

Vol. XV No. 56 (April - June 2001)
 The Stutz Club, Inc.
 William J. Greer, Editor
 7400 Lantern Road
 Indianapolis, IN 46256

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TO:

Announcements



Grand Stutz - 2001 (August 24 - September 9)

Yes, there are still a few seats left on the Grand Stutz 2001 English Tour. Join us on this "once in a lifetime" trip through the best of England. Contact Mike Barry, VP Membership for details. Tel: 330-225-9494 / email: mpberry@concentric.net.

2001 Dues



Some members have overlooked paying their dues of \$35 requested in January. Members who question their payment status should also contact Mike Barry.

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

James William (Jim) Parsons (1891-late 1970s) - Part I

By: Ken Beach and your editor

Back in 1996, Kenneth W. Beach (member no. 101) of Bainbridge Island, Washington handed your editor a 100 page typed manuscript titled "To My Nephew William Parsons IV" by Jim Parsons, Yucaipa, California, April 16, 1968. This is a family history dating back to Jim's grandmother Brigit Push born in Ireland in 1822. It is a wonderful story full of observations and reflections from the turn of the 20th century complete with details of Jim Parsons early life, chauffeur work driving various early cars, his vast racing career and success as a Stutz distributor. Your editor thinks the Jim Parson's story deserves to be published in full, embellished by newspaper articles, photographs, trophies, etc., in the hands of member Ken Beach, Wayne Herstad of Tacoma, Washington, and others who can contribute. Reprinted below are Ken's words describing his Parson's experience.

"While at the Portland swap meet in 1974, I purchased a color sales catalog for the new 1929 Stutz Automobile. Looking through the pages I found a 3x5 card that was a "personal invitation from Jim Parsons" to view the all new 1929 Stutz in Seattle. By way of the Seattle phone directory, I found Jim Parson's son who gave me Jim's address in California. Jim and I corresponded over the next few years until his death in the late 1970's.

Although in his eighties, Jim's mind was as sharp as a tack and could recall many details about Stutz, as well as other cars. One point of interest for collectors of later Stutz cars is that there were no (per Jim) new DV32 Stutz cars sold in the State of Washington.

Since Jim was the Stutz distributor for the State of Washington from 1916 through 1934 with dealerships in Seattle, Spokane, Walla Walla and had connections with the Stutz automobile starting with the Marion, I feel that his family history attached should be in the archives of the Stutz Club.

I hope others enjoy reading about Jim Parsons as much as I have."

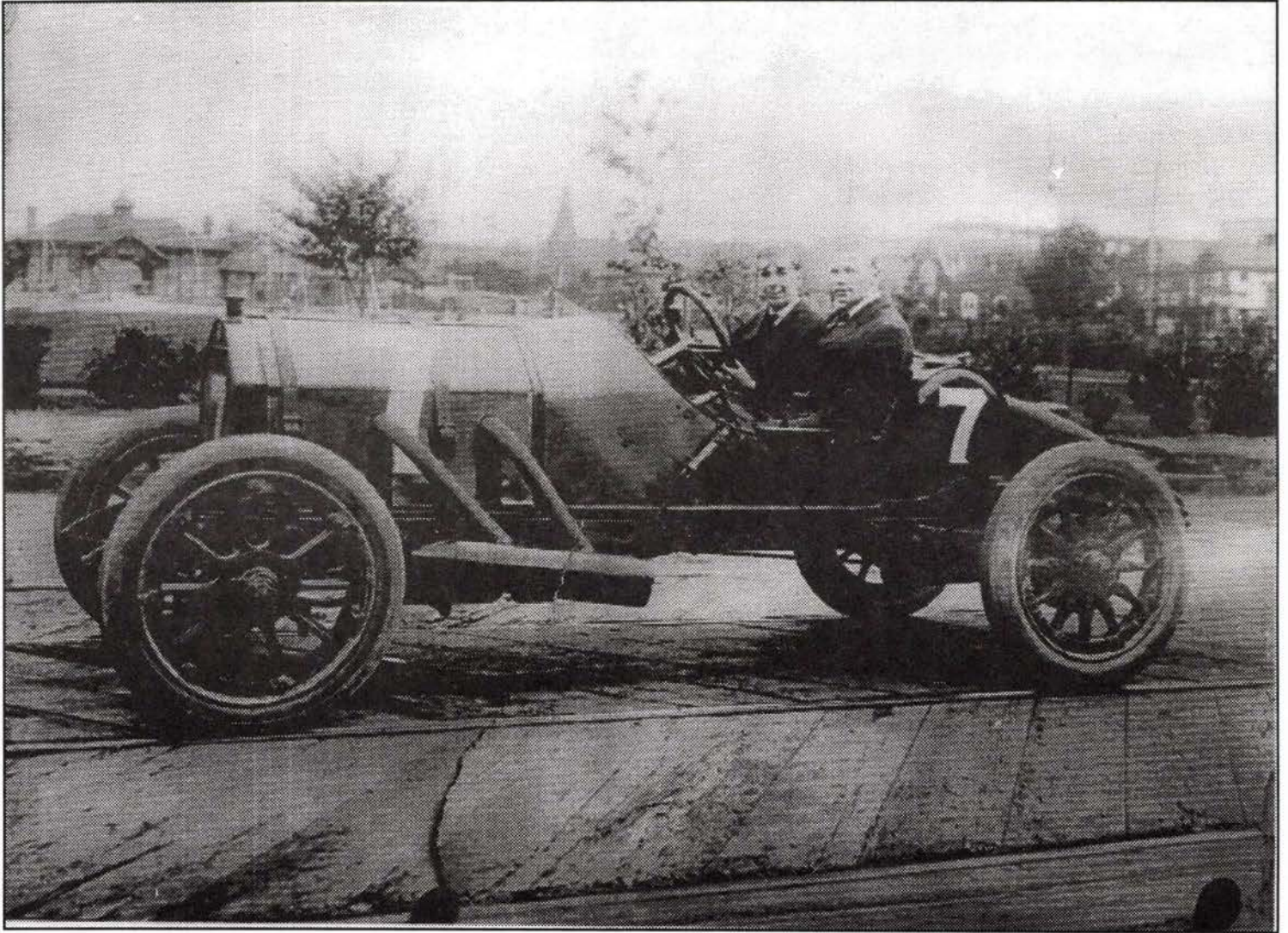
Jimmy was born on January 18, 1891 in Muscatine, Iowa where Jim's grandmother settled shortly after the Civil War on a farm about eight (8) miles out of Muscatine. Jim recalls the house there, the dirt streets, plank sidewalks, the high bridge across the Mississippi River opened June 8, 1891. His farm work experience was varied and included raising crops and animals, hunting and fishing.

In 1902, at age 11, he saw his first Horseless Carriage and had some experience servicing his Uncle Fred Humpleby's one-cylinder gasoline engine. He and his dad began to grow apart and at age 14 1/2 on August 15, 1905, Jimmy got on his bicycle and headed west with one U.S. dollar in his pocket. During the next seven (7) months working various jobs and riding freights and blinds, he made his way to Seattle, Washington. Jimmy had saved \$45 along the way which he had sewn into the lining of his clothing. In Seattle, he bought a \$20 suit and spend \$3.50 for new shoes and \$2.50 for a hat and new underwear. He then headed out to south Seattle to see his sister, May, who was working at Hackett's Boarding House. Another sister, Ann, was working in Mineral, Washington in a small hotel. Jim found a job at \$2.00 per day (10 hours) at the Elliott Bay Mill. He recalled his boss announcing on April 18, 1906 that San Francisco had a terrible quake and was burning. Also, he remembered that the battleship Nebraska was being built across the waterway at Moran Shipyard.

Sisters May, Ann (who moved back to Seattle) and Jim rented an apartment and when Grandma Brigit died, they asked the family in Iowa to come to Seattle. In November, 1906, the mother and Bill (7 years) and Edwin (4 years) arrived. In December, Jim's dad and Michael (9 years) arrived and the Parsons rented a house in south Seattle. Shortly thereafter, Jim had his first automobile ride, a 7-pass Pope Toledo driven by Marvin Hart who earned \$100 per month driving for a rich family.

continued

Seattle, Washington - June 1913



Driver Jim Parsons with riding mechanic Ernie Oldstrom in the modified 1912 Stutz Car No. 7 in which they won the 100 mile race at Tacoma, Washington Speedway on July 5, 1913 averaging 69 m.p.h. and a purse of \$1,000.

This photo was contributed by member Ken Beach. The Stutz appears to be parked on a wooden plank road or track. Note the dress code - jacket and tie.

On January 1, 1907, Jim landed a job at Henry Grant's Franklin Garage at \$4.00 per week. Grant was the first auto dealer in Seattle in 1902 or 1903 and his agency handled Pope, Hartford, and Peerless, but sold mostly Franklins. Jim had his first driving experience on his 16th birthday. He recalled that storage garages were very new in 1907 and the terms "horseless carriages" and "stink buggies" were dropped in favor of "automobile", "motor car", "machine" or just plain "car" and, by then, 6-cylinder cars were showing up.

By May 1, 1907, Jim had a job chauffeuring for Ed Garrett who had a new Franklin and Art Hamlin who had a new 6-cylinder Winton Roadster. This job paid \$75 per month. There were about 100 cars in Seattle at this point. This was the beginning of a lengthy experience driving various cars for important families. Trips were made to Hoquian, logging camps, Aberdeen, Tacoma, Portland, etc. Roads were often a sea of mud. Flat tires were so prevalent Jim carried air cylinders and could change a flat in five (5) minutes. Good tire mileage was 1,800 to 2,500 miles. Jim bought the first electric Klaxton horn that came out, as it was louder than the bulb horn.

At the age of 19 in 1910, Jim became the agent for Marion cars at Gray's Harbor. He continued to sell cars on commission and even tried a stint with the Seattle Fire Department as a driver of a Seagrave Host and Chemical unit operating out of Station No. 25. He stated the fireman's job was like serving in prison.

By 1912, Jim had lucked into a great job driving for A.S. Kerry at \$100/month. He was provided a new chauffeur's suit with cap, gloves, and leather leggings. He also got a great heavy overcoat and leather gloves, all in the best material. Furthermore, he had the pleasure of driving the 1910 Packard Roadster, or the 1910 Pierce-Arrow Roadster or the 1909 Locomobile Touring or the new 1911 Locomobile limousine Mrs. Kerry used. Jim recalls the limousine cost \$7,500. The 1909 touring and the 1910 P-A were later traded in for two new Loziers, a Roadster and a touring.

It was Martin Richland, Lozier Service Manager, who introduced Jim to Stutz, who was by now teaching new drivers how to drive and maintain Loziers and do demonstrations. Pay at Lozier was \$4 per day. One day Richland asked Jim to come down to the lower floor to see the two new 1912 Stutz cars. A young fellow, Park Brawley, had obtained the Stutz Agency for Washington State and had rented space in the building which had three floors plus a basement. Martin gave

Jim the job of servicing all Stutz cars.

As time passed Brawley, the Stutz dealer, asked Jim to work for him as Service Manager at \$135/month. Then, during March, 1913, he and a salesman talked Brawley into entering a 1912 Stutz Model A Roadster with 2,000 miles on the odometer for the race at Tacoma on July 5th. When Jim had the Stutz ready, he and Park made a test run to Tacoma and back hitting a top speed of 65 m.p.h. An American Underslung car had just set a record from Portland to Seattle in 6 hours and 35 minutes. Park Brawley thought it would be good advertising if they could beat the record in a Stutz. On May 30, 1913, Jim left Portland at 3:30 a.m. and made it to Chehalis, Washington, 25 minutes ahead of the Underslung, but close to Tacoma the radiator fell off from all the pounding on the rough roads, ending that challenge.

Jim and Ernie Oldstrum (head mechanic for the Seattle Police Department) prepared the Stutz No. 7 car in Tacoma where Park Brawley had a branch agency. The major changes made to get from 65 to 85 m.p.h. were:

New ring and pinion gear ratio of 2 1/2 from 3 1/2 to 1
Twin ignition system with Bosch magneto
Rayfield racing carburetor with air scoop
Installed air pressure on the gas tank

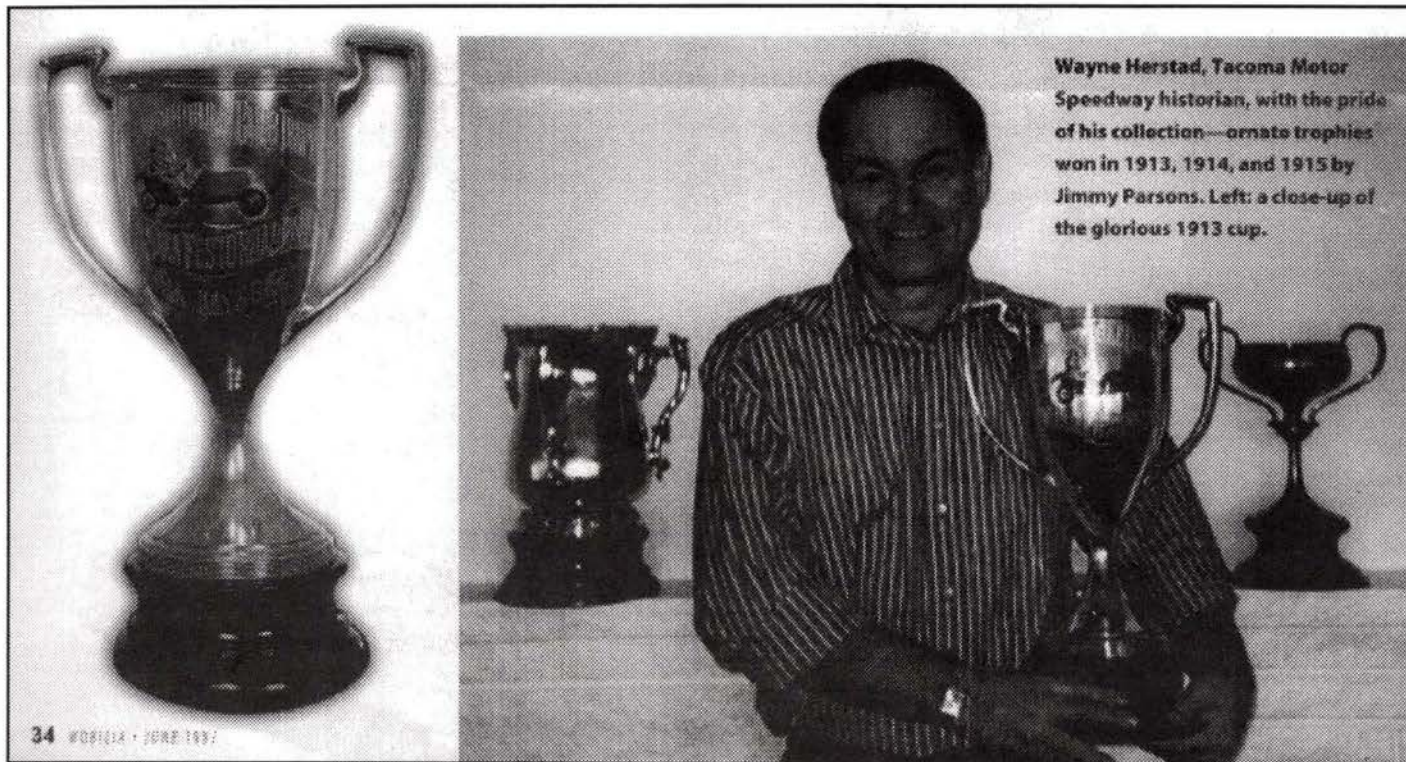
The reader may note that we are now on page 66 of the manuscript, so we have left out a great amount of interesting stuff. The following two paragraphs as Jim wrote it.

"I was out there running every day with the boys who had been racing a few years before me: Earl Staley, Chick Blockley, Percy Barns, Joe Thomas, and yes, Bill Taft was there. He had a National Toots Cameran from Victoria, B.C. and showed up with another Stutz racer he had bought in California." "At last, July 5th was at hand and we lined up for the start of the 100 mile race. The track was 3 1/2 miles around - no pavement - just gravel road. It had some very sharp curves and was not very wide. I took the lead from the start and held it all the way. At about 75 miles, I blew a right rear tire. I had had many flat tires in my days on the road, but his time I was going over 80 and I had trouble keeping the car on the track until I slowed down. Ernie and I jumped out and changed the tire. We were carrying a spare tire and we had demountable rims. We lost about two minutes, but were still holding the lead; and we went on to win; at 69 m.p.h. and a \$1,000 purse. The riding mechanic got

10%, the driver receiving 50% and the owner kept the rest.”

Dr. Wayne Herstad (member no. 519) is a major historian of the Tacoma Speedway which operated from 1912 to 1922. Teddy Telzloff was the big

victor of the 1912 inaugural event, driving two different Fiats and pocketing \$5,250 of the \$25,000 purse. Wayne proudly possesses the ornate trophies won in 1913, 1914, and 1915 by Jimmy Parsons.



Wayne Herstad, Tacoma Motor Speedway historian, with the pride of his collection—ornate trophies won in 1913, 1914, and 1915 by Jimmy Parsons. Left: a close-up of the glorious 1913 cup.

Website: www.stutzclub.org

It is a pleasure for the editor to reprint the first two responses to the Club's web page put up by Mike Barry, V.P. Membership. Thanks to members Dave Lovell and Juan Molinari for being the first to respond.

David's 1918 Stutz Series S Bearcat at Electra Booth during the 1974 Consumer Electronics Show in Las Vegas, NV. (Ed.) continued...

From: David A. Lovell <electra@tcon.net>
To: <mpbarry@concentric.net>
Sent: Thursday, January 11, 2001 1:42 PM
Subject: Stutz Club; Website, Dues.

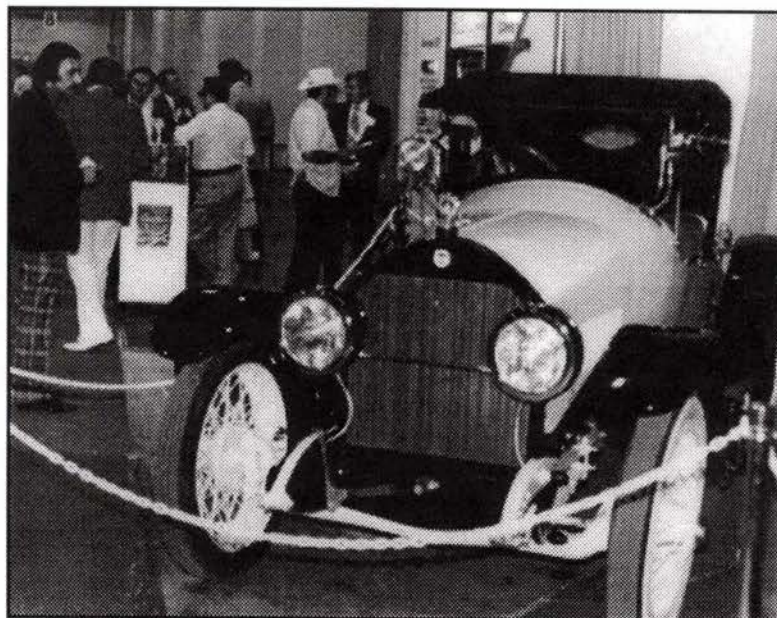
Hi Mike Barry:

Good luck with the new website,
preliminary placeholder looks great.

2001 Dues enroute.

Best regards,

Dave Lovell #301
www.electracorp.com



From: Ing. Juan A. Molinari - BCD ELECTRONICA <molinari@bcd.com.ar>
To: 'Stutz Club- Mike Barry' <mpbarry@concentric.net>
Sent: Wednesday, January 24, 2001 8:06 AM
Attach: Vparrpileta.jpg; JulietayAlberto .jpg; Tablero.jpg
Subject: Congratulations

Juan Alberto Molinari in his 1929 Stutz M Roadster per his e-mail.

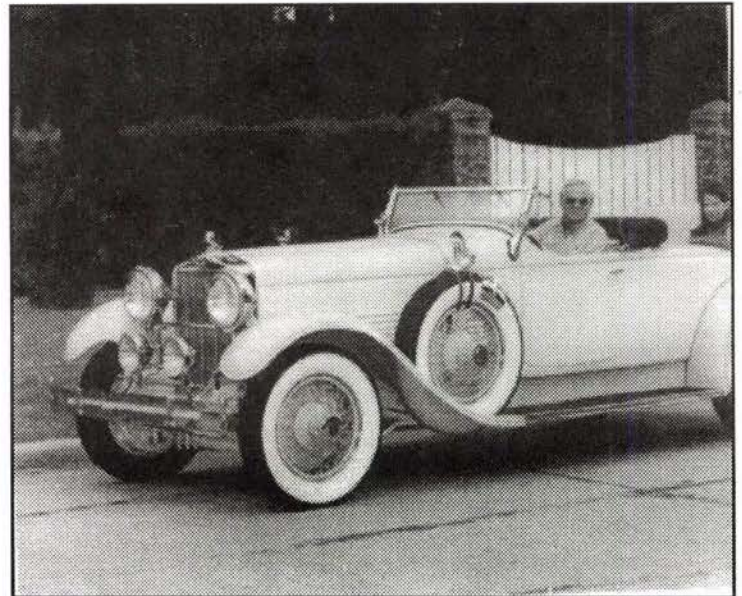
Dear Mike:

I'm very pleased to be noticed that our lovely Club will have a web site. I believe this will help a lot to develop a better knowledge about Stutz history and the Club activities. For members like me that are so far away from USA is difficult to be part of the meeting we have at Hershey once in a year. Through our site all of the member will have the opportunity to interchange fast information and contact.

Again congratulations and please feel free to contact myself any time you need something about the "prolific" Stutz History in Argentina, I can modestly help from here with some information.

At this time I'm very happy because my 1929 Stutz Roadster has been finished after 5 years of restoration. Regarding this matter I'm working in writing an article about all the process made , as soon as I finish I will send it to you. As an advance I'm including some pictures . In one of them my daughter Julieta is at the back seat (which we call here "mother in law seat") enjoying our first ride after restoration through our neighborhood. By other hand, I will appreciate your help to publish at the Club Magazine a wanted requirement for an INLET MANIFOLD for a 1929 Stutz model M engine.

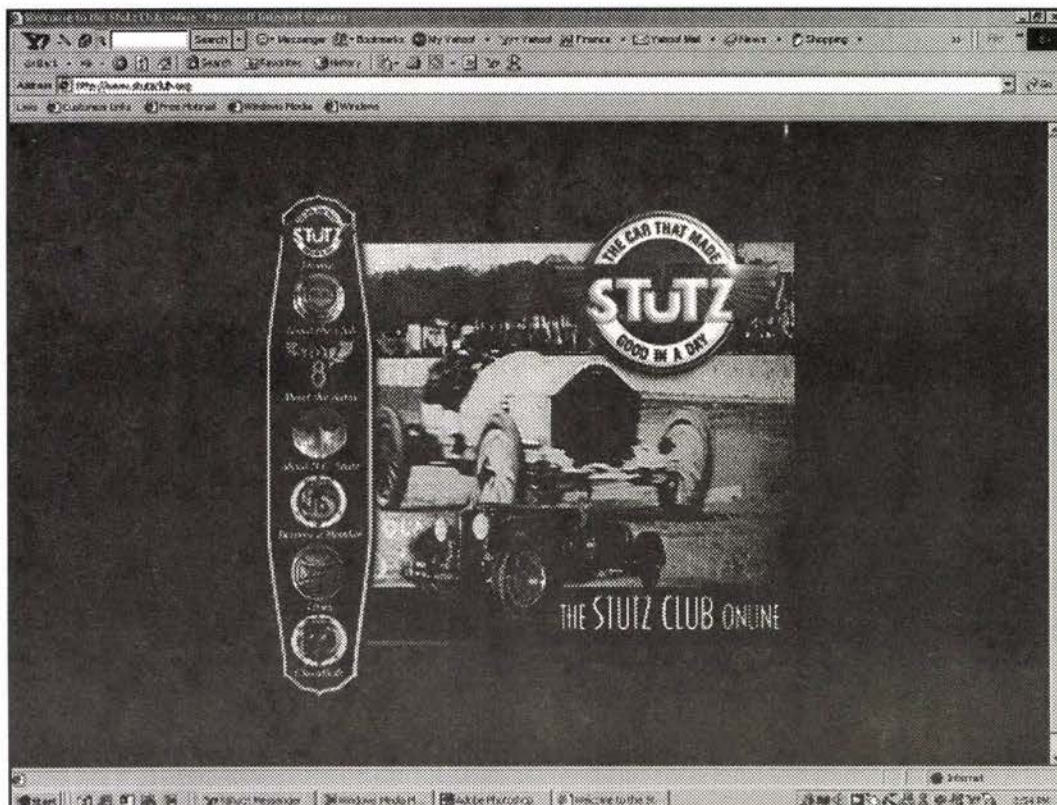
Thanks
My best regards



Juan Alberto Molinari
Stutz Club Member # 513

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Stutz Wrench

Gas Tank Cancer

By: Harry F. Jenkins (member no. 577)

Over the last year, I have had the opportunity to treat three early model gas tanks that had started to rust on the inside. The automobiles these tanks were mounted on included a 1928 "L" model Lincoln, a 1932 Plymouth "PB" and a 1931 Plymouth "PA". The Lincoln and the '32 Plymouth were treated simultaneously. Many restorers encounter rusted gas tanks while restoring their cars and this problem also shows itself on previously restored vehicles. The problem itself can be particularly frustrating and annoying when the rust particles flaking off the tank's interior find their way to the carburetor, stopping up the jets and stalling the car. Filters in the fuel line are a temporary fix at best; for allowing the condition to progress could result in rust through of the tank itself. The '31 Plymouth I recently treated had been retrofitted with an electric fuel pump and a modern hi tech filter. The rust defeated this ploy by filling the filter to the point where the fuel pump could not pull gas through it.

I am a member of several antique automobile clubs, including the W.P.C. Club (Walter P. Chrysler Club), The Lincoln Owners Club, The H.H. Franklin Club, and the Stutz Club. I enjoy working on and maintaining my cars and helping other local hobbyists with their cars. I am submitting this article to all of the aforementioned clubs for their publications in hopes that I can help some of your folks enjoy your cars more.

Getting back to the topic at hand, I have to say the restoration/treatment of these gas tanks has been a learning process. The first tank I tackled was the "L" model Lincoln tank. This vessel is, in my opinion, an overly complex and therefore difficult gas tank to treat. The twenty gallon tank consists of two reserve chambers in the bottom of the tank and on top a sixteen gallon chamber with two slosh or baffle dams running perpendicular to the long axis of the tank. With these two features, it is intrinsically difficult to treat.

I talked to several other collectors and restorers to garner their experiences and recommendations. Most people suggested chemical stripping. I am lucky, as a local professional stripper is a friend of mine. He has handled and processed many automobile parts for local and regional restorers. I strongly suggest those of you who plan to restore your gas tanks to take them to a

qualified professional stripper. Check with other restorers in your area for referrals. It is best that you choose a stripper within driving distance of your shop or home as you must clean and coat your tank quickly after it has been stripped or rust will start making it's appearance again and defeat any coatings that you use. Have the stripper call you immediately after he has completed his work. Inspect the tank with a light to make sure all of the interior surface rust is gone and all of the exterior paint. Some tanks may have been internally coated with gas tank sealers in the past. These sealers must be removed entirely. If your tank has a coating in it, let your stripper know.

When you pick up your treated tank, take it to your home or shop and repeatedly wash it thoroughly with clean water. Hot water if you can. I rinsed and flushed my tanks out at least 8 to 10 times. I completely filled and drained the tanks with hot water twice and then used some dishwashing soap for the third fill and flush. I further rinsed and flushed it several more times. It is very important that you remove all traces of the stripper's chemicals and any soap you use subsequent to stripping from the surface of the metal. Smell the tank periodically during this process. The chemicals used in the stripping process have a distinct odor. At the point you can't smell anything, rinse it one last time for good measure.

Now that the tank is rinsed, pour out all of the water in the tank. Complex tanks such as that on the "L" Lincoln require it to be tumbled several times and manipulated to get all of the water out, others like the "PA" and "PB" Plymouths can be tilted back and forth a couple of times and drained of the water. At this point, dry out the tank as much as possible. A hair dryer will work well for this. It does not have to be perfectly dry; but try to get the vast majority of the water out.

The next step in the process is to treat the tank inside and out with a phosphating solution. Again, make sure that all of the phosphating solution is out of the tank, as a puddle of it will leave a residue.

continued

Now, you can take a break and let the tank dry out for a couple of days.

After the tank has dried, I rinsed it out and off with hot water to remove any unreacted acid. Some people repeat the phosphating process; however, I have not felt it necessary. Now, dry the tank again. I usually turn it several times during the drying period and let it set up for a week or so in a warm dry area.

Several tank coatings are available from different suppliers. I chose to use Bill Hirsch's gas tank sealer. The instructions included with the can are quite good. I ordered a gallon can as the Lincoln tank is complex and, as I mentioned, I wanted to make sure all of the inside was coated. To insure an adequate coating on the full surface, first obtain the help of a friend or fellow restorer. Study your tank carefully to plan how to systematically coat it, by this I mean with you and your helper at either end of the long axis you should slowly rock the tank back and forth while rotating it on the long axis. This procedure should coat the interior of the outside skin or shell as if you were stroking it up and down with a brush. I would go through this procedure twice to make sure of fully coating the surface. With a tank such as the "L" Lincoln, the restorer needs to follow this procedure three times, one time for each of the three chambers

inside the tank (2 @ reserve chambers @ 2 gallons and one large chamber of approximately 16 gallons). Different cars have different interior tank designs, so study your carefully.

Next, while the coating compound is still in the tank, quickly splash the coating from one end to the other making sure it turbulently splashes against the slosh dams in the tank to make sure these metal plates are coated on their center sections.

Draining the excess or unused coating from the treated tank thoroughly is very important. This always proves to be a messy job as I remove all of the plugs to the various tank opening to make sure none of the coating puddles anywhere. Puddled coating dries with a skin over it and could cause problems later. (Note: Perform this task in a well ventilated area away from open flames such as pilot lights on water heaters.) Keep a rag to be soaked in MEK nearby to quickly wipe off any coating which might run out an opening onto the exterior surface of the tank.

Digressing for a moment, I use duct tape to cover the larger openings such as the filler hole and gas gauge sending unit hole. To protect the threads of the gas line and drain plug holes, I whittle down wooden dowels and screw them into the threads, thus protecting them from becoming coated.

1923 H.C.S. Surfaces in Kalispell, Montana

By: Glenn R. Wood (member no. 572)

I am pleased to be a new member of the Stutz Club. After talking to members Brian White, Mike Barry and Founder/Editor Bill Greer, I am confident I have joined a great club with helpful and well-informed members. My name is Glenn Wood. I live in Chico, California with my wife Amanda. My interest in antique automobiles goes back for more than a few years. With my dad's assistance and encouragement, I purchased my first antique vehicle in 1964. That vehicle was a 1914 Packard Truck.

During May of 2000, I purchased a 1923 Stutz Special Six Sedan (engine #S400320, body #11887), but that is another story. Part of my primary research on that vehicle resulted in the purchase of a copy of the Splendid Stutz. This wonderful publication from the Stutz Club is fascinating, extremely informative and very well written. Only after reading the Splendid Stutz, did I begin to appreciate the quality and rarity of H.C.S. automobiles.

During June of 2000, I read an advertisement in that month's issue of Hemmings Motor News. It was a large ad for the Bovey Estate featuring nine automobile illustrations and listed fifty-two other automobiles in small print. The entire estate sale was comprised of more than 5000 items and included antique and special interest automobiles, motorcycles original art, a collection of guitars, guns, antique furniture and more. The automobile, which excited my attention was listed in small print only as: 23 H.C.S. The auction was a presentation of the Kruse International Auctioneers and also was featured as an EBAY on-line auction. The sale was for the Bovey Estate, a famous Virginia City, Montana family who were heirs to the General Mills fortune. The sale was scheduled to run four days at the Flathead County Fairgrounds, in Kalispell, Montana.

Although, I had just purchased the 1923 Special Six Stutz Sedan, I did not want to miss an opportunity to own a 1923 H.C.S. I went on-line for a list on the automobiles and their descriptions. The H.C.S. was described as follows: "This vehicle is in poor condition and needs a complete restoration. The engine is unknown (condition), it has a bad interior, the tires are bad, the glass is bad and it needs a new top". The reported condition was not very encouraging, but the rarity and over-all appeal of the car was interesting. After a series of phone calls, I was able to speak to an on-site employee of Kruse and determined the H.C.S. was a Series IV Model 6 touring. I was particularly interested in owning a six cylinder H.C.S. After receiving Amanda's blessing, which took a while, we made plans to fly to Montana and attend the auction.

After landing at the beautiful Glacier National Airport, we drove our rental car into Kalispell. We settled into our room and then drove to the fairgrounds. We arrived on Friday, July 28, the second day of the auction, to assure plenty of time for inspection. All of the automobiles were to be sold on Saturday, July 29.

After arriving at the fairgrounds, I carefully inspected the H.C.S. It had light rust over the entire surface of the body; someone had sanded it and never applied primer. The body, fenders and hood were in reasonably good condition. Minor rust-out was visible in three small areas and a small amount of wood was bad along the lower left side of the body. The entire top assembly was missing. The upholstery was shot,

but probably enough remained for patterns. The radiator emblem, radiator cap, hood ornament, temperature gauge, front bumper, spot light and tail light were all missing. Fortunately, the "Mirror-Tilt" headlamps, their solenoid control switch, and original lenses were all there and in good condition. The dash-mounted fuel pressure pump and the instruments, with the exception of the temperature gauge, were still there and in restorable condition. Also present were the six original Houck 23" wire wheels, and their positive-locking hubcaps, the aluminum running boards with their rubber step plate inserts and the aluminum luggage rack.

An under-hood inspection proved to be a pleasant surprise. I found the original Midwest six cylinder overhead valve engine to be very original, unmolested and it appeared to be complete with all accessories down to the smallest nut, screw and wire.

After completing my inspection, I found a comfortable spot to relax and check the reactions of different people as they inspected the various vehicles to be auctioned. No one seemed especially interested nor did they linger long to examine the 1923 H.C.S. or even the 1927 Franklin touring adjacent to it.

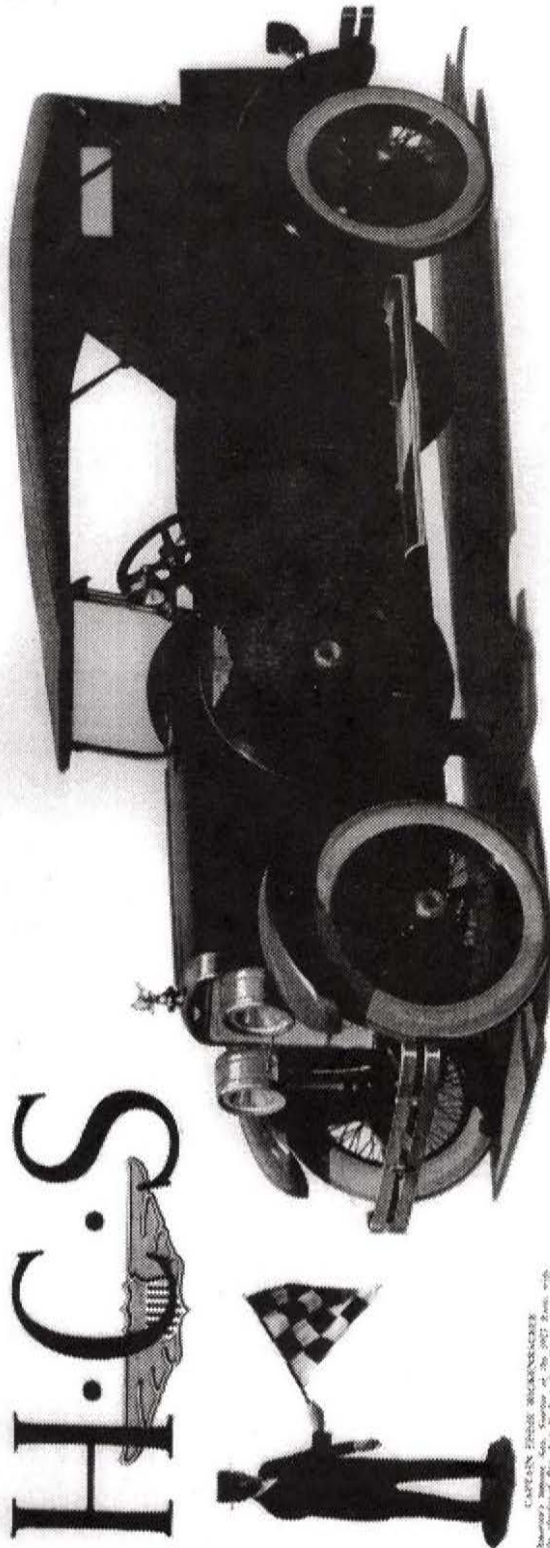
The next day, Saturday, the "moment of truth" finally arrived. When Dean Kruse, finally, was ready to sell lot 4035, the H.C.S., I was, needless to say, a little nervous. Before Mr. Kruse would accept the first bid, he was careful to explain Harry C. Stutz, in Indianapolis, Indiana, had manufactured the vehicle. The audience did not seem impressed. Only one or two other people bid against me. I purchased the vehicle at a bargain price. I was thrilled!

Suddenly, I realized I had to find a way to get both cars home. Oh, did I forget to tell you, I bought the 1927 Franklin touring to keep the H.C.S. company on the long trip home? It having been available for a bargain price, probably, influenced my decision to purchase two vehicles.

The vehicles had to be removed from the fairgrounds before Tuesday. After making arrangements for transporting the automobiles home, Amanda and I were free to enjoy the remainder of our stay. Saturday afternoon we visited with our son-in-law, Eric Marsh. He, coincidentally, was spending twelve weeks of his summer vacation away from college in Chico as the

H.C.S.

The New
H.C.S. Six



CAPTAIN FRANK BUCKENBERGER
Winner of the 1927-28 season of the 1927-28 season,
the illustrious H.C.S. Six.

The Best Cars Ever Built by Harry C. Stutz

Read that headline over again. *There is a certificate of character, a real guarantee against mediocrity!*

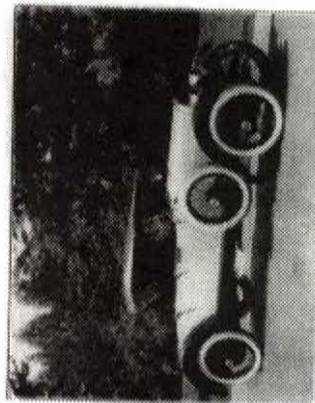
Harry C. Stutz builds passenger cars that are away out in front of contemporary design and construction. It is characteristic of him not to be satisfied with popular expedients that finally produce cars that are alike as peas in a pod, regardless of the name plate they carry. *H. C. S. Motor Cars are different!* You can recognize their smart lines as far as you can see them. H. C. S. is built better. Deliberately limited production produces most nearly a hand-built motor car. The H. C. S. far-

tory is dedicated to the sincere and single-minded purpose of producing a car that is *right*.

H. C. S. is a blood descendant of many champions. *It is a champion itself!* We often say that no one but Harry C. Stutz could produce such a car. So far *no one has!*

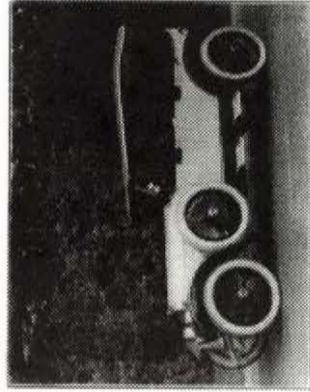
If you want a car that shows you it is a thoroughbred by looks and action, that is superior in class, in style and in performance to any motor car built today, order an H. C. S. Six or Four the next thing you do.

Why not drive a winner?



The H.C.S. Four Roadster

Eighteen miles to the gallon is only one H. C. S. economy. H. C. S. requires less than normal service attention because it is built so well. *That's another.*



The H.C.S. Four Touring

A wheel you forget you touch! The roadability of H. C. S. is amazing! H. C. S. is built by America's foremost fine car designer, Harry C. Stutz. That explains it!

stage and lighting manager for the Summer Playhouse at nearby Flathead Lake, Montana. After supper with Eric, we were treated to complimentary tickets for *Fiddler on the Roof* at the Playhouse. Sunday morning Amanda and I drove to Glacier National Park. After touring around part of beautiful Glacier Lake, we enjoyed a pleasant lunch hour at one of the old charming resort lodges looking out upon the shimmering sky-blue water.

We then drove back to Kalispell, packed our bags and caught our plane home. Research and restoration of the H.C.S. is now in progress. I am determined to return the H.C.S. to its past glory. As owner of a 1923 Stutz with a Weidely Special Six engine and also of a H.C.S. with a Midwest Model 620 six-cylinder engine, I have a rather unique opportunity to make first hand observations and comparisons between the two different vehicles. I certainly look forward to sharing experiences, information and visiting with many members of the Stutz Club.

The Splendid Stutz

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

Please send me _____ copies of *The Splendid Stutz*. Enclosed is a check for \$69.96 plus \$5.95 for shipping and handling for each copy.

Name: _____

Address: _____

City: _____

State: _____ Zip: _____

Phone: (____) _____

Diary of an Aging Motorist

Club President, Norman C. Barrs, submitted this unique story, reprinted over the following five pages, which was published in the January/February 1972 issue of OLD MOTOR Magazine. Norman found that Tag. No. HC 9037 was issued on April 19, 1928 by Eastbourne County Barough Council to a Mr. B.C. Bradford. President Barrs commented that the author Mr. Millett had failed to understand "mechanicals" as you will note.

Part Two will be reproduced in the next issue.

A year before Hitler became Reichschancellor of Germany H J C MILLETT drove a Black Hawk Stutz through Central Europe before returning to his camp on the plains of India. One of the vehicle's special fittings in India was a holster for a Luger pistol—to frighten bus drivers!



THE YEAR was 1932 and Springtime in England. But it was the usual stinking hot weather season in the Deccan plains of British India where for my sins I was completing the first 10 years tour as a Forest Officer. But this was to be a red letter year. My wife, poor wretch, and I, were now due for 12 months leave, and I was avidly scanning the advertisements of used cars in copies of *The Autocar* arriving with each home mail. What I wanted was a lot of motor car for a little money, and the following advertisement caught my eye:-

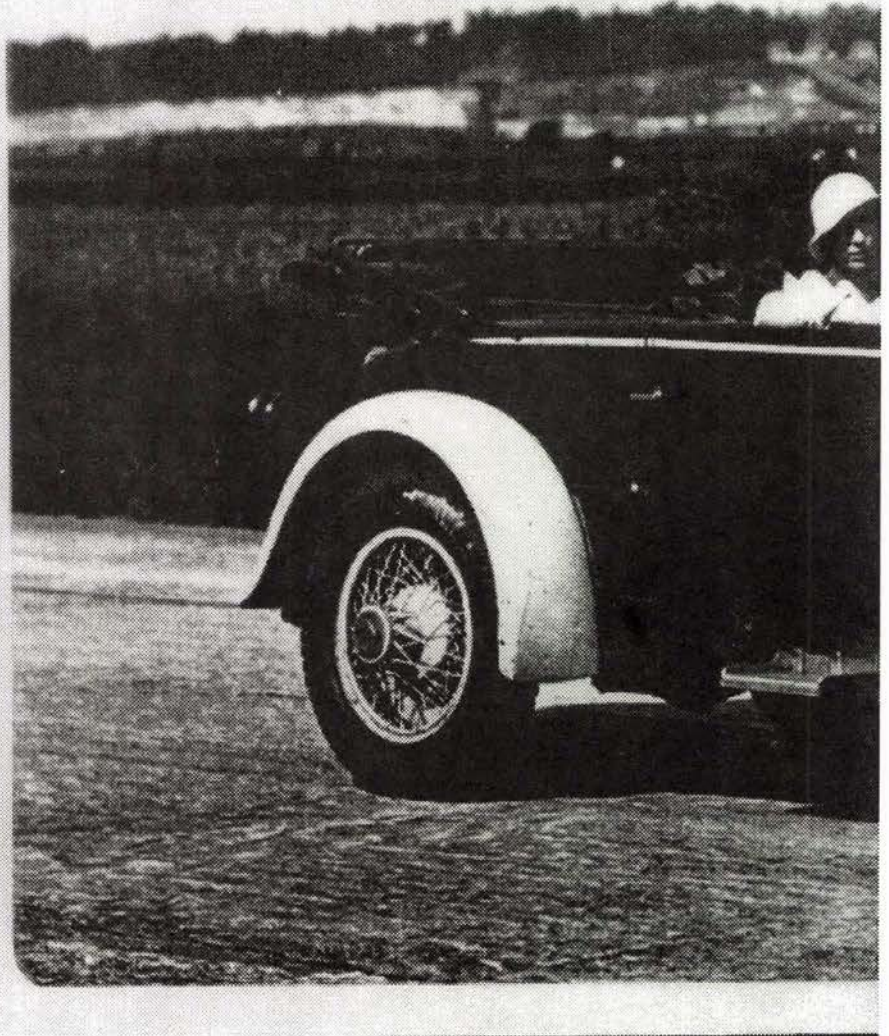
1928 model Black Hawk Stutz 8 cyl 40 hp. only 2500 miles, £75.

I cut it out and posted it to my brother in London. "If it is still there, try it out," I wrote, "— and don't buy it if the tyres show five times the mileage on the speedometer. If you like it and it is in respectable condition inside and out, I'll buy it." I had his reply a month later and a few weeks before we sailed. "It is yours," he wrote "— it is a straight eight with overhead camshaft, open torpedo body with folding hood, and as good as new. Can beat anything on the road. But you owe me two gallons of petrol for my 16 miles test run."

I was well pleased. Petrol was only 1/5^d per gallon in England, and one rupee per gallon in India. And capital expenditure of £75 only for a petrol dipsomaniac as against £275 or so for the more conventional petrol abstainer type of touring car, left enough in hand to buy oceans of petrol . . . not that any car could be a total abstainer of petrol. That being the way I viewed it, the thesis requires no further elaboration!

Four-wheel brakes were not yet universal, and those cars that did sport them, probably advertised the fact with a lettered triangle mounted above the rear bumper. And because

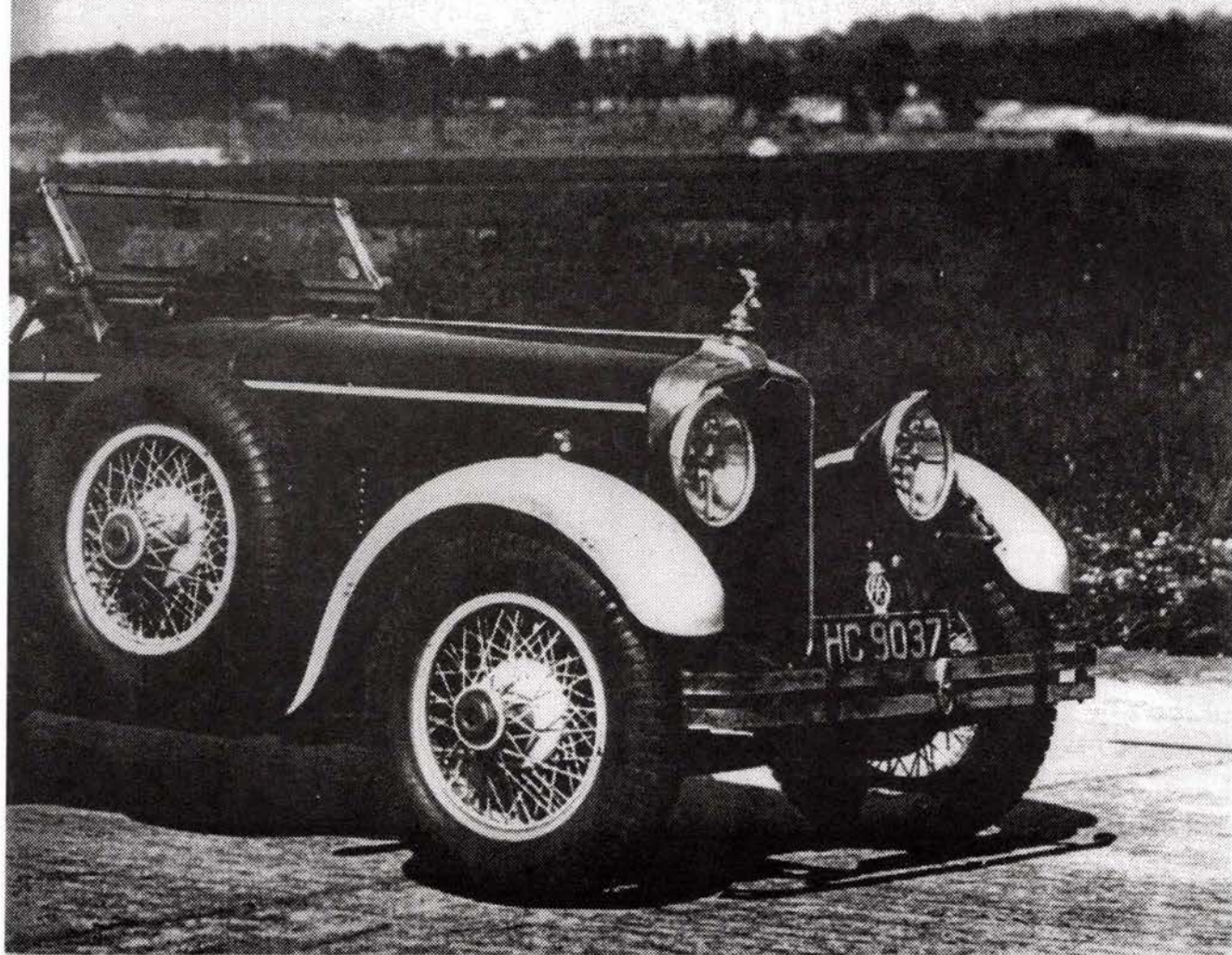
Diary Of An Aging



the word 'hydraulic' implies actuated by water. I still maintain that my 1928 Stutz was the only motor car within my knowledge ever to be designed with hydraulic brakes within the true meaning of that word—because the Stutz 4-wheel brakes were actuated by real H₂O. There was a metal bottle with screw top mounted within easy reach under the bonnet, to be topped up at intervals as required, from the nearest cold water tap. For winter frost precaution you filled this bottle with methylated spirit and opened a drain plug at each wheel drum in turn until the smell of meth emerged to inform you that dilution of methylated spirit in the water pipe to each wheel was present and correct. Inside each wheel drum the water filled a circular canvas bag lying between the drum rim and internal expanding brake

blocks mechanism. Pressure on the brake pedal bulged the bags and applied the brakes. But I was, at first, so terrified to contemplate the result of any one of these water bags bursting under hydraulic pressure, that my first act as owner of the Stutz was to drive round to the London agents—Messrs Lindrum & Hartman if I recollect aright—to get these four-year-old canvas bags replaced by new ones; and to get a further set of four spares to take back to India, where they would be unobtainable. Yet incredible as it may seem, although quite a lot of funny things happened with that car during my ownership of it in Europe and subsequently in India, no brake failure ever occurred, and my spare set of canvas water tubes, unused, went with the car when I sold it in 1937.

Motorist



My wife takes the wheel at Brooklands

We (my wife and I) then drove to Brooklands for a speed trial. The car had a sort of hook-catch control near the driver's right leg, called a 'cut-out'. In other words, when you wanted maximum speed to the accompaniment of truly terrific noise, you used this gadget to cut out the silencer and drive on open exhaust. So with throttle and exhaust full open we did two circuits of the track at what was then the fantastic speed of nearly 70 mph. Well, to be strictly truthful, a good mile-a-minute anyway! Not much, you would say, for 40 horsepower? Not for modern standards, certainly. But the weight of that massive steel girder chassis with its two spare wheels—one mounted on each side of the car—with a full 30 gallon tank and all the rest of it, totalled up to about three tons. I was

soon to discover that eight miles to the gallon was its normal consumption, improving to nine on long distance touring. But subsequently on the atrocious pot-holed roads and jungle tracks of India, mileage per gallon dropped to one half of that.

The Stutz overhead camshaft was a good feature of engine design for 1928. Removal of a dustproof cover gave comfortable access to the shaft with its 16 cams bearing direct on the valve stems, intervention between cam and stem being limited to a plain steel cup cover that rotated under the thrust of the cam. No push rods to necessitate periodic adjustment for valve clearances. Here was something calculated to last for ever, and never go wrong.

The carburettor was so generously fed with petrol that it had been fitted

with an overflow tube that dripped juice every time the engine was stopped. This pained me, and I fitted up an economy gadget of my own invention, leading the overflow pipe to the bottom of a corked bottle (of Eno Fruit Salts). A pipe let into the top of the cork led to the induction manifold. When the engine stopped, excess petrol half filled the bottle. When the engine ran, suction pulled a stream of bubbles through the bottle contents and fed petrol gas after the manner of the earliest prototype carburettor.

My diary of 1932 provides some nostalgic memories of conditions, prices, and events incidental to motor touring in this placid era between the world wars. Though no longer a novelty, motor touring was still an abiding joy for the few. Not as it has since become, the appalling nightmare

First Day, 27-9-32. Sea crossing—Harwich-Flushing, to travel by devious roundabout routes through France, Belgium, Holland, Germany, and Austria, and enter Switzerland by its back door—the famous (or infamous) Stelvio Pass from Innsbruck.

The crossing was smooth, though the stewardess said that the ship had the previous day weathered one of the worst North Sea crossings of her experience; so much so that she had, herself, been sick. We at least were so fortunate in the day that the five shillings spent on hire of a tarpaulin to cover the open Stutz car on the deck was money wasted. So erratic is the North Sea! But the five guilders for luncheon on this Dutch boat was money well spent. By the time the car was disembarked and fuelled, fading daylight invited an early halt. We drove a mere four kilometres to Middleburg.

Middleburg to Gladbach.

Second day. Through Holland and over the German frontier to Gladbach—a dingy and uninspiring industrial town of iron foundries and cotton mills. Distance 155 miles, but night fell before we could reach Cologne; we had inaugurated what was to prove the standing order for the tour—late starting and pottering. On this occasion there had been good reason for the late morning start. The garage where I had left the Stutz had filled up overnight, and I arrived to find it empty of people but full of cars. Eventually a youth turned up and commenced starting up the first of a dozen cars that had to be reversed out before the Stutz could be moved. The second car that he turned his attention to caught fire in the carburettor when he attempted to start it, and a minor conflagration not to be subdued by any amount of beating with his cap, was rapidly increasing and getting out of control, when I espied his antics at a distance and became aware of what had occurred. Fortunately I had a Pyrene fitted in my car, one that was six years old by the way and had never as yet been needed. But it was needed now, and it saved the situation in time. Without it, there would have been a good chance of the whole garage presently lighting up in one vast puff.

Gladbach to Coblenz.

Third day's mileage—only 94 miles. Much time spent in Cologne, mostly in the cathedral, where for a small fee the visitor can enter the treasury, and see bejewelled crosses and croziers bequeathed by bygone emperors; and massive urns, some of solid gold, others of silver gilt, containing alleged bones of alleged saints, the authenticity of such contents being much

more dubious than the metal in which they repose. There are said to be 40 fibulas of St Jerome alone claimed by 40 different churches in Europe; if all saintly skulls are authentic in ascribed origin, some of these prototype Christians must have been hydra-headed, capable indeed of preaching with the tongues of men and angels. Not to mention the dazzle from a dozen haloes per saint! But it is certainly impressive to see, in one small room lit with shimmering light, such a collection of bullion that has survived the collapse of Germany's currency after the 1914-18 war. Intact to this date it has weathered the years of galloping inflation that in its bitter end produced the spectacle of the man in the street wheeling home his week's wages in paper money stacked in a wheelbarrow. Of that same man

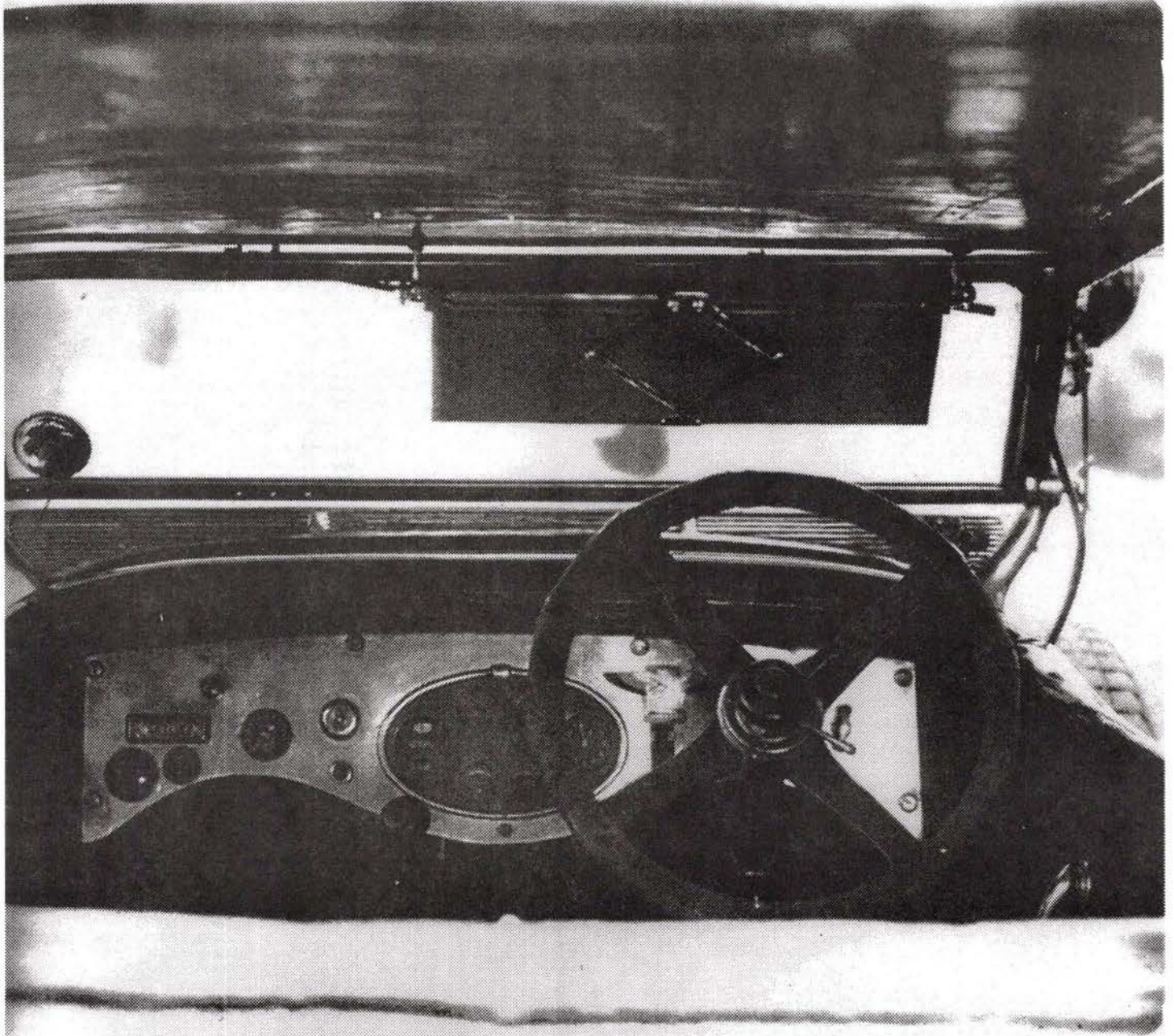
having to buy from the post office a two million Mark postage stamp for an ordinary letter! And subsequently his visit to a beer hall for a bottle of "Mark" brand lager bearing a M1000 currency note stuck on the bottle for a label, it being so much cheaper to use that, than to go to the cost of printing a beer label!

Coblenz to Wurzburg.

Fourth day. Through Mayence and Frankfurt, in all 156 miles. An exciting incident happened this day, that might have had disastrous consequences in the case of a car less solidly built! While descending a moderate hill at 30 mph, and approaching a left hand bend that led to a small bridge over a stream, I braked gently before the bend, and there came a grinding and



Common sight as we passed through much of Germany



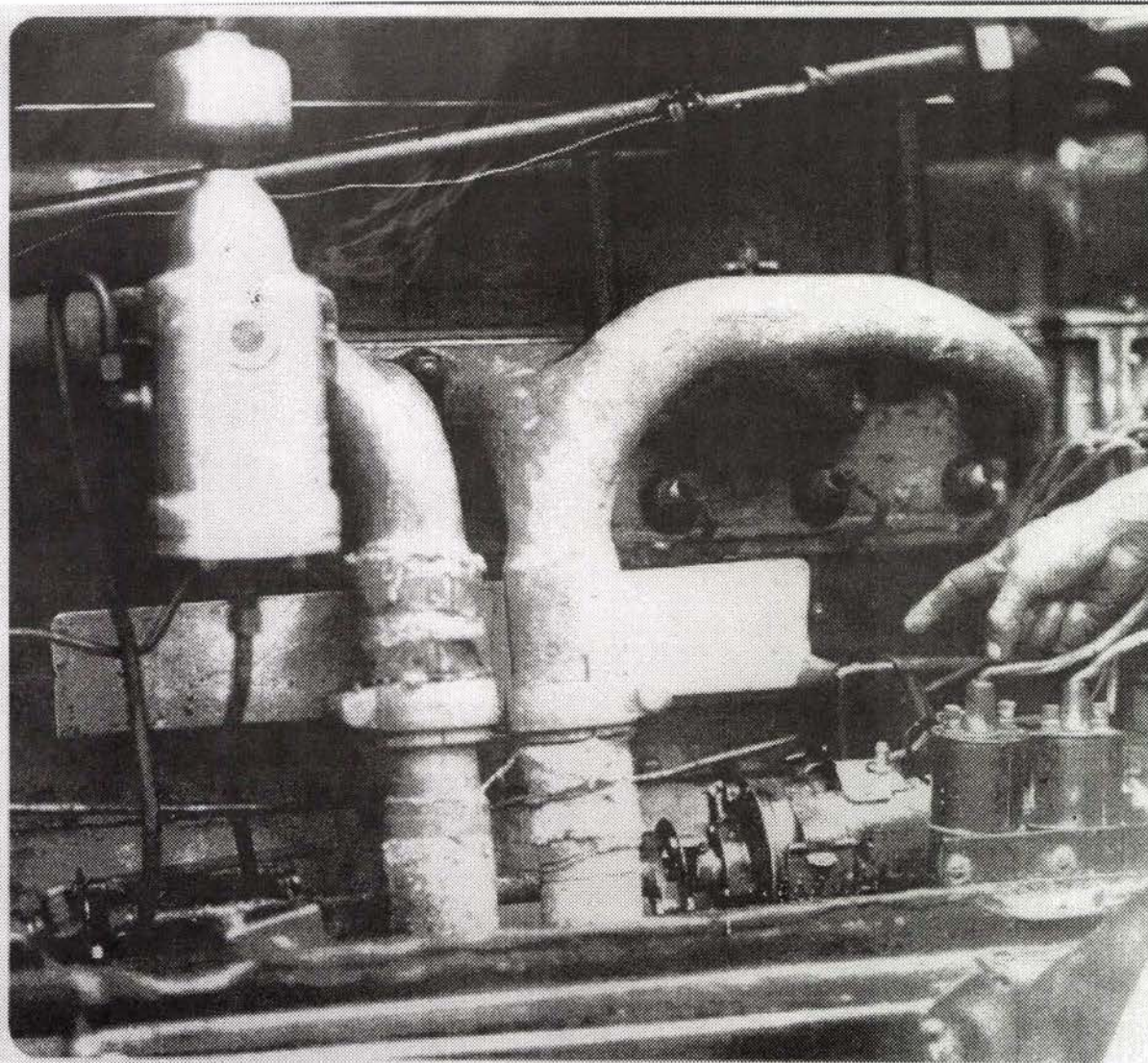
screeching — what motoring correspondents term “an expensive noise.” The car took the curve and had just got over the bridge, when it sagged—and I saw the most remarkable sight of my offside front wheel being well and truly *off* and spinning ahead of us much faster than the rest of the car. Wheel and tyre spun onwards in a straight line that presently left the road. I saw it bounce and tear through the border hedge and travel across an undulating meadow until lost to sight!

With a screeching and scratching the car ground to a halt on three wheels and a front brake drum—that was fortunately of large diameter and strong enough to escape damage. When I got out of the car I found the wheel hub in the meadow, but the wheel was nowhere to be seen.

Eventually after a long search my wife spotted it lying hidden in some rushes beside the stream that we had just crossed. Examination showed that a steel locking pin had slipped out, thus making it possible for the wheel to work off. Meanwhile a small group of young men, members most probably of Hitler's “strength-through-joy” movement, for some sported small swastika buttonhole badges, had stacked their cycles and gathered at the scene. Two of them came to take over the labour of trundling the heavy wheel uphill and back to the road and others indicated by mime—for I have no German—that I give them the car jack and wheel spanner. In short they insisted upon undertaking—for a total stranger tourist—the entire job of wheel changing, from start to finish. There was a shake of the head and a

“*Nein, nein, danke schon*” when I reached into my trouser pocket for *trinkgeld* for their assistance. They would accept no more than a cigarette each for their trouble, and with a cheerful straight arm salute they took to their cycles and proceeded on their way.

It made me wonder how much help—other than the unlikely chance of an AA or RAC road scout—any foreigner in England would receive at the scene of a breakdown? But the readiness of the German to oblige at all times is often quite embarrassing. On the outskirts of Mayence yesterday having lost my bearings somewhat I halted and put the one-word question to an approaching cyclist, “—Frankfurt?” and pointing ahead he nodded, and turning his bike around, mounting, and waving me to follow, he



Bottle (to the left) once filled with water proved effect of hydraulic brakes

pedalled furiously back through the city from which he had just come, leading us for more than a mile via short cuts through the town until the road to Frankfurt lay clear ahead. He would have added some three miles to his own journey by the time he turned around again and waved us goodbye.

Wurzburg to Nuremburg.

Fifth day. The morning spent viewing the Reichwehr parade in the main square of the town, it being Hindenburg's birthday. A queer sensation, I found it, to watch the drill of ex-enemy soldiers and to stand to attention, uncovered, when the bandmaster, who may, for all I know to the contrary, have been the very machine-gunner who bowled me over in 1917, now waved baton to the swelling strains of *Deutschland Uber*

Alles. The afternoon spent viewing the *Residenz*, the wonderful Bishop's Palace of 57 rooms, each one furnished to the ultimate degree of conceivable luxury and wealth in the baroque style for which the century was famous. Its like could never be built again today.

Only 64 miles from Wurzburg to Nuremburg, but we had hardly got clear of the town when my wife made another good discovery by remarking upon a strong smell of petrol. I opened the bonnet and found a fountain of petrol spraying steadily away from a fracture in the pipe between the electric fuel pumps and the carburettor. Easily repaired, of course, by cutting the pipe and reconnecting with four inches of stout rubber tubing—an arrangement that made an improvement as well as a repair. I think

it was a defect in design to have a rigid pipe between engine and chassis, the fuel pumps being bolted to the chassis. A chassis must flex to some extent when cornering and on rough roads, a point that manufacturers now recognise in the case of more modern cars by mounting engine units in rubber bushings, or forms of floating mounts. Meanwhile this little breakdown had cost us some delay and the loss of three or four gallons of petrol that now cost us about half-a-crown a gallon abroad, by reason of the depreciation of Sterling in the exchange rates.

Part II
in Next issue

Hershall Kendall Sloan (1906 - 2000)

By your Editor

In March 2000, I was delighted to arrange an interview with a gentleman who had worked at the Stutz Motor Car Co. back in the 1920's. The interview took place over lunch at the Charlie Brown Pancake and Steak House, 1038 Main Street, Speedway, Indiana.

I found Mr. Sloan eager to share with me his Stutz experience and we proceeded to have a productive discussion.

Mr. Sloan was born February 23, 1906 and raised in Gosport, Indiana. Later, he lived in Martinsville, Indiana in the parents home of John Wooden, the famous basketball coach. Hershall mentioned with pleasure his long-time friendship with Mr. Wooden.

An interesting series of events lead to Mr. Sloan's association with the Stutz Company. The president of Stutz, Frederick E. Moskovics was very interested in baseball and was determined to assemble a Stutz team that could beat the champions of the Indianapolis Power and Light Company. Mr. Sloan was employed to play on the 1927 Stutz team due to the fine reputation he had earned as a baseball player at 2nd or 3rd base. Unfortunately, the Stutz team was unable to win the championship and Moskovics had Bill Swiegert, V.P. Production, fire all the players at the end of the 1927 season. Mr. Sloan recalled the good pay of \$50 per week he earned while playing on the Stutz team.

Mr. Sloan convinced Mr. Swiegert to give him a job at the Stutz plant and in the winter of 1927 he was hired to work on the assembly line on the second floor. The pay was five silver dollars (\$5.00) per week. The job consisted of installing the left rear fender. Hershall performed this operation daily until the Stock Market crash in October, 1929 when Stutz closed down temporarily. Thinking the end of Stutz had come, Mr. Sloan joined the Farm Clubs of Cleveland and played baseball in Lincoln, Nebraska through 1933. He later returned to Indianapolis and worked at Allison assembling engines from 1940 - 1967.

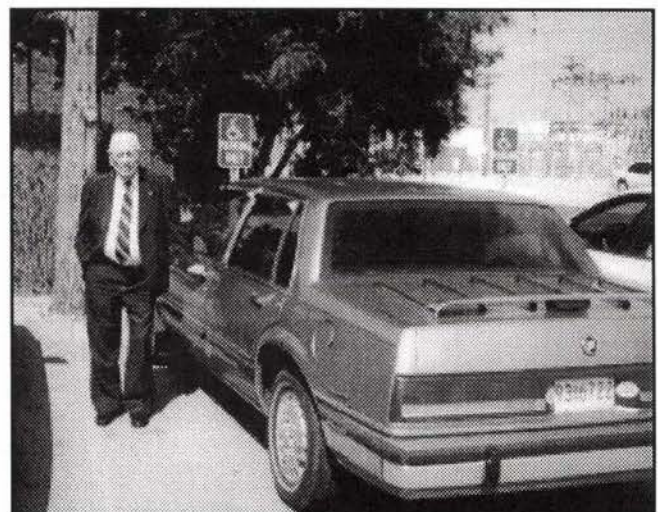
I was thrilled when Mr. Sloan began to recall and describe the Stutz assembly line operation. Wayward Johns was in charge of the Paint Shop on the third floor and parts came down through an opening in the floor to the assembly line on the second floor. Two (2)

workers were employed as Body Setters who where equipped with large drills to secure the bodies to the frame. One of the these body setters was Dave Bucher. Four (4) workers installed fenders.

Hershall mentioned that he was too small to handle the large front fenders. He remembered that Joe Bailey did the dash installation and that the

two Dagershower brothers put on the wheels, headlights, bumpers, etc. One woman, Molly, had a bench where she assembled that tubing for gas lines, etc. Mr. Sloan could not recall what the eleventh person on the line did, but we suspect it was wiring up the electrical system. In closing, Hershall had one last recollection. Frank Patton was chief of the Machine Shop in this 1927 - 1929 period.

Reluctantly, I left Mr. Sloan standing by his car in the Charlie Brown parking lot across the street from the Allison Plant. Hershall died of a heart attack in June, 2000. Think of him when you polish the rear fender on your 1927 - 1929 Stutz.



Editorial Comments

Following the publication of the Jan-March issue of Stutz News No. 55 your editor met with Ken Berry of KDB Press to discuss the poor quality of some of the photos. No such problem was detected during editing the proofs prior to printing. We concluded that the poor quality of the reproduction resulting partly from the low caliber of some photos and partly due to the printer's screening. We are committed to do better. The "black blobs" as one member described a few of the photos must be avoided. We ask for your understanding that we are often dealing with copies of photos that are approaching 100 years old.

This had been a very busy Spring for your editor with communications coming in from all around the world. Many requests for help were received and passed on to members with expertise. New members continue to surface, many with Stutz or HCS cars new to our reference files. The new owners need various types of assistance. The editor appreciates the help knowledgeable members provide. After all, the primary purpose of the club is to help members enjoy the marque. The new club website (www.stutzclub.org) should greatly enhance our efforts.

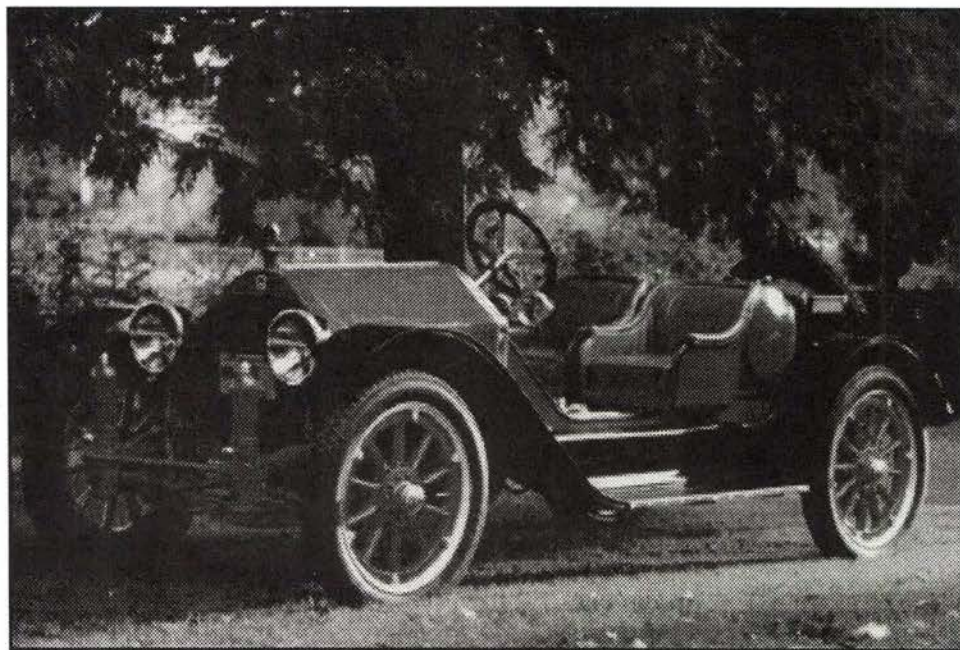
I'm sure that many members note as I do the many Stutz up for sale or auction. Here are ones I noted this Spring. Three Stutz are offered for sale in a recent CCCA Bulletin - 1928 and 1928 Boattails and a 1934 Convertible. Call 615-758-8182 days or 615-400-8182 after 8:00 CST Tenn. In OLD CARS, April 19, 2001 page 95, AK Miller 1928 Stutz Black Hawk speedster, original unrestored is listed. This Stutz was pole sitter at Watkins Glen 1948 and Jr. Grand Prix. Call 603-437-1978 NH. OLD CARS, May 24, 2001, page 33 reports that a 1932 DV 32 LeBaron 4-dr sedan (conv?) sold for \$55,000 at the Christies Tarrytown, NY auction on April 28, 2001. Who now owns the 1933 Stutz

DV32 Dual Cowl Speedster by LeBaron offered in the Tulsa 2001 Leake Auction held June 1-2, 2001? We also note that a rare 1930 Stutz MB Weymann Monte Carlo will be offered in The Hershey Auction on Oct. 12, 2001. This ad arrived a little late so I am putting it here rather than in the Classified Section.

In the Summer 2000 issue of Wheels author Brooks T. Brierly offers an interesting article titled "Promoting the 1920s Automobiles in Cuba." At that time the greatest winter restort in the hemisphere." At the end of 1926 a total of 10,278 cars were registered in Havana. As expected Chevrolet ranked first with 2,850 cars and Ford with 2,347 came second. Suprisingly, Packard was fifth with 536. Stutz had 55 registrations. Are there any there today?

For Sale

1914 Stutz Bearcat, very rare 6 cylinder, well-maintained after an earlier restoration. Good running. Must see to appreciate. (Note the sturdy, Westinghouse air shocks, Ed.) Contact Barry Dougherty, 437 State Street, Pottstown, PA 19464



The President's Page

Members may contact the Club President at his new address:

Norman C. Barrs
54 Canonbury Road
London, N-1-2 D G England
Tel: 0207 226 2823
Fax: 0207 359 6812

Norman has been quite involved in research on all matters Stutz from 1926 onwards. Quite recently some French magazine articles of the period have reached his desk regarding the Stutz-Hispano race and Norman is having the French text professionally transcribed both for technical and word accuracy. He believes the outcome will be truly amazing.

Meanwhile, he has contributed this article covering the original contract and asks if anyone has a different contract or any other information as to the facts. (Ed.)

Indianapolis, 22nd November 1927.

CONTRACT RELATING TO A TWENTY-FOUR-HOUR RACE BETWEEN A STUTZ AND A HISPANO.

Details of the bet. – On signing this contract, each party shall deposit \$5,000.00 with Captain Rickenbacker, who is designated guardian of the bet. In the event of one of the competitors being unable to start on 18th April at 4:00 p.m. - the date set for the start of the race - this amount shall be lost to the advantage of the party present, unless it is postponed as indicated below. The balance of the bet, i.e. \$20,000.00, should be deposited with the guardian of the bet no later than midnight on Saturday 14th April 1928.

Date. – The car and its team shall be present and ready to go at 4:00 p.m. on 15th April 1928.

Expenses. – It is agreed that Mr Moskovichs will take care of preparing the track according to A.A.A. regulations and that all proceeds from ticket sales to spectators, after deduction of expenses, shall be given to a charity.

Each party shall take care of the expenses relating to their car, the drivers and the organisation.

Definition of a production car. – It is agreed that each car shall be a true production car, without any change in design, manufacture or materials, as they were delivered by the Hispano and Stutz factories before 15th October 1927.

Mr Moskovichs shall designate a Black-Hawk model two-seater Stutz car with a Weymann body made in America.

It is agreed that the Hispano chassis shall be equipped with a Weymann body, the dimensions and construction of which shall be as close as possible to the Stutz car. At all times during the race the cars shall have wings and a windscreen. Windscreens shall be made of triplex glass.

Car teams. – Each car's team shall comprise two drivers and one mechanic. In the event of illness or incapacity, a replacement driver or mechanic may be designated by the race judge.

Miscellaneous. – The make of shock absorbers may be freely chosen by the competitors. Tyre dimensions should be standard but may be sourced from any manufacturer. Similarly, the rear-axle gear may be different from production.

Spare parts. – It is agreed that the competitors may refuel during the race and, if necessary, proceed with replacement of the following spare parts:

An unlimited number of wheels and tyres, one distributor for the ignition system, one dynamo, one complete carburettor, one set of pistons and connecting rods, one complete set of valves and valve springs, one set of wings with their fixings, one set of shock absorbers, one front wing, one rear wing, one spare battery and an assortment of pipes, wiring, seals, nuts, bolts, etc.

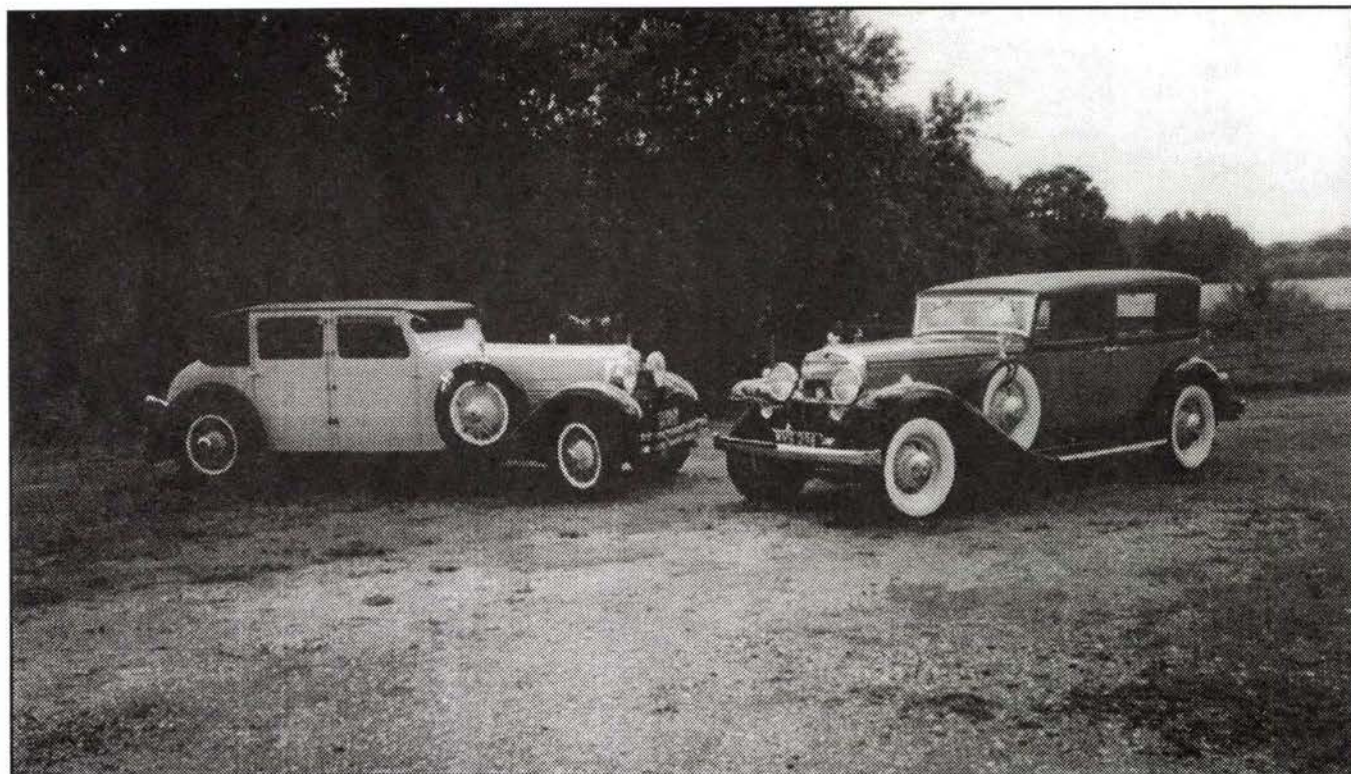
Also, any spare parts chosen by the competitors, provided that these are transported in the car.

The above conditions are accepted by the two contracting parties to the bet who signed below in full agreement.

Signed: C.T. WEYMANN
P.E. MOSKOVICS

A Brace of Stutz

Norman C. Barrs, Owner



Left:

1929 Model M. Stutz
Lancefield Weymann Body
Regn. No. UXS747

Right:

1933 DV 32 Stutz Sedan
LeBaron Body
Regn. No. WVS 298

Many members have enjoyed touring around London in the above cars as Norman likes to put them on the road. Hopefully, we will get to see these Stutz sometime during the English Tour, August 24 - September 9,

2001. A further perk would be to see his new 1929 SC Stutz LeMans Race Car running at Silverstone beating the tail off the Bentleys!!

FOR SALE

1932 Stutz DV32 Hollywood by Rollston
Four passenger sedan
White wiht tan top, black fenders
Serial # DVPC 1396 DV 33112
Estate Sale - car has had same owner since
1960

Includes extra engine with many extra parts
Car was built as show car for 1933 Chicago
Worlds Fair

Contact:
Mark Murray
302 E. First Street
Port Angeles, WA 98362
(360) 457-0454

Membership Report

Please remember that this is a roster year and we would appreciate a quick response for dues and changes, etc. If you have not sent in your membership renewal form do so as soon as possible. We will be publishing our roster at the end of June. Memberships received to date are 234. There are eight new members since the last report.

We will include members of record in 2000 for the roster in 2001. However, if you do not renew or indicate your intentions you may be removed from the roster in 2002.

Look for continued development of our www.stutzclub.org website.

Looking forward to summer touring and England.

Mike Barry
VP Membership

New Members:

#583 Doug Caskey
PO Box 1167
Mt. Shasta, CA 96067
Day: 530-926-3959
email: wildsage@snowcrest.net
1933-34 Stutz Model DV 2132
Eng: DV33298 HC

#584 Jack W. Smith
2163 Rock Ridge Ranch Rd.
Birmingham, AL 35216-6111
Day: 205-972-6000
Evening: 205-985-9633
email: golfjack@home.com
1928 Stutz Model BB
Eng: 920890 VIN BB74Y

#585 Glen Hamilton
53 Monterey Rd.
Dayton, OH 45419
Day: 937-296-7839
Evening: 937-296-0307
Fax: 937-296-0380
email: glenn.hamilton@wright.edu

#586 Jack Hitt
PO Box 759
Glenpool, OK 74033
Day: 918-299-2555

#587 David A. Roberts
10001 Bell Rd.
PO Box 225
Plymouth, CA 95669-0225
Day: 209-245-4841

#588 Torgeir Krogen
Skollenborgun 21
N 3619 Skollenborg Norway
Day 0047 32289324
Evening 0047 32720563
Fax 0047 32289080
email: torgeir.krogen@kitron.com
1920 Stutz 2 passenger roadster
Eng: G-6288

#589 Alan Melchior
2221 East 6200 South
Holladay UT 84121
Day 801-232-8300
Evening: 801-274-6567
Fax 801-274-6569
email: acea17@aol.com
1931 Stutz LeBaron Body DV 32 Conv
Sedan, DV 421375

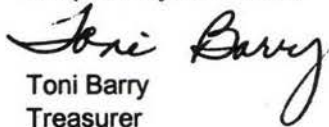
#590 Buck Harness
700 E. Jefferson St.
Clinton, MO 64735
Evening: 660-885-5154
1924 Stutz
Eng. 83874

Treasurer's Report

JANUARY 1, 2001 THROUGH APRIL 30, 2001

CASH BALANCE AS AT JANUARY 1, 2001			8,930.41
INCOME			
DONATIONS		30.00	
GRAND STUTZ ENG		5,000.00	
INTEREST INCOME		458.86	
MEMBERSHIP DUES			
	2001	6,642.00	
	2002	<u>35.00</u>	6,677.00
POSTERS			10.00
STUTZ NEWS REVENUE			220.00
SPLENDID STUTZ			
REVENUE		1,662.14	
EXPENSE		<u>(216.77)</u>	<u>1,445.37</u>
			13,841.23
EXPENSES			
ADMINISTRATION		362.86	
BANK CHARGES		36.00	
DIRECTORY EXPENSE		129.20	
STUTZ NEWS		2,726.74	
MISCELLANEOUS		<u>19.12</u>	<u>(3,273.92)</u>
CASH BALANCE 04/30/01			<u>19,497.72</u>
CERTIFICATE OF DEPOSIT	FIFTH THIRD		14,458.86
CERTIFICATE OF DEPOSIT	GRAND STUTZ ENGLAND		10,140.00
CERTIFICATE OF DEPOSIT	GRAND STUTZ ENGLAND		3,055.24
CASH ON HAND	FIFTH THIRD BANK		15,898.86

Respectfully submitted,


Toni Barry
Treasurer

Judge John Henry Brubaker (1895 - 1991)

Nephew of Mr. H.C.S.

By Bill Greer

Married to Mary J. Shroyer on December 25, 1920 - John died Feb. 26, 1991 and Mary died Nov 27 1990 at 104 years

Former judge John Brubaker dies at 96 after short illness

John Henry Brubaker, 96, formerly of 108 N.W. 10th St., and a former Wayne Superior court judge, died Tuesday at Friends Fellowship Community, after a short illness.

He was a native of New Carlisle, Ohio, and had lived in Richmond since 1927. He was a 1914 graduate of New Carlisle High School and an Army veteran of World War I, serving in the occupation of Germany.

He had served as a Boy Scout Scoutmaster, high school basketball coach and high school state basketball tournaments referee.

He was a 1926 graduate of Georgetown University Law School, Washington, D.C., with an LLB degree and did post graduate study at George Washington University Law School. He was admitted to practice law in the Supreme Court of the District of Columbia in 1926. He practiced law from 1926 until he retired in 1986.

He had served as deputy prosecuting attorney for the Wayne Circuit Court from 1931-33 and had twice served as county attorney from 1934-36 and from 1939-56.

He was elected judge of Wayne Superior Court for three terms,

Thanks to friend Jack Harlan of Richmond, Indiana, your editor is able to share with the membership the above obituary concerning one of Harry Stutz's favorite nephews. It was published in the PALLADIUM on February 27, 1991 (p. A4 c4) in Richmond, Indiana. John's wife, Mary J. (Shroyer) Brubaker died November 27, 1999 at the age of 104.



John Henry Brubaker practiced law from 1926 until he retired in 1986.

1957-68.

He was active in establishing Whitewater Memorial Park and for many years participated in the Community Fund, Red Cross and YMCA fund drives.

He was a longtime member and past president of the Richmond Lions Club, serving as president in 1938.

He had served as a precinct committeeman and chairman of the Wayne County Republican Central Committee from 1938-42.

He was a member of the American Bar Association, the Indiana State Bar Association and past president of the Wayne County Bar Association and the Tenth District Bar Association.

He was a former member of the

Supreme Court Committee on Rules of Procedure and Practice. For 20 years he had served as a member of the Indiana Supreme Court Committee on Character and Fitness for Applicants to the Bar.

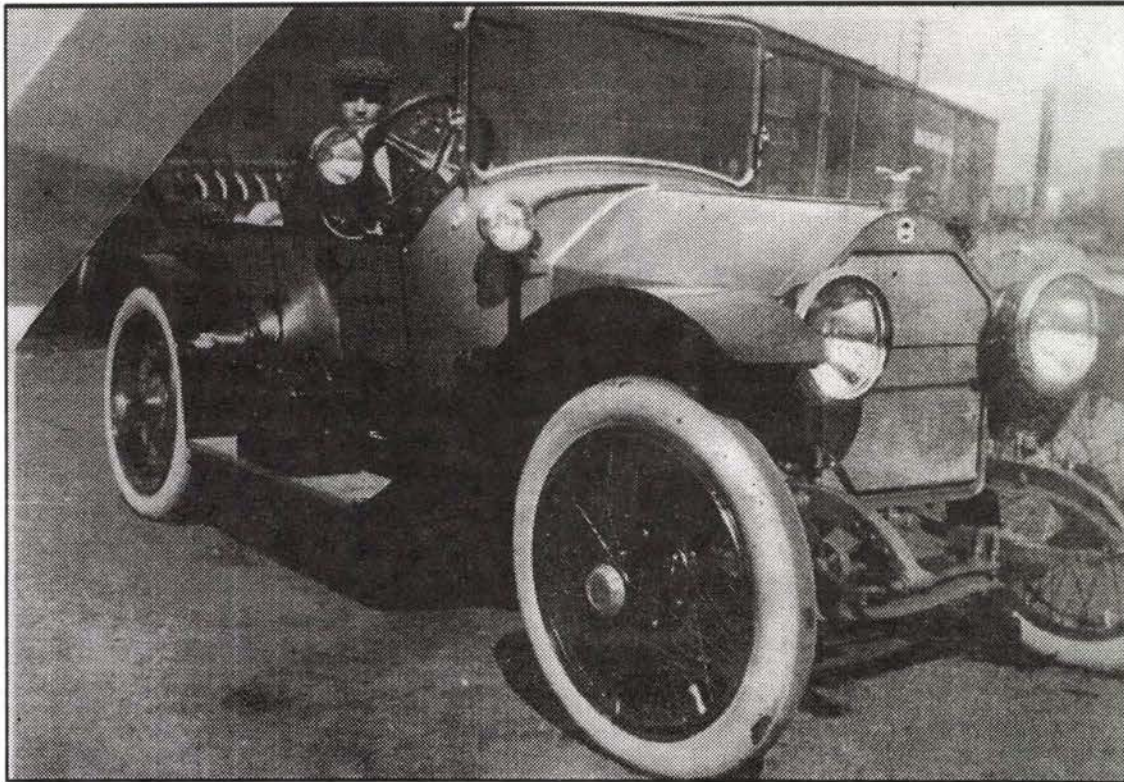
He was a member and past exalted ruler of Richmond Elks Lodge, No. 649, past master and former treasurer of Richmond Masonic Lodge, No. 196. He was past high priest of King Solomon Chapter, No. 4 and past illustrious master of Wayne Council No. 10, past commander of the Richmond Commandery No. 8. He was a member of the Indianapolis Valley of Scottish Rite.

At time of retirement in 1986 he was a member of Harlan, Schussler, Keller, Boston, & Bever.

Survivors include his wife of 70 years, Mary J.; three sisters, Lucille McCutcheon and Myrtle McFarland, both of Springfield, Ohio and Dorothy Cobaugh of New Carlisle, Ohio; nieces and nephews.

Friends may call from 4 to 8 p.m. Thursday at Doan & Mills Funeral home, where a Masonic service by Richmond Masonic Lodge No. 196 will be at 7 p.m. A graveside service will be at 11 a.m. Friday in the New Carlisle (Ohio) Cemetery.

The obituary does not mention the fact that John worked at the Stutz factory in Indianapolis following his graduation from New Carlisle high school in 1914 until perhaps entering the Army. The photo shown below and the one on the rear cover are from member Laura L. Butler's grandmother's album (John's sister Myrtle McFarland). Laura gave us the great feature story in the Jan - Mar 2001 issue no. 55 titled "Harry's Big Sister".



John Brubaker at the wheel of a circa 1915 Stutz Touring (appears to be new).

The period prior to World War I was a most exciting time for the Stutz Motor Car Company. The Stutz "White Squadron" racing team was burning up the tracks with Gil Anderson, Earl Cooper, Tom Rooney, Ralph DePalma and others driving the hot Stutzes. The final company sponsored pre WWI race by Stutz was October 9, 1915 at Sheepshead Bay Speedway, New York, where Stutz scored first and second places in the first Astor Cup race of 350 miles. Anderson averaged 102.59 m.p.h. while Rooney flashed in at 102.11. During 1915 Stutz had beaten the world's best, including the Duesenbergs, Delage, Peugeot, etc.

In a subsequent issue we will reprint the article covering the Astor Cup race published in The Horseless Age, New York, October 15, 1915.

John Brubaker left his job with Stutz, joined the Army and enjoyed a long and successful career. This photo is from an album kept by Emma Belle Stutz Horn, the daughter of Mr. H.C.S. (deceased).

Married to Mary J. Shroyer on December 25, 1920. John died February 26, 1991 and Mary died November 27, 1999 at 104 years.



report continued on page 31

Letters to the Editor

*From: William R. Phillion,
Grand Blanc, Michigan*

Date: February 21, 2001

Here is a photo of my car taken in 1995.

The Stutz is a 1930 Model M-46 with 145" wheelbase. I bought this convertible coupe in February 1954. It was restored by Bill Dreist of Saginaw, Michigan in 1973 - 1975.

Please see Mr. Phillion's ad offering free Stutz parts in the January - March 2001 issue of the Stutz News No. 55, page 30. (Ed.)

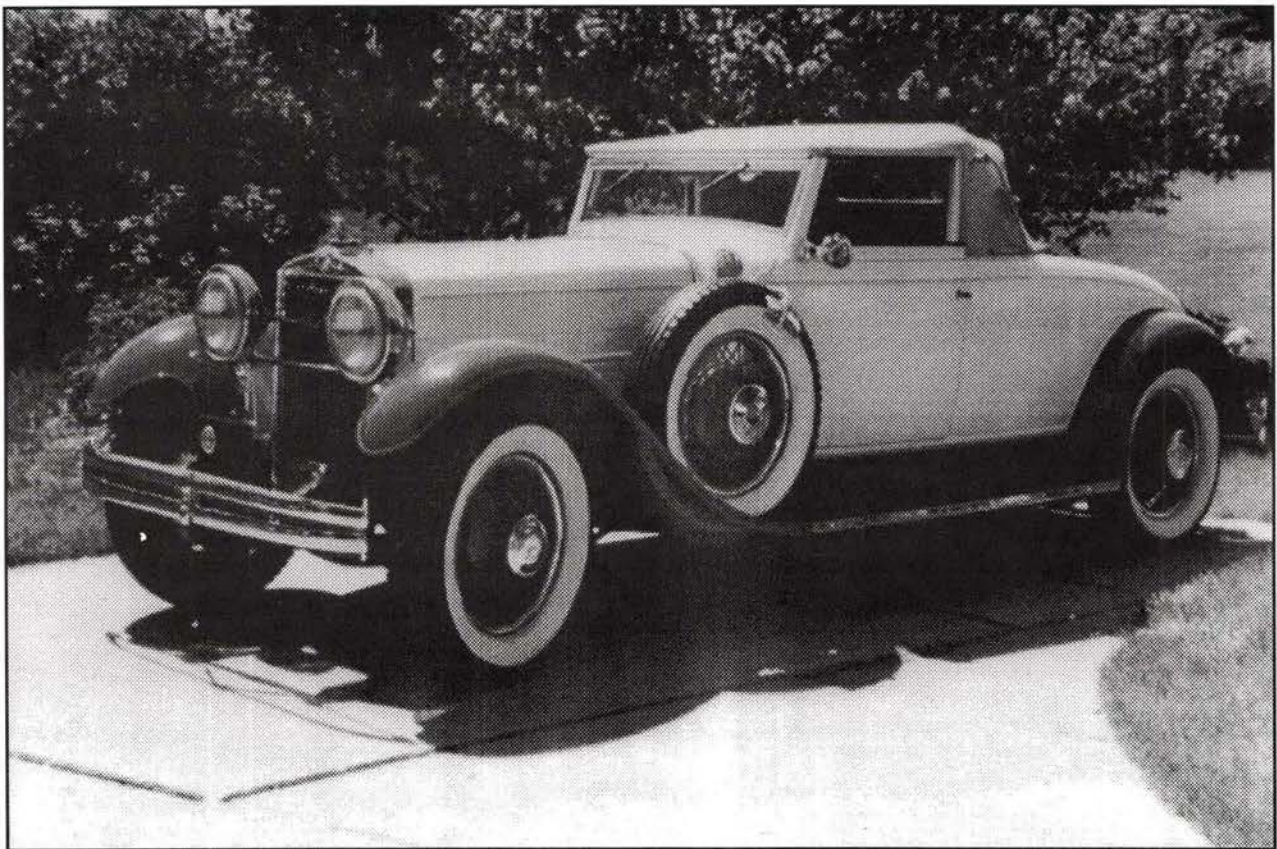
*From: Marc Veenhuis, Boomgaard 10,
7021KZ Velswijk-Zelhem, Holland/The
Netherlands*

Tel/Fax: 0031-314-641-838

Date: March 31, 2001

Please let me introduce myself first; my name is Marc Veenhuis, I'm 37 years old and happily married to Ingrid. We have a nine year old son called Devon. we love classic American cars, but specially like the way Stutz cars look.

But because I've got a very painful joint disease, every move I make hurts, so I have to stay home a lot, and I love cars, so a few years ago I started my hobby; collecting car emblems and car ornaments. It's a very unusual hobby, but I like it very much. Devon helped mount them on the wall, he loves cars too.



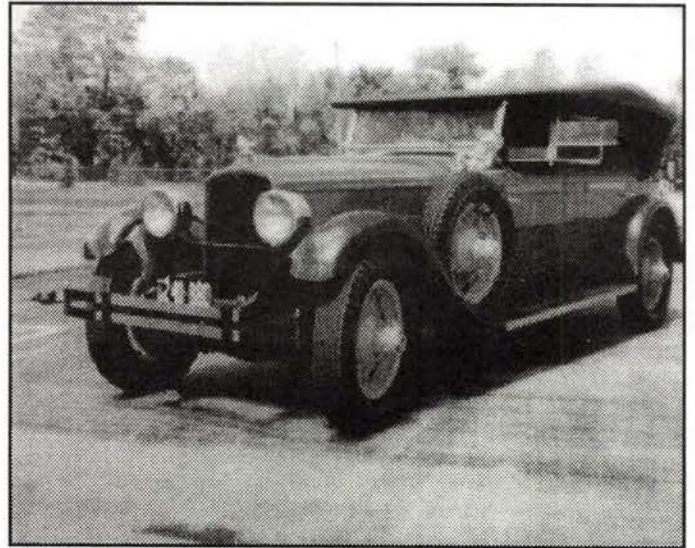


From: Barney C. Pollard, Farmington Hills, Michigan

Date: May 3, 2001

This is in reply to your request for a Stutz story. The only story I can think of would be about my Dad getting the two remaining Stutzes I have.

The 1926 Stutz AA 7-pass Speedster (as Stutz called it) has the "Protex" safety glass (wire embedded in the glass) in both windshields. This car was sold new to

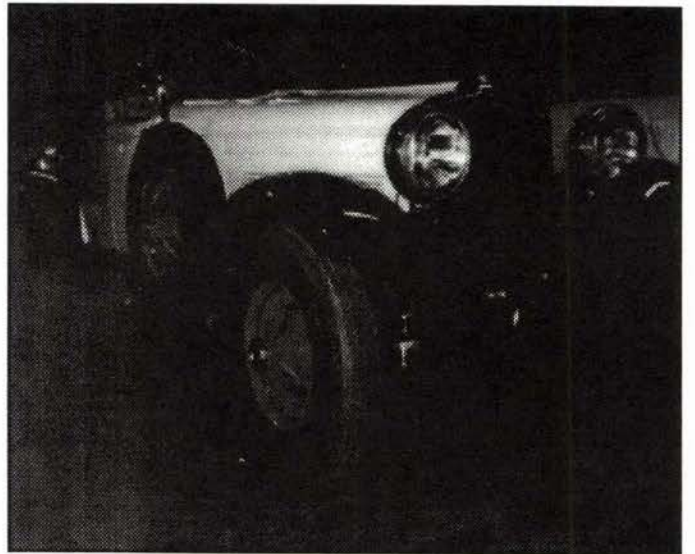


I collected about 1,300 different car emblems so far, but I haven't got a Stutz emblem yet. I realize how rare these great cars are, but maybe you've got a damaged one you can't use anymore left, will you please send it to me? I will be so happy receiving a Stutz emblem even a damaged one. This hobby is the only thing I do because I'm disabled, but I like it very much because I love special classic cars so much.

I collected a lot of special emblems, TVR, Morgan, Reo, Studebaker, Aston Martin, TVR, Cadillac, Kaiser, Frazer, Oakland, Chevrolet, MG, Jaguar, Chrysler, etc. and even a Ferrari emblem. I hope you can help me with my collection by sending an old Stutz emblem. Of course, a very old or slightly damaged one will be perfect, or maybe it's even possible to place my request in your club magazine, so members can respond to my request.

I can send you some European car emblems or something else from Holland in return, if you like. Please let me know what you're collecting.

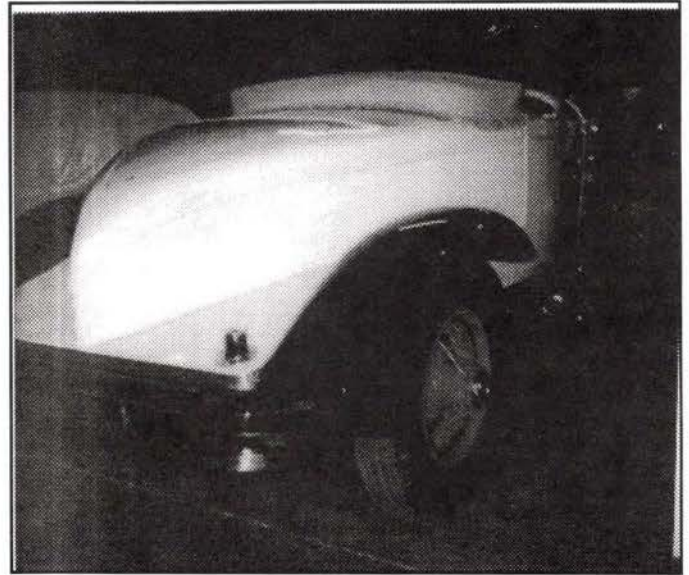
Over here in Holland there are not much classic cars, that is such a shame. Kindest regards from the other side of the world.



Grace Kelly, the aunt of the actress (we have the original title). Her chauffeur would start it and drive it in the garage for ten years after she had more modern cars. Finally, she decided Dad would give it a good home and sold it with 25,600 miles showing on the odometer. Now, 60 years later, it shows 28,704 miles. It starts, runs, drives and stops great.

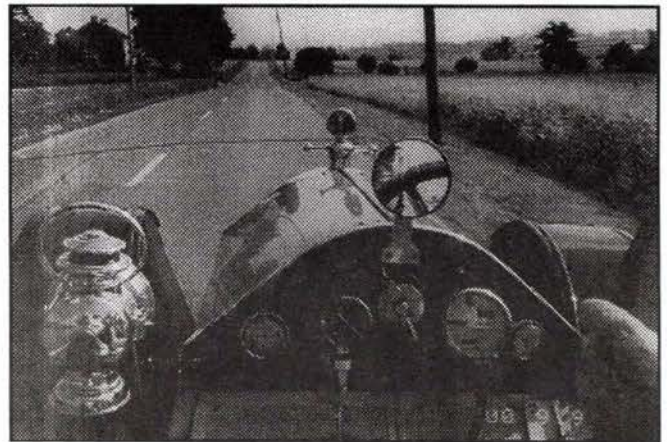
The 1927 Stutz AA Boattail Speedster (shown below) came from Cicero, Illinois. This is the town Al Capone moved to when Chicago got too hot (it was said this Stutz belonged to one of the Capone's "Torpedos").

We got it in 1939. It had been modernized by Bohman & Schwartz in 1933 with tear-drop fenders, split windshield, drop center, 17" wheels, etc. Walter Heater rebuilt the engine. The rest of the restoration was done in-house around 1957. Dad drove it from Detroit to Denver and up Pikes Peak. Since then, it has seen little use having gone only 37,030 miles.



Reprinted from Stutz News No. 55

Some memories of our enjoyable days around Milton, PA with hosts Ray and Lou Bowersox. These photos are from September 9, 2000.



Classifieds

WANTED

Radiator cap to be used as a "driving" cap for my 1927 AA Stutz Coupe. It could be plain with no ornamentation, or have a "Ra" mascot reproduction so that if stolen the loss would not be catastrophic.

Clinton M. Bidwell
20 Old Pali Place
Honolulu, Hawaii 96817
Home: 808-595-4899
Bus: 808-595-1099

WANTED:

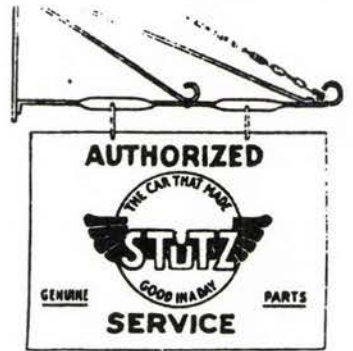
Stutz 4-cylinder parts and Stutz parts cars, factory photos of cars and unusual literature.

Laden Butler
107 St. Jean Court
Danville, California 94526
Tel: 925-820-4742

WANTED:

Working or restorable Remy Model O-F Generator for my 1923 Stutz Series KLDH Bearcat Roadster. Apparently, the bearings seized on my original unit thereby causing the front and rear housings to break apart. Is anyone capable of repairing my damaged Remy Model O-F? Your help will be most appreciated!

New member David Yoka
702 N. Delaware
Independence, Missouri 64050
Home: 816-836-2209
Bus: 800-444-0841



FOR SALE:

A.C. "Chic" Postier
2345 Ellis Road NW
Kennesaw, Georgia 30152-4110
Tel: 770-421-0446
Fax: 770-420-7318

Cloisone

Limited quantity of "The Car that Made Good in a Day" tie-tac and leather-backed keyring. "Stutz 8" pin and leather-backed key ring. Miniature "RA" paperweight.

S&H \$1.00 each and \$1.50 for the RA.



WANTED:

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

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

WANTED:

Early Stutz 4-spoke steering wheel or even just a spider.

John Boyle
4818 Musgrave Trail
Abilene, Texas 79606
Tel: 915-793-2179
E-mail: john.boyle@gte.net

Bill Greer
7400 Lantern Road
Indianapolis, Indiana 46256
Tel: 317-849-3443

FOR SALE:

Stutz "RA" mascots, solid brass, chrome plated. Based upon sample received from New Delhi, India. I have ordered two mascots for sale to members. Price is very reasonable, \$75.00 plus UPS charge from me to you. These RAs are great for spares, paperweights or displays. Will order more if required.

Five of these "RA" mascots have been delivered to members who have expressed their satisfaction with the quality, especially at the favorable price. I'm able to supply up to 15 more of these mascots.

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 Parkway
Syracuse, NY 13211
Tel: 315-432-8282
Fax: 315-432-8256
www.autolit.com

WANTED:

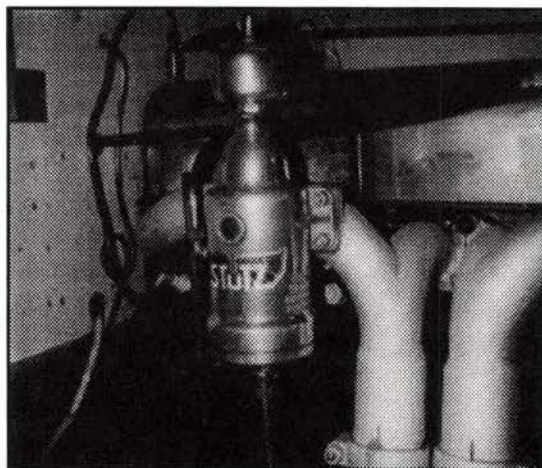
Delco Dual "Two Cap" Distributors
4 cylinder as used on a Stutz era 1920
6 cylinder as used on a Pierce Arrow era 1920

John McAnlis
3177 Blake Road
Wadsworth, Ohio 44281
Tel: 330-336-4511

WANTED

Oil rectifier for Stutz Vertical 8 circa 1926-27 as pictured here.

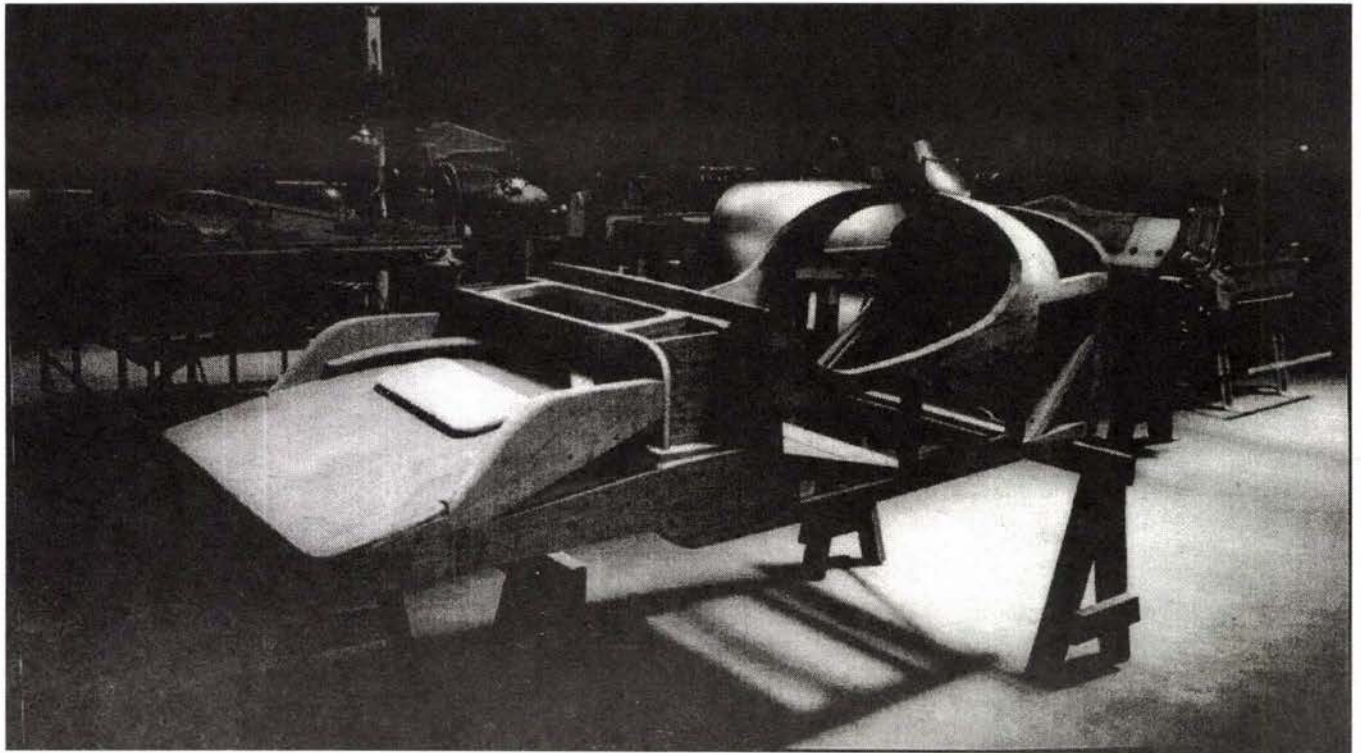
Barney Pollard (No. 112)
48215 West Road
Wixom, MI 48393
Tel: 248-349-5120



WANTED:

1926 THROUGH 1931 Wire Wheels to convert my 1926 from wood wheels and water brakes to wires and hydraulics.

Rick Flake (No. 574)
18499 Trimmer Springs Rd.
Sanger, CA 93657
Tel: 559-787-3254
Fax: 559-233-9377



FOR SALE:

New wood body for early Stutz speedster. Length is 96", W is 42", H is 28" and firewall width is 34". Will sell body outright for \$6,500 or will skin the body into flat-tail or boat-tail for \$15,000 which includes the wood. This price assumes the owner will supply all necessary information on the correct shape of the panels (not just photos). The metal forming will be done here at California Metal Shaping by me personally.

Donald Severt (non-member)
 1704 South Hooper Avenue
 Los Angeles, CA 90021-3176
 Tel: 213-749-5542
 Fax: 213-749-4078

FOR SALE:

Series AA Information Book issued in 1926, 127 pages. Good condition, asking \$200.

Laverne R. Vanderwall (non-member)
 101 Orchard Park Blvd.
 Rochester, NY 14609
 Tel: 716-288-5875

FOR SALE:

1937 Stutz PAK-AGE CAR, need restoration. Make offer.

Glenn Vaughn (non-member)
 550 N. Greenferry Rd.
 Post Falls, ID 83854
 Tel: 208-773-3525



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 Long Beach, CA 90806
 Fax 562-595-0381

2141 West Main
 Springfield, OH 45504
 Fax 937-325-1900

800-952-4333 800-735-0166

Illinois firemen find fire truck

ILLINOIS — A group of retired and active firefighters in the city of Sycamore, Ill., recently had the opportunity to buy back the first pumper truck purchased by the Sycamore Fire Dept. The 1923 Stutz is owned by John Gambs, of Lafayette, Ind.

The truck is one of only 302 of its type ever made, and the fire stopper originally cost the town of Sycamore a total of \$10,250, an astounding total back then. The fire truck was retired from active service in 1957, a full 34 years after the vehicle was new. After retirement, the truck was

placed into storage. Volunteer fireman Gene Listy was the last member of the Sycamore Fire Dept. to dust off the old work horse and drive it. That was 10 years after the truck's retirement, back on Aug. 13, 1967. Listy drove the truck to the auction where it sold for \$1,000 at the Sycamore Steam Power Show.

Listy is among a group of fire-fighting buffs who now want to buy the truck. He says that there are only 75 Stutz fire trucks existing and that the 1923 pumper still has "Sycamore Fire Dept." lettered on it. — Courtesy Bob Crowe.



28. The Splendid Stutz, edited by Raymond A. Kutzell. Co-authored by seventeen experts and published by The Stutz Club. Contains over 500 illustrations and 8 full color pages about the Stutz motorcar, company, people and races. This glamorous reference book has received the prestigious Cugnot Award from the Society of Automotive Historians. Add it to your collection! Hardcover, 392 pages. **\$69.95**

Thanks to member John Gambs for giving the 1923 Stutz Fire Truck a loving, good home (Ed.)

From ACD Museum Gift Shop
Brochure clipped by Life
Member Larry Nicklin.

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3 Tremendous Values for 47c Each

16-inch Stutz **47c**
Can be put straight or in slant.

16-inch Stutz Racer **47c**
This is a duplicate of the original, made of metal. Photographed in bright colors. Has trim and real bumpers. Has motor, headlights, and a stromometer. Headlights and stromometer baggage carrier. Has living seats, motor, h.c.e. (1923) and more. Shipments \$14.95. **46K8084**

16-inch Stutz Dump Truck **47c**
Patented after the Mack. Has a new design of metal. Has a bumper. Good spring. Has a motor, h.c.e. (1923) and more. Shipments \$14.95. **46K8083**

Imagine anything for 47 cents, especially a 16-inch Stutz Racer. Member Keith Marvin noticed this ad while perusing a Sears Roebuck Catalogue for 1927.

Member Carolyn Greer noticed this interesting ad in the May 2000 'Arts Indiana' Gallery Guide. A significant portion of the Stutz Plant is occupied by arts and crafts. (Ed.)



Harry Stutz's nephew John H. Brubaker at the wheel of a circa 1914 Stutz Bearcat (note absence of rear fender, wire wheels and odd tires, Ed.).