatory letter regarding scoring 100 points at the CCCA Annual Meeting at Bellevue, Wa. last January. It is quite a thrill indeed to receive an award in the Senior Division at an event of this magnitude. The Stutz has done well this far so we hope to compete next at the Premier leve, perhaps at the CCCA Grand Classic at Huntington Beach next July.

I am anxious to finally take the car off the competitive show circuit and get it on the road for some real enjoyment. Actually we did drive it last year on a fifty

mile round trip to the Forest Grove Concours d'Elegance and it handled beautifully. We did, however, discover a minor shimmy at about 75 mph but it smoothed out nicely at 90 when I shifted into high gear. (Just kidding of course.)

One of the highlights at the Annual meeting was to meet Ernie Toth Sr. What a fine gentleman he is, with a great sense of humor and an in depth knowledge of Stutz Automobiles. Fellow Stutz Club member Ed Ritzenhouse and I had several conversations with Mr. Toth regarding technical aspects of our respective cars during the event. Keep up the good work Bill and I hope to see you at the '96 Grand Stutz somewhere on the West Coast next year.

Date: May 8, 1995

From: Raymond A. Katzell (#64L), Medford, NJ

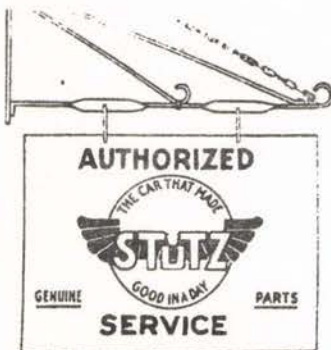
In "Letters to the Editor" of the Jan - March 1995 issue, page 20, Tom Cox asked for information about the lithograph on canvas that he found showing a 1927 Stutz Black Hawk. I purchased one new from a mail order dealer in automobilia a few years ago. They were located in Connecticut, but I don't remember their name. Its a very attractive picture and Tom is to be congratulated for



Hanuska's 1928 Stutz 8 "BB" Cabriolet (CCCA Senior Badge 1936). Scored 100 points for First Place in Senior Production (1925-1929) category.

having acquired it, especially at a bargain price. By the way, the little figures shown at the lower right are drawn in the style of John Held, Jr., who drew many cartoons of the "Jazz Age" and "Flaming Youth."

Classified Ads



Original Stutz Literature

Good selection of Stutz sales brochures, factory manuals, etc. for all models. Send stamped envelope with year(s) for free list. Please specify Stutz as I have lists for all cars/trucks/motorcycles, worldwide.

Walter Miller
6710 Brooklawn Parkway
Syracuse, NY 13211
315-432-8282
FAX 315-432-8256

Andrew J. Dedagian, MD
106 Cove Circle
Marion, MA 02738

Wanted: Haven't been able to use my 1929 Stutz Blackhawk Roadster for ten years because I cannot find a Zeneth 105DC Carbureator. Isn't there some kind soul who can help me in this dilemma?

Layden F. Butler
107 St. Jean Court
Danville, CA 94526
Home Telephone (510) 820-4742

Has for Sale:
Original Literature - 1912, '14,'15,'16,'17 and 1920
Sales Catalogs
PAK-AGE-CAR Instruction Book and Parts List
\$95

New Stutz with Safety Chassis (advance catalog) has color plates \$150

New Safety Stutz has color plates \$125

Stutz and Black Hawk race record pamphlet \$25

1925 folder \$25

Stutz Series 6-90 Parts Book \$100

March of the Black Hawk Sheet Music \$25

1914 Wisconsin Motors Catalog \$175

Wanted:

Fore runner Sales Catalog, early Parts Books, Original Photos

Steve Henry, Classic Castings

16666 Smoketree, A-7

Hesperia, CA 92345

Tel. (619) 956-3761

Available: 1932 Stutz inside and outside door handles. Also other cast parts from your original/samples.

Note: Dick Orr, VP Membership, was pleased with the four inside and four outside door handles cast by Classic Castings for his DV-32 and felt the price was reasonable.

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.

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 have been donated to the club by Life Member A.J. (Tony) Koveleski. Only \$10 each.

All the reprints Cordy Purdy had made back in the 1960s of Stutz Series "M" Blackhawk and DV-32 Information Book/ Owner's Manual have been sold. The Club still has a limited number of fine 1921 Series K Sales Catalog (32 pages) reprints for sale at \$15 each. Also we

still have a stack of DV 32 Valve and Ignition Timing Specifications (2 full pages) at \$2.50 each (postage included.)

Stephen P. Dean, 3999 N. Chestnut, Ste. 2327, Fresno, CA 93726, Tel. & Fax (209) 291-6540

Has for sale:

Intake manifold for Stutz/Wisconsin 4-cyl. engine used in Stutz cars up through Series "R" of 1917. Good original condition \$500.00.

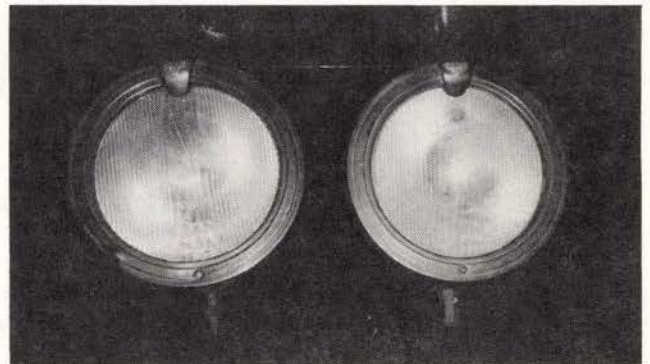
Norman C. Barrs, Osborne House, 111 Bartholomew Road, Kentish Town, London, England NW5 2BJ, Tel 071 485 1540 Fax 071 482 2394

Needs help in identifying the gas or liquid used in the thermostat for hood "bonnet" shutter control on his 1933 DV 32 (see Letters to the Editor.)

Sylvia Naden (non member), 7737 Mill Road, Elkins Park, PA 19027, Tel. 215-782-1112

Has for sale: Make Offer

Pair of early Stutz electric headlights with emblems at top and jewel top rear, 10 1/2" diameter by 5 1/2" thick. Two (2) early brass bulb horns, one 15 1/2" and one 22."





WORLD'S CHAMPION

NEW YORK EVENING JOURNAL * * * TUESDAY, OCTOBER 19, 1915

AUTOMOBILE NEWS

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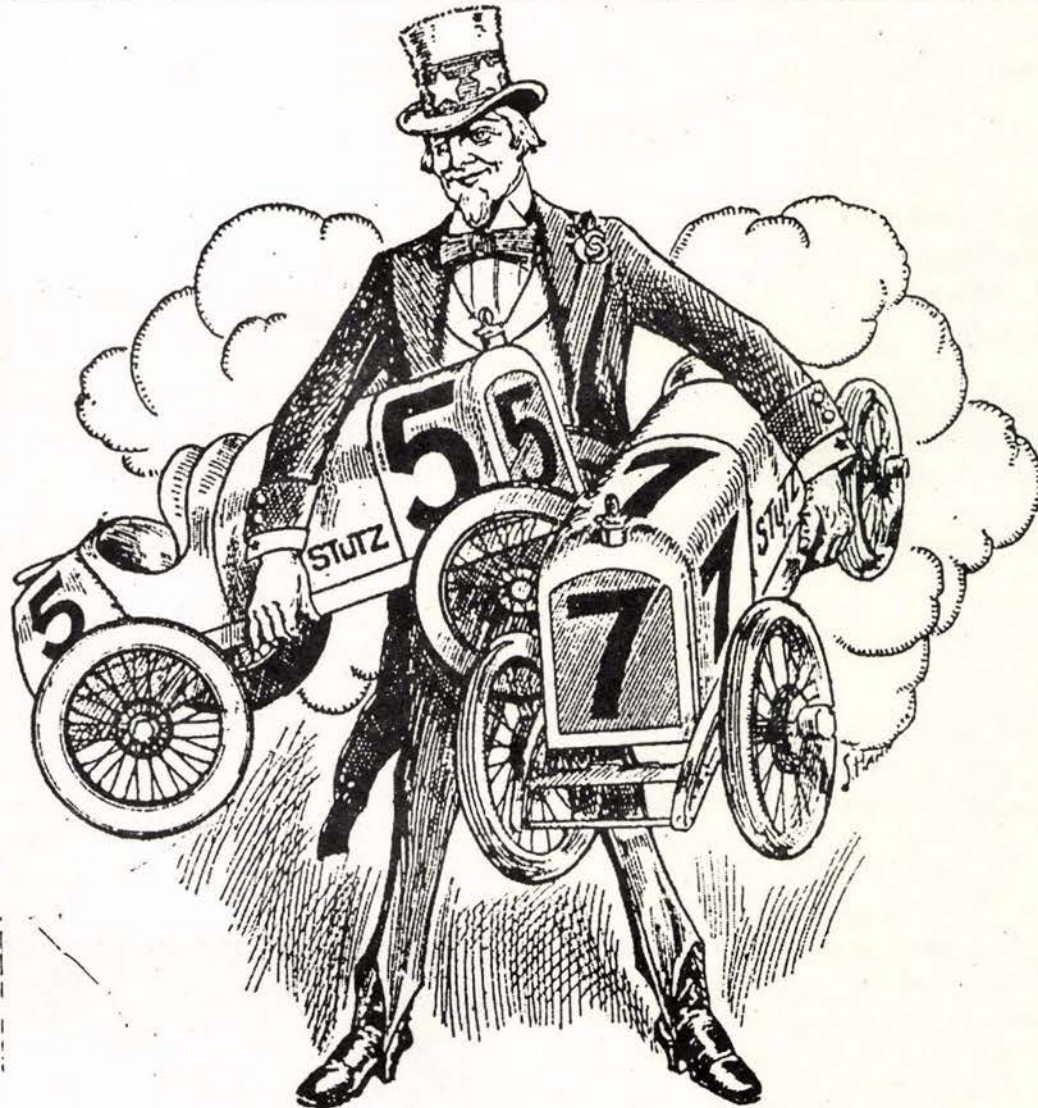
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Source of pride to Harry C. Stutz was this cartoon, which appeared in the New York Evening Journal of October 19, 1915. The cartoon, which depicted Uncle Sam with two "White Squadron" STUTZES and was captioned, "They Are Good Enough for Me," was enlarged, framed, and hung in Stutz's office.