

Vol. XIII No. 52 (April - June 2000)
 The Stutz Club, Inc.
 William J. Greer, Editor
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Announcements



Grand Stutz 2000

Make your reservations to attend the Annual Meeting on September 7 - 9, 2000 hosted by Ray and Lou Bowersox in the environs of Milton, Pennsylvania. The Hampton Inn in Danville, PA will be our headquarters (make your own reservations). Mail registration form plus your check to Ray Bowersox (see page 27). This will be the last Grand Stutz to be held in the East for several years. Lets have a great turnout.



2000 Dues

The membership year began on January 1, 2000 but many members have failed to pay upon notice. Please check to be sure your dues for 2000 are paid.

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Driven to Excell – Harry Clayton Stutz

by Joseph E. Bennett, 33^o

Your editor received an enormous perk when he opened the mail on December 3, 1999. Therein he found a letter from distinguished author Joseph E. Bennett saying he was in the process of gathering research information for a Stutz story to be published in an organizational magazine with a vast circulation. Mr. Bennett requested the editor's assistance in acquiring "The Splendid Stutz" book and other pertinent information.

In subsequent correspondence and telephone conversations with Mr. Bennett the editor became even more enthused. When the manuscript for the Stutz article arrived on April 4th it was pure delight to read the result of Mr. Bennett's talents. On May 6th a laser print of his cover painting for "Driven to Excell" arrived including permission for the editor to publish the work ahead of the Philalethes Magazines. Mr. Bennett selected the Philalethes because of their world-wide circulation as an international Masonic literary society and the use of a color cover. The editor found Mr. Bennett's painting so marvelous that a decision was made to share it in full color with the membership.

Joseph E. Bennett was born on January 18, 1922 in Clarion, Pennsylvania and attended public schools there graduating from Butler, PA High School in 1940. He was educated at the art Institute of Pittsburgh, the Cooper School of Art in Cleveland, Ohio at Xavier University at Cincinnati College of Mortuary Science. He served in the US Army Ordinance Department as 1st Lt., 1942-1946.

Mr. Bennett spent 50 years in the retail automotive business as a dealer, and in a management capacity for a large multi-dealer corporation (19 dealerships) with headquarters in

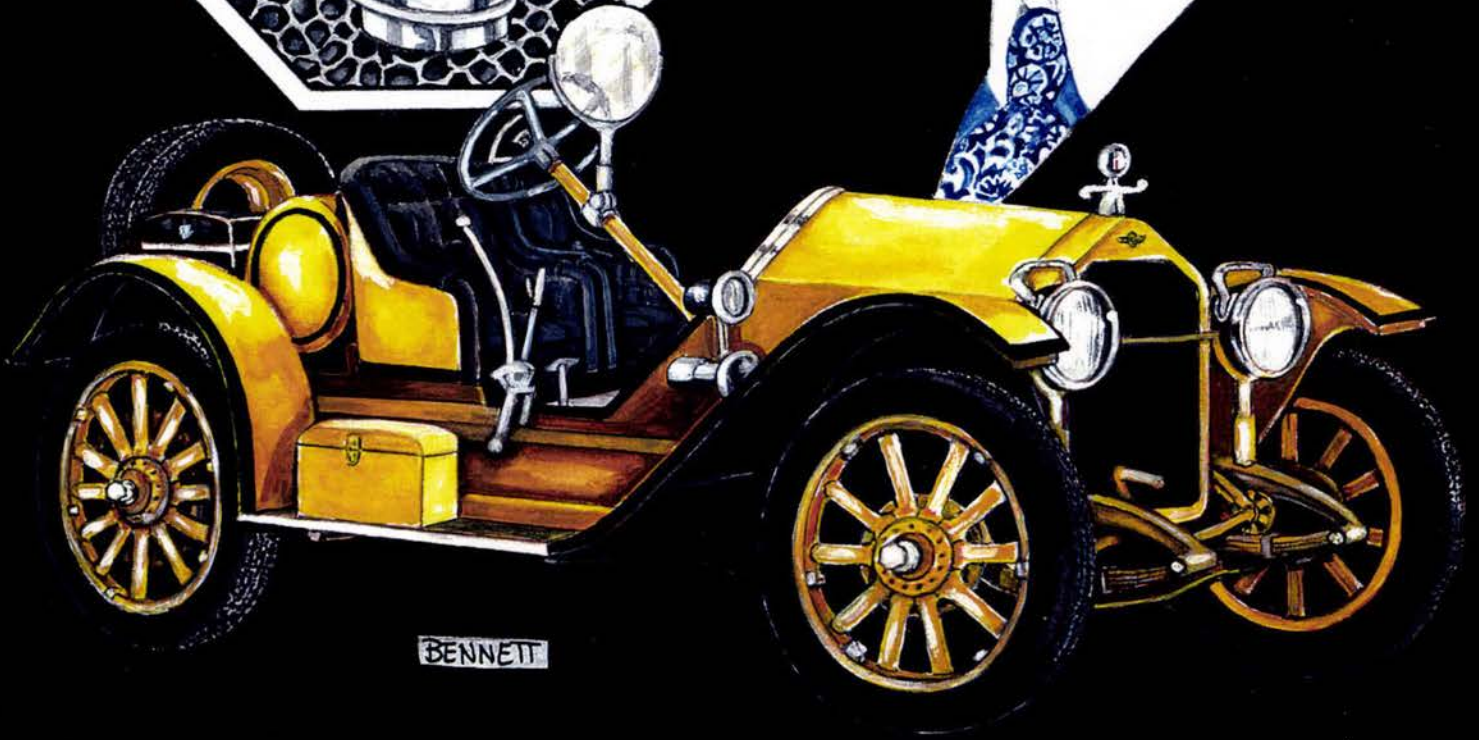
Cleveland. He became the co-founder of a small publishing company about 35 years ago, and published a Masonic tabloid for 25 years of those also serving as editor.

Mr. Bennett's Masonic affiliation began on June 3, 1947 when he was raised in Heber Lodge No. 502 at Wililamsport, Ohio. He served as Worshipful Master of Lodge No. 600 in Cleveland in 1967, 1984, and 1985. It would take a full page to list his accomplishments in Masonry, his membership and fellowships. He is a Masonic contributor to "Northern Light", "Scottish Rite Journal," Royal Arch Mason," Knight Templar Magazine" and Texas Mason." He is author of "Sixguns an Masons", "Music, Mason Music," "Masons along the Rio Bravo," and "Remembering the Great Hotel Bands."

Currently Mr. Bennett is a feature writer for "Joslins Jazz Journal, National Musical Tabloid." His fine story on Hal Kemp was published in the August and September issues of Knight Templar. Recent Bennett articles published in the Philalethes" include Three Finger Brown, Charles Warren Nash, and John Hunt Morgan. Awaiting publication are his stories on Roscoe Turner, John Worth Willys, James Edward Oglethorpe, Ransom Eli Olds, and Harry Clayton Stutz. I think "Driven to Excell" would be an appropriate title for the biography of Joseph E. Bennett.

Joseph and his wife Elizabeth retired to Bandera, Texas in October, 1988. Their two adult children are Corinne Bennett (Corpus Christi) and Scott Bennett (San Antonio).

Thanks to Mr. Bennett thousands of families world-wide will read the Stutz story and enjoy learning about this segment of automotive history.



DRIVEN TO EXCELL

HARRY CLAYTON STUTZ

The industrial revolution began in the 19th century, but it did not achieve full flower until the dawn of the 20th, with the advent of the automobile. That time frame witnessed the emergence of a small coterie of mechanical entrepreneurs who not only conceived a practical "horseless carriage", they created it with no blueprint except their own unlimited imaginations. That handful of transportation pioneers put America on motorized wheels.

The year 1876 marked the 100th birthday of the United States. A number of notable events occurred during those 12 months, some of which were of more national significance than others. On February 14th, Alexander Graham Bell applied for a patent on his telephone. In May, an enormous centennial exposition opened in Philadelphia to commemorate our first century. While Thomas P. Westendorf copyrighted his familiar melody, "I'll Take You Home Again, Kathleen"; General George Custer, and his 7th Cavalry, died battling the Sioux at the Little Big Horn River in Montana.

An event of some importance occurred that year near Ansonia, Ohio, a little north of the city of Dayton. On September 12, 1876, Harry Clayton Stutz was born. Within a few years, his name would be linked with those of Henry Ford, Ransom Olds, Charles W. Nash, John North Willys - and a few others - as one of the exclusive group who launched the transportation revolution by virtue of conceiving and building the first automobiles.

Harry Stutz was the son of Henry J. and Elizabeth Stutz, members of a small religious enclave known as the Donnels Creek congregation of German Baptist Brethren. The secular world often calls them "Dunkers", a reference to their practice of baptism by immersion. The Baptist Brethren are a branch of Anabaptists who organized in Germany in the 16th century, after the Protestant Reformation. They are loosely grouped under the same religious umbrella as Amish and Mennonites; sometimes called "Pennsylvania Dutch" by the profane world. They are clannish, methodical, and hard-working folk, who oppose bearing arms or

swearing an oath. Notwithstanding, the Baptist Brethren are an exemplary segment of American civilization.

It was into such a family background that Harry Stutz and his siblings were born. Harry was the eldest male; with an older sister named Frances Almeda; a younger sister, Iva, a spinster crippled by polio; and a young brother who died early in life. Harry grew up working on his father's farm, where he learned thrift and adopted the religious doctrine of his parents. When he was 15, he became a baptized member of the church.

Early in life, Harry exhibited extraordinary mechanical ability, developing a reputation for being able to repair anything. At age ten, he had a fling at building his own bicycle; and by the time he was fourteen, he had constructed a successful bean-hulling device. His formal education was confined to grade school, simply because he was needed on the family farm.

In 1894, at age 18, Harry left home and traveled to the city of Dayton, determined to obtain a mechanical job of some type. He boarded with his widowed Aunt Lydia in Dayton, and became very close to her son, 11-year-old Charles Elsworth Stutz. In a few years, Charlie was destined to begin a life-long business association with his older cousin, Harry.

Harry Stutz was impatient to land a job and master every possible mechanical skill. His first position was with the Davis Sewing Machine Company, a brief association. He was soon working for the National Cash Register Company, followed with a job in a small machine shop. Before long, Harry mastered a wide variety of machine tools, and was brimming with ideas and ambition. The ubiquitous youngster established a habit of working on a job only as long as he was learning something new, and it presented a challenge. When he mastered a new skill, he was ready for the next one. That mind-set became a way of life for Harry Stutz, and an outlet for an amazing capacity to work at a variety of projects simultaneously.

He was soon repairing and building small pumping engines in the machine shop. In a matter of months, he invented his own small gasoline engine, and the shop began to produce it. Stutz' seething ambition turned to planning and building his first horseless carriage in 1898, which he called "Old Hickory". The conveyance was built upon a discarded buggy chassis on which he mounted a two-horsepower stationary gasoline engine. Stutz used discarded farm equipment to build a drive system, a hand-controlled pulley and chain arrangement which provided one speed forward and a reverse. It was a crude creation, but it worked. Young Stutz knew he could design and build an automobile.

Harry also decided to take a wife in 1898. He met a young lady at a skating rink in Dayton called the "Old Hydraulics". She was Clara Marie Dietz, a native of Dallas, Texas, born in 1880; later moving to Dayton, Ohio. The young Lutheran girl was receptive to Harry's courtship, which culminated in marriage on October 25, 1898. Thus began a long, tranquil union which produced one child in 1901, a daughter they named Emma Belle.

The ambitious young Dunker worked briefly during this period as production engineer for the C. Altman Company of Canton, Ohio, a manufacturer of gasoline engines. It was Harry's first position of importance, and at age 22, he experienced his first taste of supervisory responsibility. Nevertheless, in 1899, Harry opened his own machine shop, and began working on the construction of his second automobile simultaneously. Within a year, it was completed. The car was powered with an engine Stutz designed himself, a single-cylinder, horizontal type, weighing 150 pounds, and swinging a 20-inch flywheel at the end of the crankshaft. His primary goal, however, was not to build automobiles, but to manufacture gasoline engines for vehicular and stationary use.

One has difficulty conceiving the problems Harry Stutz had to resolve to build a prototype automobile in 1900, with his limited educational skills. There were no engineering plans or knowledge of the formal rules of science and physics from which to draw, other than Stutz' own native talent. He had to conceive the idea, create the components, and assemble them into a working gasoline-powered conveyance. The dimensions of

such an awesome task, and the fact that Stutz was equipped mentally to accomplish it, establishes a mighty testimony to his native genius. It was only a beginning for Harry.

The little machine-shop business Harry called the "Stutz Manufacturing Company" prospered from its inception. By 1902, the young owner received an offer to sell to the Lindsay Automobile Parts Company of Indianapolis, Indiana, a manufacturer of electric cars. Harry sold his equipment, parts, and all fixtures; plus his own services as superintendent of manufacturing for the Lindsay company. The new position required that Harry and Clara change their residence to the city of Indianapolis.

Before Harry could settle into his new position with the Lindsay firm, they merged with another company. The new enterprise became the Lindsay-Russell Axle Company. To Harry's disappointment, he learned that they planned to manufacture components, rather than complete automobiles. It was time for another move, and he had a new challenge in mind. Knowing the urgent need for dependable tires in the infant automobile industry, Stutz determined to acquire some knowledge of rubber manufacturing. In 1903, he obtained employment in the experimental department of the Gormully & Jeffrey Tire Company (aka, The G & J Tire Company).

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By the end of 1904, Stutz was working for the Schebler Carburetor Company. Schebler previously ran a musical instrumental repair business, but had established a firm to develop a workable carburetor for gasoline engines. Harry introduced Schebler to Mr. F.H. Wheeler, a china merchant looking for a sound investment. The meeting resulted in the formation of the Wheeler-Schebler Carburetor Company, with Stutz in the role of sales manager for the firm.

The new position brought to light an hitherto unknown facet of the Harry Stutz persona. He was a great salesman. His first important score was to sign the Glide automobile firm. The Wheeler-Schebler Company would supply the Peoria, Illinois auto builder carburetors for the Glide. Within a year, Harry was ready to make another career move, in spite of his success with the carburetor manufacturer.

In 1905, Harry joined a brand new auto-manufacturing venture. Two lumbermen, C.A. Longaker and D.S. Menasco, with a fortune acquired in the lumber business, established a firm called the American Motor Car Company; and began operations. Harry accepted an offer to be their sales manager. The great incentive for Stutz existed in the fact that he had a window into the world of auto manufacturers, with an opportunity to learn the nuts and bolts of the industry.

Stutz also found his opportunity to produce an automotive design with American. He designed a model powered by a four-cylinder Continental engine, with all other components obtained from similar outside sources. It was a quiet-running machine of good quality, for which Harry coined the slogan, "No noise but the wind." Harry was fond of slogans, and would continue to employ them throughout his automotive career. His "assembled car" was announced near completion in one of trade journals published on October 5, 1905. He had constructed an automobile of his own design, which was to be manufactured and marketed. It was graduation day for Harry Stutz. The litany of previous employment is nothing more than a resume of the preparatory training necessary to step onto the national stage as a bonafide automotive designer and executive. The preparations had taken a decade to complete.

Stutz joined the Marion Motor Company of Indianapolis in 1906. They were an established manufacturer, and Harry was hired as their chief engineer and factory manager. The firm had some problems, and Stutz was certain he could resolve them. His first project at Marion was to drop their air-cooled engine and replace it with a water-cooled Reeves power plant. After the engine project, Harry turned to his first auto design for the Marion Company. The result was the legendary "Marion Flyer". Along with a quality automobile, with outstanding perfor-

mance characteristics, Stutz coined another slogan to identify it, "That car that has set men to thinking"; not exactly profound, but a statement that had some impact at the time.

It is of interest to note a popular misconception at this point. Stutz is often credited for introducing the "American Underslung" at the American Motor Company. That radical design of suspending the chassis weight under the axles, to lower the center of gravity, was the brainchild of Fred I. Tone. He left the Marion Motor Car Company and joined American at the same time Stutz came to Marion. It was a great idea, but was not marketed to the public until 1907. Harry was the father of many innovative designs, but the "underslung" brainstorm was not his.

Harry's four-year tenure with the Marion Motor Car Company was a time of distinction in his young career. He saw the Marion Flyer blossom into a car of great prestige, and become an outstanding racing machine. Auto racing became a favorite method of publicizing the cars appearing in the marketplace, in the hope that seeing the newest products would induce the public to buy. Durability and speed on the race track was a highly-visible demonstration of the automobiles which excelled. The Marion filled that requirement because Stutz traditionally built durability into each car he developed. His own transaxle drive system had been adopted in Marion production, and was an important factor in the efficient and easy-to-operate automobile. The integrated transmission and differential assemblies combined in a single, rear-mounted case made for quiet and dependable operation. Among the other Stutz features incorporated into the Marion Flyer design was a water-jacketed Model L Schebler carburetor, which enhanced performance and economy. Other important features in the outstanding Flyer were Stutz' innovative practice of driving the water pump and magneto with a common shaft. A wet multi-disk clutch, tubular drive shaft, worm and gear steering, and efficient rear brakes, with four shoes per wheel, rounded out the mechanical highlights.

Harry's personal life took an important turn in 1908, when he became a member of the Masonic Fraternity. Petitioning Ancient Landmarks Lodge No. 319, in Indianapolis, Stutz received his Entered Apprentice Degree on September 14, 1908. The Fellowcraft Degree

followed on September 28th, and he was raised to the Sublime Degree of Master Mason on October 12, 1908. He was a faithful member until the end of his life. Among Brother Stutz' other Masonic memberships were those in Keystone Chapter, Royal Arch Masons, and Raper Commandery, Knights Templar, both of Indianapolis. He was a member of Murat Temple of the Shrine in Indianapolis and an Honorary Member of Zorah Temple in Terre Haute, Indiana.

In November, 1908, John North Willys, of Willys-Overland Corporation, purchased controlling interest in the Marion Motor Car Company, announcing that he had given Harry C. Stutz a free hand in marketing for the Marion Motor Car Company, and that he would retain his role as over-all manager. The arrangement lasted until 1910, when Harry and Willys-Overland locked horns. In response to instructions to change over the accounting system at Marion to coincide with the method in use at Willys-Overland, Harry flatly refused.

Walter Stewart, the treasurer of Willys-Overland came from his Toledo, Ohio office to resolve the impasse personally. Stutz stated, "I'll take my dinner bucket and walk out before I'll let you do that." Stewart observed that leaving was not a bad idea, and gave instructions to cut Harry a final check. Reflecting on the incident in later years, Mr. Stewart remarked that when Stutz walked out of Marion, the brains of the entire company went with him. He added that Willys-Overland eventually employed 110 draftsmen to produce detailed drawings of every part of the Marion Flyer, in order that they would have blueprints. Harry had carried all that information in his head. It was a mighty tribute to his

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vast mental capacity, and that Stutz was a certifiable genius. Thus, four great years with the Marion Motor Car Company came to a close.

At age 34, Stutz was at the top of his mental and physical game in 1910. A man of slight stature, he stood no more than five feet seven inches tall, maintaining a body weight of 150 pounds. Trim, lean, and physically fit; he was polite, considerate, and pleasant in a social setting, and always immaculately groomed. Partial to blue shirts and neckties, he always wore a dark suit. Harry loved to hunt and fish, and was an outstanding trap shooter; invariably "top gun" in competition. Usually methodical in normal circumstances, he occasionally displayed an impulsive facet of his personality - particularly when his instincts urged him a quick decision.

Stutz was generous with his friends and spent money freely in social settings. Outwardly under control of his emotions at all times, he had a quick temper which was well concealed. With employees, Harry insisted on having his way in all matters pertaining to business. Although his racing drivers chafed under his inflexible racing strategies, they had to admit Stutz was invariably right. Private and taciturn regarding personal matters, he was a fountainhead of information when expounding on a favorite subject. In spite of his lack of formal education, Harry possessed a tremendous intellect, equaled only by his capacity to work at top speed at all times. His unlimited energy and ambition drove him relentlessly. One suspects that the dapper little man capped a veritable volcano deep within his psyche. Without a doubt, Harry Clayton Stutz was born with the stamp of genius, and may well have been the most gifted designer and engineer of his time.

After leaving the Marion Motor Car Company, Harry made a tour of the most prominent auto manufacturing facilities in Europe; visiting England, France, Holland, Belgium, and Germany. Returning to the states late in 1910, he launched the Stutz Auto Parts Company, with the financial participation of Harry F. Campbell and three other investors. Actually financial planning had started when Stutz patented a transaxle design in 1909. He intended to manufacture and market the transaxle, a gear system with three forward speeds and one reverse; probably the best in existence at that point in time.

The new venture marked Henry Campbell's initial involvement in Stutz' business ventures, an

association that would endure to the end of Harry's career. Campbell had been an investor in the Marion Motor Car Company, and was familiar with Harry's capabilities and business acumen. Campbell severed his connection with the Marion company when he joined forces with Stutz. Harry was president, and Campbell was listed as Secretary-Treasurer.

After the start-up, the Stutz Auto Parts Company did not consume all of Harry's available time. He affiliated with the Empire Car Company of Indianapolis in 1911, as factory manager and chief designer. The Empire firm was moribund when Stutz joined, and his energy and vitality were sorely needed. The little dynamo did not disappoint. By June, 1911, he had the Empire Model 20 ready for its debut.* There had been major improvements to the Empire, the most important being the changeover to a shaft drive, replacing an obsolete chain system. The improved product quickly attracted a purchaser for the Empire Company, and it was sold. Harry's job with the company was finished. He was ready to manufacture his own automobile, inasmuch as the Stutz Auto Parts Company was operating smoothly and profitably. The time was right.

Stutz had contemplated his own auto-manufacturing business for some time, and began construction of a prototype in April, 1911. Realizing that the first Indianapolis 500 Memorial Day Race was five weeks in the future, Harry had one of his rare impulses. He would finish his prototype in time to compete in the 500-mile event. The competition would be fierce, for the race would be host to many of the world's most vaunted machines, all with proven records of achievement in competition. Undismayed, Harry worked furiously to complete his car. Only a builder with his hutzpah would enter an untried car against professionals. Nevertheless, the car was completed by race time.

Gil Anderson was at the wheel of Harry's new Stutz. In an incredible display of durability, the untried prototype had no mechanical breakdown over the grueling 500 miles. Although plagued with some tire problems, Anderson piloted the Stutz to an 11th place finish. It was a great publicity coup for Harry Stutz, and he had a slogan in hand, "The car that made good in a day". That slogan was a winner, and it became the heart of all future advertising for the Stutz automobile.

**See Rear Cover*

Stutz announced on June 11, 1911 that he would go into production in Indianapolis, with a product nearly identical to his famous prototype. Harry and Henry Campbell had raised \$100,000 to finance the venture, which was to be housed in a three-story building at 430-432 North Capitol Avenue, known as "Motor Row". Initial deliveries were predicted by August 1, 1911. A corporate manufacturing structure for the Stutz project was registered in West Virginia, for maximum tax advantage, and christened The Ideal Motor Company. The majority of the investors were gleaned from stockholders in the Marion Motor Car Company, with Henry F. Campbell listed as president, and Harry Stutz as chief designer. Harry projected a car with speed and durability which would retail for \$2,000. By June, 1913, The Ideal Motor Company and the Stutz Auto Parts Company would be merged, with Harry as president.

The Stutz venture prospered from the beginning under Harry's expert leadership. He had a talent for the dramatic, and to prove it, he came up with a name that earned everlasting fame among the great classic cars. He christened his sport-car product line "Bearcat", a name America embraced immediately. Harry placed great emphasis on creating a racing image for the Stutz, and organized a "White Squadron" of racing drivers, headed by Gil Anderson. Among other memorable drivers of Harry's famous white racing cars were the names of Tim Rooney and Earl Cooper. The racing publicity proved invaluable in selling the image that the Bearcat was a performance car.

The The Stutz Motor Car Company scored a durability triumph when Harry employed the famous race driver "Cannonball" Baker to drive a Bearcat across the United States in 1915 in record time. Over the worst roads imaginable, Baker tooled the Stutz across the country in eleven days, seven hours, and fifteen minutes. Harry was sufficiently astute to have an Indianapolis newspaper reporter ride along with Cannonball Baker. When the race ended successfully, the AAA's Technical Committee inspected the vehicle and certified the results and the mechanical condition of the car.

It had taken a couple of years of development and refinement to produce the 1915 Stutz Bearcat, but the end result was one of the most famous classics of all time. Every youngster in the country dreamed of owning a Bearcat, which sold

for the promised \$2,000 in the popular four-cylinder version. The Ivy League popularity of the sporty Bearcat created a collegiate image of boys in coonskin coats and pork-pie hats which has survived to this day. The car epitomized a great era of American life, and it was a profitable experience for Harry Stutz. He hastened to follow up on the popularity of his automobiles.

In 1912, Harry had gone into production on a series of cars which offered a measure of variety to the public. He offered both a four-cylinder and six-cylinder version of the Stutz in both a 120-inch wheelbase and a 124-inch version. The engine in all versions was the trusty Wisconsin T-head power plant which Harry employed from the start. Stutz offered both a canvas-top touring model and a sport roadster. In the fall of 1913, Stutz offered a three-passenger closed-coupe model, which was eventually replaced with a larger closed sedan.

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On May 30, 1913, the date of the Indianapolis 500 Race, Stutz had sold every car produced, and enjoyed an impressive list of backorders. The Ideal Motor Company was obliged to build larger manufacturing facilities at 1002 North Capitol as business continued to accelerate. The Stutz automobile became the flagship of Indianapolis economic accomplishment, and in 1915, the city formally expressed its gratitude and admiration to Harry Stutz and his associates. In a public ceremony, the city presented Stutz a bronze tablet inscribed with his most prestigious accomplishments. Among the events listed were Stutz' first and second place standing in the 1915 Chicago Automobile Trophy Race, the Elgin National Trophy Race, and the recognition of Stutz as the Road Race Champion of America in 1915, plus a similar recognition as World Champion. The White Squadron's spectacular wins in the first Astor Cup Race at Sheepshead Bay Speedway were also recognized. Anderson and Rooney had placed first and second in that event, with Gil posting an average speed of 102 miles per hour over the 350-mile course.

The Ideal Motor Company also received national recognition for the excellence of the Stutz automobile. On October 15, 1915, the New York Evening Journal ran a feature story, with the headline proclaiming the "Stutz World's Champions". A large cartoon accompanied the feature story, with an image of Uncle Sam holding a Stutz under each arm, and a caption exclaiming, "They are good enough for me." An economic downturn in 1913 had virtually no effect on the profitability of the Stutz company. The profits of many auto companies went into vertical decline, but Harry confidently began discounting account receivables to encourage a continuous cash flow. Henry Campbell's astute financial structuring had made the Ideal Motor Company very durable. Although we are accustomed to production figures in the automobile sector amounting to hundreds of thousands of units, we realize that in the days before World War I, production was only in its infancy. An example of a healthy manufacturing profit in those days, from a modest production output, is revealed in the Stutz performance during their start-up years. In 1912, they built 266 units; in 1913, 759 cars, with profits of \$292,080; in 1914 (the first year of war in Europe), production was 649 units, with a profit of \$151,106. In 1915, Stutz produced 1,079 cars with a profit of \$366,475. With figures like those, Harry Stutz became wealthy.

Harry Clayton Stutz made what amounted to a fatal mistake in 1916. In a move to secure vital additional investment capital for his corporation, Harry went public and made 75,000 shares of stock available on the New York Stock Exchange. The consequences of the decision were not immediately evident, but the dramatic success of the Stutz Motor Car Company's automobile made it an attractive commodity on Wall Street. The appearance of the public stock immediately caught the attention of a financial predator, in the person of one Allan A. Ryan. He had inherited his father's chair on the Stock Exchange, and become wealthy as a result of the windfall. Ryan moved quickly to form an investment consortium which enabled him to purchase a controlling interest in the Stutz enterprise. Almost before Harry assimilated the startling turn of events, Ryan had forced a corporate restructuring which emerged as The Stutz Motor Car Company of America, Incorporated. Ryan continued to purchase every possible share of stock, paying \$100 to \$134 per share to acquire it. By 1917, Ryan was vice president and a director

of the firm. Harry Stutz had fallen victim to a ruthless corporate raider who had not yet completed his arcane plan.

Without the power to control policy in the corporation, Harry resigned as president July 1, 1919. He was obligated to remain until that time in order to complete a three-year contract signed in 1916. Both he and Henry Campbell sold their shares in the corporation, severing all connection with the Stutz Motor Car Company of America on July 1, 1919. Harry had relinquished the use of the name "Stutz" in an automotive venture, and all rights to the product line; albeit he departed as a wealthy man. The opportunity to live an affluent life in retirement was within his grasp at age 42.

Stutz built an opulent home at 3190 North Meridian Street in Indianapolis, patterned after the floor plan of Fred Duesenberg's home on Fall Creek Boulevard. He had the means to pursue any leisure activity that appealed to him. Harry began indulging his love of expensive boats in 1917, when he purchased the first of three yachts, all named in honor of his daughter, Emma. He had been spending winter vacation time in the Orlando, Florida area for several years, and was a member of the Cocolobo Cay Yacht Club there. The yachts, named the Emma I, II, and III successively, became progressively larger and more luxurious. The Emma III was a 63-foot twin-screw, high-speed cruiser, eventually superseded by the 88-foot yacht Bella in 1920. However, his restless energy would never permit Harry to spend his days in indolent retirement. He was planning other business ventures well before he severed ties with Allan Ryan.

Early in 1919, Harry's cousin, Charlie Stutz, introduced him to Alfred C. Mecklenburg. He had joined Charlie's auto dealership in Indianapolis on January 1, 1919. Mecklenburg had developed a prototype piece of fire-fighting equipment he called "The Southbend Double-Duty Fire Engine", and was interested in making it marketable. Harry Stutz was intrigued by the challenge. He immediately took hold of the project and on May 29, 1919, incorporated the "Stutz High Duty Fire Engine Company". Among the founding directors of the new company were Henry Campbell and several others with ties to Harry's original Stutz Motor Car Company. Harry was president and a member of the board.

On June 24, 1919, a month after the firm's incorporation, Harry Stutz and A.C. Mecklenburg brought their first Stutz High Duty Pumper to the International Fire Chiefs Convention at Kansas City, Missouri. They entered a 500-gallon pumper in a 12-hour demonstration competing against seven other units, including one entered by American LaFrance. In a grueling contest against some of the finest equipment extant, the Stutz High Duty Pumper delivered a perfect score; the best performance among the contestants. Harry had once again delivered a product which measured up to his reputation for reliability.

Using his Kansas City triumph as an endorsement of the Stutz-Mecklenburg pumper, he was able to persuade the city of Indianapolis to convert to mechanized fire-fighting equipment. The Stutz High Duty Company went into production in a new building at 1411 Capitol Avenue in Indianapolis. During the time Harry was connected with the firm, the top production year was 1921, with 76 pumping units delivered. Stutz left the firm in 1924 to devote full time to the operation of his automotive manufacturing venture. The Stutz High Duty Fire Engine Company remained viable for two more years, before ceasing production of fire engines in 1926. During the life of the firm, 302 units were delivered in seven active years.

Before he departed the Stutz Motor Car Company of America, Stutz had already formulated plans to manufacture another line of cars, as well as operate his fire-engine venture with Alfred Mecklenburg. The articles of incorporation for the new automobile company were filed on November 3, 1919. The venture was capitalized for \$1,000,000, with \$600,000 in common stock, and \$400,000 in preferred. Harry was listed as president and Henry F. Campbell was designated treasurer and a member of the board. Unable to use the name "Stutz", Harry selected his own initials to christen the new car the "H.C.S." Earlier in 1919, Harry had completed a Stutz prototype which was almost identical to his

Although the prestige of winning the Indianapolis 500 with an H.C.S. machine was gratifying, it did not translate into increased sales. By 1923, the nation was in a sustained economic downturn, and sales were depressed

proposed H.C.S. product. Obviously, that was his intent. The country was in the throes of an economic post-war boom in 1919, and the future seemed extremely promising for Stutz' new venture.

The use of the name "H.C.S." for a Stutz-built car was not entirely new in 1919. Harry had introduced a junior-sized Stutz in 1915, in order to offer an economy model as a sales option. It did not generate wide popularity, and was dropped from the line after less than 100 were delivered.

Harry constructed an impressive new building in which to manufacture his H.C.S. cars. It was across the street from his fire engine plant, at 1402 North Capitol Avenue. The new H.C.S. was introduced at the 1919-1920 New York and Chicago Automobile Shows in the fall of 1919, and enthusiastically received. A gratifying number of advance orders promised a great beginning. Stutz offered four models for his production debut; a roadster, touring car, closed coupe, and a sedan. The price spread started at \$2725 to a high of \$3650 for the sedan model, not as reasonably priced as Stutz had originally intended. It was no surprise that the H.C.S. bore a close similarity to the Stutz line of vehicles.

Many cosmetic features included as standard, tended to add cost to the entire line of cars. The engine was a four-cylinder Weidely produced by the Weidely Motor Company of Indianapolis. It was high-quality power plant producing 50 horsepower at 2,500 revolutions, consistent with Harry's traditional high standards. After the very early production run, bodies were provided by Central Manufacturing Company of Connersville, Indiana.

Stutz appointed 20 distributors to establish his dealer organization throughout the U.S., with Canadian distribution assigned to his former long-time racing driver, Earl Cooper. When H.C.S. was selected to provide the pace car to start the 1921 Indianapolis 500 Race, Harry opted to drive it himself, with Barney Oldsfield sitting beside him. Harry was an active participant in the management of the Indianapolis Speedway and a member of the Board of Judges for four races between 1916-1922. Cousin Charlie, was also involved, as an official of the I.M.S. Technical Committee. In

1923, Harry entered his own car for the Memorial Day classic, the first H.C.S. to compete.

Stutz' racing car was not a production model H.C.S. in any sense of the word. He teamed up with famed race car builder, Harry Miller, to create the car. The result was a brilliant racing machine, combining the renowned Stutz quality and endurance with Harry Miller's creative genius. The 120.7 cubic inch straight-eight engine, with a 7 to 1 compression ratio, hurled the H.C.S.-Miller Special to a qualifying record of 108.17 miles per hour. Driver Tommy Milton started in the pole position and finished first, averaging 90.95 miles per hour over the 500-mile distance.

Although the prestige of winning the Indianapolis 500 with an H.C.S. machine was gratifying, it did not translate into increased sales. By 1923, the nation was in a sustained economic downturn, and sales were depressed across the industry. Stutz tried to jump start sales by cutting prices substantially, with minimal results. The H.C.S. was priced far above the volume leaders in the industry; Ford, Chevrolet, and Willys. Prospective buyers were not sufficiently prosperous to be able to ignore a bargain-priced choice in the marketplace. The addition of a six-cylinder engine option and a stylish brougham body style added to the line failed to resolve the problems.

The old Stutz magic was missing, too. Obviously, only once in Harry's lifetime would his automobile trigger the admiration and acclaim accorded the 1915 Stutz Bearcat. That was the pinnacle of Harry's illustrious career, and he was never able to recapture that moment in time. His skills were as sharp as ever, but the chemistry was never right for the H.C.S. Harry's H.C.S. problems offered an ironic parallel to the experience Ransom Eli Olds suffered when he was compelled to abandon his original Oldsmobile name. His "RE0" marque, Olds' three initials, never lived up to the success Ransom enjoyed as the head of Oldsmobile.

All production of H.C.S. passenger cars was halted in September, 1924. Chevrolet and Ford had two-thirds of the American market, and scores of auto marques disappeared during that period, as a result. Mass production, and its pricing advantage, had driven most of them out of existence.

The H.C.S. was in the unpleasant position of not being able to compete with either the low-priced cars or the luxury models on the other end of the spectrum. A grizzled auto veteran once observed that, "The independent car manufacturer simply died on the vine". However, Harry Stutz was stubborn enough not to surrender without a struggle. He turned to the production of an H.C.S. taxicab. It was a sturdy machine, which prompted Yellow Cab to purchase a substantial number. In daily service, the H.C.S. taxi failed to deliver the satisfactory performance and efficiency necessary to capture market approval. Production dwindled from lack of sales, and the firm ceased operation in January, 1927. The firm ended its days in receivership.

Stutz, a man of many interests, had been enjoying leisure activities for several years prior to the demise of the H.C.S. venture. Harry was a music lover, and indulged that preference by accumulating a vast and impressive collection of semi-symphonic recordings. He also taught himself to play the cornet and saxophone, but was unwilling to devote the time to elevate his skills to a professional level. He was apparently sufficiently proficient to play the saxophone in the "Millionaire's Orchestra" at the Indianapolis Athletic Club. Stutz was a founding member of the club, and a prominent presence in their affairs. During the years he was occupied with the fire-engine venture and the start-up of H.C.S., Harry met a female musician with whom he began a romantic relationship.

The lady was Blanche Clark Miller, wife of the Athletic Club's assistant manager, Herbert Miller. Blanche was a harpist in the Indianapolis Symphony Orchestra. Although a decade younger than Harry, they enjoyed a common love of music, and a strong attraction for each other. It was not a clandestine dalliance between the auto maker and the harpist. It was a highly visible affair which set tongues wagging beyond the confines of the Athletic Club. Today, in a more permissive society, the affair would barely raise a few eyebrows. However, before long, Harry and Blanche announced they intended to marry. The most surprising aspect of the romance was Harry's deviation from the conserva-

tive precepts of the German Baptist Brethren. No record survives of the reaction from his devout parents or congregational members, but one might imagine their dismay at the wayward actions of a native son.

Harry and Clara Stutz were divorced in March, 1925, ending a marriage which spanned 27 years. Herbert J. Miller was infuriated and promised to sue Stutz for alienation of his wife's affections; and did so. The Indianapolis newspapers had a publicity tidbit which remained on the front burner until the lawsuit was dismissed. Harry and Blanche married in December, 1925. Under the pall of a disapproving local public, they departed for Orlando early in 1926, to enjoy their yacht, Bella, and a fine home Harry built at 1531 Berkshire in the city. The Stutz couple were active in the Cocolobo Cay Yacht Club in which Harry held membership.

Emma Stutz had graduated from Briarcliffe College at Bronxville, New York, and remained on good terms with her father. Harry's former wife, Clara, lived a somewhat secluded life with her daughter, Emma, and her husband, William S. Horn. Clara never remarried. Harry and Blanche continued to enjoy life for a few years. Both were enthusiastic hunters and loved fishing. They spent many happy days in the field and aboard the yacht, Bella. Harry, as previously mentioned, was a perennial "high gun" in trap-shooting contests, and Blanche (Harry called her "Jane") was equally skilled in the sport. She was the female trap-shooting champion of Florida in 1933.

Harry acquired a five-acre orange grove near his home in Orlando as an investment venture, and erected a commercial building for the same purpose at 1101 East Colonial Drive. In addition, Harry owned a home at Wintergarden, Florida, on the shore of Lake Apopka, west of Orlando. None of the investment activity was sufficient to satisfy Harry's thirst for a commercial challenge. He was a mechanic at heart, and began work on a prototype for an aircraft engine.

In 1929, Stutz and Guiseppe Bellanca, one of the most respected private aircraft designers in America, joined forces to organize the Stutz-Bellanca Aircraft Company. They planned to acquire the Commercial Aircraft Company located in Bridgeport, Connecticut for the purpose of manufacturing a private aircraft. It would be powered with the engine Harry designed. That

would be his last business venture. Few details survive of Harry's incursion into the aircraft field. Only the single prototype engine survives today. Technical drawings were never found (if, in fact, any existed) to provide construction details. One must assume that it was an excellent concept, for a similar type of aircraft engine became widely accepted in the private sector; and still is in wide use today.

The Stutz engine was a four-cylinder horizontally opposed engine with two sparkplugs per cylinder. Its external appearance and construction is very similar to the thousands manufactured over the years by Continental, Lycoming, and Franklin. Normal horsepower of the four-cylinder usually is rated at 65 to 85 H.P. in a four-cylinder version. A six-cylinder also was produced in vast quantities, and still is in use. Personally, I learned to fly in a J-3 Piper Cub trainer equipped with a Continental engine resembling Stutz' pioneer creation. I have also flown several models of the excellent Bellanca aircraft, famous for their craftsmanship. It is reasonable to assume that Harry was attracted to a builder who exemplified the same high standards of craftsmanship he revered.

Time was running out for the great Harry Stutz. He was en route to Indianapolis to promote his aircraft engine on Monday afternoon, June 23, 1930. Blanche was at the wheel of the car because Stutz was suffering from severe abdominal pain. It had been diagnosed in Orlando as intestinal flu, and the physician had assured Harry he could make the trip to Indiana without risk. Outside of Indianapolis, Harry's appendix ruptured, and the pain abated somewhat. Stutz thought the crisis had passed and that he was recovering. Blanche, however, drove directly to the Methodist Hospital in Indianapolis, where the ailment was correctly identified. In those days, without antibiotics, a burst appendix was almost always fatal if peritonitis occurred. Such was the case with Harry. He expired on June 25, 1930, at age 53.

Death occurred abruptly and unexpectedly for Harry Stutz, so premature that future burial plans had not been formulated. As an expedient resolution, Harry's mortal remains were laid to rest in a burial space at Indianapolis' Crown Hill Cemetery, designated lot 334, section 47, grave 2. The burial site belonged to Blanche's father (by adoption), Sanford Perry Secrest. An adjacent

burial space was reserved for Blanche beside Harry. The simple marker on his grave reads "Stutz, 1876-1930". The interment and obsequies were conducted on June 28th, with burial at 3 P.M..

In 1929, Stutz and Guiseppe Bellanca, one of the most respected private aircraft designers in America, joined forces to organize the Stutz-Bellanca Aircraft Company. They planned to acquire the Commercial Aircraft Company located in Bridgeport, Connecticut for the purpose of manufacturing a private aircraft.

The great Harry Stutz had assumed his place in the pantheon of great American auto designers and builders. His enormous talent had shaped a following in the automotive community which, even today, reveres his genius and the fruits of his sojourn in the transportation world. After 1916, Harry's life was continuously tinged with sadness and failed expectations. Although he enjoyed the fruits of a happy, albeit brief, marriage to his beloved harpist, he paid a painful price for his amorous obsession. We, as Freemasons, are obliged to cloak his memory with a mantle of charity for any foibles of which he might be guilty. None of us are without guilt in this life, and it is fitting that we withhold judgment of others. Harry Clayton Stutz was a Freemason of importance, and a loyal member of our Fraternity. We honor his memory as a beloved brother. So did the Automotive Hall of Fame, when Harry was inducted posthumously on September 21, 1993.

There is always life after the death of a loved one. Blanche eventually remarried and became the mother of a lovely daughter, Marnay M. Coleman. Blanche died September 9, 1969, and is buried in Greenwood Cemetery in Orlando, Florida. Harry's own daughter, Emma Belle Horn gave birth to his only grandchild; a son, Billie, born before his maternal grandfather passed away. Harry left a stipend for both his parents who survived him, and made a similar bequest to his crippled sister, Iva. There was a lump-sum gift bequeathed to Harry's sister, Frances Almeda Brubaker. Blanche was given the income from Harry's estate until the time of her

death, when it would be liquidated. In the process, the yacht "Belle", the property holdings, the valuable gun collection, et al, were sold or otherwise disposed of. Today, only a pair of binoculars and a dictionary remain of the vast Stutz memorabilia - a sad coda to a somber tale of a life ended prematurely and abruptly.

There is an epilogue to the Stutz automobile history which demands at least minimal attention. The Stutz family of automobiles comprise a living monument to the memory of the fabulous Harry Clayton Stutz and his creative genius. Many of those history classic models have been acquired and restored at enormous cost to the few enthusiasts who own them. To complement their efforts, it seems appropriate to mention a few salient events and personalities who had a role in the continuing Stutz story.

After Harry Stutz terminated his relationship with the Stutz Motor Car Company of America in July, 1919, Allan A. Ryan took over the reins as president. As time passed, he increased his share of corporate Stutz stock to 133,000 shares, sufficient for Ryan to control the market value through manipulation. When Stutz went public, the stock was selling for approximately \$40 per share. Before Ryan's wild financial ride was ended, the stock skyrocketed to \$701 per share of unissued stock. An insufficient number of stock shares available to satisfy the market demand alerted the Board of the New York Stock Exchange of an anomaly, and an investigation was ordered. Ryan's manipulation was exposed and he was ousted from his chair on the Stock Exchange. Stutz stock was available only on the curb market.

The suspension of trading privileges for Stutz stock on the NYSE, plus the effects of the economic recession in 1921-22, triggered a dramatic decline in value. On May 18, 1921, the stock closed at \$55 per share. Allan Ryan resigned as Chairman of Stutz on January 20, 1922, while Stutz stock continued to plummet. During calendar 1921 and 1922, former annual profits of \$1,000,000 reverted into losses of \$600,000. On July 21, 1922, Ryan filed for bankruptcy with liabilities of \$32,423,477.27, and assets of \$643,533. His unscrupulous stewardship over Stutz had gone full circle. It is of interest to learn that when Thomas Fortune Ryan died, he left his fortune to his grandsons. His son, Allan A. Ryan, inherited a set of cuff links.

The Stutz creditors moved quickly when Ryan departed. On August 2, 1922, the Stutz Motor Car Company became the property of the Guaranty Trust Company, a major creditor. They sold the Stutz firm to investor Charles M. Schwab and associates for \$2,500,000 (\$20 per share). Nine years later, Stutz stock would be listed at \$1.50 per share.

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Charles Schwab, a former executive with Carnegie Steel, was among the foremost industrial and investment figures in the United States. However, Schwab had no intention of assuming an active role with Stutz. One of his fellow investors, Eugene V.R. Thayer, was elected chairman of the board on August 9, 1922. William N. Thompson, who had been with Stutz since 1914, had assumed the office of president in 1920, when Allen Ryan became chairman of the board. Thompson continued in his role of president when Thayer became chairman in 1922. As president, he hired Charles S. Crawford as chief engineer for Stutz in May, 1922. Prior to coming to the Stutz firm, Crawford had earned a prestigious reputation with the Cole Motor Car Company, and as vice president of engineering with the Premier Motor Corporation.

Crawford designed a new "Stutz Six", with a six-cylinder Weideley valve-in-head engine, as the center piece for his 1923 line. Most industry critics felt Stutz was lagging behind the market trend with their choice of engines options. They had continued to rely on the four-cylinder T-head engine during Allan Ryan's tenure, while the industry turned its attention to the eight-cylinder power plant for the higher-price buyer. Retaining a four-cylinder, and adding a six, did not prove effective for Stutz. Sales from 1923 through 1925 were disappointing, even though the Stutz name retained its quality image. By the end of 1925 the production figure had declined to 1,046 units and Stutz was hemorrhaging red ink.

Charles M. Schwab and E.V.R. Thayer agreed that the man to lead the Stutz company to its former exalted niche was Fredrick E. Moskovich, a design engineer with outstanding credentials. He had a long history of accomplishment with the Nordyke & Marmon Automobile Company, as their vice president in charge of design and development. He left that position to spend six months with the H.H. Franklin Automobile Company before leaving voluntarily. Schwab was well acquainted with Moskovich, and considered his accomplishments impressive. In addition, Moskovich had written a letter to Chairman of the Board Thayer requesting consideration for the post. On February 17, 1925, Moskovich became the president of the Stutz Motor Car Company.

Moskovich vindicated his reputation with his initial Stutz design. He produced a 1926 model which turned the company around his first year on the job. It was the "Vertical Eight", one of Stutz' most memorable cars; premiering on January 9, 1926. It was an entirely new concept for Stutz and it reaffirmed their reputation for quality products. Moskovich brought Charles R. "Pop" Greuter from the Excelsior Motor Company of Chicago, along with his outstanding straight eight engine, with its overhead camshaft. It would power the Vertical Eight. The official model designation of the 1926 Stutz was Series AA.

The outstanding 92-horsepower Greuter engine boasted dual ignition and outstanding performance; but it was only one of the features Moskovich packed into the 1926 Stutz. It was equipped with a 131-inch wheelbase chassis with a "double-dropped" frame, and a Timkin worm drive rear axle, which dramatically lowered the center of gravity; giving the Stutz a rakish silhouette which pleased every eye. It was the first American car to offer shatter-resistant windows, by laminating strands of wire between two layers of glass. The Vertical Eight was also equipped with four-wheel Timken Hyrostatic brakes. Harry Stutz' venerable transaxle was replaced by a conventional three-speed transmission and a tubular drive shaft to the aforementioned Timkin worm-drive rear axle. The worm drive provided an extremely quiet gear system, in addition to lowering the center of gravity. Moskovich's watchword was "safety", and the features on the 1926 model reflected his goal.

A radiator ornament cast in a metal likeness of the Egyptian sun god, Ra, became Stutz' symbol of safety. Ra was the chief Egyptian deity, representing power and supremacy. It became a familiar companion logo to the famous Stutz symbol on all commercial advertising. Every model carried a price tag of \$2995, and the Series AA combination translated into a production year with 5,009 units built and sold.

The 1927 BB Series Stutz was virtually the same car as the one offered in 1926, with a slight horsepower increase. A plethora of body styles were offered, including a Black Hawk Speedster, in a two or four-passenger version. Even more body options would be added in 1928. The Stutz Motor Car Company returned to the racing circuit with a program to revive public interest in the performance ability of their stock cars. Veteran race driver Frank Lockhart was placed in charge of the racing program. However, in spite of all the hype and favorable response from the previous year, sales slipped substantially in 1927, to a total of 3,000 units. President Moskovich remained sanguine that the sales downturn was a one-time glitch, and confidently predicted spectacular results in 1928.

Each 1928 Stutz was extensively road-tested before releasing the car to a dealership. Basically the Vertical Eight chassis was the same as the 1926 model, but with a vast array of body styles produced by five body builders. The Stutz continued to enjoy high marks for dependability and performance. The failure to sell as well as comparable competitors became an ongoing market anomaly. Independent car companies such as Marmon and Pierce Arrow outsold Stutz by thousands of cars.

An unfortunate racing incident on April 18, 1928, had an adverse effect on the image of durability the public always had of the Stutz automobile. Fredrick Moskovich wagered \$25,000 with auto body-builder, C.T. Weymann, that a 1928 Stutz Black Hawk could best his Hispano-Suiza in a 24-hour endurance race on the Indianapolis Memorial Speedway. The wager had been made at a London dinner party in December, 1927, and the pre-race publicity had been extensive.

The Black Hawk, added to the Stutz line in 1927, with a less powerful engine than its opponent, was required to maintain a punishing R.P.M. rate to keep pace with the Hispano-Suiza.

After 56 laps, the Stutz lost a valve, which also damaged a piston. Completing a stop-gap pit repair, the Stutz limped back on the track at a substantially lower speed. After 15 hours, the Moskovichs driver was compelled to give up. It had been a rash wager for Moskovichs to make, and the penalty was negative publicity which reflected directly on Stutz reliability. The Stutz company received another jolt on April 25th, just a week after the disastrous race with the Weymann Hispano-Suiza. In Daytona, Florida, Stutz race driver Frank Lockhart was making an attempt to establish a world land speed record in a Black Hawk equipped with a Miller-designed engine. He was killed during a trial run, at a speed in excess of 200 miles-per hour; with a record in his grasp, if the tragedy had not occurred. The Stutz company immediately cancelled its racing program.

The two very negative publicity misadventures may have been a major factor in the failure to generate sales improvement in 1928. Only 2,403 cars were produced. In contrast, Cadillac sold 18,000 units, and Marmon built 14,770. The Stutz continued to enjoy high esteem abroad and in South American countries. Their dealer in Buenos Aires Argentina was boxing great Luis Angel Firpo, remembered for his famous match with Jack Dempsey. Firpo generated considerable favorable publicity there with his personal custom-body Stutz Black Hawk.

In spite of reduced sales in 1927 and 1928, the Stutz company remained profitable. Moskovichs, though, was not projecting the same smiling confidence displayed at the end of 1926. Abruptly, he submitted his resignation in January, 1929. The reason for leaving was a mystery to the public. Declining sales and the disastrous race-related events, coupled with Stutz' persistent inability to recapture a significant corner of the marketplace, all could have contributed to Moskovichs' decision to leave.

As the year 1929 began, the fat lady had already started to sing for the Stutz Motor Car Company. Their sales program was moribund, and the great Fredrick Moskovichs was history. Just ahead was the onslaught of the Great Depression which would be ushered in by a stock market collapse in October. That was the depressing scenario when Vice President Edgar S. Gorrell was elevated to the office of president of Stutz, in a rollover of top executive personnel. There was

also a new chairman of the board, in the person of Edwin B. Jackson, who replaced Eugene V.R. Thayer.

President Gorrell was a distinguished military veteran and West Point graduate. He had risen to the position of Chief of Staff in the Air Service, before resigning his commission in 1920 to go with Nordyke and Marmon. Moskovichs brought him to Stutz in 1925, in what was to be the last hurrah for Harry Stutz' great manufacturing venture.

The Stutz units manufactured in 1929 and 1930 were equipped with a four-speed transmission and a 113-horsepower, straight- eight engine. A 145-inch wheelbase line was offered with a shorter series mounted on a 134.5-inch chassis. They added double- action Lovejoy shock absorbers, and called it Stutz Series M. It was an excellent product, with the Blackhawk (previously Black Hawk) version leading the pack. Total production was 2,350 units, with 1,310 of those Blackhawks. Production figures were somewhat controversial in regard to Stutz output. For 1930, the Chilton Automobile Mult-Guide reported total Stutz production at a mere 814 units. The large discrepancy in output figures is unexplained. Notwithstanding, the decade of the 1930's did not hold much promise, based on the spreading paralysis of the Great Depression.

There were few bright spots in the model years from 1931 through 1934. Production dwindled steadily, with 1931 ending at 384, an estimated 120 cars in 1932, and 110 in 1933. The virtual end of production was in 1934, with six automobiles manufactured. A small Pak-Age-Car delivery van, in a number of versions, had been built by Stutz since 1927, was around until the end.

Stutz did not fade into the sunset without a notable automobile to mark its demise. In the 1931 model year, the Stutz DV32 model was premiered, and it was an elegant car. The "DV32" designation was an allusion to the eight-cylinder engine's dual overhead camshafts, with four valves per cylinder; a total of 32. It was unveiled at the National Automobile Show in New York on January 3, 1931, where it scored a resounding critical triumph. Versions of the elegant Stutz were equipped with bodies crafted by some of the world's leading stylists, including LeBaron Darrin and Weymann. Production figures notwithstanding, the Stutz models after 1925 are ranked

among the most exquisite classics of the golden age of automobiles. Their rarity has only added to the mystique which has always surrounded the name "Stutz".

On October 11, 1938, a bankruptcy auction ordered by the U.S. District Court was held to dispose of the remaining assets of the Stutz Motor Car Company of America. The total production of the Stutz automobiles from its inception has been estimated at 35,000. With the end of the Great Depression at hand in 1938, that would appear as an anemic number in the face of the millions of motor vehicles mass production would spew out by the end of the 1960s. The Ford, Chevrolet, and Chrysler juggernaut eventually led to the demise of the independent automobile manufacturers. The Big Three had proven their ability to put America on the road with a low-priced vehicle within the reach of all.

On the other hand, Harry Clayton Stutz had given the automotive age in the 20th century panache and excitement never generated by a Model T Ford. The very name "Stutz" strikes a chord in the psyche of the most unsophisticated driver in these first days of the 21st century; something great from our past. The diminutive little Baptist brother who was Harry Stutz, will always remain a major figure in the Valhalla of automotive heroes. He marched to a different drumbeat than the rest of us, but the cadence allowed him to soar over the crowd. He has been in his grave for seven decades, but his memory is as vivid today as it was the day he departed this mortal coil. The Stutz automobile legacy serves as his memorial wreath.

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AUTHOR'S NOTE: WE ARE PARTICULARLY INDEBTED TO WILLIAM J. GREER OF THE STUTZ CLUB OF AMERICA FOR EXTRAORDINARY ASSISTANCE IN PROVIDING EXTENSIVE INFORMATION, AND FOR NUMEROUS COURTESIES.

The NEED FOR SPEED!

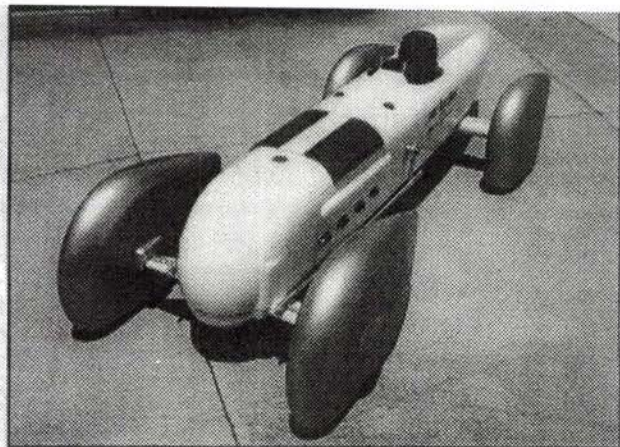
This Land Speed Record Car Lives On

The quest for speed began when the Stone Age man realized he didn't have to outrun a saber-toothed tiger, he just had to be faster than the last man in the hunting party. Speed was good. Domesticated horses multiplied his advantage, while the invention of the automobile qualified as a quantum leap. The act of rolling on wheels quickly made the transition to rolling reliably over a distance, followed by rolling fast enough to coin the phrase "white knuckles."

The need for speed fueled new technology that created more powerful engines, stronger and better handling chassis, and the inevitable competition when two "need-for-speeders" found themselves traveling the same direction.

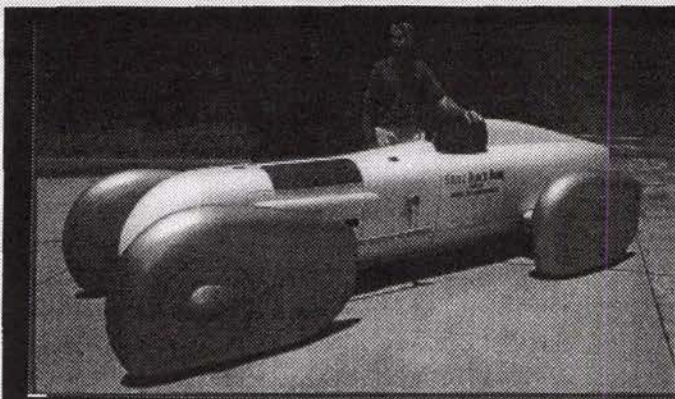
As the development of the early automobile progressed, the public became fascinated with the daredevils who raced on wooden tracks or attempted high speed runs. Frank Lockhart was one of the most famous. A combination of true mechanical genius and naturally-gifted driver, Lockhart was a national hero in the Roaring '20s. His skill as a teenager won him the title, "King of the Dirt Tracks." The young man added credibility to his legend by winning the prestigious Indianapolis 500 the first time he tried, using a car he had never even seen before!

He traveled the country, winning races and breaking records as casually as most folks drove to the corner store. Fred



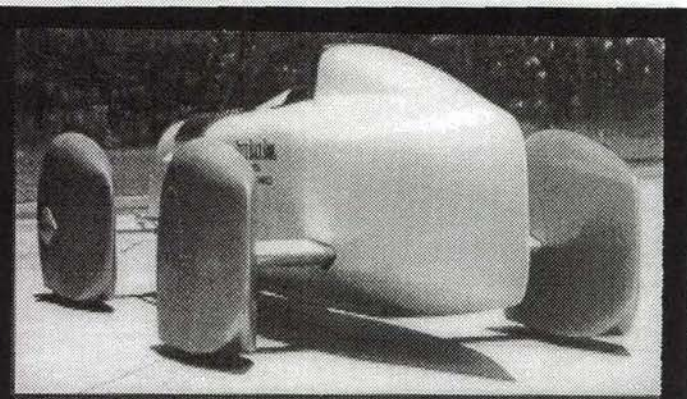
Moscovics, president of the Stutz Motor Car Company, recognized his talents and decided to lend a helping hand. Lockhart had a personal goal of bringing the Land Speed Record back to America, and with the financial backing and technical support of Stutz, he began the task of building the Stutz Blackhawk.

At a time when most Land Speed Record cars were huge (British Major H.O.B. Seagrave held the record of 203mph, which he set on the hard-packed sand at Daytona Beach, using a 2,760-cubic-inch Sunbeam engine in a car weighing approximately 8,000 pounds), Lockhart went the other direction. His Beach Car had a tiny frontal area to make the best use of its limited horsepower. Rather than a full envelope body, the car used a torpedo-shaped body with streamlined wheel pants. The fairings minimized drag and prevented the turning front wheels from becoming lifting surfaces, like an airplane wing. The elongated pants were designed to stay parallel with the car, and Lockhart limited the steering wheel movement to only a quarter of an inch, lock to lock. The vehicle had a full belly pan with inboard mounted springs and suspension. Only the aerodynamic stub axles protruded into the wind stream.



When most Land Speed Record competitors were building huge cars, Frank Lockhart chose a different approach. Ahead of its time, the car's sleek torpedo-shaped body and aerodynamic wheel fairings minimized drag. Army wind tunnel testing indicated that the slippery shape, along with its highly modified motor, could have exceeded 300mph.

Although the car had a steering wheel, it was almost useless since travel was limited to just one-quarter inch. There was no radiator in the car, with the crew adding ice prior to each run. The



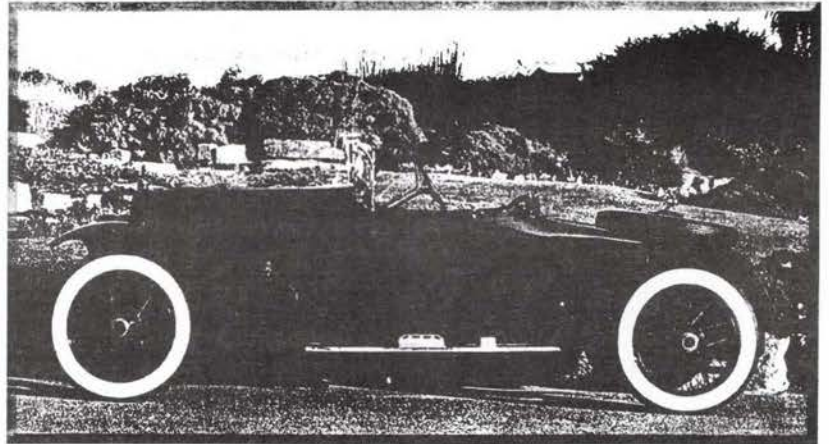
innovative intercoolers on the hood helped dissipate the heat generated by the superchargers, giving the engine a dense charge of air.

Even though it is not a working model, Kelsey's replica is built to scale and shows the amazingly advanced aerodynamics of the Lockhart car. This first car is now on display at the Race Rock Cafe in Las Vegas. Kelsey is building a second that will soon have a place of honor at the Klassix Auto Attraction in Daytona Beach.

Clippings of Note

1918 Stutz Series S Roadster

Chassis number: 1355



The general public could be forgiven for thinking that the Stutz Bearcat was the only model made by the company. However, since 1911 when Harry Stutz had set up his own firm, there had always been two-seat roadsters and touring cars to keep the limited number of Bearcats made each year company. Mechanically there was no significant difference between the stark Bearcat and the far more practical roadster, simply a ten-inch shorter wheelbase and less bodywork for the former.

In the latter part of 1917, Stutz introduced its own 16-valve twin-spark engine for all models. This T-head engine provided outstanding torque, transmitted through a three-speed transaxle, a Stutz feature from the first cars to wear the badge. They could be driven from a walking pace to speeds approaching 100 mph in top gear and it's not surprising that Stutz cars were highly successful in racing from the very first, and achieved public recognition far beyond the relatively small number of cars actually produced.

At one time the Stutz pictured here was owned by the well-known Rolls-Royce collector, the late Rick Carroll. In 1975 it was bought by Herbert Watts, who undertook a complete and meticulous restoration of the car. The quality and authenticity of the restoration resulted in the car becoming an award winner in many AACA events from 1976 through 1980. The car was imported into the UK in the late 1980s and has proved to be completely reliable in numerous runs since that time. Currently the car is fitted with directional signals, modified rear lights and oil pressure and water temperature gauges for practical use on modern-day roads. These items could be easily removed if the new owner wishes to return it to its totally authentic appearance.

The car is eligible for a variety of antique auto and vintage sports car events ranging from light touring to all-out competition.

The car described here sold for \$53,130 (including 15% commission) at Christie's Nine Elms Auction held in London on November 1, 1999. We said in our report in the January 2000 SCM (page 36) that it was a "shrewd purchase." Here's why: As the catalog text pointed out, except for the wheelbase, the car is for all practical purposes a Bearcat with a few more creature comforts. Just as important, it doesn't carry the hefty price premium a Bearcat from the same period would command—something on the order of 50% or more, all for going without doors and a slightly shorter car.

These are tough, brawny automobiles and require a bit of beef to drive, unlike their great rivals the Mercers, which demand little effort to conduct properly. And despite the claim in the catalog text about a top end

nearing 100, a peak speed of 75 mph would be more realistic. Still, with just two-wheel mechanical brakes providing retardation, even 75 should be quite thrilling enough for most collectors.

The British buyer got an added bonus with this car as well. Unlike US clubs, which use a cut-off date of 1915 for "brass era" cars, the Veteran Car Club of Great Britain allows cars built through 1918 to participate in many of their events, giving the car added value in the UK. It could also compete in Vintage Sports Car Club events over there and vintage sports car races and rallies here in the US as well.

This particular car was missing its top and bows; not a big deal except to the purist, since fair-weather driving would be the expected norm when exercising the car. The engine is a combination of the advanced and the near-obsolete. It has four valves per cylinder and a dual ignition system but retains the T-head layout which, by 1917, most automakers had abandoned in favor of side-valve or overhead-valve configuration. Still, the 353 ci monobloc unit is a powerhouse to be reckoned with and few marques of the time could match its road-going performance.

However, these engines also had the nasty habit of developing severe cracks in their water jackets over time and the potential buyer of a monobloc T-head Stutz today should check for this problem carefully. The transaxle design was conceived by Harry Stutz several years before he ever built a car bearing his name. Its operation can be balky if the linkage adjustment isn't just right.

But those are about the only caveats for these legendary cars. This Stutz should prove to be an excellent buy over time for the new owner since it has superb, documented provenance, along with a first-rate restoration not so long ago and conscientious care since then. Now it glows with the slight patina of use which the English collectors, particularly, prize in their vintage cars. Well bought.—Dave Brownell (Photo and description courtesy of auction company.)◆

| | |
|------------------------------------|---|
| Year produced | 1918 |
| Number produced (all models) | 1,873 |
| Original list price | \$2,550 |
| SCM Price Guide | N/A |
| Chassis # | Frame member under floorboard |
| Engine # | Right side of cylinder block |
| Tune-up/major service | \$700-1,000 |
| Distributor cap | \$300 |
| Club | The Stutz Club, Inc., 7400 Lantern Rd., Indianapolis, IN 46256 |
| Alternative | Mercer Series 4 Paige Daytona, Kissel Gold Bug |

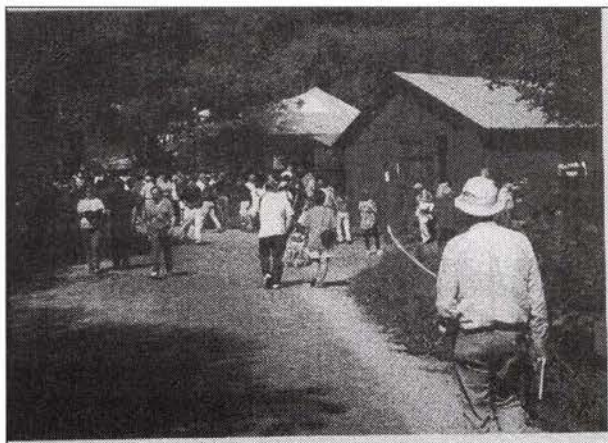
The Editor thanks Life Member Larry Nicklin for submitting this article

THE "RUSTY STUTZ" - 1924 KLDH SN: 12329

George Schuetz

In the summer of 1996 I became aware of the Christies "A. K. Miller Auction" taking place in East Orange, Vermont in early September. East Orange is a little over an hour by car from where I live.

A good friend, and neighbor, by the name of Ed Downey had decided to go to this auction and he had decided that he was going to come home with one of the Stutz cars.



That's Ed Downey, on the right, walking up to the auction tent the day he made his Stutz acquisition.

Another friend, David Greenlees of Brattleboro, VT, was asked to help Christies with the pre-auction inventorying of the A. K. Miller "Stutz Stuff". I invited David to spend the evenings at my house during the auction weekend.

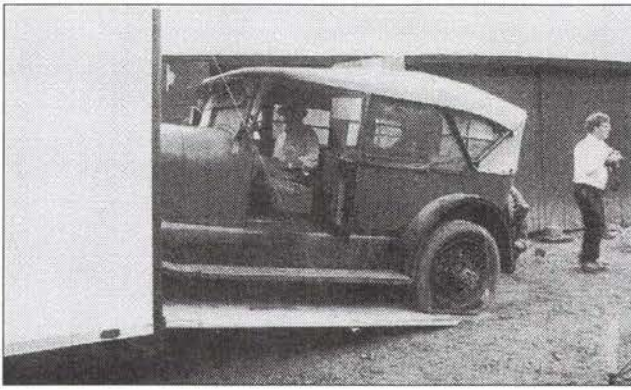


A. K.'s "castle" where the man virtually controlled the world of Stutz, where the man hoarded all of his stuff and where the man stuffed the floors with gold!

Friday, September 6, 1996 arrives. Up in the morning and off to East Orange, VT, for the "viewing". Oh my God what a load of "stuff". How could one man amass so much "stuff".

Then the stories start to spread around. Gold bullion was found under the floorboards. A.K. and Jean had a pact to the effect that if one or the other of them were at death's door the other would not summon medical help (religious beliefs). Then A.K. fell off the roof. A.K. crawls up the road and into the house. A.K. is bleeding from his mouth and ears. Jean can't take it any longer so she calls for help. A.K. dies. Then Jean dies. Then the state moves in. A.K. has never had a social security number. A.K. has reportedly never paid any income taxes. Where did the gold bullion come from? Oh well. View all of the A.K. stuff. I hear that there's a Stutz Club. I meet Bill Greer. I fill out an application for membership in the midst of the Stutz Hysteria at the auction.

Saturday, September 7, 1996 arrives. Drive up to East Orange. The auction starts. I don't know who Harry Stutz was. I don't know that Harry Stutz was a world-class automotive engineer. I don't know whether Stutz cars are good or bad. Ed Downey buys his Stutz, Lot #28. Ed needs to get his Stutz to his home in Woodstock. I drive back to Woodstock in my car. I get in my Suburban with trailer in tow and go back up to East Orange to fetch Ed's Stutz to Woodstock. That night Ed & Irene treat me and Iris and Bob Reed and David Greenlees to dinner at Wildgrass Restaurant in Woodstock.



That's Ed Downey sitting in Lot #28 getting winched up into my trailer on air-less tires.

Sunday, September 8, 1996 arrives. I drive up to East Orange again to watch what's going on. I leave the auction and go home. I see Ed's Stutz up close. I like the Stutz. I want a Stutz. I begin to pester Bill Greer about finding out what Stutz cars might be available without knowing that I'm being a pest. I check out several Stutz cars without buying one. McClellan's in Oakland. Another one in NJ. Another one in CT. Another one near Cleveland. Another in VA. I was caught up in wanting to have a late-teens or early twenties four-cylinder T-head Stutz touring car. I did not want a 2-seater.

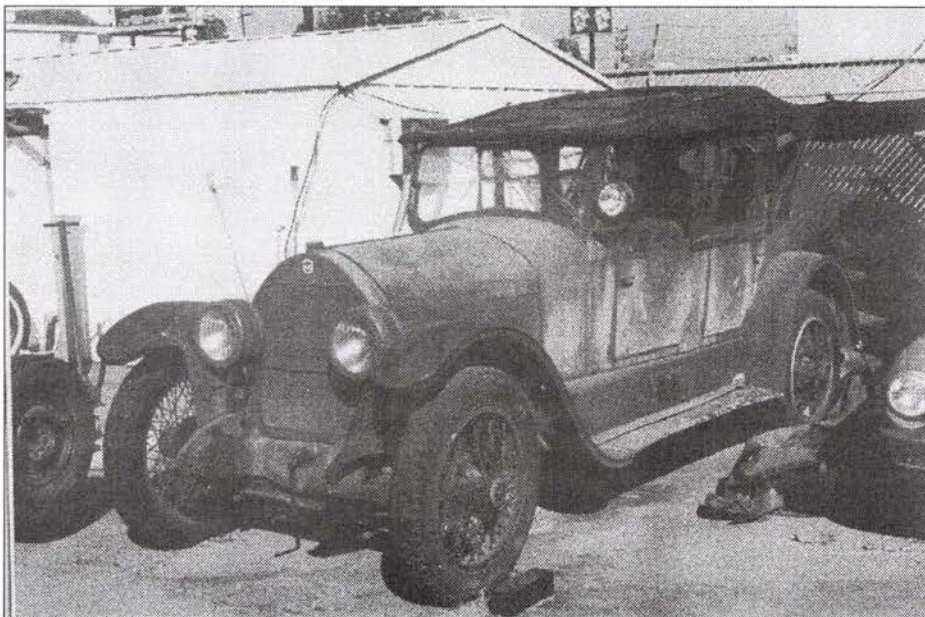
Hershey 1997 comes. Ed and I go to Hershey together. We go to the Stutz meeting on the field. I hear that there are some Stutz cars for sale. I go to see them. Didn't like them. Pass. I continue to look. Sometime in 1998 I

hear about Lot #15 from the A.K. Miller auction being for sale. What's the price? What are you kidding me! No thank you. Another year goes by. I hear that the price on Lot #15 has been "modified downward". I get an invitation to go to the Rose Bowl 2000. Wanna go Iris? Yes. We fly in to LAX on December 29th. No, we don't go to the hotel for check-in. We get in a cab and go directly to the "Rusty Stutz" (Lot #15). I'd gotten pictures of it more than a year earlier. Forgot all about what it looked like. The "Rusty Stutz" turns out to be a "beauty". Untouched. Never messed with. Never cannibalized except by Momma and Baby Racoons. There it sits in all its Rusty glory in the great out-doors on Santa Monica Boulevard!

Now what? How much? Oh c'mon ya gotta be kidding. NO I'M NOT KIDDING. Okay, Okay, Okay. I call Stutz Club member Steve Pugh who lives ten miles away in Manhattan Beach. Do you know about that Stutz. Yes I do. Will you go to take a look at it for me. Yes I will.

Telephone call to Steve after he sees it. Whatdayathink? "That's one marvelous all-original unmolested Stutz. If you want a 4-cylinder T-head you have found the best one in existence." Okay, Okay, Okay.

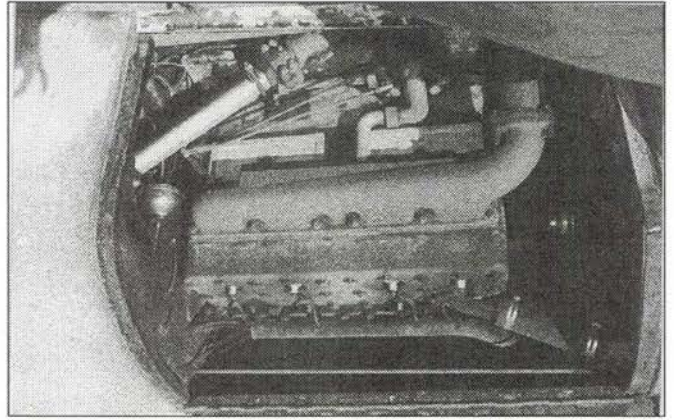
Telephone call to John Rees. John, tell me about the car that you and Bud bought at the auction, you know, Lot #15 up there in Vermont. Oh, it's a good car. I drove it around the block after Bud blew the cobwebs off of it. How did it drive? I just drove it around the block. Okay.



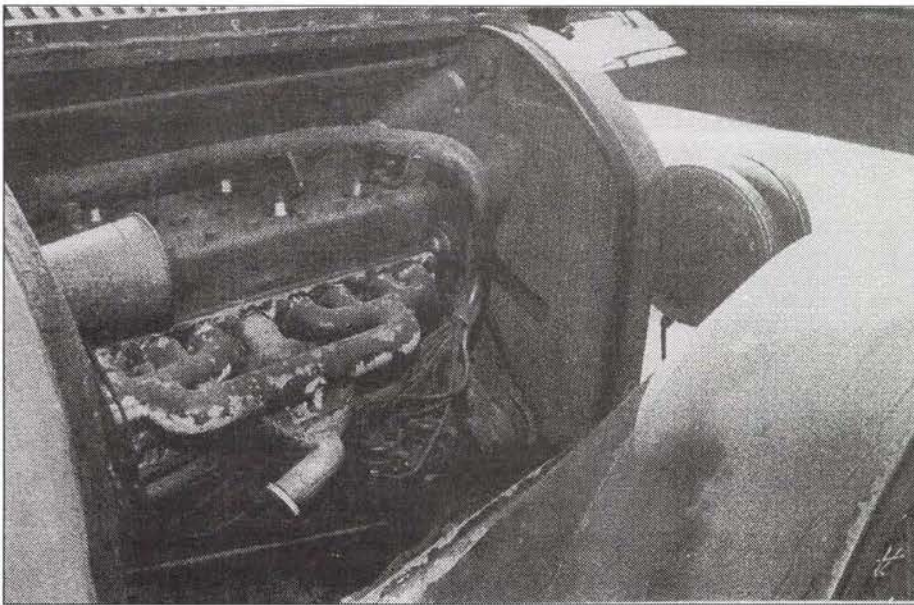
The "Rusty Stutz" in all its glory out in the sunshine on Santa Monica Boulevard, December 29, 1999.

I call Paul Freehill. Hey Paul, there's this Stutz that I'm thinking about buying. What kind of a road car will it make? I don't know but I can tell you that I've done 10000 miles in my 1920 roadster. Yeah but why don't other Stutz cars see much road use. You know people beat other old cars up and down the roads mercilessly and they just keep on going. What not the Stutz cars? Are they junk? No, no, no — I don't know why people don't get in them and get out on the road with them. The rear axel is their Achilles Heel. Make sure it's good. That's why most of them got put off the road.

I send Paul a good selection of pictures. I call Paul. What do you think. George, that "Rusty Stutz" is a wonderful car. That's it. I'm buying it.



The "Rusty Stutz", exhaust side of the engine. Everything just the way it was when it left Indianapolis in 1924.



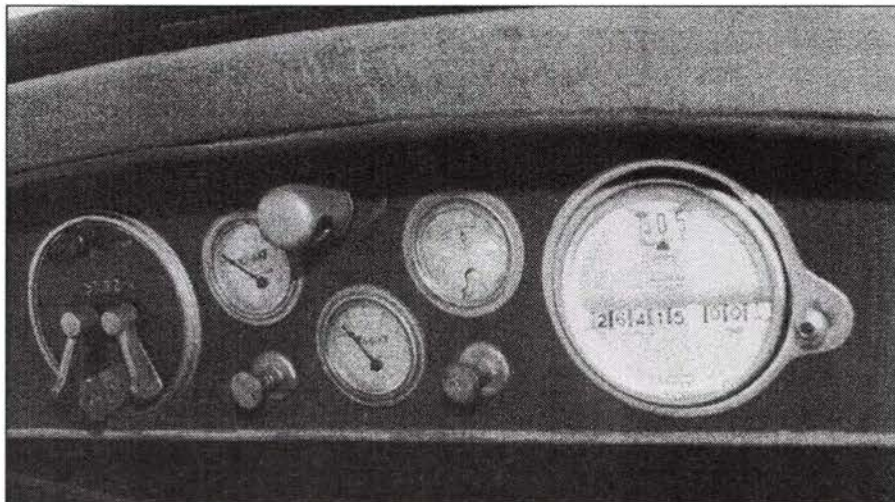
The "Rusty Stutz" carburetor side of the engine. A little ratty looking but nothing is missing!

So now I've found the 4-cylinder T-head that's for me. Telephone Bruce. How much? What are you kidding me. NO I'M NOT KIDDING. Okay, Okay, Okay. And that was it. Money was supplied to the owner and the Stutz is on it's way to me.

As I write this story (March 3, 2000) the "Rusty Stutz" sits on Santa Monica Boulevard STILL. The trucking company that I hired has still not picked it up. I'm told as recently as today, however, that Monday or Tuesday next week it will be picked up and it will be in my garage in Woodstock, Vermont on or about March 15th. I hope so. I can't wait to start waking it up. It's going to see a lot of road-use. I am not going to do a ground-up restoration. I am not going to try to make it into a new car. It's an antique

and it's going to stay looking like an antique. I'm going to re-wire it, re-tire it, maybe re-spoke it, and put new leather on the front and rear seat cushions and seat backs and a new exhaust system. The only other thing that I will do is absolutely anything mechanical that needs to be done to make it reliably roadworthy for long-distance drives. This Stutz is not going to spend the rest of it's life in a garage.

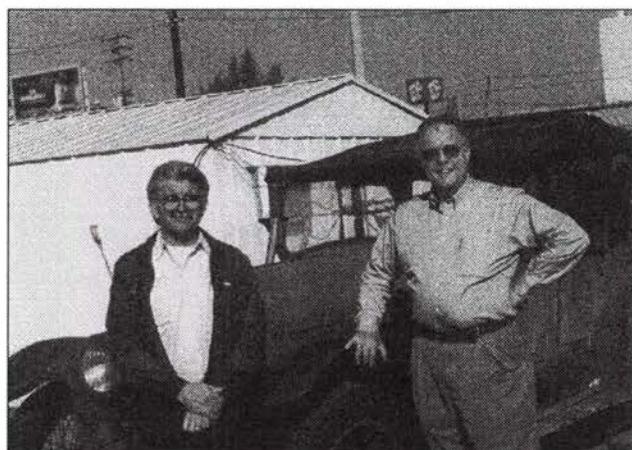
Story here - David Greenlees tells me he remembers Lot #15 at the auction. He remembers where it stood. He remembers being asked by one of the Christie's crew to go over and check it out. Side curtains were on it. Windows were opaque yellow brownish color. Could not see through them. David can see that there is a lot of stuff packed into the rear seat area so he opens the rear door. GROWLLLLLLLL!!!! In the rear seat is a huge Momma Racoon and about six little racoon critters. David runs like hell. Seen enough!!!



“Rusty’s” dashboard, all intact, all original, all complete. Paul Freehill recons that the odometer reading of 26415 miles is probably original!

If any Stutz Club members who would like a look at the “Rusty Stutz” find themselves near Woodstock, Vermont, just give me a call. You are more than welcome to stop in.

Lastly, I would like to know if there are any Stutz Club Members who would be interested in participating in a week-long Stutz Tour driving their Stutz a total of 500- 1000 miles. If you are interested will you please contact me. I would be pleased to be Tourmaster. I don't anticipate it taking very long to get “Rusty” ready! Could even be done this September.



Bruce Hand, on the left, who I bought “Rusty” from, “Rusty” in the background, and yours truly on that wonderful day in December 1999. I have never been so pleased with the purchase of an all-original antique car. Hallaluya!

Membership Report

by Mike Barry, VP Membership

Since my last report I would like to take this opportunity to thank the many members who have responded to our club in both renewing memberships and contributing to our publication. As of this report there are still 66 members from 1999 who have not renewed for 2000. Please take some time to recall "did I?" or "didn't I?" renew my membership.

On a sad note, it was reported that new member J. G. Brunet of Barcelona Spain died suddenly of a heart attack. Our sympathy goes out to the family.

Have a great summer and see you at the GRAND STUTZ in September.

New Members

557 Edward Faulconer Jr.
5106 Liberty Rd.
Greensboro, NC 27406
Home: 336-674-5625

558 Haden Vandiver
8401 Whispering Meadows Rd.
Joshua, TX 76058-4306
Home: 817-558-0212

559 Ralph Wm. Strobel
7939 Harris Road
Leroy, NY 14482-8914
Home: 716-768-6506

560 Rod McMullin
29 Eagle Road, Victoria Point
Queensland, 4165 Australia
1926 AA Stutz Roadster

561 Garry L. Kuck
692 W. Lakeshore Dr.
Lincoln, NE 68528
Home: 402-475-1712
1928 Stutz 8, 2 Man Indy Racer

562 Ronald J. Benach
660 N. Green Bay Rd.
Lake Forest, IL 60045
Home: 847-615-0667
1932 Stutz 8, DV 32, Super Bearcat,
Weymann, VIN 33043DV

Address Change:

280 Eoin Young (Motormedia)
PO Box 180, Leather Head
Surrey, KT234GT UK

485 William Hunter
31641 Scone
Livonia, MI 48154

532 Clinton Bidwell
20 Old Pali Place
Honolulu, HI 96817

Once Upon a Stutz

by Dale K. Wells

There have been many interesting articles written about the eccentric A.K. Miller and the dozens of Stutz cars he stashed away on his farm in Vermont. The story of the auction has been told and retold, and many of you readers were there to experience that unique occasion. Now we cannot help but wonder where all those cars are today, and what has happened to them. We hope Stutz Club members will share their experiences and observations about the restoration or showing of the ex-AK cars. This writer has crossed paths with two of those cars during the past few months, and will share those stories with you here.

The Society of Automotive Historians held a meeting in March at the Peterson Museum in Los Angeles, and I was privileged to attend as a newly elected board member. While in

L.A. we had the unique opportunity to meet the popular TV star, Jay Leno, and visit his private automobile and motorcycle collection.

Knowing that he has one of the ex-A.K. Miller Bearcats, we asked him to pose with the car for a picture, which is printed with this story. It has been fully restored, and runs great although Jay said the steering wheel picks up quite a vibration on the road and they are looking at ways to stabilize the steering column to resist excess movement.

Some of you Bearcat drivers may have experienced a similar situation, and could perhaps offer some technical tips for a solution. All suggestions will be forwarded for Jay's consideration. Also of interest were the "before" pictures of the Bearcat hanging on the wall of Jay's library, showing the car as it came out of Miller's barn. In total, Jay's garage has over 40 antique/classic cars, and a similar number of motor cycles. Our visit to L.A. was an exciting experience, and the Peterson Museum is well worth a visit anytime you are in the area.

Upon return to Michigan, I became very busy as the local coordinator for the annual Grand Experience of the Classic Car Club of America Museum which is located on the grounds of the Gilmore Car Museum just outside of Kalamazoo. Stutz Club member Charles Key called me one day to get information about the show, and said he was planning to bring a 1934 Mercedes 500K roadster and the 1933 Stutz DV32 Roadster sold at the Miller auction, and now a fully restored prize winner. Many of you have no doubt seen the car at Hershey, and also on the cover of the June-July 1998

AACA magazine when it was owned by member Calvin High as restored by Steve Babinsky of New Jersey.

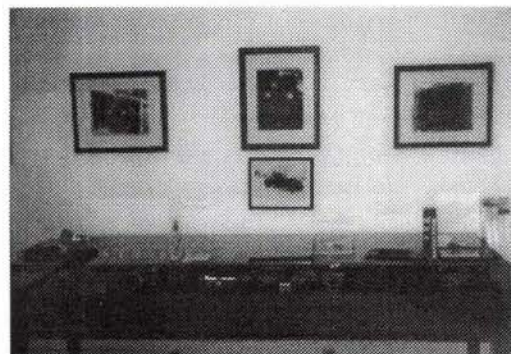
Each year the CCCA Museum sponsors the Concours Experience and honors various marques or models. For the year 2000, Mercedes and Chrysler were the featured marques, as well as all Full Classic cars recognized by

the CCCA. It was exciting to know that Charles Key was bringing both a one-off custom bodied 500K, and the DV32. When the car arrived from Dallas, we were disappointed to find out the Mercedes could not come due to some electrical problems. However, the DV32 appeared out of the trailer in all its glory, and it was a

pleasure to meet Charles briefly on Saturday morning as he departed the museum grounds for the morning "fun-day" drive toward Lake Michigan, and a visit to Chrysler dealer Red McFadden's car collection in South Haven, Michigan. I was especially pleased when Charles told me how impressed he was with the Stutz, and that it is one of the best driving classics he has experienced. A.K. Miller really knew a good car when he saw one didn't he ?

CALL FOR NOMINATIONS

This is election year for the Stutz Club, and we will need to elect a new slate of officers for the next two years. This is your opportunity to serve the club, and help set our path into the new millennium. Even the large, national clubs are wrestling with new ways to increase or maintain membership in this age of sterile, look-alike utility vehicles; and what is worth collecting after all the muscle cars and convertibles of the 1960's are restored? There aren't any more Stutz cars to be found (maybe a dozen scattered around the world?) so where does the future lie for the Stutz Club. Be a part of our future, and help keep the Stutz Club alive, growing, and exciting. Send us your nominations for officers, or nominate yourself! We need: President, Vice President—Membership, Vice President—Publications, Vice President—Technical Services, Vice President—Programs, Treasurer, Secretary and Archivist.



Before restoration pictures on wall of Leno's office showing the Bearcat as it came out of AK Millers barn.



Dale Wells, Stutz Club President with Jay Leno and Bearcat



Dale Wells with Jay Leno's Stutz Bearcat. Frank Heiss is taking picture at back

Treasurer's Report

FINANCIAL REPORT

January 1, 2000 to March 31, 2000

Balance on January 1, 2000 \$22,307.66

Income:

| | | |
|------------------|--------------|--------------|
| 1999 Dues | | \$ 35.00 |
| 2000 Dues | | 5882.00 |
| Interest Income | | 121.59 |
| Stutz Books Sold | \$2642.85 | |
| Mailing Expense | <u>78.14</u> | 2564.71 |
| Donation | | 30.00 |
| Posters Sold | | <u>68.52</u> |

Total Income 8,701.82

\$31,009.48

Expenses:

| | |
|---------------------------|--------------|
| Stutz News (print & mail) | \$1304.01 |
| Administrative Expense | 190.86 |
| Directory Expense | 226.84 |
| Debentures Redeemed | 4,000.00 |
| Bank charge (NSF check) | <u>10.00</u> |

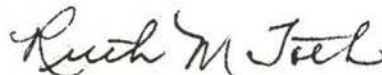
Total Expenses to date 5,731.71

Cash Balance on March 31, 2000 \$25,277.77

Life Membership Reserve \$14,835.00

Twenty debentures have now been redeemed. The Club has four debentures to be repaid.

Respectfully submitted,



Ruth M. Toth
Treasurer

Grand Stutz 2000

Hosted by Ray and Lou Bowersox

MOTEL ACCOMMODATIONS

Hampton Inn, Danville PA

Phone: 570-271-2500

Reservation cutoff is August 7, 2000

Rates of \$72.14 per day/ double or single occupancy for Stutz Club

Thursday, September 7, 2000

Registration 1 p.m. to 5 p.m.

Cost is \$10 per person/ maximum of \$20 per family

Dinner on your Own

Friday, September 8, 2000

Continental Breakfast

Leave Inn at 9:30 a.m for Antique Shopping in Lewisburg, PA

LUNCH

On your Own in Lewisburg, PA or sandwiches and snacks at Bowersox Pavilion

FRIDAY, CONT.

DINNER

Pig Roast at Bowersox Pavilion

5:30 p.m. till ?

Saturday, September 9, 2000

Continental Breakfast

Leave in a 9:30 a.m. for Covered Bridge Tour

LUNCH

Served at Bowersox Pavilion Cost \$3.50

DINNER

Banquet at Temperance House, Lewisburg, PA

Cash Bar 6:30 p.m. Dinner 7:00 p.m.

Choice:

Charbroiled Chicken Breast

Baked Potato, Salad, Bread Basket, Sherbet, includes coffee, tea or Iced Tea Cost \$14.50

8 oz. Filet Mignon

Baked Potato, Salad, Bread Basket, Sherbet, includes coffee, tea, or iced tea Cost \$18.50

Both of these choices include vegetable tray and pretzels

Detail and Mail Reservation for Grand Stutz 2000

| | |
|---|--|
| Registration Fee: | _____ @ \$10.00 ea (Max. of \$20/family) |
| Antique Shopping on Friday | No charge |
| Dinner on Friday evening | No charge - Hosted by the Bowersox |
| Covered Bridge Tour on Saturday, September 9, Lunch | _____ @ \$3.50 each |
| Banquet on Saturday evening at Temperance House | Chicken Breast _____ @ \$14.50 each |
| | Filet Mignon _____ @ \$18.50 each |

Please mail your reservation and check payable to Ray Bowersox Total \$_____

PO Box 355, Milton, PA 17847 Home: 570-437-3455 Bus: 570-742-8774

Letters to the Editor

**From: Laura Ingrassia, Assistant VP
Marketing and Advertising, Christie's,
Beverly Hills, CA 90210**

Date: March 7, 2000

The following Stutz will be offered in our 29 April auction in Tarrytown, New York.

1932 Stutz DV32 Super Bearcat 2 dr. conv.

Ed's Note: This condition #3 Stutz sold for \$210,000. Who owns it now?

A Stutz is also confirmed for our 20 August 2000 auction at Pebble Beach, California.

1934 Stutz DV 32 Sports Sedan, Prince of Wales. Estimate \$60-80,000.

From: A.C. "Chic" Postier, Kennesaw, GA

Date: April 15, 2000

Just a note to clear up a mystery. As you can see by the photo, we were the proud owners of the 2-man Stutz race car that Keith Canouse put

in the "Fantasy of Flight" auction on 1-29-00 in Polk City, FL. We made a successful silent bid by the telephone from home.

What a terrific operating car. It didn't look the greatest but what performance. Anyhow, Gary Kuck, Great Race Winner in 1998 and 1999 called and wanted to buy the Stutz for a future Great Race. Since I was razed so much by last year that no Stutz has ever finished that race, I decided to sell the car to Gary. He will have to do some rebodging as the cockpit is too small to hold two people. I expect the Stutz will be in the 2001 race. Gary is the owner of Centurion International and a very nice person to speak to on the phone. I suggest he be sent a Stutz Club application (this was done, Ed.) He would make a fine new member.

Unfortunately, it does not look like I will be able to make the Grand Stutz 2000 meet this year as Annabelle had already booked an overseas trip for that period before we learned the Stutz Meet date. One of us must stay behind to look after our animals. I am sorry I will not make it. Please give everyone my best regards and regrets. Please run the Stutz key ring and pin ad again. Thanks (see page 31. Ed.)

Annabell Postier behind the wheel of the Stutz race car.



From: Raymond A. Katzell, Medford, NJ

Date: April 17, 2000

This is the answer to your question about the 1920 Stutz Bearcat that was offered in the Atlantic City Auction (see Stutz News, January - March 2000, page 31). The car is mine. Knowing that I am reducing my collection and reside not far from Atlantic City, then sponsor of the Auction encouraged me to enter the car. Although bidding reached a respectable level, it did not quite meet my reserve. I still have the car and am offering it for sale in the Classified Section of this issue of Stutz News.

From: A.C. "Chic" Postier, Kennesaw, GA

Date: April 23, 2000

My 1931 DV32 Convertible is listed in the 1957 Register (page 26 of previous issue) as owned by W.A.C. Pettit, Jr.

(Mr. Pettit, Charter Member No. 10, has been a Stutz enthusiast for many years and still lists a 1931 DV32 Conv. Sedan in our latest directory, Ed.)

Enclosed is an obituary pertaining to Tommy Protsman, 86, of Stone Mountain, GA who began his car collection in 1949 and later founded the Antique Car and Treasure Museum at Stone Mountain Park. (The Museum had a couple of Stutz cars when I last visited. Ed.)

**From: Don Jamison (non-member), 3701 Camden-Sugar Valley Road, Eaton, Ohio,
Tel: 937-452-7454 or e-mail:
dbjvalley@voyager.net.**

I called last week about a Stutz car frame. I've taken some basic photos of it. They are enclosed in the packet. There is a wagon on top of the frame. Please take a look at the picture and let me know if there is a value to it. I hate to see this frame go to waste. (The frame is complete with rear end, springs and wood spoke wheels, circa 1926 or 27? The photos have been sent to Ernie Toth, Jr. Ed.)

Note:

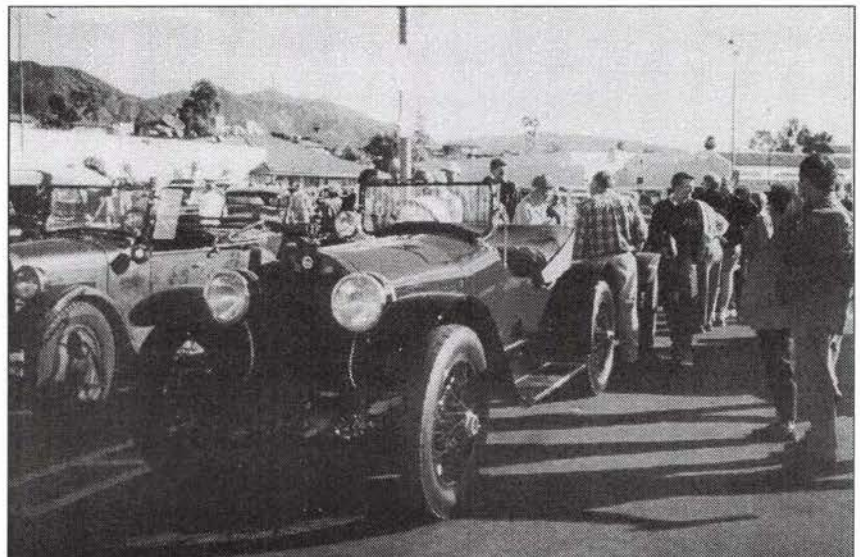
In letters to the Editor, page 25, of the previous issue, John C. Meyer III was incorrectly identified as Fred. Please excuse the editor.

Stutz at Holiday Motor Excursion

Member Bobbie 'dine Rodda took these photos on December 26, 1999 at the annual event sponsored by the Southern California Regional Group, Horseless Carriage Club of America. This event is held on the Sunday between Christmas and New Years for vehicles and marvelous.

The first photo shows Jay Leno's 1918 Stutz Bearcat restored by ex-member Randy Ema.

cont. on page 31



Classifieds

Lionel H. Stutz
1645 Scott Road
Canton, GA
Home: 770-720-7698

FOR SALE:

1926 Stutz AA Coupe w/ Rumble Seat. In excellent condition cream body, brown fenders with an orange accent stripe. Padded top with Landau bars, dual spares. This Stutz was featured on the cover of Cars and Parts magazine, offered at \$29,500 (see photo p. 28 of previous issue #51).

Layden Butler
107 St. Jean Court
Danville, CA 94526
Tel: 925-820-4792

FOR SALE:

H-3 Stromberg Carburetor \$285
OD Remy Generator \$350
Series K Gas Cap Wrench \$100

WANTED:

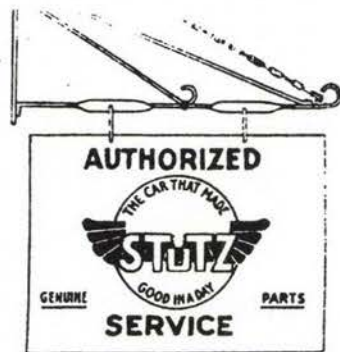
"Fore-Runner" 1915 Sales Catalog
1912-17 Parts, parts catalog
Any unusual early literature
Period photos, especially factory photos

FOR SALE

H.C.S. Radiator with shell and emblem, nice original, asking \$1000

Contact:

Mr. Grady, Tel: 770-933-8330



LITERATURE FOR SALE

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 Pkwy,
Syracuse NY 13211,
315-432-8282
Fax 315-432-8256
www.autolit.com

William L. Snyder
18 Sandpiper Drive
St. Augustine, FL 32084
Tel: 904-461-4647
Fax: 904-461-5407

WANTED:

Front and rear bumpers for 1932 DV-32 convertible Sedan (Engine No. DV33207).

Ray Katzell
672 Medford Leas
Medford, NJ 08055
609-654-3672
e-mail: katzell@eticomm.net

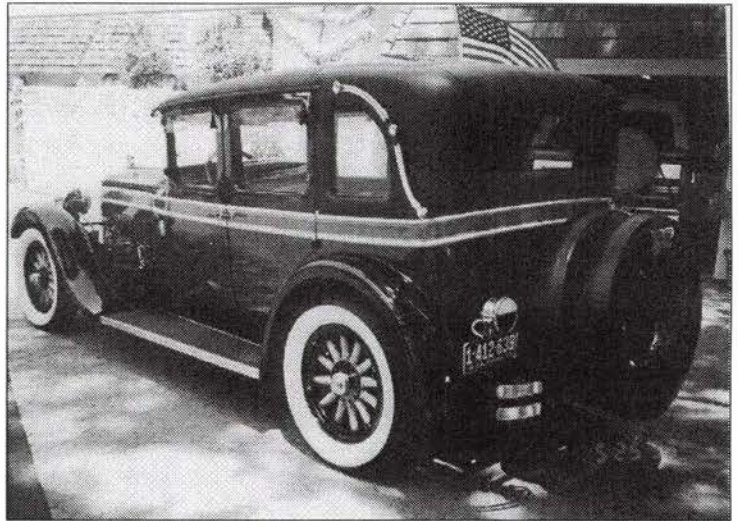
FOR SALE

1920 Stutz Bearcat, Series H. Car received ground-up restoration about 12 years ago and is still excellent. Featured in Autoweek magazine article, March 23, 1998.

Dr. Lyle D. Walker
1799 Lincoln Rd.
Stockton, CA 95207
Phone: 209-476-2290 FAX: 209-473-7525

FOR SALE

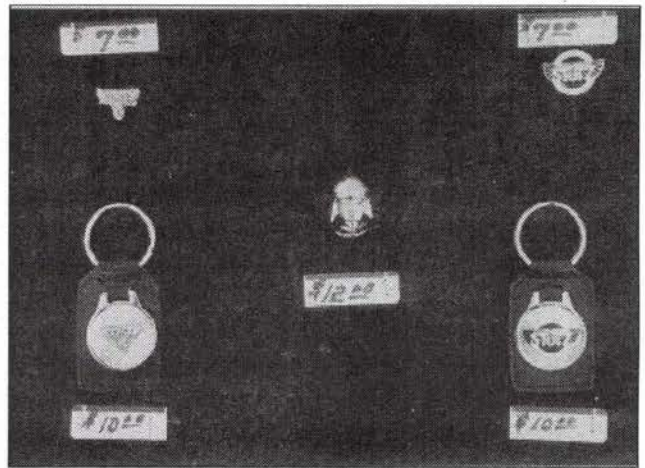
1927 Series AA Custom Brougham Body, Five Passenger Sedan. Completely restored from an excellent original. 42,000 miles. Dual spares. Color: dark green/black. First place winner at Silverado Concours. Featured in Special Interest Autos Magazine August 1997. Copies available. Asking \$42,000.



A.C. "Chic" Postier
2345 Ellis Rd. NW
Kennesaw, GA 30152-4110
Ph: 770-421-0446
Fax: 770-420-7318

CLOISONNE FOR SALE

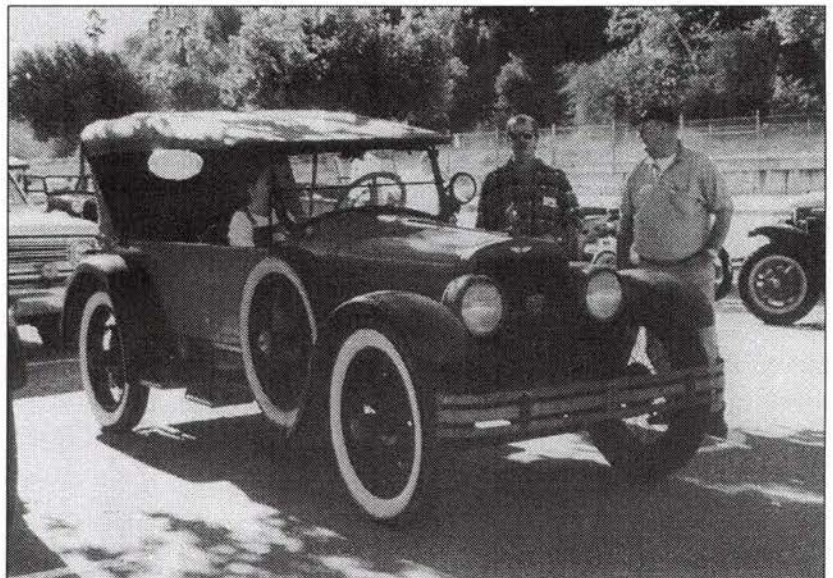
Limited quantity of "The Car that Made Good in a Day" tie-tac and leather backed key ring. "Stutz 8" pin and leather-backed key ring. Miniature "RA" paperweight. S&H \$1.00 each and \$1.50 for the RA.

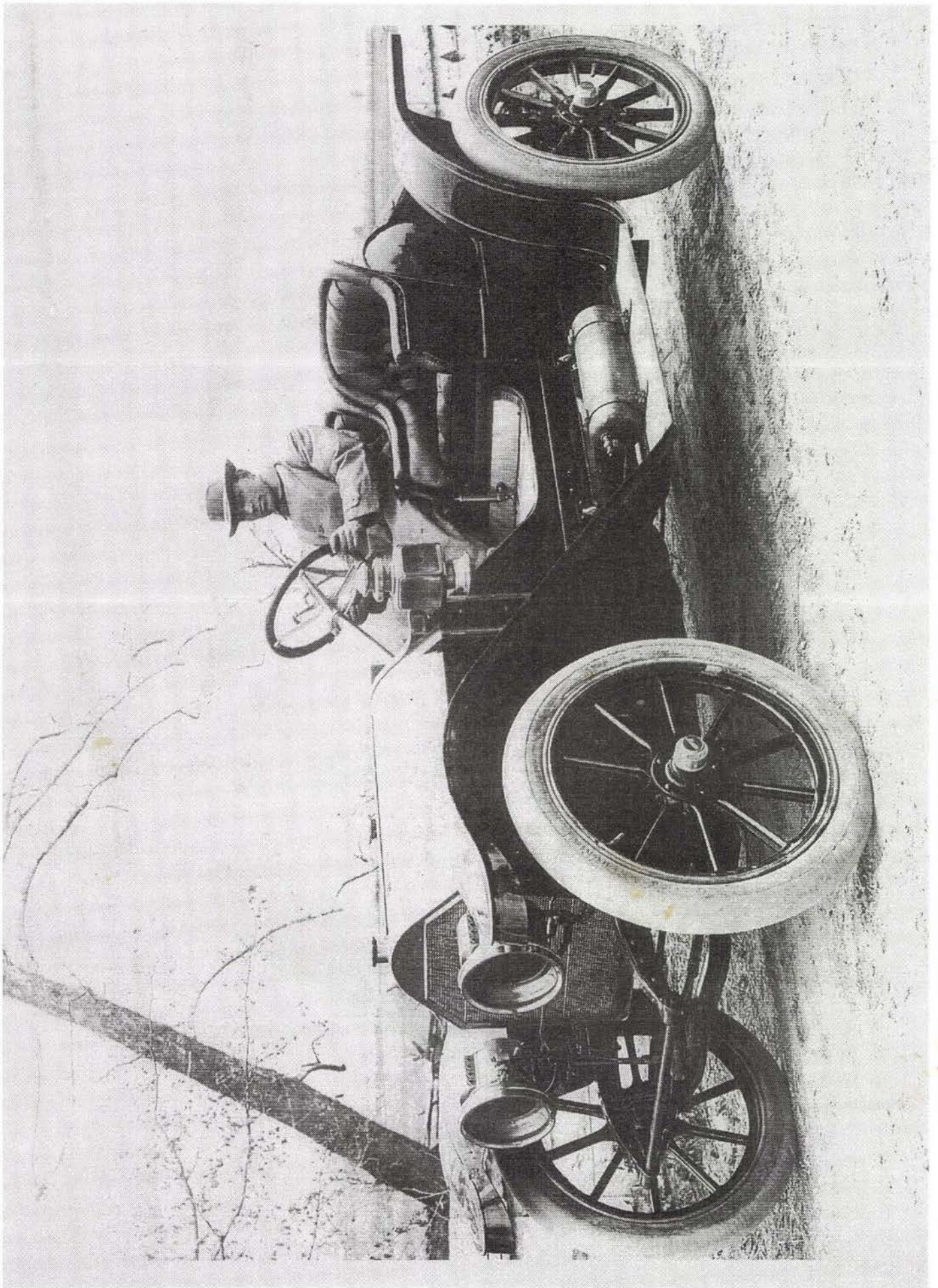


Stutz at Holiday Motor Excursion cont.

cont. from page 29

Who owns this 1921 HCS Series II Touring now? In the early 1990s it was owned by ex-member Joe Conzonire of San Marino, CA.





Harry C. Stutz at the wheel of an EMPIRE Model 20. (We are indebted to member Laura Redlow for chasing this wonderful photo with us. Ed.)