

Vol. XI No. 44 (April - June 1998)

The Stutz Club, Inc.
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Indianapolis, IN 46256

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TO:

COMING EVENTS



Stutz Fire Engine Reunion at La Grande, Oregon July 18-19, 1998 - Contact Don Keeling (541) 963-9315 days or (541) 963-9315 eves. See nice invitation on website: www.oregontrail.net/~lgfire



11th Grand Stutz at Croydon, New Hampshire, September 4-6, 1998 hosted by William B. Ruger - Coordinator: Lyle Patterson/ Contact: Carol Twyon (603) 863-3300 days. See details on page 22.

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

1915 Stutz Series H.C.S. Roadster - Car No. 93

This rare Stutz is owned by Member Ms. Eleanor J. Howie, Moulinarn, Pitlockry, Perthshire, Scotland who is to be commended for undertaking the task of restoring this scaled-down Bearcat to authentic and drivable condition. The editor is pleased to share photos and comments received from Ms. Howie as the work progressed over several years.

Ms. Howie bought car No. 93 from A.K. Miller (with considerable help Mike Holt, a life member and charter member). We quote from her letter of 29 August 1994, "I have a copy of a letter from Mr. Junius Spencer Morgan who was the first owner of the car - bought for him as a graduation present by his father Pierpont Morgan. Interestingly enough there is a slight Scottish connection! When my mother heard us talking, she said "My father used to play golf by someone of the name." - in fact I understand that Pierpont Morgan used to come to Scotland on holiday - including playing golf with my grandfather."

Serial (car) numbers for the Stutz H.C.S. Roadster ran 51 to 176 and engine numbers were CS-1 to 124. A 4 cylinder Wisconsin "L" head type 217.4 cu in, 35 brake H.P. motor powered the 108" wheel base chassis. The price was \$1,475 versus \$2,000 for the 4-cylinder Bearcat. The only other 1915 Stutz H.C.S. Roadster known is on display at the Hall of Fame

Alex Miller in the barn, operates the winch as the 1915 H.C.S. is lowered down to ground level. Imogene Miller guides the front which Mike Holt checks the rear alignment.

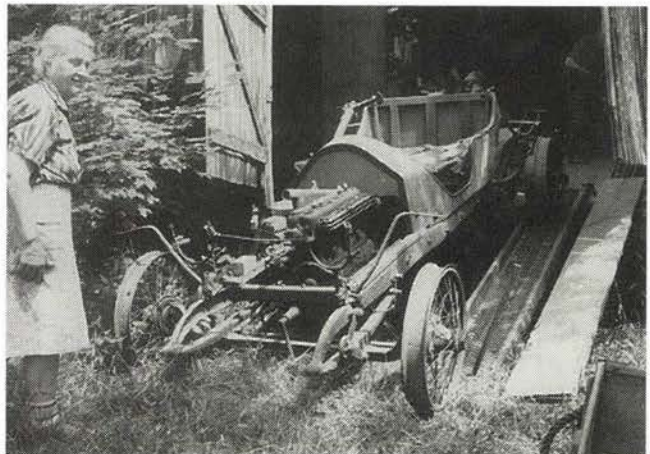


Museum, Indianapolis. The Stutz H.C.S. Series was only offered for one year.

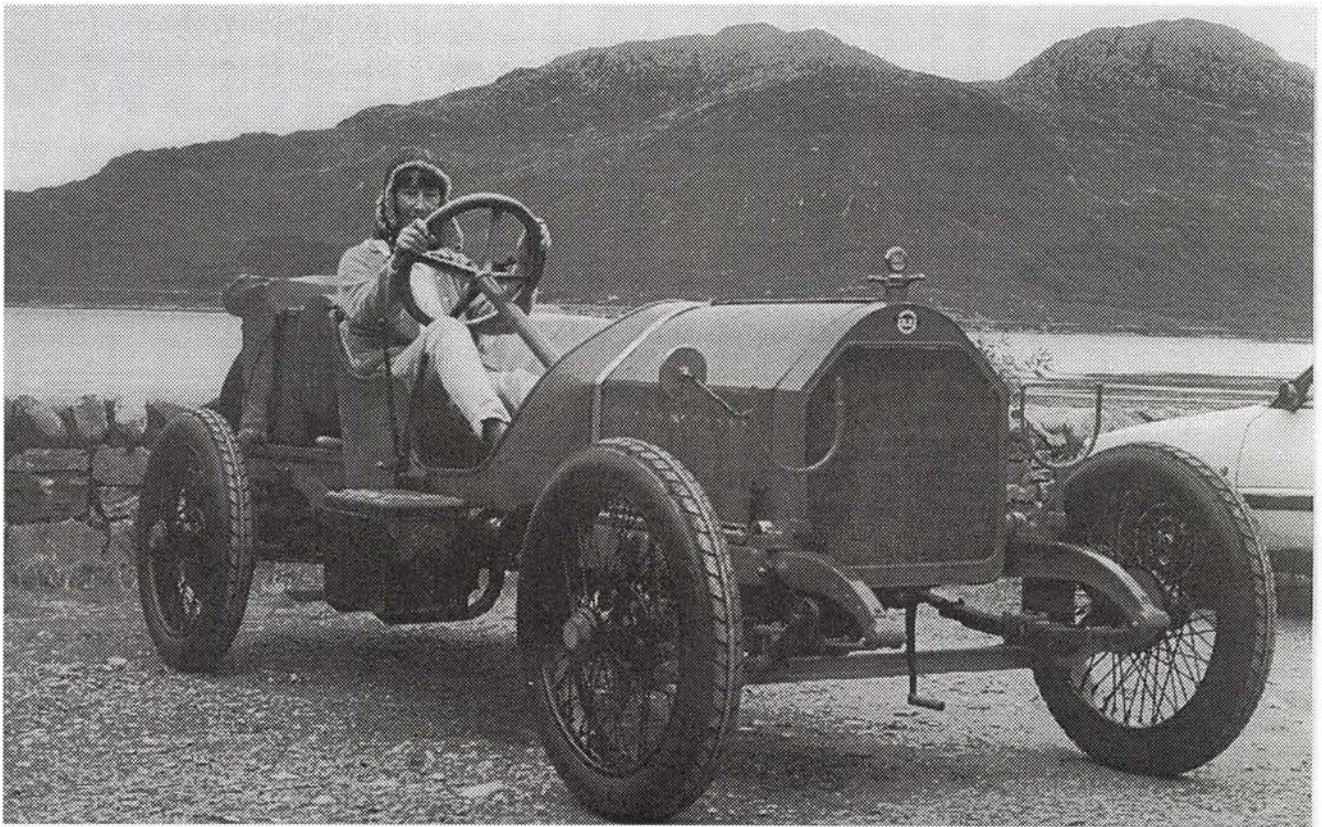
Ms. Howie had the following to say about the restoration. "The car has been completely restored mechanically" and was pretty extensive including fabrication of some pieces of the chassis. The engine rebuild included re-metalled bearings and new piston. I had high hopes of getting the pistons from a US firm, but they failed to deliver - so, we had them made here.

"Similarly, I've had to have new crown wheel and pinion made, also brake drums. The gearbox and hubs have new bearings. The radiator has been reconditioned and the chassis and suspension overhauled. The wire wheels were a big problem as they were in bad condition (24" diameter) for straight side tyres 32 x 4. They were the main reason for the hold-up in the restoration. I won't bore you with the details and expense, but essentially I now have five (5) surplus Oakcrest rims-in three (3) different sizes - and eventually had to have the wheels rebuilt in England on the original hubs."

Imogene Miller (left) appears happy with results.



Eleanor J. Howie and her 1915 Stutz Series H.C.S. Roadster



Ms. Howie comments: "As you can see from the photographs, the restoration is not quite finished. Wings, lights and monacle windscreen still have to be fitted and there is painting an upholstery work needed.

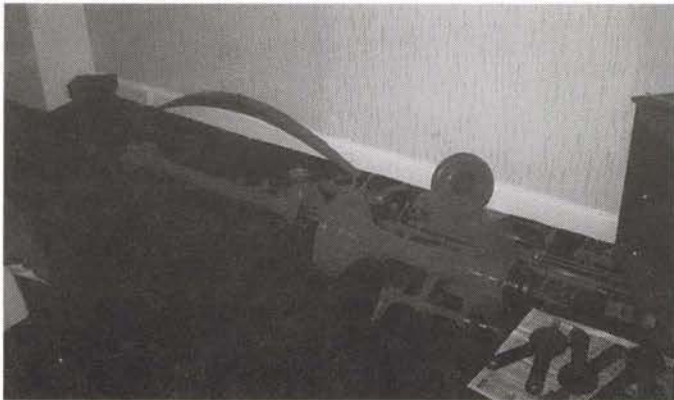
Nevertheless, we recently enjoyed a trouble-free trip of some 800 miles in 5 days which included

a 1 & 4 pass, taking up to 2000 feet from sea level. I was very pleasantly surprised at the brilliant road holding and suspension - and even the brakes are not too bad. The lack of lights led so some excitement on one occasion when we got slightly lost and had to travel some distance in the dark!" Its doubtful if anyone ever before drove a Stutz H.C.S. 800 miles on a five-day trip. (Ed)

Reconditioned front axle and hubs ready for re-assembly on the chassis.



Reconditioned rear axle, shocks and other chassis parts ready for re-assembly.



Ms. Howie comments on 3 December 1997 "the radiator as I received it had a "Stutz" badge ." (There had been some speculation that the radiator badge for this H.C.S. would have contained the letters "H.C.S." in place of "Stutz" (Ed.) "I do have the original fenders and supports - we were in a hurry to get the car on the road and haven't yet fitted them. The same applies to headlamps, although I did not get any tail lamps with the car. The metal part of the steering wheel is original but there was no wooden

Stutz "transaxle" rear end back in place on reconditioned chassis.

rim at all. A friend of mine made the wooden part. Of all the costs I had in restoring the car, this was the one I was happiest to incur. The rim is really lovely - chunky and beautifully made in every detail.

Another photo of the the Stutz H.C.S. Roadster car No. 93 (center)



Wm. L. Snyder's 1927 Stutz Black Hawk

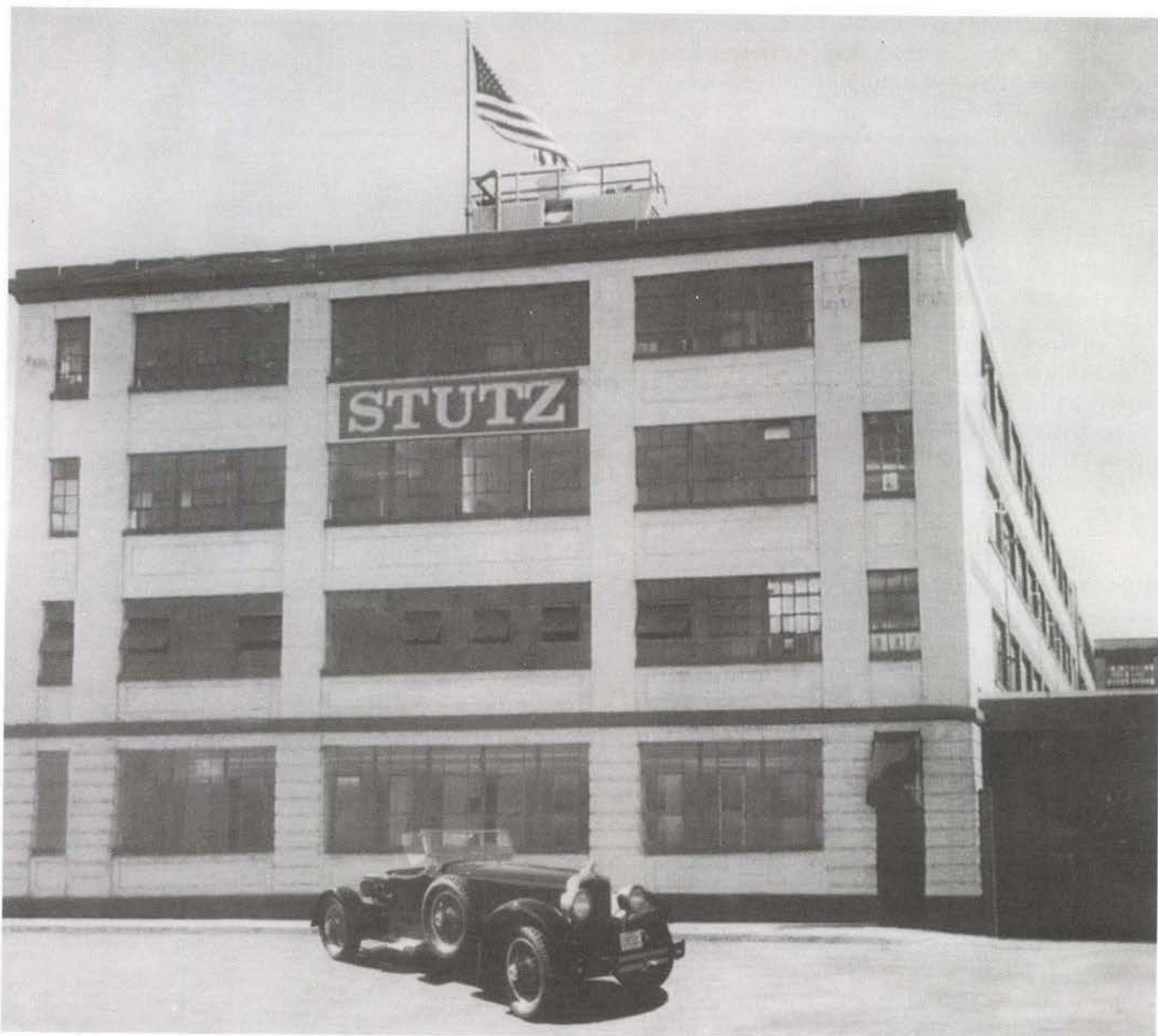
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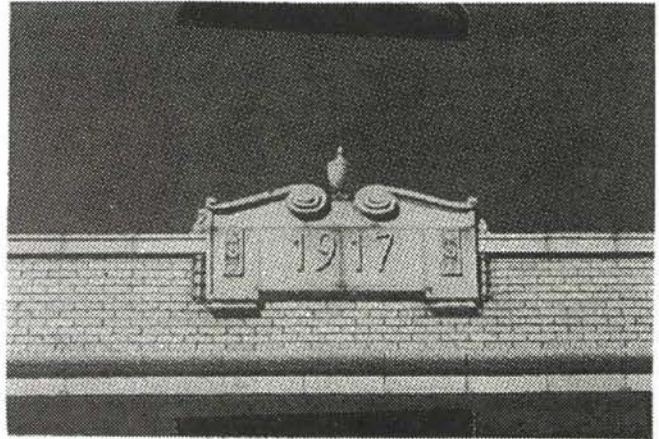
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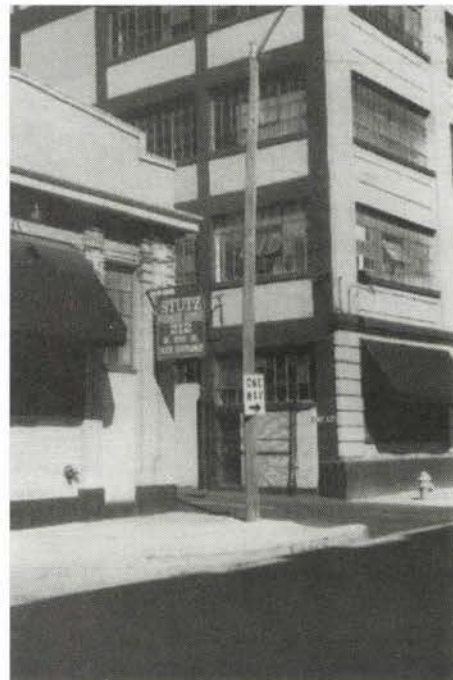
CHRISTINE SNYDER, EDITOR



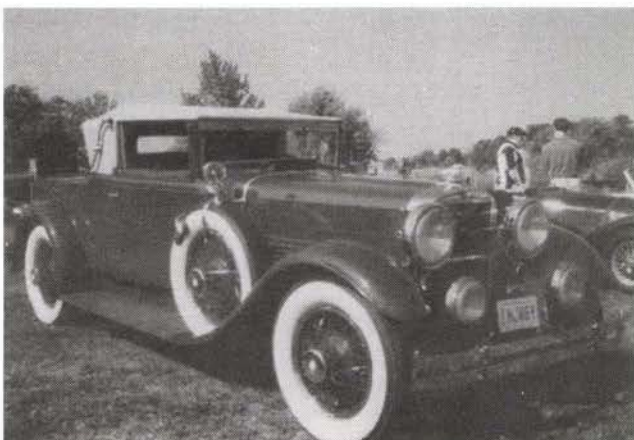
We were delighted to see Bill Snyder's 1927 Stutz AA Black Hawk Boattail Speedster as the "Feature Classic" in the February, 1998 issue of Northern Lights, a publication of the Northern Ohio Region CCCA. The front cover plus five additional pages were devoted to coverage of the 10th Grand Stutz. member Christine Snyder, Bill's wife, is the editor of this award winning publication. As editor, she serves on the Ohio Region Board of Managers as does Bill in the capacity of Chairman, Membership and Regional Development. Bill volunteered to co-chair the new Stutz Projects Committee with Mike Berry at the 1997 Business Meeting.

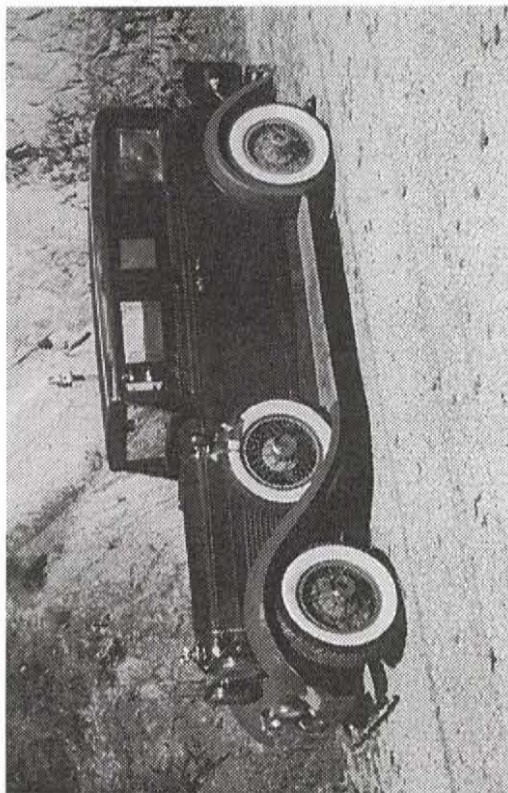


Reprinted here are two of the photos from the "Feature Classic" article pertaining to the Stutz Factory. The beautiful marker on West 10th Street showing the date of the Stutz Machine Shop building where the engines were built. The shop was expanded in 1919. The other photo shows the exit from Bearcat Alley onto one-way 10th Street.

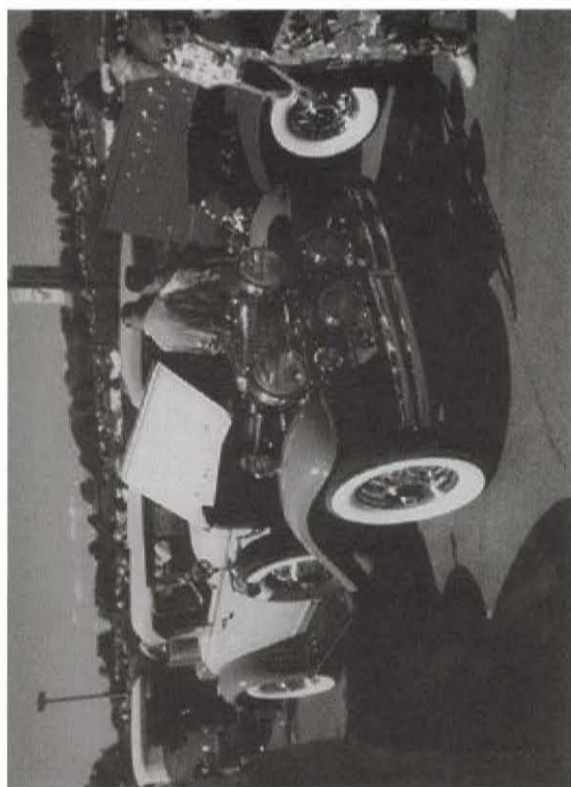


Bill and Chris are also proud owners of this 1930 Stutz M 27 Cabriolet which shares the garage with the 1927 Blackhawk Speedster. You will note in "Classifieds" that the Snyders are looking for another interesting Stutz to compliment their collection.

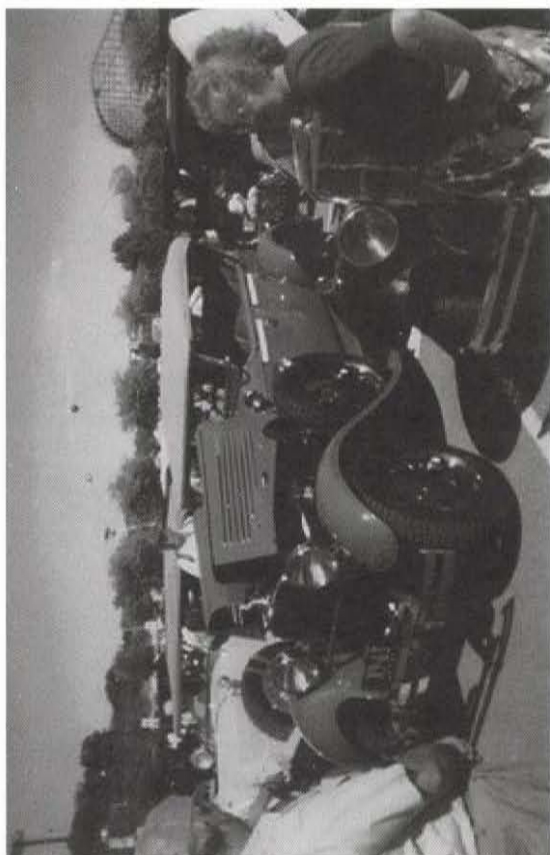




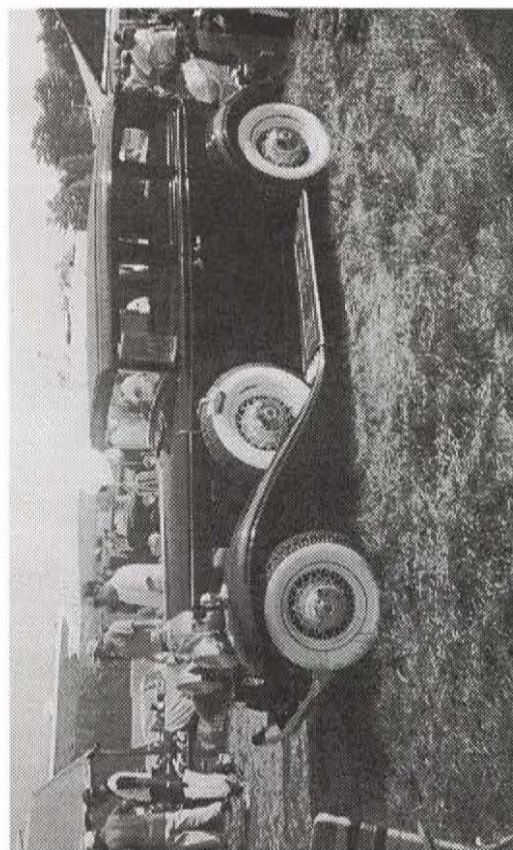
1929 Series M Sedan purchased by new member Richard Miller (#5114) of Gatlinburg, TN. It was previously owned by Gerald J. Lettieri of Rocky Hills, CT.



1933 DV-32 Roadster owned by Calvin G. High (#472) of Lancaster, PA. (see our comments on page 25 of the Jan.-Mar. 1998 issue.) Say, that's Bonnie Wells facing camera (r).

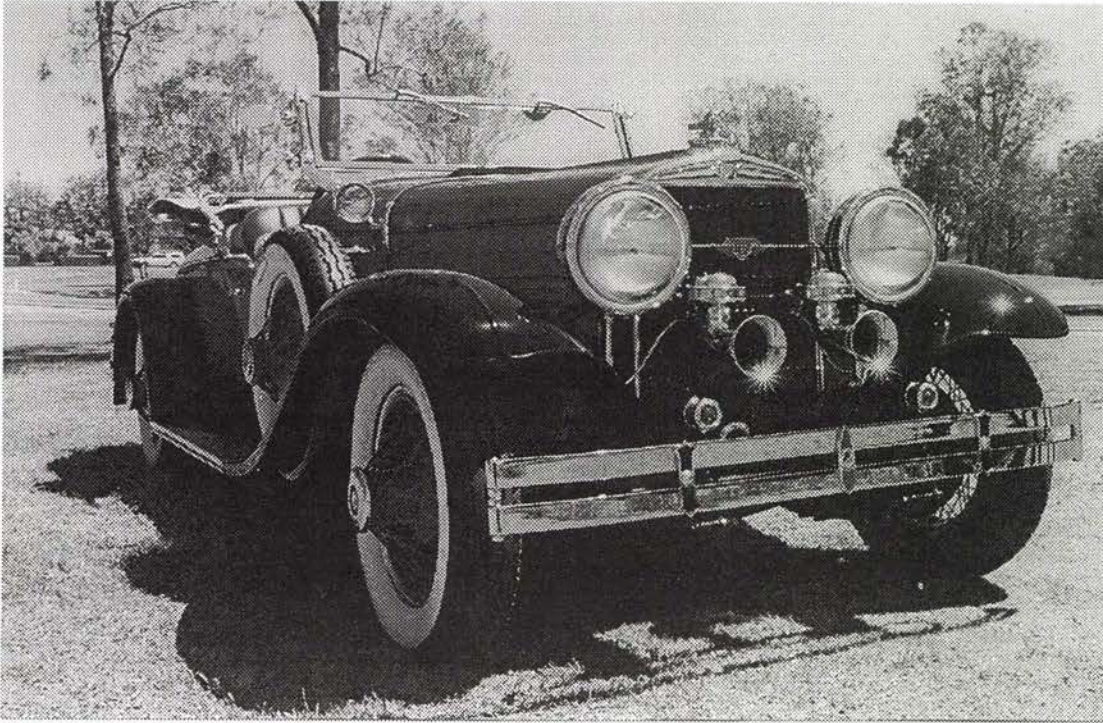


1928 Series BB 4 pass. Speedster owned by member Piers MacDonald (#477) of Bedford, NY. It scored 99.75 pts for 1st in class and earned a Senior Badge at the CCCA Annual Meeting in San Antonio, TX



1932 DV-32 Sedan shown "FOR SALE" on the Green Field by member Dick Shappy (#469) of Warwick, RI. Did it sell?

1927 Blackhawk L6 Speedster



This beautiful Blackhawk is owned by member Victor T. Melbourne (#430) of New South Wales, Australia. Its fine restoration was accomplished by member Gavin B. Campbell (#431) at Classic Parts & Restoration Pty. Ltd. in Beenleigh QLD, Australia during 1997.

In October 1997 the Stutz was entered in the prestigious Classic Yacht & Car Concours at Sanctuary Cove, Queensland and not only won its class but was declared Grand Champion. Our hearty congratulations to members Campbell and Melbourne for their dedication in bringing this Classic

Blackhawk to Concours condition. These two photos were taken at the Classic Yacht & Car Concours d'Elegance in Queensland, Australia by member Janet Bronk (#350) who lives in Mudgeerba, QLD.

In Mr. Campbell's letter of December 17, 1997 he stated: "The car drives like a dream, has exceptional brakes and steering. It is comfortable and in comparison with many other late '20s and early '30s cars I have driven is way ahead and very rewarding. I would like to thank Bill Greer for nudging suppliers to answer my letters and for all his help in locating parts."

The Blackhawk L-6 Roadster at Sanctuary Cove.



Sumptuous driving compartment with right hand drive.



Nickel Age Touring Club Non-Tour

BY BILL NICHOLS

Due to the prospect of an early winter courtesy of the Pacific "El Niño" weather patterns, the usual fall tour of the Nickel Age Touring Club was cancelled. It was generally conceded that snow could be a factor at the 6,000 foot level the tour would follow through Sequoia National Park. Not to be deprived of the fall event, some of the club stalwarts opted for a shorter outing that was announced as the 1997 Non-Tour.

The Non-Tour would leave Pat Craig's auto restoration shop on Friday, October 24, in Stockton and proceed into the famous gold rush country of Northern California. Tour leader Mike Giddons, with the help of Pat and Katie Craig and their friends Richard and Anne Bowley, planned a superb route. The first stop was Craig's brew pub in Stockton for lunch and a glass of Pat's famous Indian Red Ale. Evening found us at the historic Mother Lode town of Jackson for a no-host dinner at Teresa's Italian Restaurant in the old section of the city.

Members in attendance were: Pat and Katie Craig; John Travis and son Nicky; Joe and Geri Kotlar; Cebert Holmes; Jack and Mona Passey; Frank and Linda Arms; Marshall Mathews and daughter Emily, Bill and Mimi Nichols; Buck Kamp-hausen; and new members Mandy and John Fosette. In addition, the Craigs's friends Richard and Ann Bowley and the Nichols's guest Tom Rothwell joined the tour. Eleven cars left Jackson on Saturday morning after an overnight stay at the Amador Hotel.

As the Nickel Age Touring Club was founded to promote cars manufactured between 1913 and

1927, no machinery manufactured before or after those dates is permitted on the tour. In all, the eleven cars participating included three Pierce-Arrows, two Hudsons, a Locomobile, Chevrolet and Buick, along with new club members Mandy and John Fosette's 1927 Stutz Sport Sedan. Marshall Mathews brought along his 1914 Stutz Bearcat. Saturday's route took us through the old mining town of Volcano and the

Winery located on Omo Ranch Road gave members and guests a chance to do some wine tasting and answer questions regarding their cars. After leaving the winery the tour passed through the ancient mining settlement of Fiddletown and on to historic Amador City for antiquing and ice cream. Final stop was at the gold rush town of Sutter Creek, then back to the hotel.



BUCK KAMPHAUSEN PHOTOGRAPH

Emily Mathews enjoys a relaxing tour through the gold country of Northern California in her father Marshall's 1914 Stutz Bearcat.

Chaw-Se Indian Grinding Rocks State Park. Members were given a chance to visit the Indian Round House Museum at the state park and learn about the Sierra Indians that inhabited the region. Lunch found us at the 5,000 foot elevation where we dined al fresco in the warm sunshine at the old stage coach stop known as Cook's Station. Returning from Cook's Station the caravan traveled along little-used country roads that allowed members to take in the beautiful fall colors that occur in the mountains this time of year. Several flocks of wild turkeys were seen in the meadows alongside the road. A stop at the Latcham

On the final day, Sunday, after setting clocks and watches back to accommodate standard time, members took off for Sunday brunch at the Buena Vista Restaurant in a small community approximately 30 miles from the starting point in Stockton.

Mike Giddens, Pat and Katie Craig, along with guests Richard and Anne deserve a hearty thank you from all who participated. What a great non-tour!

Reprinted with permission from the January/February 1998 issue of The Bulb Horn, the Veteran Motor Car Club of America.



HENRY F. CAMPBELL (1882-1936)

By Bill Greer

It is quite unfortunate that we were unable to give more recognition to Henry F. Campbell in the club's book, *The Splendid Stutz*. Certainly a sidebar would have been most appropriate in view of Mr. Campbell's many contributions to the early Stutz companies. References to Henry F. Campbell can be found in *The Splendid Stutz* on pages 15, 31,

32, 35, 36, 79, 83, 338, and perhaps others. These references pertain only to his involvement in the various companies as follows:

1909 - Stutz Auto Parts Company - Director & Financier

1911 - Ideal Motor Car Company - President

1912 - Ideal Motor Car Company - Secretary

1913 - Stutz Motor Car Company of Indiana - Secretary/Treasurer

1916 - Stutz Motor Car Company of America, Inc. -
Chairman

1919 - H.C.S. Motor Car Company - Treasurer

1919 - Stutz Fire Engine Company -
Official/Director ?

Who was this man who helped Harry make the Stutz go? The portrait shown here is from the early 1920's taken when Mr. Campbell was circa 40 years old. This photo was found in Indianapolis Men of Affairs (1923) wherein it was stated: "He is a sterling representative of the best type of American business man today; virile strong, aggressive and successful. Background information was also found in Indiana and Indianans (1919) by Jacob Piatt Dunn, Vol. 4, p 1745.

Mr. Campbell was born on February 26, 1882 in Williamsport, Pennsylvania, a son of Lillian E. and Eben B. Campbell. In 1904 he graduated from Lehigh University with a degree in Civil Engineering and married Madeline Downtain in 1907. They moved to Indianapolis in 1908. Two children, Madeline and Dorothy, enhanced the family which resided at 3261 N. Pennsylvania Street.

Henry and his father had financial interests in the Overland Automobile Company and the Marion Motor Car Company. It was at Marion that Harry Stutz and Henry Campbell came into association. In 1910 the Campbell interests in these corporations were withdrawn and Henry began to devote more time to the Stutz ventures. This was the same year that Harry Stutz departed Marion.

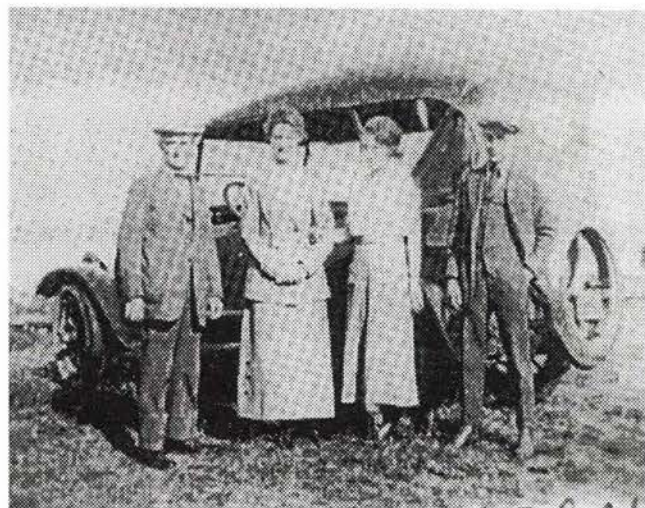
Mr. Campbell was also very active in agriculture and stock raising. He owned a 250 acre farm in Morgan County, IN. where he developed the nucleus of a herd of unexcelled Poland China hogs. He also owned large cattle ranches in Colorado and Wyoming stocked with 2,400 head of choice White-face Herefords. With several others, he had interests in probably the largest wheat operation in the U.S., located in the San Joaquin Valley of California.

Henry devoted a large amount of time to Indianapolis civic and charitable enterprises and he was a valuable asset to the community. He was an enthusiastic golfer and very active in club life. He was president of the Indianapolis Athletic Club, a member of the Columbia Club, Highland Golf and Country Club and the Woodstock Country Club. He was a 32nd degree Scottish Rite Mason and Affiliated with the Murat Temple of the Mystic Shrine.

He was a member and national treasurer of the Delta Tau Delta fraternity.

An interesting reference was found in Sing To The Royal Purple, 130 years of Delta Tau Delta, pages 255 and 256 and I quote: "One of the most exciting Karneas, at least from the standpoint of delegates, was held in Indianapolis in 1913. Henry F. Campbell, Beta Lambda (Lehigh), 1904, together with his father were the owners of an automobile factory in that city which was operated by Harry C. Stutz. When delegates arrived, they found waiting for them a whole fleet of brand new Stutz automobiles, right off the assembly lines, all painted in purple, white and gold. For those able to drive, the cars were at their disposal. For those who had not yet acquired the art, there was an organization of "Hoosier Hosts" always on tap to drive them wherever they wished. The Karnea minutes note that in the opening session, President Curtis informed the delegates that the using Hoosier Hosts' automobiles during business sessions would be prohibited! The gang had been roaring around Indianapolis for two days prior to that, and it was only because the famed Indianapolis speedway was undergoing repairs that they didn't wind up in a planned 50-mile race in all those new Stutzes." The writer wonders if this fleet of Stutzes were sold as is or repainted some other color than Royal Purple?

Among the photos I had reproduced from the albums of Emma Belle Stutz Horn (Harry's daughter) is the one shown here marked by Emma, "Campbell family at Phelps". My notes indicate the photo was taken in July 1920. at Phelps, Wisconsin. The girl could be Emma with a boy friend or one of the Campbell daughters.





The Henry F. Campbell 25 room mansion located at 2550 Cold Spring Road, Indianapolis has recently been listed on the National Register of Historic Places. Construction of the Renaissance Revival Mansion designed by the prominent architectural firm of D.A. Bohlen & Sons began circa 1916 and lasted several years. It is a 2 1/2 story cream colored brick and glazed terra cotta residence situated on 5.66 acres. The house is structurally of steel and concrete construction. The roof is also reinforced concrete rendering the building completely fire proof. Four out-buildings include a craftsman style gardeners house, six car garage with carriage house, barn and a garden shed.

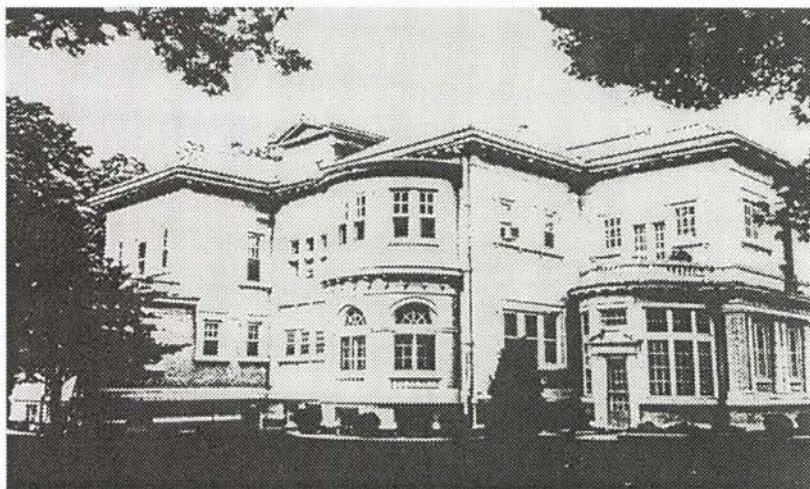
Two views of the mansion and one view of the garage are shown here. The first photo showing the entrance faces east and Cold Springs Road. The second view shows the rear of the mansion facing west.

In the mid 1920s Campbell halted construction and the mansion sat vacant and somewhat unfinished until 1941 when a contractor William Steek purchased it and divided it into 10 apartments. The interior was finished in a style combining elements of Art Deco and Moderne, which have remained to this day. The current owner is Mr. Tom Craig, Jr. who lives in the penthouse apartment #301.

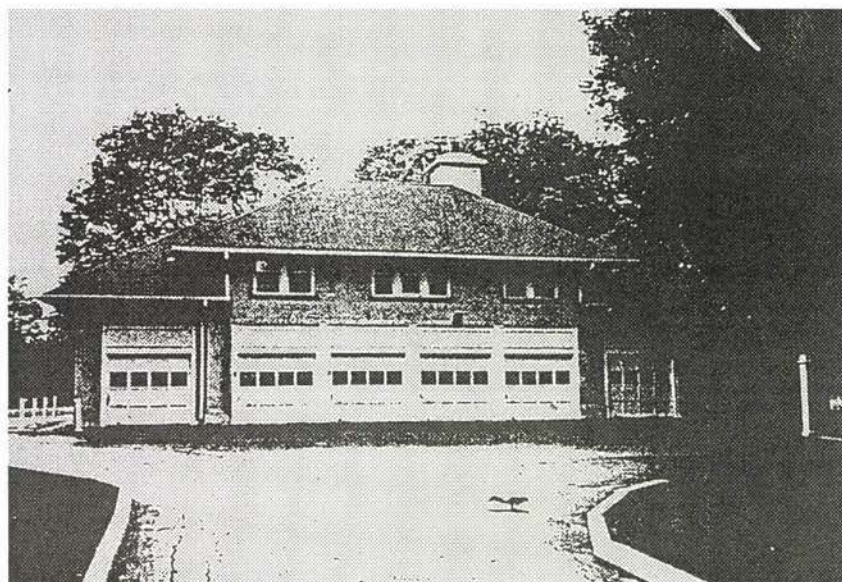
Of interest is the fact that the Campbell Mansion, the William N. Thompson home (ex-Governor's Mansion) now owned by members Dr. and Mrs. John C. Klein, and the Harry C.

Stutz home located on Meridian Street were under construction at the same time. (see photos pages 5 and 6 of the Oct. - Dec. 1997 issue). All three were of Renaissance Revival style and finished in cream-colored glazed brick as were the Stutz-built factory buildings. Campbells neighbors on Cold Springs Road would have included James Allison, Frank Wheeler, Carl Fisher and Charles Sommer, all auto industry titans of the period.

The sharp recession of 1921-22 and subsequent failure of the H.C.S. and Fire Engine companies probably influenced Mr. Campbell's decision to leave his mansion unfinished. No doubt another factor was the departure in 1925 of his friend and business associate. Harry Stutz who remarried and moved to Orlando, Florida. Henry Campbell like Harry Stutz died young at age 54.



The garage fits the writer's needs perfectly.



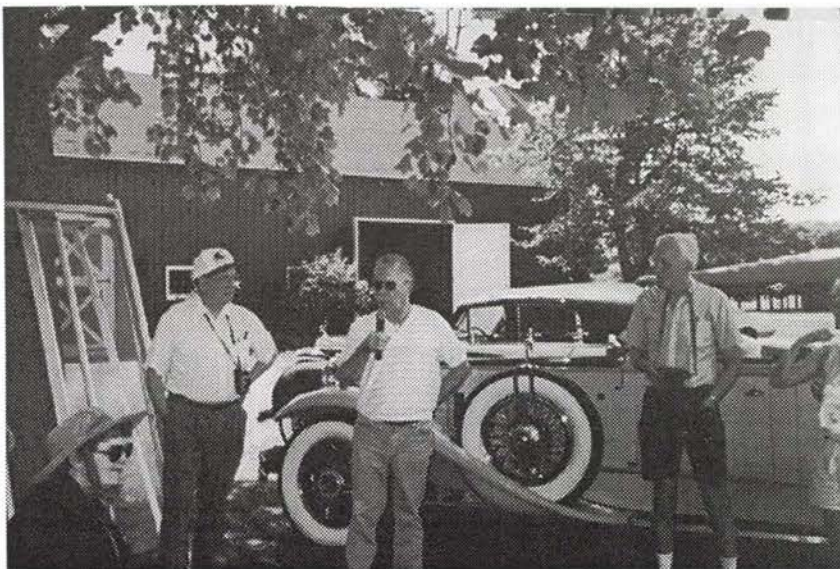
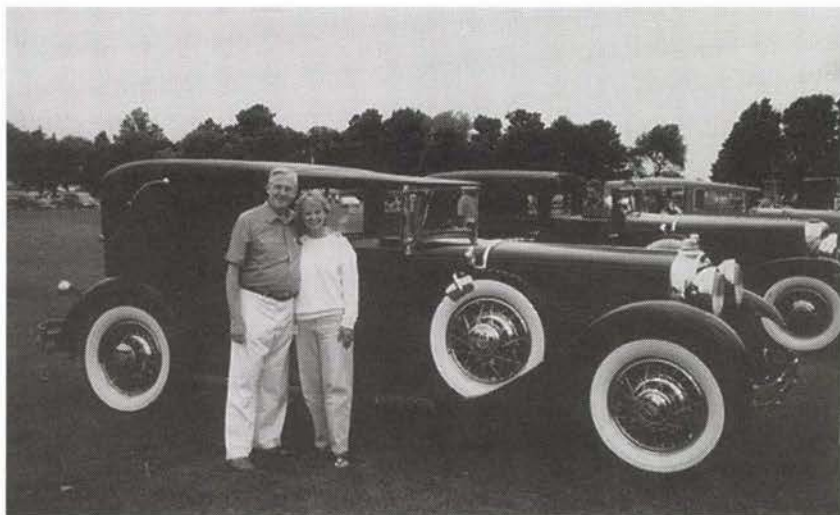
Custom Coachwork Experience

CCCA Museum Concours, May 30-31, 1998

by your editor

Carolyn Greer found members Linda and Dick Kugh with their award winning 1929 Stutz M LeBaron Town Car on the show field at Hickory Corners, MI. Around 70 custom-bodied cars were enjoyed including members Nancy and Fred Guyton's 1905 Mason 2 cyl. touring with body by DesMoines Cabinet Co. Other members showing cars were James Dougherty - 1929 Duesenberg J-159 Barker Town Car; John Gambs -1931 Pierce-Arrow 8-41 Wilboughby Limousine; George Holman - 1929 Rolls-Royce P1 Brewster Ascot Phaeton; Ray Katzell - 1928 Minerva 6-AK Saoutchik Conv. D.W. Torpedo; John Klein - 1940 Packard 8-1807 Darrin Conv. Victoria and Dan Phenicie- 1932 Chrysler CL LeBaron DC Phaeton.

In this photo by C. Greer we find member Frederick Roe, Concours Grand Marshall (standing at left) paying close attention to artist Tom Hale as he discusses automotive art. Our president, Dale Wells and his wife Bonnie were key committee workers who helped make the Custom Coachwork Experience a success.



The A.K. Miller story continues - A sampling of postcards from Alex to Life and Charter Member Norman "Curly" Walz (#91L)

Dear Friend- Dec 28
 It is a long time since I had any word from you. Soon, I shall be going to Ont. for a week. So, if you are going to need any Stutz or B.H. parts, I could send them from there, free of duty. Also, I should like your help, in buying for me, from Olivier's, about 5#s or so of coffee creams, just loose, no fancy packaging, which you could mail to my address in Ontario, which I will send to you. I will pay you when I know how much. Please let me hear from you. I am,

Yours faithfully

A. K. Miller

POST MARKED
 DEC. 30, 1968
 54 STAMP

A. K. Miller
 Stutz Specialist

Dear Friend- Jan 25

I am going up to Ontario in a week or 10 days & should like if you could get me about 5#s of loose coffee creams from Oliviers, as you offered to do a while back. If so, mail them to me & Geo Jackson, 1111 Belleville, Ontario, Picton Rd & I shall reimburse you the cost. Please advise.

Yours truly, R7

A. K. Miller

Stutz Specialist

POST MARKED
 JAN. 25, 1969

Dear sir:- May 11

I have your note of 7/4

I can supply a great many parts - gaskets, brake kits, gasket sets, etc etc; but don't recall having any orders from you for such items, only inquiry for items that no one else has. I have some new items, some used items.

New coil springs are \$100 each. Mail light body, unfinished \$45. Shot fittings for spring ends \$2.50 each. Gas tank cap \$5. Steering wheel bracket on dash \$35. S4 side brackets for windshield \$35/pr used, \$75/pr new. Two hub emblems \$25 each. Shutter thermostat, used, opens some but not fully \$25. Tail light body, used, required, \$35. New metal, large black tank identification plate, with fitting instructions on it. It fastens to the cam cover. There was no decal ever used. Price \$40. Size 3 3/4"x5".

VTV / A. K. Miller
 Stutz Specialist

POSTED
 MAY 11, 1989

Dear Friend:- Sept 8

I thank you for your order just received. I will send the cowl lamps to you; but I suggest that it is better & easier for you, if I have my friend from Toronto, an old car man, take them with him & send them from Toronto, along with the Tail light stalk. On the stalk, you have to drill 2 meeting holes for the wire & then have a polisher polish it & will look as per original. I lost money on it, as the foundry charged me more for it than I charged you except the parts that fasten to the hood @ \$5 each, new original. Foundry prices today are very bad. I don't have any hood latches. Were you interested in hub cap emblems? Someone was, as I got them out, but forget who wanted them. My Toronto friend will be along, but I don't know exact date, he comes now & then.

Yours truly

POSTED
 SEPT 8, 1989

The A.K. Miller story continues

Charter Member Barney C. Pollard (#112) of Farmington Hills, Mich. submitted this letter and postcard from Mr. Miller dated July 27 and September 7, 1988. Mr. Pollard relates that he never completed a single deal with A.K. Your editor acquired the R-R P2 Cyl. head mentioned at the Christies Auction.

July 27 1988

Dear friend:

I have your letter, & although you do not say, I assume you are the 'boy' & not 1 of the 3 daughters?

I well recall, during the war, chatting with your father in his parlour; while meanwhile one of the 3 girls sat there sketching my picture, unbeknownst to me. She did a good job & then gave me the picture, which I have yet. Please tell her that I again thank her for her kindness.

I recall the 1926 Stutz touring car, which your father got from a lady in Pittsburgh, as I recall, a result of the article on your father & the cars, that was in the Sat. Eve. Post. I tried to buy it from your father. He also had a Stutz speedster, which had an Auburn body on it, although he thought it was a Stutz body.

Around that time I bought the remaining stock of parts from the Stutz factory. I have over 50 Stutz cars now, & have had many more. So there would be no chance of my supplying you the wrong parts. What happened to the original hubs & wheels? Has the car still got the hydrostatic water brakes or has it been changed to hydraulic? Do you have the brake drums? Which kind? I have the 20" wheels & correct hubs, where are the originals?

Rectifiers are scarce. They were also used on Harmons. We shall look into that later.

Are you interested in trading? I have other good cars such as Locomobile, HOS, Henderson Lerox, Stanley steamer. Your father had a Rolls PE with a leaking aluminum cylinder head, so he put the car away. Do you still have it? I have a good complete PE cyl head, never damaged.

You will need many other parts, many of which I have- gaskets, mufflers, ignition pts, distr caps, rotors, hand gas & spk levers, light switch gears, mascots, brake, clutch & engine parts, grease seals, brake lining, timing chains, king pin thrust brgs; instruments, gears, wheel pullers, radiator emblems, univ jts, etc etc.

Do you still have most of the cars & the parts. I got him many wheels & rims & snap rings for wire wheels. Now I need some for my self- 23" or 26" snap rings for wire wheels, or for disk wheels. Have you any? When I hear from you I can tell more about what you need.

Yours truly

P.S. How is your Mother?

*A. K. Miller
Stutz Specialist*

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Yours truly
P.S. How is your Mother?

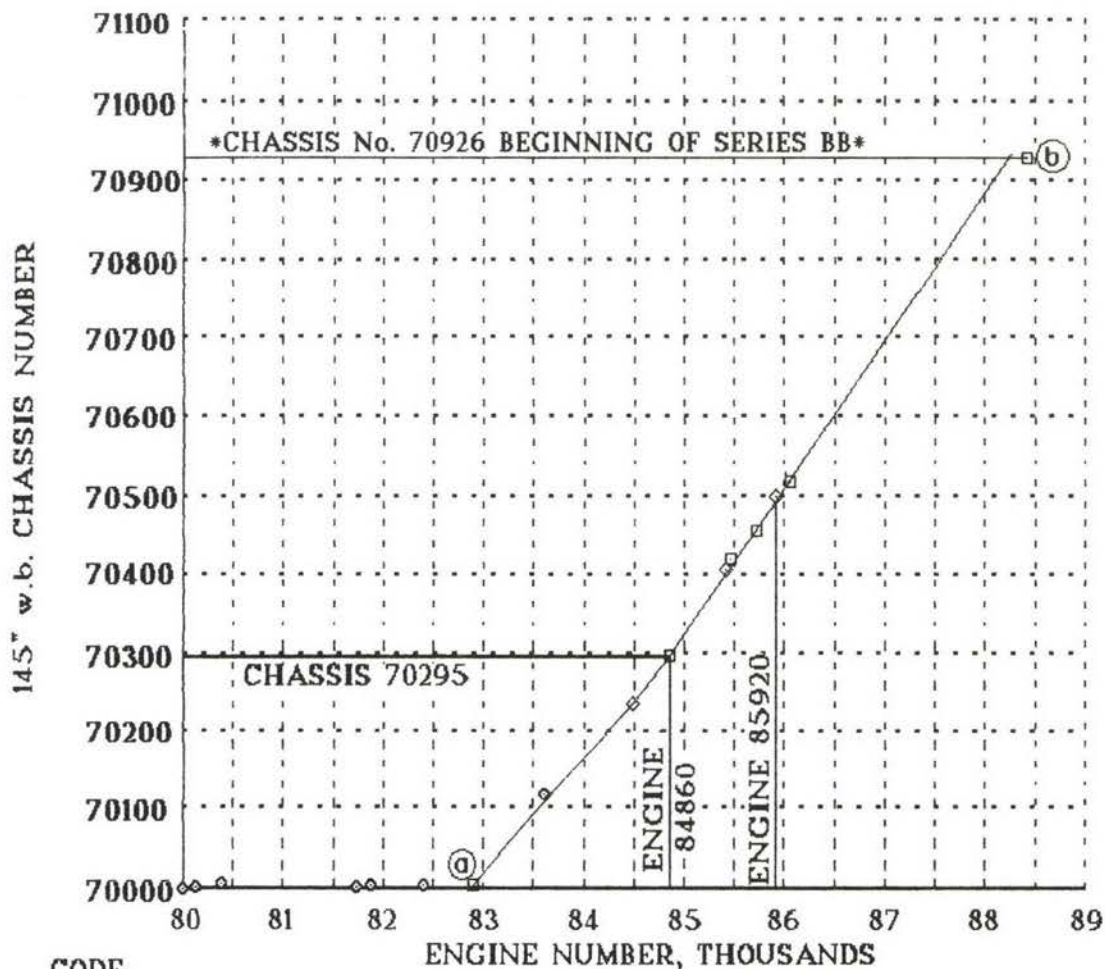
*A. K. Miller
Stutz Specialist*

Stutz Wrench

CHASSIS/ENGINE NUMBERS, FROM RECORDS OF MEMBER'S 1926/27 SERIES AA CARS

(WITH CHECK POINTS FROM STUTZ PARTS LIST)

J.R. KETO FEB. 23,'98



CODE:

- ◊ DERIVED FROM MEMBER'S 131" w.b. DATA: ENGINES NOT USED IN 131" w.b. ASSIGNED TO 145" w.b. CARS.
- ◇ FROM MEMBER'S 145" w.b. CARS.
- ◻ CHECK POINTS DERIVED FROM PARTS LIST.
- * FROM STUTZ PARTS BOOK, APRIL 1928, PAGE VI.

The above graph is a refinement of a premature graph (Fig. 2 & 3, as reported in an unpublished earlier study titled *Chassis/Engine Numbers, From Records of Members 1926/27 Series AA Cars*). More recent data received from the Stutz Club has permitted elimination of questionable ambiguities, specifically the mysterious "gap [of] over 300 engines" rationalized as being "a cessation of production of the 70000 series chassis." It is now concluded that this anomaly resulted from insufficient data preventing the elimination of irregularities. It was pointed out in the earlier study that 15 data points is very meager out of a total production of around 7,461. Understandably, out of the 15 "usable" corresponding chassis/engine numbers reported, one (or more) cars may have had engines replaced, creating questionable results. This new graph results from augmenting the additional data on members' chassis/engine numbers by data from other sources, explained as follows:

Point (a), which was previously questioned, has now been established from the *STUTZ Series AA-BB Parts Price Book*, April 1928, page 62, "Part No. 21357, Front fender...used on car 82864 to 87226 and 70001 to 70926."

As can be seen from the 131" w.b. graph (below), up to about engine number 83000, chassis numbers reported were in close agreement with the engine number. Thus, the engine number of chassis 70001 would agree reasonably close to that used in chassis 82864.

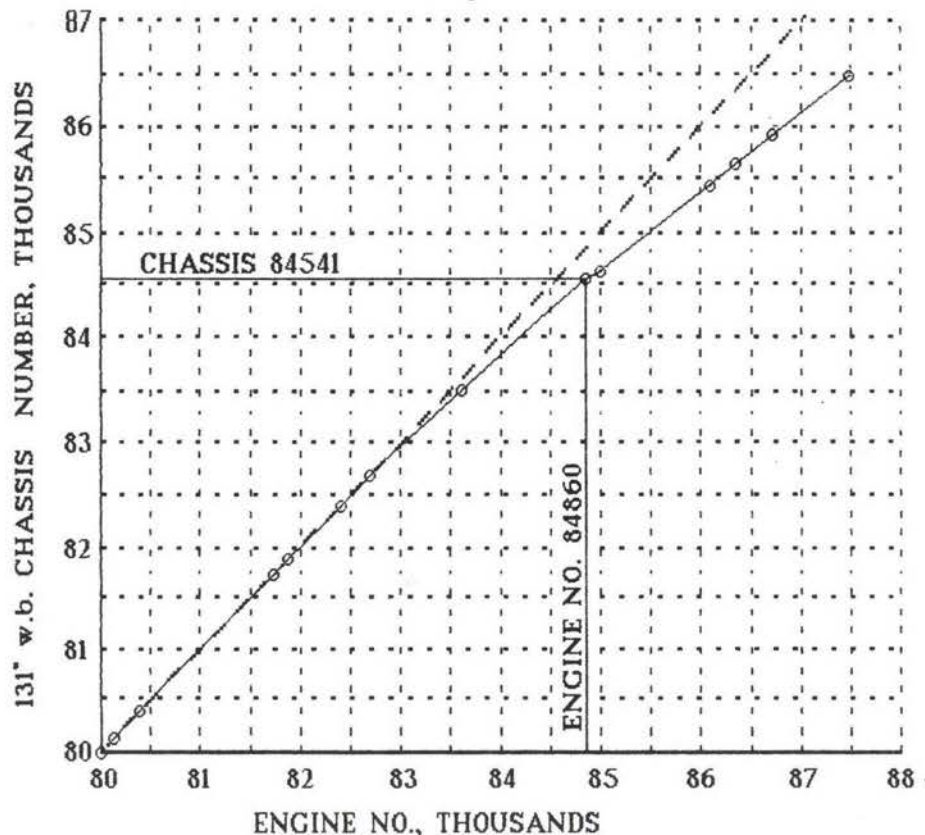
The points marked \odot in the area of the graph below CHASSIS 70295 have been derived from the series 80000 owners data on the presumption that engines not used in the 131" w.b. cars were used in the 145" w.b. ones, being within reasonable error.

The points marked with a \diamond are plotted from chassis/engine numbers reported by owner members.

The points marked \square have been gleaned from the Stutz parts book as follows:

- Page 11 Part No. 24692 Distributor...use after car 84472 and 70251
- Page 1, Engines changed to 3 1/4 bore...car 84541 and 70295...engine 84860
- Page 8 Part No. 24907 Water pump...use after car 85000 and 70417
- Page 11 Part No. 27103 Spark Plug wire...use after car 85189 and 70455
- Page 2 Part No. 24201 Cylinder head...use after car 85443 and 70518
- Page VI Series AA cars ended...with Number 87226...70925

Notice that all of the above, except the last, involve the engine. The line segment above chassis 84541 (graph below) appears to be a straight line within reason. The last point, marked \odot (opposite page) does not fall exactly upon the straight line on the 70000 series graph when the engine number is calculated from the 80000 series chassis number by the equation: Common Engine # = $1.333846 \times (80000 \text{ chassis \#}) - 27905$. This can be attributed to the fact that no evidence indicates that the 80000 and 70000 chassis numbers are related to a common engine number.



This article reports "final" conclusions reached from a continuation of a study dated Jan. 14, 1997, as necessary to be in agreement with more recent data on members' 70000 series (145" w.b.) cars. More data is needed!

STUTZ FIRE APPARATUS CO.

During a meeting of the Society of Automobile Historians hosted by Bill and Nancy Tyndale at their interesting country home near Boston, IN. (south of Richmond), Fred T. Buffington gave me the photo reprinted here. The photo shows a portion of the display at the Hartford City Library featuring the Hartford City Stutz. In the spotlight are two models of the first diesel-powered fire engine, a Stutz with a Cummins engine dating from 1939. These models were built by master model builder, Jim Rogers, of Columbus, IN. and a retiree of Cummins

Engine. Mr. Rogers has built numerous wood models of vehicles related to Cummins that included Indiana trucks. Mr. Buffington's copy of *The Splendid Stutz* was included in the display which was shown during the whole month of April 1998 in Hartford City.

Member Alfred C. Mecklenburg Jr.'s father started the New Stutz Fire Apparatus venture at Hartford City, IN. on January 1, 1931. Indiana, White



and Pierce-Arrow chassis were used for the New Stutz fire engines. A total of thirty units rolled out of the factory door before the last fire engine exited in 1941. This compares to the 302 units produced by the Stutz Fire Engine Co. of Indianapolis where A.C. Mecklenburg, Sr. had served as chief engineer with Harry C. Stutz, president.

Our thanks to Mr. Buffington for his inputs. (Ed).

Another Stutz Reference

Hispano Suiza, by Ernest Schmid d'Andres. French and English texts by David Waldron and Jules M. heumann respectively. 208 pages. 213 color illustrations, 185 in black and white. Hardbound in slipcase. 12" x 9 1/2". ISBN 2-909413-23-3. Editions d'Art J-P Barthelémy. Paris-Besancon, France, and available in the U.S. from Motorbooks International, PO Box 2, Osceola, WI \$135.00 plus \$4.95 shipping and handling.

As announced in the October-December 1997 issue of *Stutz News*, the long-awaited history of the Stutz nad its siblings won the coveted Nicholas-Joseph Cugnot Award as the top book in automotive

history published in 1996. This was the decision of the judges against ten other contending volumes. This ends the matter...almost but not quite. This is not a review per se but there is another matter to take into consideration which directly involves this book on Hispano Suiza in that it might be considered as a reminder in particular the contest between Stutz and Hispano-Suiza at the Indianapolis Motor Speedway, notably portrayed by world famous artist Walter Gotsche. Those who study Stutz from every angle, will doubtlessly want to add this volume to their libraries.

The Car

1920 Stutz Bearcat

Built for speed

by John F. Katz

Rasping, rattling and puttering at idle, the 361-cubic-inch four sounds more powerful than pretty. Crack open the throttle and the same song comes louder and faster. The Stutz Bearcat belongs to a time before sports cars softened into elegant, pampered status symbols. The Bearcat is a tool for going fast. Harry C. Stutz wouldn't have it any other way.

Stutz was chief engineer for the Marion automobile project in Indianapolis before he walked out in 1910 and started his own Stutz Auto Parts Co. He had designed and patented a rear axle with an integral three-speed transmission, and planned to sell the unit to automobile manufacturers. But like so many other auto men, Stutz really wanted to build a complete car of his own. And when Carl Fisher announced the first 500-mile race at the Indianapolis Motor Speedway in 1911, Harry saw his chance. He bought a 390-cid, four-cylinder, 16-valve T-head engine from Wisconsin Motor Manufacturing, and designed and built the first Stutz automobile in just five weeks time.

Driven by former Marion jockey Gil Anderson, the Stutz finished out of the money at Indy in 11th place. But Harry Stutz proclaimed 11th a triumph, and energetically promoted the Stutz as "the car that made good in a day." Before long, he was selling cars as fast as he could build them. Subsequent years brought real racing success, climaxing in 1915 with the Chicago Club and Elgin National Trophies. Stutz had significant victories at Minneapolis, Sheepshead Bay, Point Loma and Kalamazoo; second-place finishes in the American Grand Prize and Vanderbilt Cup in San Francisco; plus numerous second-through-fourth finishes at board tracks around the country, and a pole at Indy.

By then Stutz race cars were powered by a 300-cid, Wisconsin-built sohc four. The 390 T-head remained the standard engine for road models, although a couple of Wisconsin sixes were also offered in 1912-14. Chassis came in both 120- and 130-inch lengths, each with torque-tube drive to Harry's integral axle/transmission. Stutz offered conventional roadster and touring body styles, but won fame for the Bearcat—a stripped-down raceabout with two bucket seats and little else in the way of coachwork (Harry may have borrowed the name from his now-rival Marion, which built a similar raceabout called the Bobcat). Weighing just 3000 pounds, the Bearcat was a fierce-performing road car that could defend the company's honor in "stock" racing classes where the overhead-cam engine was banned.

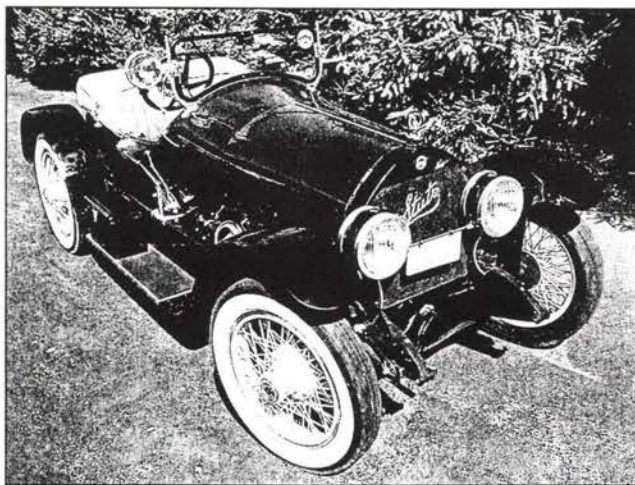
Stutz offered his own engine in 1917: a three-bearing, mono-

block four with a six-inch stroke and 361 cubic inches of displacement, still breathing through four valves per cylinder under a non-detachable T-head. With 80 hp at 2400 rpm, the new four out-revved and outperformed even the Wisconsin sixes.

Restyled for 1917, the Bearcat now featured a bench seat and real bodywork, so that it superficially resembled the Stutz roadster. Still, the roadster was built on the 130-inch chassis, and had conventional doors, a centrally

mounted gearshift and a tall, two-piece windshield. The Bearcat, on the other hand, rode the 120-inch frame and sported a narrow body with cut-down sides instead of doors, an outside shifter and a low-profile, single-piece windscreen. Still listed at only 3000 pounds, the Bearcat could now top 75 mph.

Only paint, trim and accessories varied from 1918 through 1921, although Stutz changed series designations with each new model year. Our featured 1920 Series H



JOHN F. KATZ

Bearcat belongs to Raymond A. Katzell, who is also the editor and co-author (with 17 others) of *The Splendid Stutz*. (Honored with the 1997 Cugnot Award from the Society of Automotive Historians, the book is available through The Stutz Club Inc., 538 Main St., Wilbraham MA 01095.)

You climb up into the Bearcat, stepping first on the running board, then the frame rail, then over the body side to drop into the intimately tight cockpit. Push the leather cone clutch as far as it will go and swing the stout, gated gearshift into first with a solid *thunk*. The shifter moves easy and clean, but feels big enough to open the locks on the Panama Canal. The engine likes lots of gas and the clutch appreciates a quick release. The exhaust barely has time to snort before you have to shift into second, which requires a swing across the gate and a long re-e-e-e-a all the way down and forward. Then another snort on the gas and it's time to pull it back into third. If you get it into high before the drum-type speedometer rolls up to 25 mph, you don't even have to double-clutch. Wind it out any higher—the engine will happily wind *much* higher—and the old sliding-gear transaxle won't cooperate.

Fortunately, the Stutz engine makes enough torque to pull from 10 mph in top gear, where it's turning so slowly you can practically count the cylinders as they fire. But the authentic strategy for driving a Bearcat is to avoid slowing down, even for 90-degree bends. Body roll is minimal. The steering is fast and easy, and the cornering grip—by 1920 standards—is superb.

More entrepreneur than administrator, Harry Stutz resigned in 1919, at the height of his company's success, to launch his new Stutz Fire Engine Co. and H.C.S. automobile. His successor, Allan Ryan, got caught manipulating Stutz stock prices, and the resulting scandal, combined with the postwar recession, plunged Stutz into bankruptcy in 1922.

That's when steel magnate and financier Charles M. Schwab came to the rescue. Stutz had a second chance, and some of its most interesting cars were to follow. ■

Stutz fire engine notes

In your Jan. 22 issue you had an article written by Doc Howell about old Stutz fire engines. It was a very interesting story.

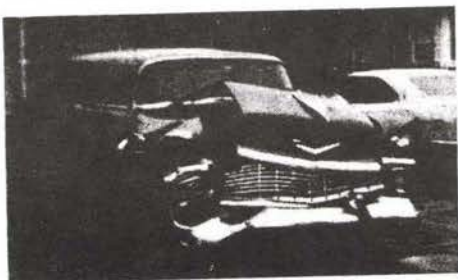
Some years ago I bought a 1922 Stutz pumper from the Portable Elevator Co. in Bloomington, Ill. They had purchased the fire truck from the city of Canastota, N.Y. and used it in their factory as stand-by protection in case of a fire in the plant. The engine had seen very little service and was in very good condition when I bought it in the 1950s. I used it in parades on occasion but was pressed for space, so I sold it to a Mr. Forney, of the Forney Arc Welding Co., in Ft. Collins, Colorado. He put the engine in the Forney Transportation Museum.

I wrote to the museum last month and found out they still have the Stutz on display. It has the big four-cylinder Wisconsin engine in it.

Walt Bittner
Normal, Ill.

The Forney Transportation Museum,
current home of Walt Bittner's old

The 'Mad Masher' strikes again



After picking up one of your *Cars & Parts* magazines, I thought I should write with some information that may interest some readers.

Being in the towing and scrapping business since 1939, I've seen many cars meet the crusher that would now be considered rare. At the beginning of WWII, the government was buying all scrap metal. Junkyards at this time were being liquidated. My business boomed at the time, at the cost of those old Chryslers, Packards and Pierce-Arrows. Government crushers were paying \$8.00 per car, which was a good buck in those days. It was not trouble scrapping 8 to 10 cars a day.

One elderly patriot drove his beautiful 1931 Stutz Coupe to my office and payed me to scrap it for the war effort, which I did. Since those early days, I've scrapped all kinds of cars from late 20s to present date. Enclosed is a photo of a 1956 Chevrolet Nomad wagon, which will be smashed by the time you read this. It should bring \$80 to \$100 on the weight scales. So, in closing, I will keep doing my best to work hand in hand with you. As you help your readers restore these cars, I'll do my part in making them rare.

Thanks,
Mad Masher
Cincinnati, Ohio

Stutz fire engine and more than 100 old cars, is a must-see if you find yourself in the Mile High city. Its address is: Forney Transportation Museum, 1416 Platte St., Denver, CO 80202, phone (303) 433-3643.

I thought I would share some information on the Stutz fire pumper that the Roseburg, Ore. department had.

I retired as the fire chief of Roseburg in 1990. I have a picture of Rose-



The Roseburg, Ore., fire department's Stutz pumper, shown in 1924.

burg's Stutz (shown). On the back it is dated Sept. 13, 1924. I also have a picture dated July 1948 showing the Stutz and five other pieces of equipment that Roseburg had at that time. Two pieces, a 1948 International and a '34 Chevy, were still in service when I joined the department in 1965. I checked with a man who worked for the fire department, and who started in 1936. He told me that the Stutz had been used at a fire at the Roseburg lumber mill; he thought it was in 1950. The engine had run low on oil and was ruined. The man told me it was sold to a mining company, which junked it out. Many of the parts were used in the mining operation.

Your article said it may have been the victim of the well-known explosion at Roseburg. The explosion you referred to was Aug. 7, 1959. Roseburg did loose a fire engine in that explosion but it was a 1957 or '58 American LaFrance. Also lost was the assistant fire chief and 13 people of Roseburg.

Sorry, I don't have very much other information on the Stutz. I do have the bell off the truck. I salvaged it from a pile of metal that the city was selling for scrap. It can be seen in the picture above the hood.

Duane Brown
Roseburg, Ore.

I believe we owe our Secretary Tom Cox for this jewel. Does any member admit to paying the "MadMasher" to crush his 1931 Stutz Coupe for WWII?

We noted this reference to Stutz in the CCCA So. Calif. Region's Side Mount Mirror, Issue 6 1997. Bill Snyder relates "The National Archives reveal that the Beaches of Kyushu, Japan were assigned automotive nomenclature for the scheduled 1945 'Olympic Landings.' The Beach was divided into seven (7) zones with 33 beach designations named for automotive brands. Stutz was in the TAXICAB ZONE with 2,000 yards of beach length."

Our thanks to members Cornelius Hauck for this bit of history:

Cycle and Auto Trade Journal September 1, 1910

Harry C. Stutz was resigned as factory manager and engineer of the Marion Motor Co., of Indianapolis, and accepted the position of President and Manager of the Stutz Auto Parts Co., Indianapolis.

Member Ray Keto (#312) is our star contributor to StutzWrench.

December 17, 1997

The Echo-Pilot, Greencastle, Pa.,

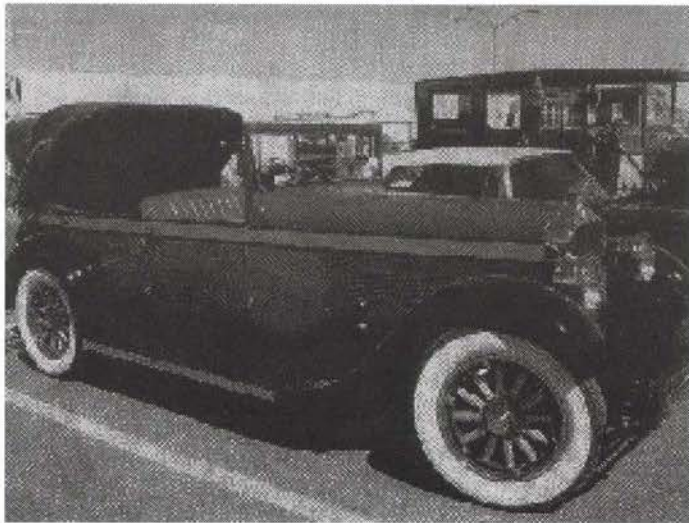
Shot Travels Through Garage Wall

Jorma Keto, 15021 Maryland Line Road was the victim of a Dec. 8 act of criminal mischief.

According to police, someone shot twice while the victim was in his garage. One shot went through a garage wall.

The victim believes that the shooting was unintentional, perhaps from a hunter's gun.

Clippings of Note



Does any member know who owns this Stutz offered at "The Auction" in Las Vegas?

9. Rare and unusual '26 Stutz 8 was built for a

descendant of Cornelius Vanderbilt, the shipping and railroad tycoon of the 1800s. The red Stutz with the partial carriage-style top was a no-sale at \$54,000. It's a classic, as are all Stutz automobiles built during the classic period, 1925-48.

JUNE 88 CARS & PARTS 61



Q. We have 100 shares of the Stutz Motor Co. of America Inc. Does the certificate, dated 10/19/37, have any collectible value? — U.K., Grand Rapids, Mich.

A. There's still some fuel left in that handsome certificate. While this maker of prestigious automobiles gave up the ghost shortly after the certificate was issued, collectors remain interested.

Stutz Motor Co., incorporated in Delaware with offices in New York City and Indianapolis, was declared insolvent in March 1938 and its assets were sold the following October. It left no equity for stockholders and bondholders were not paid in full.

If your certificate is in good condition, it could bring \$300 at auction. At the very least, a dealer probably would buy it outright for \$100, said Robert Fisher, president of the Robert D. Fisher & Co. stock-search firm.

For investors seeking the value of other certificates, Robert D. Fisher & Co., P.O. Box 2102, Cliffside Park, N.J. 07010, researches and evaluates inactive, closely held and extinct stocks and bonds.

Along with a check for \$50 for each search, the certificate owner must provide either (1) a copy of the face of the certificate, or (2) relate the exact name of the company, state of incorporation and date of certificate. Fisher's telephone/fax number is (201) 945-0080.

Our thanks to Secretary Tom Cox for this clip on Stutz shares from Richmond newspaper in November 1997. This photo of Alex Pabst in his midget Stutz race car was clipped from an article, "The Champion Stutz" by J.L. Bearsley published in the September 1950 issue of Speed Age. We thank our Archivist Stephen Dean for this early article of three pages which is one in series by Speed Age's chronicler of old time auto races. My goodness, that article was written nearly half a century ago!!

Eleventh Grand Stutz

September 4 - 6, 1998 Croydon, New Hampshire

Hosted by: Founding Life Member William B. Ruger

Coordinator: Member Lyle E. Patterson

Contact: Carol Twyon (603) 863-3300 days Sturm, Ruger & Co. Inc., Newport, NH 03773

Headquarters Hotel:

Best Western Sunapee Lake Lodge, 1403 Rt. 103, Mt. Sunapee, NH 03255 Tel: 800-606-5253
Room w/ 2 queen beds at \$89/ night plus 8 percent tax (special Stutz rate for 3 nights)

Thursday, September 3

Afternoon Registration and get acquainted Stutz Hospitality Room at Best Western
Evening Open for Stutz camaraderie

Friday, September 4

Morning Registration - Stutz Hospitality Room
 Antiquing, shopping, site seeing or relaxing - your choice
Lunch On your own
1:00 p.m. Tour of Sturm, Ruger & Co. , Newport, NH
Evening Open for your own arrangements

Saturday, September 5

Morning Open - many choices
Lunch On your own
2:00 p.m. Begin Grand Stutz program at Mr. Ruger's estate in Croydon
 Car Show and Test Drives, Catered Dinner. Annual Membership meeting

Sunday, September 6

Morning Brunch at Best Western concludes program

NOTE: Those who are planning to attend the 11th Grand Stutz should:

1. Make your hotel/motel reservations as early as possible - the cut-off date at Best Western is August 1, 1998
2. Request Registration form from Carol Twyon, Sturm, Ruger & Co, Newport, NH 03773 (Tel: 603-863-3300 days)
3. See the Jan. - March 1998 issue of Stutz News, page 18 for information on Airports and other hotels/motels available.

Editorial Comments

In the last issue under "Editorial Comments" your editor made a strong request for someone to take over the editing job for Stutz News. No response has been forthcoming which is disappointing because "Old Bill" is wearing out and needs to be replaced promptly. Don't be timid. Step forward and take the Club's quarterly publication to a new level of enjoyment for the membership.

In this issue you will find photos of four Stutz cars seen at the AACA Hershey Meet in October 1997. Two other Stutz were found in the Car Corral area listed for sale. We saw Life Member George E. Cooper's 1926 Series 695 Weymann Roadster but didn't find George with it. A very original 1923 Stutz Series 690 Touring was already sold by the time we found it. This Stutz seemed to be very original and was replete with "Stutz logo" spark plugs. Member Dick Shappy enjoyed this exA.K. Miller Stutz for awhile before trading it. Ted and Charlene Austin of Bremerton, Wash. purchased this interesting Stutz and stated their plan was to enjoy the car in its present state. We invited the Austins to join the club but haven't heard from them. We hope member Don Short will follow up.

We were pleased to receive permission from Joy Mehulka, Editor of VMCCA's *The Bulb Horn*, to reprint the page from the January/February issue featuring member Marshall Mathews' 1914 Stutz Series 4E Bearcat. The photo doesn't reveal that the Bearcat is painted black/black. The article also mentions that members John and Mandy Fosette of Sacramento were on this Nickel Age Touring Club Non-Tour with their 1927 Stutz AA-S-15 Touring Brougham (see photos page 10 and 11 of the January-March 1998 issue). Its great to read about Stutz cars being enjoyed on tours.

A nice surprise too was the full page article in AUTOWEEK of March 23, 1998 (reprinted herein) showing members Ray and Kitty Katzell's 1920 Series H Bearcat. Author John F. Katz gave a good plug for *The Splendid Stutz* and a rousing description of how much fun it is to drive a Bearcat. GREAT!

In "Clippings of Note" you will notice an item by the "Mad Masher" who was paid to crush a 1931 Stutz Coupe for the WWII scrap program. We noted some statistics on junking in Randy Rundle's column "Legends of Fifth Ave," OLD CARS, march 5, 1998. More old cars were junked in 1930 than were sold new (2,767,888 versus 2,625,979 new sales).

These statistics were reported in the August 1932 edition of the *Automotive Trade Journal* based upon data collected by the federal government as of December 31, 1930. How did Stutz fare? A total of 814 Stutz were sold new in 1930 and 1,926 Stutz were junked. It would appear that most Stutz cars got junked before WWII. How many of the some 35,000 new Stutz produced from 1911 to 1934 remain today? We guess somewhere between 1- 1.5 % (perhaps 400 plus cars.)

Member William A.C. Pettit III consigned 30 vehicles at no-reserve to "Christies' on the Hudson 1998 Auction" held April 25th at Tarrytown, NY. I'm sure many of our members attended this auction and could have given us a first hand report. My inputs come from the "Auction Express" column of OLD CARS May 15, 1998, issue pages 12 and 52. The Arnbruster 1932 Stutz DV-32 Sport Sedan sold for \$60,000 (listed as condition #5). Having enjoyed a 1926 Wills Saint Claire Gray Goose Traveler for a number of years, the editor was interested in how the Pettits pair of Wills Roadsters fared. The 1922 sold for \$48,000 and the 1925 for \$51,000 (both listed as condition #3).

PLEASE NOTE:

Please note that the 1998 Membership Directory has been mailed to all members along with the April-June 1998 issue of Stutz News. John Kirkman acting V.P. Membership certainly is to be commended for his diligent, fine work in getting the Directory updated and revised for easier use.

Club officials believe all members should have a good Directory in order to take full advantage of their membership. In view of the Club's poor financial situation it has been necessary to charge an extra \$5.00 for the Directory to cover added costs. If you are one of the many members who did not pre-pay \$5.00 for the new Directory, we hope you will respond by sending a check payable to the Stutz Club to:

Mrs. Ruth Toth
Treasurer
3301 S.O.M. Center Road
Chagrin Falls, OH 44022

Your support is appreciated.

Membership Activity

The current Stutz Club Officers (elected in 1996) are as follows:

President - Dale Wells
 Membership VP - John Kirkman (acting)
 Publications VP - Ray Katzell
 Tech Services VP - Bill Greer
 Programs VP - Ray Bowersox
 Secretary - Tom Cox
 Treasurer - Ruth Toth
 Archivist - Stephen Dean

An election of officers will be held again during 1998.

(1) Members who join from October 1st on are considered to be a new member in the following year. Thus, the year end for membership is actually September 30th.

(2) We need to actively pursue new members to offset those who depart. Please help the Club grow by contacting potential members and letting me know their names and addresses. I will send them an invitation and encourage them to join. Send input to John Kirkman, 4101 Lower Schooner Rd., Nashville, IN 47448. Tel: 812-988-9325, Fax: 812-988-8703, E-mail: jkirk@kiva.net

FOUNDING LIFE MEMBERS

Matt S. Browning (106FL) Decased
 Joseph B. Folladori (29FL)
 William J. Greer (93FL)
 William B. Ruger (145FL)
 Joseph F. Sexton (210FL)

HONRARY MEMBERS

Gene Branson (408H)
 Smith Hempstone Oliver (97H)

LIFE MEMBERS

William S. Abbott (49L)
 Bernard Berman (2L)
 Ray B. Bowersox (193L)
 Colin J. Buckmaster (65L)
 George E. Cooper (123L)
 Francis G.L.F. DePrins (343L)
 Stefaan Vanden Eeckhout (283L)
 Samuel F. Flohr (74L) (Deceased)
 John Grunder (107L)
 George W. Holman (144L)
 Mike Holt (84L)
 Raymond A. Katzell (62L)
 Knox Kershaw (105L)
 Kenneth W. Kovacs (291L)
 A.J. (Tony) Koveleski (124L)
 Carl R. Leonard (54L)
 Gustav W. Ludwig (11L)
 James F. McCloud (170L)
 Larry Nicklin (28L)
 Gustav D. "Dutch" Overly (253L)
 Norman L. Roberts (150L)
 Kyle P. Robinson (63L)
 Terry Rogers (149L)
 Myron J. Schuster (15L)
 Donald Short (218L)
 Robert J. Shula (267L)
 Max Triplett (139L)
 Norman (Curly) Walz (91L)
 Dale K. Wells (92L)
 J. Wigglesworth (213L)
 Eoin S. Young (280L)

CLUB YEAR	YEAR END (I)	NUMBER ASSIGNED	NEW MEMBERS	DECEASED/ DROPPED	NO. ACTIVE MEMBERS
I	1988	*218	218	0	218
II	1989	*266	48	0	266
III	1990	295	29	18	277
IV	1991	322	27	18	286
V	1992	356	34	26	294
VI	1993	378	22	18	298
VII	1994	400	22	24	296
VIII	1995	424	24	31	289
IX	1996	447	23	23	289
X	1998	505	58	26	321

NOTE: *244 were charter members.

Membership Report

by John Kirkman

Club officials suggested it would be an interesting assignment for me to work in the membership area for a while. This is fair enough as we have enjoyed the various social activities of the Club and have yet to purchase a Stutz. My ability to keep clean oil in the lawnmower is mechanical challenge enough for now, but the opportunity to serve in an administrative sense is a welcome opportunity to put some equity back in the Club.

Along with this issue of the newsletter we are mailing the 1998 Membership Directory. We have had a good response to the requests by Dick Orr and Bill Greer for members to send in their current dues. There are some new members to join returning "old" members on our current roster.

A recent letter of inquiry from a prospective member brought up a couple of interesting points. He asked, in part, "what is a member responsible for, what does the Club provide the member, and what are the dues?" The dues part is easy, but the other two items brought up some questions that may need some discussion. Service and responsibility go hand in hand and I would like to hear from members some specific items they would like the Membership area of the Club to provide, what indeed "does the Club provide the member?"

The Classic Car Club of America (CCCA) directory contains a list of members cars arranged in chronological order. We are attempting this in the new directory. Also, many of our members have fax numbers and e-mail addresses, and those two items will be listed as we go along. All of this involves a new database that has delayed things to some extent.

Our thanks to Dick Orr who did a great job for a long time. I can be reached at tel: 812-988-9325, fax: 812-988-8703, e-mail: jkirk@kiva.net

New Members to the Club:

John M. Blessin #517
249 Sharpe Ave.
Staten Island, NY 10302
Res: (718) 981-6784
Bus: (201) 333-3131

Judge Joseph C. Cassini #521
6 Lynwood Way
Llewellyn Park
West orange, NJ 07052
Res: (973) 731-5675
Bus: (973) 693-6847
1929 Stutz M. Close-Coupled Conv.
Hibbard & Darrin Vin #BSE5755PA

Wayne Herstad #519
7910 Pacific Ave.
Tacoma, WA 98408
Res: (253)-588-7797
Bus: (253) 473-3733

Don Keeling #520
61857 Riddle Road
La Grande, OR 97850
Res (541) 963-6396
Bus: (541) 963-9315
1925 O 1200gpm Fire Eng.

George H. Maley #522
4531 N. Meridian St.
Indianapolis, IN 46208
Res (317) 283-2387
Bus: (317) 283-7929

John J. Markiewicz #518
1 Jan Ridge Road
Somers, NY 10589
Res: 914-248-5995
Bus. 914-493-2976
1930 MB Schneider

Address Change:

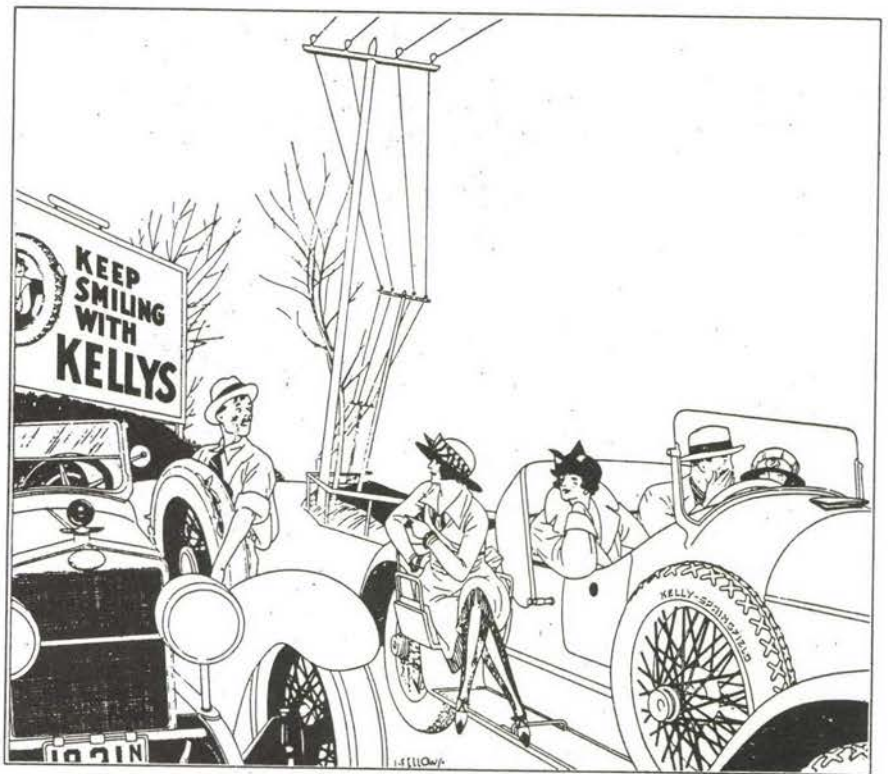
Ford B. Cauffiel #487
Phyllis C. Cauffiel #487A
From: Toledo OH
To: 9146 Rolling Hill Rd.
Holland OH 43528

Gene S. Cofer #424
From: Tucker, GA
To: 1714 Silver Hill d.
Stone Mountain, GA 30087-2218
Tel: to remain the same

Missing:

Help the Club locate:
Norbert Bukowski #422
Landmark Del Rio Hotel
140 S. Lindon, Ste. 102
Tempe, AZ 85281
Res: 602-829-6640- no answer
Bus: 602-225-9678 - not in service

This early Kelley Springfield ad was clipped from the May 1998 issue of Skinned Nuckles, page 26. Our reason for reprinting this one is two-fold. First, the generic car on the left appears to be an H.C.S. Second, the illustrator, we believe, is Peter Helck the legendary automotive artist who the club honors with its Memorial Trophy. Heck illustrated a series of ads for K-S in the early 1920s.



"You don't believe in signs, do you, Cuthbert?"

TO: Order Department, The Stutz Club, Inc. 583 Main Street, Wilbraham, MA 01095

Please send me _____ copies of The Splendid Stutz

Enclosed is a check for \$69.95 plus \$5.95 for shipping and handling for each copy.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: (_____) _____

Financial Report

January 1, 1998 to March 31, 1998

Balance on December 31, 1997 \$29,896.01

Income:

1997 Dues	\$	385.00
1998 Dues		4905.00
1999 Dues		30.00
Interest Income on check account		337.51
Directory Income		245.00
Donations		110.00
Stutz News copies sold		46.50
Club literature sold		120.00
10th Grand Stutz profit		812.81
"Splendid Stutz" books sold		

	\$9109.48	
Mailing expense	280.49	8828.99

Total Income 15,820.81

\$45,716.82

Expenses:

Administrative Expense	\$280.53	
Stutz News (print & mail)		1210.55
Treasurers expense		31.40

Total Expense 1,522.48

Cash Balance 3-31-98 \$44,194.34

Life Membership Reserve \$14,835.00

While the cash balance appears quite favorable, we call your attention to the following needs:

Financing of The Splendid Stutz book - at 3/31/98

Balance of Loans to be reimbursed	\$25,153.34	
Balance of Debentures to be reimbursed		\$ 24,000.00
Total Debt:		\$49,153.34

Other funds required

Reserve for Life Memberships	\$14,835.00	
Operating Expense Budget		\$7,000.00
Total Funds Needed		\$70,988.34

Letters to the Editor

From: Keith Marvin, Worcester, MA

Date: October 24, 1997 (in part)

I received the latest issue of STUTZ NEWS and found it most interesting. But I noticed an ad on page 30 re: Stutz DV-32 cloisonne emblems placed by non-member Jeff Gillis. I thought I'd better write you with the news that Jeff was fatally stricken with a heart attack on March 25th.

This is a major loss to automotive history in general as Jeff probably was the world's top authority on Durant and his 'Empire' of automobiles and was in the final stages of a history on the subject which I'm afraid now won't be forthcoming. And although there wasn't any connection with Stutz, the Durant Empire was a large one, comprising at one time or another the Durant Four and Six cars; the Star Four and Six, the Flint Four and Six, the varied Locomobile Models after 1922, the stillborn Eagle and Princeton cars, and the Mason Truck as well as the Rugby, which was the badge attached to Star cars in the export market which were sent to countries where the British 'Star', non-related, held a trademark.

Durant's Empire also had a shirttail connection with the DeVaux and thus, the Continental of 1933 and '34, plus the Durant Canadian output which were made at Leaside, Ontario and badged Frontenac.

I know that this probably isn't of much interest to you and there's no reason it should be, but as the ad appeared in the STUTZ NEWS, I thought you'd want to know. Jeff was only 48. He visited me at Menands several years ago. He also edited DURANT'S STANDARD, the excellent quarterly of the Durant Registry!

The editor was fortunate to spend some time with Jeff Gillis in early October 1997 during one of his intensive research trips related to his planned book on Durant. Jeff had written to the editor on September 8, 1997 at the suggestion of Keith Marvin to set up our get-together here in Indy. Jeff's projected that his Durant book would run 500 - 600 pages with 1,000 plus photos/illustrations similar in format to THE SPLENDID STUTZ and he planned to write and publish the book himself. This is an indication of Jeff's energy. He had dedicated 22 years to the Durant Registry and its STANDARD. Jeff shared

a number of Stutz related items with the editor which will used.

A tribute to Jeff Gillis was published in the April 16, 1998 issue of OLD CARS written by Michael E. Keller, a close friend. All inquiries concerning the club should be directed to Mr. Keller, 3200 E. Canary Street, #4, Appleton, WI 54915.

Gillis is survived by his wife of 29 years, Eileen; two sons, Brian and Jeremy, and daughter Jenny.

From: James D. Crank, Redwood City, CA

Date: May 9, 1998 (in part)

You are always asking for photos of Stutz cars at events so here are a couple taken at the Hillsborough Concours on May 3rd. I wonder why none of the other supposed Bay Area Stutz owners do not show up? There is usually a class just for unrestored cars at most concours and more Stutz representation would be nice.

This photo shows my 1928 Black Hawk Speester along side of my friend Allan Brasel's Doble roadster. Later Jim informed me that the Doble is car E-14 completed on March 31, 1924 and bodied as a hardtop DeLuxe phaeton by W.M. Murphy Co. It was updated in 1928 to a 5-pass. sport phaeton and converted to current roadster body by Murphy in 1930. Mr. Crank's 1925 Doble E-23 phaeton now has over 670,000 miles.

My Stutz goes in the unrestored classic daily driver class. That drives the usual classic car twits nuts as they cannot believe such a car is used all the time for lunch runs, parts chasing and just as a car. Why not? It is a car, not some worshipful icon. It now runs just great and I really enjoy using the Stutz, that is when this damned rain lets up.



Classifieds

WANTED

Bill Snyder
1312 Meadowood Lane
Hudson, OH 44236
Tel: 330-656-9811

Series M, SV or DV Stutz Convertible Victoria or Conv. Sedan or possibly other attractive custom bodied Stutz in first class mechanical condition to drive. Should also be good costmetically but not interested in trailer queens.

WANTED

Keith Sparks
7646 Mt. Chestnut Road
Roanoke, VA 24018
Tel: 540-774-8145 & 8085
E-mail: keithmarison@msn.com

HCS Parts - 4 cylinder cars wanted

Good condition Weston Ammeter
Warner or Watham speedometer

For Sale

NOS starter ring gear for Stutz series
6-90, 93,94 & 95 \$95
Grey & Davis Side lamp (dented) \$65
1912 Continental engine

WANTED

John Fossette
Sacramento, CA

Stutz 8-cyl dual points distributor, Delco #4028

LITERATURE FOR SALE

Walter Miller
6710 Brooklawn Pkwy.
Syracuse, NY 13211
315-432-8282
FAX 315-432-8256
www.autolit.com

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.

FOR SALE

Runningboard mouldings (aluminum reproduction) for:

1920 Stutz 65 1/2" x 10" x 10"
1927 AA Coupe 131" WB - 65 3/4" x 15 1/2" x 10 1/2"
1927-28 70" x 10" x 10" (1926? Believe same)
1932 For DV-32 Outside and ends

Contact charter member Gerold Landoll (#24) at:

L&L ANTIQUE AUTO TRIM



403 SPRUCE
P. O. BOX 177
PIERCE CITY, MO 65723
(417) 476-2871

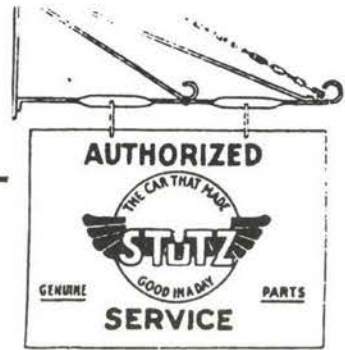
RUNNINGBOARD MOULDINGS
(Aluminum Reproductions)

Most Makes and Models from early 1900's

WANTED

Stan Lucas
2850 Temple Avenue
Long Beach, CA 90806
Tel: (562) 595-6721 FAX (562) 595-0381

1913 Stutz 6 cylinder shop manual, literature, or hear from any other owners to aid our restoration.



FOR SALE

Mrs. Geneveve Varnum
(wife of deceased charter member Judge Harvey
Varnum (#126)
519 State
Boyne City, MI 49712
Tel: 616-582-7138

Very good original Stutz Series AA. Information Book,
Issued February 1926. Make Offer.

FOR SALE

Doris Raps (non-member)
Webster MA

1932 Stutz DV 32 Bearcat Boattail Speedster, 98 pts.
CCCA. Grey on Burgandy. For more information call
508-949-2574

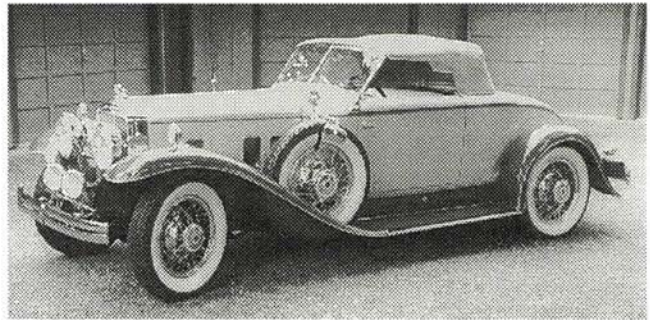
FOR SALE

Dale K. Wells
7906 S. 10th Street
Kalamazoo, MI 40990
(616) 375-4844

The only 1934 Stutz SV-16 Cabriolet in the world.
Serial number 1654, which is one of only six cars
believed to have been sold in the last year of pas-
senger car production. Old amateur restoration for
touring needs TLC and body restoration \$85,000.

1931 Stutz MB seven passenger sedan. 145" wheel-
base, original car with new rings, valve grind, and
paint in 1982 for touring. One of only four LWB se-
dans currently registered with the club. Retirement
forces reduced collection \$45,000

FOR SALE



Alvin J. Harris, MD
463 Brigadoon Blvd.
Sequim, WA 98382

Phone: 360-683-9759 FAX: 360-681-6660

The 1931 DV 32 Boattail Speedster with disappear-
ing top is truly an amazing car not only for its per-
formance but also for its magnificent appearance.
This Stutz was the subject of a 5-page article in the
November 1964 issue of Road and Track by Strother
McMinn. I saw this Stutz when it was shown for the
first time at the CCCA Grand Classic in 1964 in So.
California. Sometime later it was purchased from
Fred O'Leary by Irv Tushinsky and the SV16 engine
was replaced with a DV32 by Al Bartz of racing en-
gine fame.

This magnificent one -of-a-kind 1931 Stutz was bod-
ied by Coachcraft Limited of Los Angeles 35 years
ago for the prominent O'Leary family. We offer this
strong running, eye catching jewel at a fraction of
restoration cost. \$125,000, no trades.

FOR SALE & WANTED

Keith Sparks
7646 Mt. Chestnut Rd.
Roanoke, VA 24018
540-774-8085 & 8145

For Sale

- NOS Starter ring gear for Stutz Series 6-90, 93, 94 & 95 \$95
- Grey & Davis side lamp (dented) \$65
- 1912 Continental Engine

Wanted

- HCS Parts
- Good condition Weston ammeter
- Warner or Waltham Speedometer

FOR SALE

We have reprinted below a recent letter which was sent to member Keith Sparks pertaining to top irons and bows available for an early Stutz touring car. Four pages of detailed sketches with dimensions accompanied the letter but space was not available here to include them.

I have attached sketches of the top irons and bows for the Stutz. For purposes of describing the piece parts as they would be installed, #1 bow is horizontal and attaches to the windshield posts, #2 bow angles forward at about 20 degrees above the horizontal, #3 angles forward of vertical about 10 degrees, and #4 angles to the rear of vertical between 30 and 45 degrees.

The #2 bow has STUTZ MOTOR CAR CO stenciled in the center. I discovered the stencil when I removed the fabric cover that was over the wood.

The top irons are in excellent condition, with only slight surface rust on portions of the tubular members (no pitting). Most of the original black paint remains, and still shines where it was covered by the fabric. The tubular front bow has pulled loose (no damage) from its socket connection to the cast pivot on one side and only requires re-soldering.

All of the side curtain studs are still attached to the tubular members and are serviceable.

The bows are oak or ash. Over time the bows have lost their full 90 degree bends at the ends. The result is that the irons appear to be wider at the point where they attach to the car than where they attach to the bows. The bows are better for patterns than actual use, although I might try to fabricate new curved ends and splice them to the original centers. Bows #1, 2, and 4 appear to be identical. Bow #3 looks to have a tighter radius on the ends.

The windshield brackets are brass, with a slight green-gray tint and are non-magnetic. The brackets are attached to the bow with carriage bolts through from the outside and secured with acorn nuts. The thumb screws are iron or steel.

I tried to estimate what the width of the car body would be over the pivot points and believe it would be between 54 and 56 inches. The length from the windshield post to the pivot point would be about 68 inches, and the overall length from the windshield post to the rear bow is around 90 inches.

Hope this helps. I can provide additional information or sketches if you need more information.

Gary Moyses
105 Breeze Point
Warner Robins GA
(912) 929-4594

About the Back Cover

Our archivist Stephen Dean of Fresno, California submitted this interesting photo and the commentary.

the 1927 Stutz Series AA Sedan shown was owned by Mr. Dean in 1982 when the photo was taken at the Fresno Fair. Later ex-member Dr. Otto Lottes owned this Stutz and it was sold at auction in St. Louis a few years ago.

The "Spirit of Fresno" was found near Fresno and restored there. It flew once before being "hung in museums". This is the sole surviving Ryan M-1. It crashed in 1932 at Bitterwater Valley, Calif. and was found in 1980; then restored by Dawn Patrol Aviation to its original 1926 condition. Wing span 36 ft., length 24 ft., weight 1487 lbs., powered by 1917 Hispano Suiza V-8, 4 3/4" bore x 5 1/8" stroke, 727 cu in. producing 150 H.P.@1450 rpm. The "Spirit" is now in the Air Museum in Seattle.

