

The STUTZ CLUB, INC.  
7400 Lantern Road  
Indianapolis, IN 46256  
Bill Greer, Editor



TO:

POST  
MARK  
127  
INDIANAPOLIS, IN 46243

STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

**ATTENTION MEMBERS!**

Dear Member:

Your editor is proud to point out that with this issue we begin Volume V. Those first four years have Stutzed by mighty fast but we hope the ensuing years will bring even more pleasure in membership. As has been customary, we have published a copy of the Membership Application Form on the flipside (page 2) for your convenience in reporting changes or for use in soliciting new members to help the Club grow and survive. Dues for 1992 are payable as of January 1, 1992. If you have not paid your dues, please do so now. Don't miss the *Stutz News* and coming club events!

The 5th Grand Stutz will be hosted by Lou and Ray Bowersox of Milton, PA June 11-14, 1992 (Please refer to pages 31 and 32 herein). The Bowersox have planned this Stutz Meet to appeal to every family member. Yes, you will see the Grand Canyon of PA, the great Tioga Hammond Dam and covered bridges. You'll relax at the picnic and cook-out, kick tires, check out great cars, go antiquing, and drive the country roads. Make your reservations now!

The 1st Grand Stutz European Picnic will be held on August 23, 1992 at Oulton Park, Cheshire, England (see page 22). Mike Holt of Scotland has arranged this Stutz Meet in connection with the Vintage Sports Car Club's two day race meeting and Concours. Here is your opportunity for great Stutz camaraderie with an International flavor!

# THE CLUB

Mail to: Dale K. Wells, Membership Chairman, 7906 S. 10th St., Kalamazoo, MI 49009.

Please type or print clearly.

Date: \_\_\_\_\_

My name is \_\_\_\_\_

My address is: \_\_\_\_\_  (Check if new or changed)

My telephone number is: \_\_\_\_\_  (Check if new or changed)

Home: (\_\_\_\_) \_\_\_\_\_ Bus.: (\_\_\_\_) \_\_\_\_\_

Note: The Club year runs from Jan. 1 to Dec. 31.

This is to: (Please check one)

		Inside USA \$	Outside USA \$
<input type="checkbox"/> Join the Stutz Club	Active:	<input type="checkbox"/> 20.00	<input type="checkbox"/> 25.00
<input type="checkbox"/> Renew my membership	Associate:	<input type="checkbox"/> 5.00	<input type="checkbox"/> 5.00
<input type="checkbox"/> Make a donation	Life:	<input type="checkbox"/> 300.00	<input type="checkbox"/> 375.00
<input type="checkbox"/> Change directory listing	Founding:	<input type="checkbox"/> 1000.00	<input type="checkbox"/> 1000.00
<input type="checkbox"/> Enclosed is my check for U.S. \$ _____ (make payable to Stutz Club)			

I currently, am fortunate to own one or more of the rare examples of the marque as follows:  This is a change.

	1	2	3
Year	_____	_____	_____
Make	_____	_____	_____
Model	_____	_____	_____
Body Style	_____	_____	_____
Eng. No.	_____	_____	_____
Vin. No.	_____	_____	_____



## I KNOW THAT STUTZ

by James F. Dougherty

The car on the back cover of the July-Sept. 1991 issue of *Stutz News* is a 1925 Stutz Speedway Six roadster restored by Don Patterson of Indianapolis. It has a Weymann body and has had the original wheels replaced by wheels from a circa 1930 Auburn. The upholstery as well as body fabric was done by the late Sam Pavey. Sam worked for Harry C. Stutz in his early years.

At the time Don restored the Stutz he was in charge of the automobile body shop at Arsenal Tech High School in Indianapolis. In this position Don was able to have his students paint a number of collector cars for friends at a modest price. Later in life Don Patterson retired to Florida but returned to Indianapolis to stripe Rolls-Royce cars for the local dealer. Getting back to the roadster, it was yellow with black fenders. The young man shown in the picture is Don's son-in-law, Jim Ritchie, who lived in Carmel, IN at the time. This Stutz was not a good road car because the smaller than original wheels caused the motor to run at an excessive speed.

Don passed away a number of years ago and the present location of this car is unknown to the writer.



Shown above is another shot of the classic 1925 Stutz Speedway Six roadster, Weymann which Jim has identified. By doing so Jim won the Grand Prize consisting of two beautiful Stutz blazer patches which were donated by Tony Koveleski.



## MEMBERSHIP REPORT

By Dale K. Wells  
Membership Chairman

Thanks to all of you who have sent their 1992 dues payments, thus making our jobs easier, and saving postage costs for the Club to put more money into the newsletter and solid benefit to the Stutz marque. We will soon mail final notices to remind members who have not paid that we will have to make this your last issue of the newsletter if the current dues are delinquent.

You will note in the new members listed below some more familiar names, and may want to consider encouraging a new generation of Stutz enthusiasts to bloom out and follow in our footsteps by giving gift memberships to sons, daughters, in-laws, out-laws, and any others who may enjoy a glance at the *Stutz News*. Give it a thought. Most of us did not just wake up one morning with a burning desire to find out what a Stutz car was. It took some time, some exposure, and a few incidents to trigger the fascination that brought you into our fold. As a matter of fact, many of you could probably tell us some interesting stories about your Stutz interest and experiences. Jot them down and send them in - we would like to hear them and share them with the readers.

### NEW MEMBERS:

#324	Norman C. Lausten 3128 Stevenson Dr. Pebble Beach, CA 93953	Home: 408-649-8817 Bus.: 408-646-3120 1927 Stutz AA Brougham Sedan
#325	Dale Nielsen 1460 E. 6th St., #20 Beaumont, CA 92223	Home: 714-845-0154
#326	Norman Arbour, Jr. 37 Hillcrest Blvd. Warren, NJ 07059	Home: 908-755-0508
#327	A. M. Koveleski 1212 W. Grove St. Clarks Summit, PA 18411	Home: 717-587-1247
#328	A. Robert Koveleski 3076 C Via Allcante Dr. La Jolla, CA 92037	Home: 619-558-0568
#329	Jay W. Greer 4047 S. Meridian St. Indianapolis, IN 46217	Home: 317-784-5525 Bus.: 317-783-2901
#330	Michael P. Vaughan 2240 Deer Oaks Trail Lawrenceville, GA 30244	Home: 404-985-2366 Bus.: 404-458-1661
#331	Bobbie'dine Rodda 1232 Highland Ave. Glendale, CA 91202-2027	Home: 818-242-5135

**WELCOME TO NEW LIFE MEMBERS:**

#283L Stefaan Vanden Eeckhout

#291L Kenneth W. Kovacs

**NEW ADDRESSES:**

#8 Ruth Purdy  
5827 Brockton Drive No. 2  
Indianapolis, IN 46220  
Home: 317-257-1978

#149L Terry Rogers  
Lower Woodspeen Farm Cottage  
Woodspeen, Stockcross, Newbury  
Berkshire, RG16 8BP England

#75 Jean M. Gorgat c/o AMP, Inc.  
Akasaka Twin Tower, East Tower 13F  
2-17-22 Akasaka, Minato-ku  
Tokyo 107, Japan  
Tel. 81-3-3588 0517 & 1346

#264 Bernard Parris  
Arden's Farm, North Street  
Waldron, Heathfield, E. Sussex  
TN21 0QR England  
Home: 0435-865261  
Fax: 0435-868044

#84L Michael Holt  
Change zip to: IV14 9ES  
Home: 011-449974-21302  
Fax: 011-449974-21888

#297 John B. Guyatt  
2 The Woodyard  
Tyringham nr. Newport Pagnell  
Bucks. MK16 9ES ENGLAND

#94 Guy J. Davis  
c/o Mt. View Interiors  
U.S. Rt. 30 East  
Greensburg, PA 15601

We are pleased to recognize once more those members who have supported the Club through Life Membership.

**FOUNDING LIFE MEMBERS**

Matt S. Browning (106FL)  
Joseph B. Folladori (29FL)  
William J. Greer (93FL)

William B. Ruger (145FL)  
Joseph F. Sexton (201FL)

**LIFE MEMBERS**

William S. Abbott (49L)  
Bernard Berman (2L)  
Ray B. Bowersox (193L)  
Colin Buckmaster (65L)  
George E. Cooper (123L)  
Samuel F. Flohr (74L)  
John Grunder (107L)  
George Holman (144L)  
Mike Holt (84L)  
Raymond A. Katzell (62L)  
Knox Kershaw (105L)\*  
Kenneth W. Kovacs (291L)\*  
A. J. (Tony) Koveleski (124L)  
Carl R. Leonard (54L)  
James F. McCloud (170L)

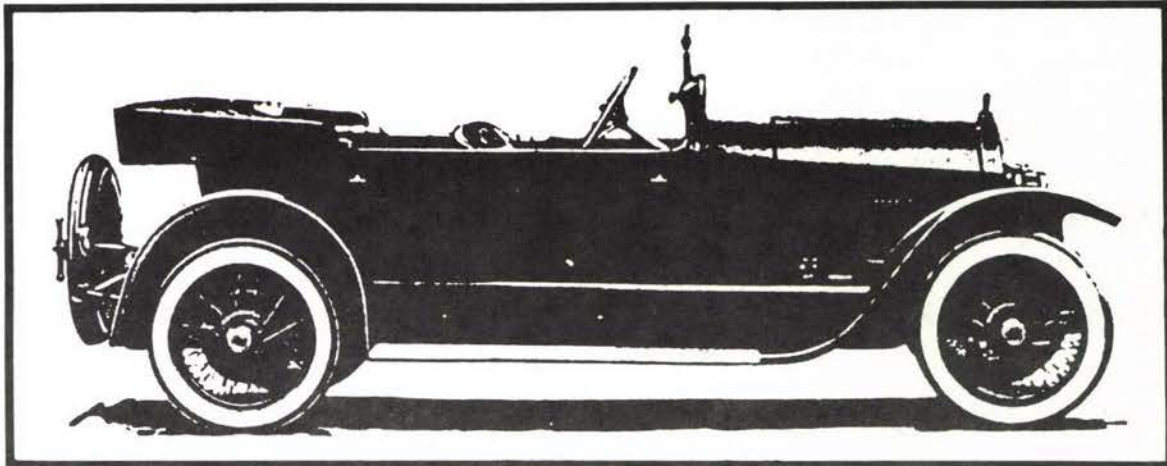
Larry Nicklin (28L)  
Gustav D. "Dutch" Overly (253L)\*  
Norman L. Roberts (150L)  
Kyle P. Robinson (63L)  
Terry Rogers (149L)\*  
Myron J. Schuster (15L)  
Donald Short (218L)  
Robert J. Shula (267L)\*  
Max Triplett (139L)  
Norman (Curly) Walz (91L)  
Stefaan Vanden Eeckhout (283L)\*  
Dale K. Wells (92L)  
J. Wigglesworth (213L)  
Eoin S. Young (280L)

\* Added to the list since last report published on page 8 of the Jan.-Mar. 1991 issue of *Stutz News*, Vol. IV, No. 15.



# THE CAR THAT MADE GOOD IN A DAY... — FROM EITHER SIDE...

by Keith Marvin



A 1921 STUTZ CLOSE-COUPLED TOURING CAR, PERHAPS NOT AS SPORTY AS THE BEARCAT BUT SPORTY ENOUGH FOR FOUR OR FIVE PASSENGERS, WAS RIGHT-HAND DRIVEN AS WERE ALL THE STUTZ CARS FOR THAT YEAR. THIS SERIES K MODEL IS A GOOD EXAMPLE OF STUTZ DURING ITS LAST YEAR WITH ALL STEERING STILL MOUNTED AT THE RIGHT. THE MAKE HAD AN AURA OF FLASHINESS ABOUT IT, BUT ALWAYS IN GOOD TASTE.

WHEN HARRY C. STUTZ INTRODUCED THE CAR BEARING HIS NAME IN 1911, that car took off like a speckled bird which just missed being the target for a lurking hunter in bird season, and it would make its mark throughout the quarter-of-a-century the company was to exist. It placed eleventh in the first Indianapolis 500 with Gil Anderson at the wheel, and although Ray Harroun and the Marmon "Wasp" would win the event, it did well and became "The Car That Made Good in a Day". Thereafter, numerous Stutz cars participated in that event through 1930, never a first-place winner but a third-placer in the races of 1912, 1913 and 1915 which was enough to attract a good deal of public attention and favor and a respectable if flashy line of passenger cars bearing the Stutz insigne suddenly occupying an enviable place in the automotive marketplace, highlighted by its doorless speedster model called "The Bearcat", the ideal of every sheik and sheba of the time.

This is a story which, as far as the writer knows, has never been written— a comparison of those very few domestic automobiles which had hung onto the right-hand steering post after January 1st 1920.

By 1915, any half-accurate crystal ball could read the handwriting on the wall as it pertained to automotive design and most American makes had opted for left-hand control. Some companies— but not many— stuck to the right and as late as 1914, Locomobile gave the buyer a choice. Most purchasers of the behemoth of Bridgeport's offerings had looked at the crystal ball or saw the writing fingers and ordered left-hand steering on their massive Locomobile "48"'s.

Automobile production was sharply curtailed during World War I and after the Armistice, automobile companies were not going full blast—resulting in an influx of new companies and cars. Most of them didn't last very long and nearly all of them had adopted left-hand steering. There had been holdouts to the idea including that hallmark of fine automobiles, the Pierce-Arrow which, as late as 1915 claimed in its ads that "The driver sits at the right, the safe and correct position for American rules of the road", carefully going no further

to even try to justify such a ridiculous statement.

This article is, then, based on those longtime holdouts and why, after 1920, anyone would have even considered buying a right-hand driven car unless for snob appeal—and the idea that the car might be considered "foreign", a very important matter for the parvenus of the era. There were many who felt that right-hand-driven cars had "class". But the chauffeurs, who had to drive them, didn't.

And, wouldn't you know, Stutz happened to be one of those holdouts.

One fact which has been largely overlooked even by Stutz specialists is that, until the 1922 model line, the Indianapolis firm had stuck not only with its archaic steering post but had been producing open models primarily.

To get back to the basics — just WHAT were those companies in these United States producing automobiles with the steering wheel on the right? We can begin by eliminating the standard makes which were doing it for their export models and those smaller companies building cars exclusively for the same purpose including the Norwalk and Piedmont concerns and other makes such as Hanover, and Moller (of Lewistown, Penna.). Having gotten them out of the way, let us proceed further.



By January 1st 1920, the United States' automobile lineup consisted of exactly 4½ makes which bucked the tried (and by now accepted tide) of where the steering wheel belonged. And, oddly, all of them for different reasons. Let us take them alphabetically and see:

**BREWSTER:** The Brewster was the product of the firm of Brewster & Company, which had been building custom bodies for carriages as early as 1810 and, not long after the turn-of-the-century, began customwork on chassis of the more expensive and otherwise fine cars. In 1915, World War I cut off one of its main customers, Delaunay-Belleville which catered to the affluent, elite and titled, a favorite of His Imperial Majesty Nicholas II, Czar of all the Russias. And, with the absence of these French chassis, Brewster decided to go it alone with a small Knight-engined four-cylinder car and frankly, copying the oval radiator of its erstwhile French supplier. Between 1915 and 1925, something over 100 Brewsters were marketed at exceedingly high prices but the steering position was optional to the buyer. This was snob appeal, no more- no less. (There was just that 'something' about a foreign car. I don't know what it was but it always was and I suppose it always will be.)

**PIERCE-ARROW:** A case in point. Why did one of this country's finest automobiles hold on to the anachronism of the right-hand wheel into the 1920 calendar year?

According to David Burgess-Wise, "...the 1920 Pierce Arrows were the first with left-hand steering, right-hand steering having been retained long after most American makes had abandoned it, partly out of Pierce's innate conservatism, partly because it was more convenient with a chauffeur-driven car to have the driver on the pavement side so that he could quickly dismount to open the rear doors for his passengers to alight onto the sidewalk." \*1 I quite agree with David Burgess-Wise's first theory, but not the last. This is only one man's opinion but I think the mossbacks at Buffalo simply wouldn't bow to the change in tradition. The right-hand drive Pierce surrendered its steering post reluctantly to left-hand control in mid-1920.

**PORTER:** This is an interesting bit of automotive history. Finley Robertson Porter will go down in history in designing the Mercer T-Head cars in 1910 (fight-to-the-death rival of Stutz), and in 1915, began to produce the F.R.P. (using his initials for the badge) at Port Jefferson, N. Y. These were right-hand driven cars dating to 1915 and were, at the time, the most powerful stock cars in the country. Production never exceeded nine to twelve units when the war put an end to things but some very pretty F.R.P.'s were built, from stock open sporting models to the town car tailored by Holbrook of Hudson, N.Y.

The Porter made its debut in 1919, when Finley Porter's son, Robert Porter, went up to the British & American Mfg. Co., in Bridgeport, to supervise the operations of this quality automobile, prices of which were very high.

But why a right-hand driven car? There has been much speculation over the years. The F.R.P. had a wheelbase of 110 inches and, according to its own brochure it was stated that "The actual development at 1000 feet of piston speed was 53 H.P. and at its maximum speed of 2500 R.P.M., 170 H.P.

That sounds a bit high to me, and I'd hate to ride in an F.R.P. town-car at top speed anywhere! (Incidentally, one F.R.P. survives).

But the Porter was a different kettle of fish with an additional 30-inches of wheelbase (140) over the F.R.P. and still, there are those who feel that "left-over" chassis of the F.R.P. were "extended" for the new Porter, hence a possible answer to its right-hand steering column. At the time of its introduction, it was the most powerful car in the country. It overextended, got caught in the short but sharp 1920-21 recession and ended its days at an auction in 1922 when those left in the 34 chassis which had been bodied were sold at sacrifice prices.

But as to the steering post? We can but speculate.

We come now to the Springfield or American version of the Rolls-Royce which set up operations here in 1919 but didn't deliver its first units until 1921. These, too, were right-hand controlled, but there was a reason. The original plans for the American production specified that both Springfield and Derby models would be identical in every way.

And they were. That is, through the first 25 chassis built here.

But after that, changes began creeping into the woodwork and by mid-1925, even the steering column had to be changed to satisfy public demand. The right-hand driven models on hand had to be sold at a reduction of their basic price and a good many more were exported to Argentina and Uruguay, both countries which still held the "drive-on-the-left" traffic pattern. \* 2

But now we come to Stutz. Why should such a car maintain the obsolete steering post? After all, the cars were highly regarded, highly respected and well known. Stutz had an enviable clientele of wealthy, prominent or enthusiastic owners, one of them being Assistant Secretary of the Navy Franklin Delano Roosevelt, who owned two, both in Washington, D.C.

Frankly, I don't have the answer but there are theories and some of them make common sense, although the Stutz went through its complete 1921 line with the right-hand drive.

According to THE 1924 USED CAR MARKET REPORT, we find this in describing 1922 models of Stutz:

Model KDH- 130" w.b. 32x 4½ tires: right hand drive....Enclosed models this year: All closed models left hand drive. These were the first Stutz closed cars, but why did they differ from the open cars in their steering position? In 1923, all Stutz cars had become left-hand driven.

There was one option in 1922 which apparently only applied to the Bearcat. It could be had either way. And for 1923, the model was dropped from the line.

There were other references to the steering position for the 1922 line of Stutz automobiles, e.g.:

**AUTOMOBILE TRADE JOURNAL, January 1922:** "For the first time in history the Stutz Motor Car Co. of America, Inc., of Indianapolis, is manufacturing cars with left-hand drive. Left or right-hand drive is optional. Closed cars in the form of a custom-built sedan and a coupe will be exhibited with left-hand drive, as will also be the Stutz seven-passenger touring car and roadster models."

**MOTOR WORLD, January 11th 1922:** "The Stutz models are continued practically without change except that left side drive may be had at the option of the purchaser on all 1922 models.

**AUTOMOBILE TRADE JOURNAL, February 1922:** "Undoubtedly the most interesting car at the exhibit of the Stutz Motor Car Co. of America, Indianapolis, was the new sedan....equipped with left drive....The gearshift lever is located to the right of the driver and the emergency brake lever to the left in this and other left-drive Stutz models."

**MOTOR RECORD, February 1922:** "A new sedan body has been added to the Stutz line. There have been few changes in the design of the chassis, but left hand drive may be had at the option of the purchaser. This has necessitated some detailed changes in the brake and clutch mechanisms."

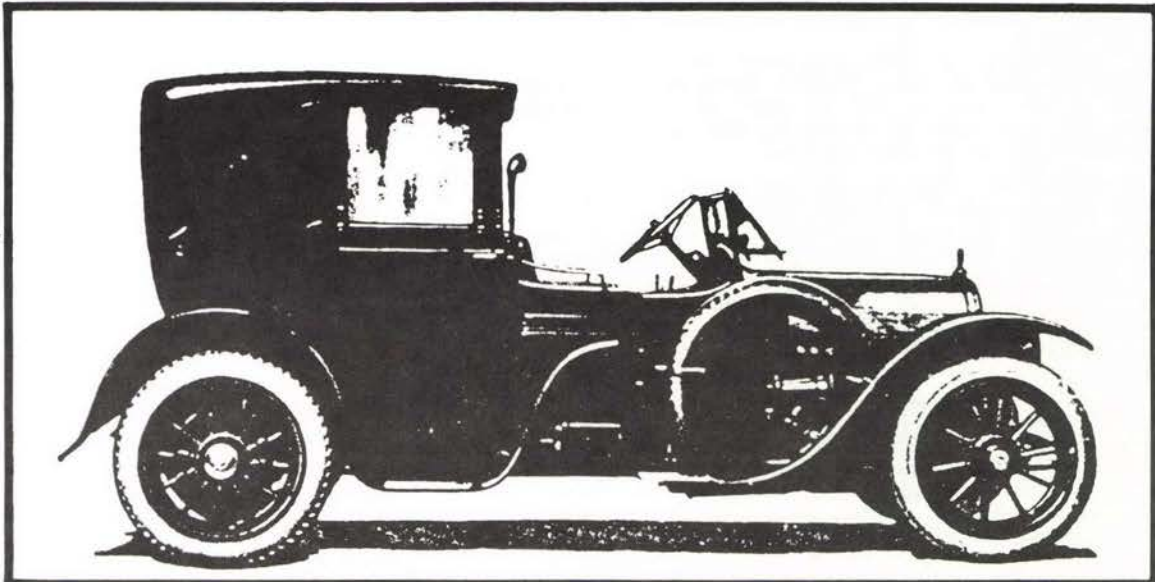
**MOTOR RECORD, March 1922:** "Great expectations are entertained for the new 'Super-Stutz' as a new model, soon to be officially disclosed...and which is so termed at the factory. The principal feature of the new model...of course, follows the recent left-hand drive practice of Stutz..."

And these leave one to wonder a bit. Was Stutz's basic principal to equip open cars with right-hand drive and closed ones with left-hand steering, plus an option for the Bearcat, or COULD one order one especially as desired? The reports don't make this clear.

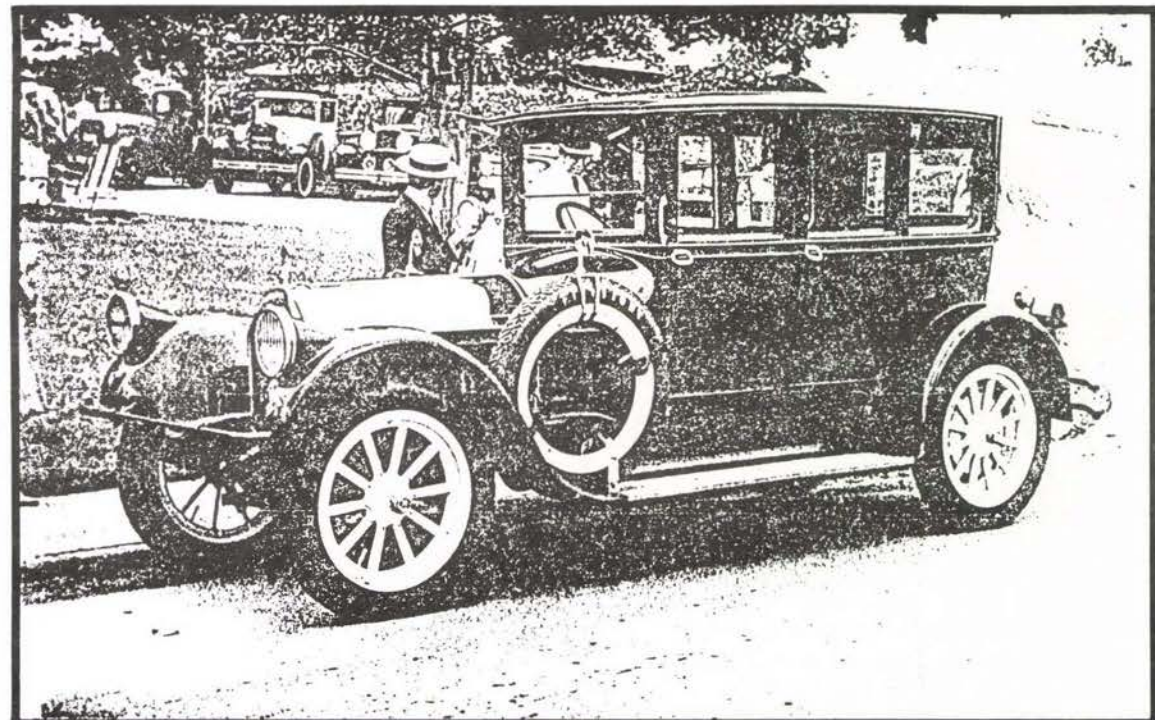
The bottom line, as far as I'm concerned is why Stutz



THE BREWSTER AS SHOWN IN THE NACC HANDBOOK FOR 1921 AS "LEFT-SIDE" FOR THE POSITION OF THE DRIVER, ALTHOUGH BREWSTERS COULD BE ORDERED WITH RIGHT-HAND STEERING AS WELL. THE PRICES OF BREWSTER AUTOMOBILES THEN - RANGED FROM \$7,900 FOR THE CLUB RUNABOUT TO \$10,700 FOR THIS ELEGANT LANDAULET. BY 1925, ITS FINAL YEAR, THE PRICES ON ALL CLOSED MODELS HAD BEEN REDUCED TO \$7,500



PIERCE-ARROW RETAINED RIGHT-HAND DRIVE UNTIL WELL INTO 1920. THIS SERIES 31 4-PASS- ENGER SEDAN IS OWNED BY JOHN BERTOLLOTTI OF CALIFORNIA, AND WAS PRICED AT \$8,550, FOB BUFFALO, N.Y. (PHOTO BY DON HOWELL OF THE PIERCE-ARROW SOCIETY. COURTESY OF BERNARD J. WEIS, EDITOR OF "THE ARROW", QUARTERLY PUBLICATION OF THE PIERCE-ARROW SOCIETY)



kept the right-hand steering post for as long as it did. By 1920, Harry Stutz had severed his connection with the company he had founded and was engaged in two new enterprises of his own, like the Stutz, both located in Indianapolis. These included the H.C.S. Motor Car Co. (in which he used his initials for the car's name) as well as the Stutz Fire Engine Co. All H.C.S. cars would carry left-hand steering posts whereas the fire apparatus offered the option in the tradition of that type of vehicle.

I think that perhaps Stutz editor Bill Greer may have some valuable input on this subject. In a letter to this writer, \*3 he made the following observations:

"I've been thinking more about Stutz right-hand drive and the possible reasons for its sticking to that position until 1923 when all models went to left-hand steering.

"When I step back and look at my 1922 right-hand drive Bearcat and try to imagine how it would function as

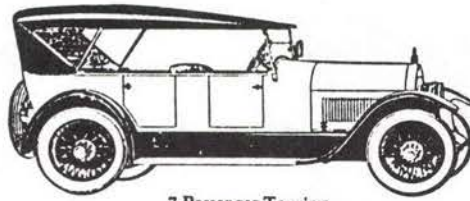
a left-hand driven car, I see clearly that left-hand steering would not appeal to me on this model. The width of the body is barely ample for two average-sized people and if we put the gear lever and hand-brake lever inside the center, it really would mess up the interior.

"The Bearcat had no doors and one had to climb in head first if the top was up. Inside levers would have been painful when trying to get into position to sit with a left-hand drive arrangement. \*4

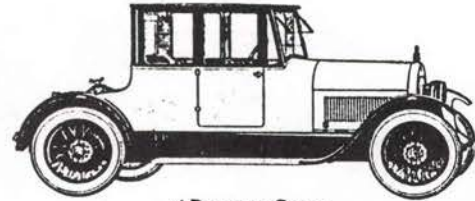
"This would explain why there was no Bearcat body used after 1922 and furthermore it confirms why the 1923 KLDH 4-cylinder roadster is now referred to as a Bearcat Roadster. \* 5 I have seen two examples. One is at the Henry Ford Museum and the other in Kentucky with Member Dave Noran.

"Unlike the previous Bearcat models of 1912-1922, the 1923 Bearcat Roadster has doors and a wider body around

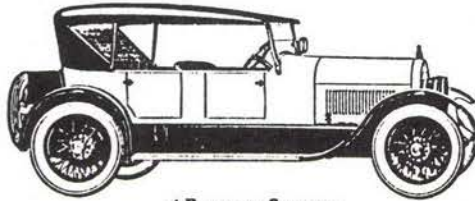




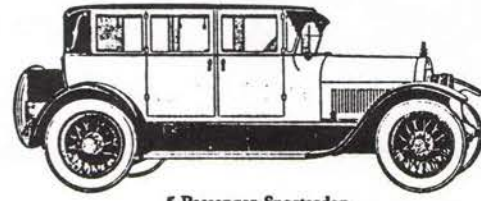
7-Passenger Touring  
\$2640—f. o. b. Factory



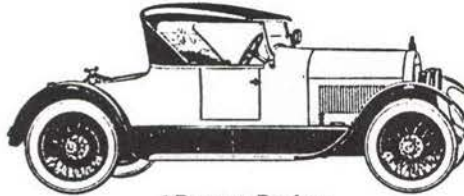
4-Passenger Coupe  
\$3490—f. o. b. Factory



4-Passenger Sportster  
\$2790—f. o. b. Factory



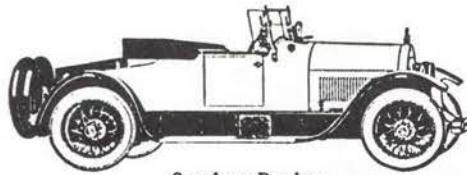
5-Passenger Sportsedan  
\$4450—f. o. b. Factory



3-Passenger Roadster  
\$2450—f. o. b. Factory



4-Passenger California Top  
\$3165—f. o. b. Factory



Speedway Roadster  
\$2760—f. o. b. Factory



7-Passenger California Top  
\$3015—f. o. b. Factory

# STUTZ

## A Car for Every Occasion

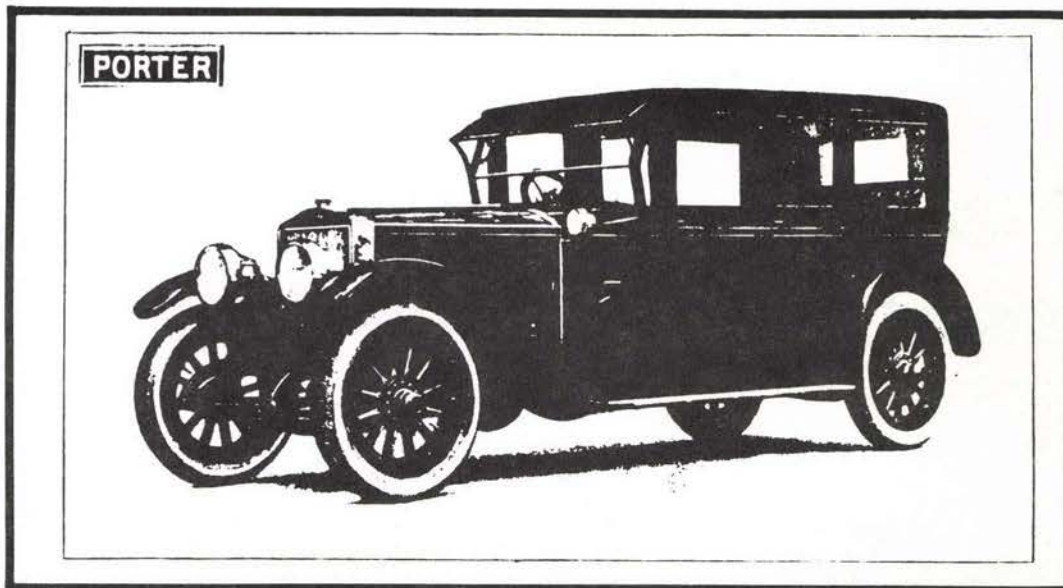
That rare ability in action—the speed, the power, the acceleration and incomparable freedom from service attention, traditional with the Stutz—intensified and refined beyond any previous point of excellence, is available now in a complete selection of choicest body creations. For easy

riding and effortless handling at all speeds and on all roads the Stutz is unsurpassed. Dealers and owners will do well to investigate this splendid array of exclusive models which establish new standards of value at their present phenomenally low prices.

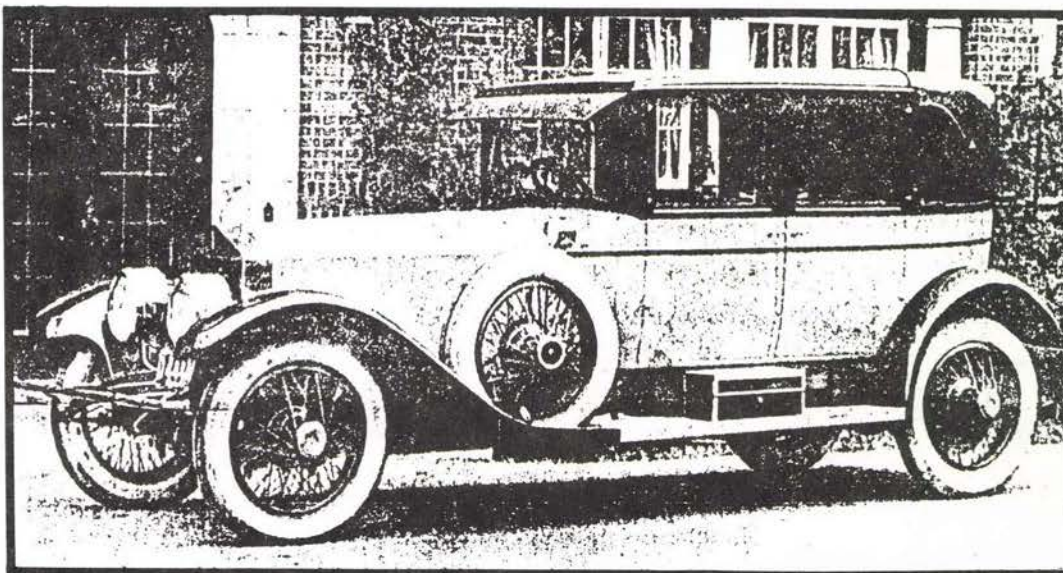
STUTZ MOTOR CAR COMPANY OF AMERICA, Inc.  
Indianapolis, Indiana, U.S.A.







THE PORTER AUTOMOBILE, BUILT IN BRIDGEPORT, CONNECTICUT FROM 1919 TO 1922, WAS ONE OF THE FINER LUXURY CARS ON THE AMERICAN MARKET DURING ITS BRIEF EXISTENCE. WITH A CHASSIS PRICE OF \$6,750, THIS BREWSTER-BODIED LIMOUSINE AS SHOWN IN THE 1920 PORTER CATALOGUE, SET ITS BUYER BACK SOME \$11,500. ALL PORTERS WERE RIGHT-HAND DRIVEN. OTHER COACHBUILDERS INCLUDED BLUE RIBBON, DEMAREST, FLEETWOOD, AND JEPSON. DEVELOPING 140 BHP @ 2600 RPM, IT WAS THIS COUNTRY'S MOST POWERFUL PLEASURE CAR AT THE TIME. IT WAS POWERED BY A 4-CYLINDER ENGINE OF ITS OWN DESIGN.



THE AMERICAN ROLLS-ROYCE OF SPRINGFIELD, MASS., RETAINED RIGHT-HAND DRIVE UNTIL MID-1925. ILLUSTRATED IS THE "TILBURY", A CLUB SEDAN, WHICH COULD BE HAD EITHER WITH OR WITHOUT A GLASS DIVIDER. THIS 1924 MODEL CARRIED A PRICE TAG OF \$12,800, AT THE TIME, BEING THE HIGHEST-PRICED MAKE OF CAR IN THE COUNTRY. THE TILBURY WAS AMONG THE COMPANY'S MODELS AND 158 OF THEM WERE PRODUCED. A TOTAL OF 320 CARS LEFT THE SPRINGFIELD WORKS IN 1924. FROM 1921 THROUGH 1933 WHEN THE LAST U.S. CARS WERE BUILT. A TOTAL OF 1320 CARS CARRIED THE STEERING POST ON THE RIGHT AND 1800+ ON THE LEFT.

the cowl area to give room for inside levers.

"I conclude," he states, "That Stutz stayed with right-hand drive into 1922 for several reasons, e.g.:

1. "The Bearcat was extremely popular and Stutz most likely didn't want to mess up a good thing at the time.
2. "Sales of right-hand drive Stutz cars were still going strong right up to 1921. In fact, the last three of the large manufacturing buildings were finished in 1920.
3. No doubt Stutz realized that new designs would be needed when the 1921 recession hit and left-hand drive then became a serious consideration. 1924, 1925 and 1926 brought completely new models including new chassis, six and eight-cylinder engines, four-wheel brakes, etc. What do you think?"

What do I think? Frankly, I think that Bill Greer may have hit the bull's-eye on a subject that has never, to my knowledge, ever satisfactorily been explained. Subjects like this NEED explanation and the longer we wait to research and chronicle them, the more difficult the job becomes, the tragedy being that, in time, all of a sudden no one cares anymore and that which might have been history becomes automotive legendry-- both charming in

its field and practically useless as fact to future seekers on the subjects in question.

Thus, I intend to pursue this particular subject further as time allows and would greatly appreciate hearing from anyone who has any further information surrounding the issue, whether it concerns heretofore undiscovered material on the subject itself, conflicting theories, speculation, or actual proof. The latter is unlikely to surface because of the time span which has put Stutz further and further behind, thus robbing us of original sources which might have thrown light on a fascinating chapter of history.

And in relationship to this, I am pondering the advertisement on the previous page-- a Stutz ad appearing in the October, 1922 issue of MoToR. The line drawings of the cars appear to show left-hand drive on the closed models and the opposite on the open cars. This would imply that as late as October, the official 1923 line of Stutz motor cars had not been announced.

For we must remember from those contemporary accounts, that the driving positions for 1922 complied with that pattern despite the fact that a change in the pattern COULD be had on an optional basis.

I wonder if anyone ever took Stutz up on the offer?



## FOOTNOTES-

\* 1- THE WORLD OF AUTOMOBILES: AN ILLUSTRATED ENCYCLOPEDIA OF THE MOTOR CAR: VOLUME 15. Columbia House, New York, N. Y., 1974.

\* 2- It is curious that such places as Argentina and Uruguay drove on the left although they both abandoned this traffic pattern in 1945. Today the left-hand road rule in or just off South America applies to the Falkland Islands, Guyana and Suriname.

\*3- Letter dated March 31st 1991.

\*4- The awkwardness expressed here applied in lesser sense to any right-hand driven car in the United States toward the end of their manufacture and, in a sense, applied to the Model T Ford touring cars, built for many years in this country in which the front door on the driver's side was simply an outline. This was done in the interest of economy but didn't help the driver in gaining access or egress to the controls.

\*5- The name "Bearcat", was used in the early 1930s in the last years of Stutz's production and applied to both the later Bearcat and Super Bearcat models.

## ACKNOWLEDGEMENTS-

This writer would like to thank the following who assisted him in the research surrounding this article: Very special thanks to Ralph Dunwoodie of Sun Valley, Nevada, who has never failed to help me when and as needed.

And deepest thanks, too, to John A. English, William Greer and Bernard J. Weis.

## BIBLIOGRAPHY-

AUTOMOBILE IDENTIFICATION, by Sgt. John F. Brennan. Scientific American Publishing Co., New York, NY, 1924.

AUTOMOBILE REFERENCE BOOK. Ben P. Branham Company, Chicago, Ill., 1924.

AMERICAN ROLLS-ROYCE, THE- by Arthur W. Soutter. Mowbray Company, Publishers, Providence, Rhode Island, 1976.

CARS OF 1923, THE- by Keith Marvin and Arthur Lee Homan. The Automobilists of the Upper Hudson Valley, Inc., Troy, N. Y., 1957.

CONFUSION OF FALCONS, A- by Keith Marvin. AUTOMOTIVE HISTORY REVIEW, Autumn 1981. The Society of Automotive Historians, Inc., Detroit, Mich.

INDIANAPOLIS 500, THE- by Jack G. Fox. World Publishing Co., Cleveland, Ohio and New York, N. Y., 1967.

MoToR (The National Magazine of Motoring). New York, N. Y., October 1922.

N.A.C.C. HANDBOOK. 1920 and 1921 Editions. The National Automobile Chamber of Commerce, New York, N. Y.

PORTER Brochure. The American & British Manufacturing Company, Bridgeport, Connecticut, 1920.

PORTER, Robert. Letters to this writer, 1958 and 1959.

PORTER, THE: PERSONALITY, PRESTIGE AND PRIDE, by Keith Marvin. THE UPPER HUDSON VALLEY AUTOMOBILIST, April 1959, published by The Automobilists of the Upper Hudson Valley, Inc., Troy, N.Y., and reprinted in ANTIQUE AUTOMOBILE, The Antique Automobile Club of America, Hershey, Penna., July-August 1962.

ROLLS-ROYCE IN AMERICA, by John Webb deCampi. Dalton Watson, Ltd., Publishers, London, 1975.

ROLLS-ROYCE Sales Brochure. Rolls-Royce of America, Inc., Springfield, Mass., 1924.

RULE OF THE WORLD, THE: AN INTERNATIONAL GUIDE TO HISTORY AND PRACTICE, by Peter Kincaid. Greenwood Press, New York, N. Y., and Westport, Connecticut, 1986.

STANDARD CATALOG OF AMERICAN CARS, 1805-1942 (SECOND EDITION), by Beverly Rae Kimes and Henry Austin Clark, Jr. Krause Publications, Iola, Wisconsin, 1989.

WHEN LEFT IS RIGHT AND RIGHT IS WRONG, by Keith Marvin. VETERAN & VINTAGE Magazine, London, November, 1978.

WHEN LEFT WAS RIGHT AND RIGHT WAS WRONG, by Keith Marvin. WHEEL TRACKS, The New Brunswick Antique Auto Club, Inc., Fredericton, New Brunswick, Canada. December 1988.

WORLD OF AUTOMOBILES, THE: AN ILLUSTRATED ENCYCLOPEDIA OF THE MOTOR CAR: VOLUME 15. (Article on Pierce-Arrow by David Burgess-Wise). Columbia House, New York, N. Y., 1974.







# FINANCIAL REPORT

by Joseph B. Follardori, Treasurer

This report covers the two month period of November 15, 1991 through January 17, 1992.

We are pleased to welcome Stefaan Vanden Eeckhout (#283L) and Kenneth W. Kovacs (#291L) as the 34th and 35th Life Members. This brings the Life category to over 10% of the total membership and the total Life Funds to \$14,450.00. Funds reserved for Life dues, Book Fund and Purdy Fund total \$18,252.13 leaving a balance of \$205.80 in the general fund for expenses.

<b>BALANCE</b> as of November 15, 1991		\$6,123.96
<b>INCOME</b>		
Membership Dues (11/15/91 - 1/17/92)	\$3,643.50	
Interest Earned (CD 110.63, M/M 51.94)	162.57	
Donations/Contributions (see below)	117.50	
Sales -- Back issues of <i>Stutz News</i>	<u>100.00</u>	
		\$4,023.57
<b>EXPENSES</b>		
Administrative Expense	\$ 186.75	
<i>Stutz News</i> , Vol. IV, No. 18	<u>\$1,502.85</u>	
		<u>\$1,689.60</u>
<b>BALANCE</b> as of January 17, 1992		<u>\$8,457.93</u>

**FUNDS** are held in the Treasury as follows:

1 year CD #44845106 @ 4.05% to 1/17/93	\$10,000.00
Money Market Acct. #44845149	\$ 8,457.93

## DONATIONS

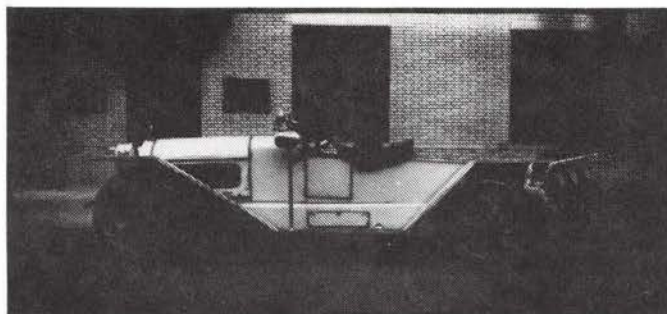
	<u>Stutz Book Fund</u>		<u>Purdy Memorial Fund</u>
A.J. (Tony) Koveleski	\$ 60.00		\$ 57.50
Total to 1/17/92	\$2,863.25	Total to 1/17/92	\$939.88



## A MYSTERY STUTZ

by Smith Hempstone Oliver

Shortly after I moved in 1932 to the Brooklyn, NY, Navy Yard, I saw one day a huge Locomobile 48 roadster parked on, I think, Clermont Avenue, just north of Atlantic Avenue. I was driving my 1916 Stutz Bulldog (see the April-June 1989 issue of *Stutz News*, page 14) and immediately parked the car so that I could examine the apparition.



6-cylinder Locomobile 48 roadster, Brooklyn, NY, summer of 1932.

It turned out to belong to one "Kid" Hawkins who ran an "express" business a few doors north of the

Locomobile's parking spot. I soon met the gentleman in his office and then duly took two photos of the car, the side shot of which is shown here. I hope our readers are not offended by the intrusion of such a picture on the hallowed pages of *Stutz News*. Observe the three spare tires and the glass panel in the side of the hood! The engine was covered entirely with gilt paint. The driver shown here was a friend of the "Kid's," who possibly got his nickname as a prizefighter, but of this I am not certain.

Around December of the next year, 1933, I was driving by the express office in my newly acquired 1928 Model BB phaeton and noticed that the "Kid" had obtained another nice car, this one a Model AA Stutz two-seater. Again I stopped and parked my car near the office in order to take two more pictures. These are also shown here, with the "Kid" himself at the wheel in the side view.



"Kid" Hawkins in his Model AA speedster astride a snow pile. Note wide sloping back of the body.



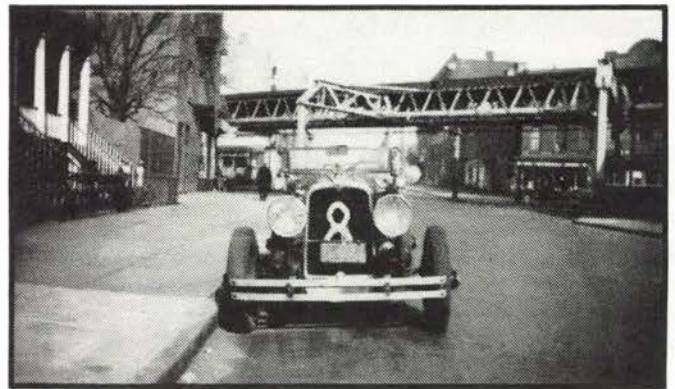
The mystery about this Stutz is the origin of the body. As can be seen, the rear is very sloped and is full width, the same as the width of the cowl and the body behind it. I have never seen another Stutz body like this one. Was it factory built or a conversion of a roadster or a phaeton?



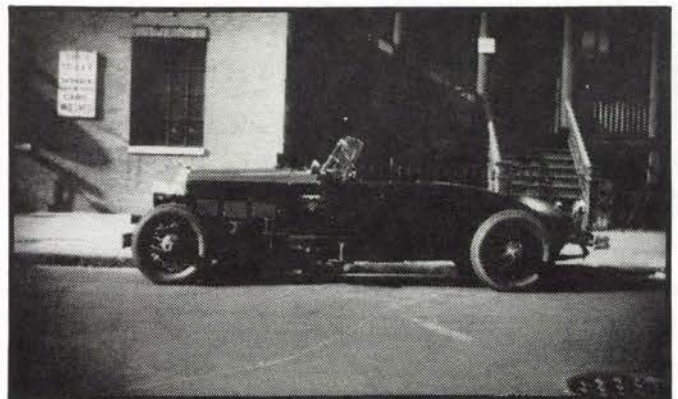
Front view of Model AA Stutz speedster belonging to "Kid" Hawkins, Brooklyn, NY, winter of 1933-34.

I think Hawkins said that the car had originally belonged to the trans-Atlantic aviator, Clarence Chamberlain. By the time that Hawkins obtained it, the fenders, running boards, lamps, and bumpers had been removed. There is no question in my mind that the car was a Model AA (rather than a Model BB) Stutz, as the radiator shell bore the typical multicolored nameplate, the engine was fitted with the beautiful cast-and-polished aluminum camshaft cover held in place with brass wingnuts, the brakes were of the Timken hydrostatic type, and the hood louvres were the AA's horizontal type. The shock absorbers were mechanical (I think they were Watson) and not Lovejoy hydraulics.

The next time I took my usual two photos was about a year later, in 1934. Much had happened in the intervening months! A large white numeral "8" had been painted on the front of the radiator core, the radiator cap had been replaced by a winged device (pity!), lamps, horns, rear-view mirror, and bumpers had been added, windshield wings and a small spotlight had



Front view of Model AA Stutz speedster in 1934. Note bumper, headlights, horn, new tires and "8" on front of radiator.



Model AA Stutz speedster in 1934. Note step plate, extra horn, windshield wing, and angle of spare wheel and tire.

been attached, as had been step plates below the doors. Oh, yes, fortunately the very bald tires had been replaced with others having good treads, making the car much safer to drive at speed. And this AA did have performance! Once, in front of the express office, when his AA and my BB were next to each other and we took off at speed toward the end of the block, the AA ran away as though the BB were standing still!!

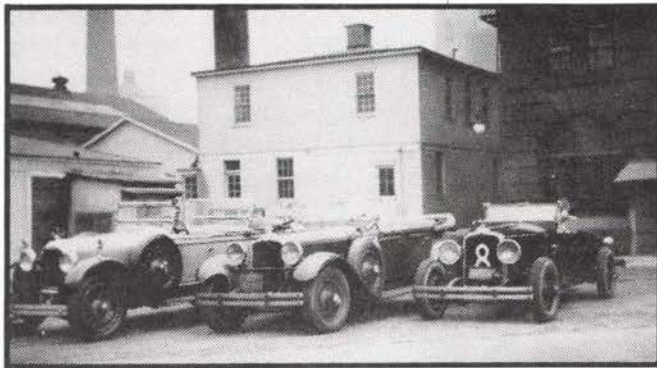
What was the history of this AA, and what was its fate? Did A. K. Miller possibly obtain this car back in the 1930s? "Kid" Hawkins must be long departed by now, some 60 years later, and the express office must have been converted to another business, if the buildings are even still standing. Does any New York or New Jersey member of the Stutz Club know anything about



this car's history or want to run over to the old address to see what's what?

In the one picture, looking north, the Fulton Street elevated structure can be seen, and in the Locomobile picture can be seen a wall tablet showing that the building's occupant is John Bené & Sons, Manufacturing Chemists. The 1991 Brooklyn telephone book and the 1991 Thomas Register do not show this name, but if someone wants to look in old-enough editions of these books in the Lenox Library at Fifth Avenue and 42nd Street in New York City, Bené's street address can be found, thereby furnishing the definite name of the street. I cannot do this where I live.

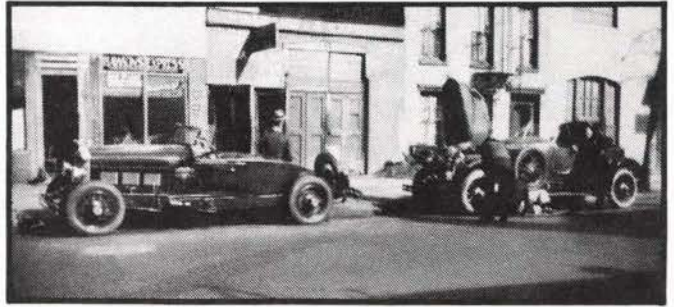
Two other pictures are shown here. One, also taken in 1934, shows a lineup of three cars: On the left is the Model A dual-windshield Duesenberg phaeton of a Mr. Coté, next is my Model BB Stutz phaeton, and then, on the right, is Hawkins' Model AA Stutz speedster. This photo was taken in the Brooklyn Navy Yard in front of the Navy Yard prison seen at the extreme right of the picture. Notice the bars on the windows.



Coté's Model A Duesenberg on left, Oliver's Model BB Stutz in center, and Hawkins' Model AA Stutz on right. Brooklyn Navy Yard prison is at extreme right.

The last photo, taken on Sunday, March 24, 1935, shows the Hawkins Stutz parked in front of a huge Renault 45 fitted with a wooden bateau body. The spare wheel on

the AA is now mounted at a different angle.



"Kid" Hawkins' Model AA Stutz speedster in front of his office on Sunday, March 24, 1935. Renault 45 with wooden bateau body is seen parked behind the Stutz, with Hawkins tinkering beneath it. The Renault, incidentally, wore huge clincher tires, a type of tire bead that no Stutz ever wore from the very first car. Note new angle of spare wheel and tire.

Where is this AA today? Can anyone shed any light on this mystery? Please send your information to your editor, Bill Greer, and it will appear in another issue of *Stutz News*.



Member Jean Garjot owns the 1928 Stutz "BB" Speedster shown below which has similar attributes to the "Mystery Stutz."



Your editor previously owned this car for a number of years having purchased it from member William J. Smith of Merrillville, IN.



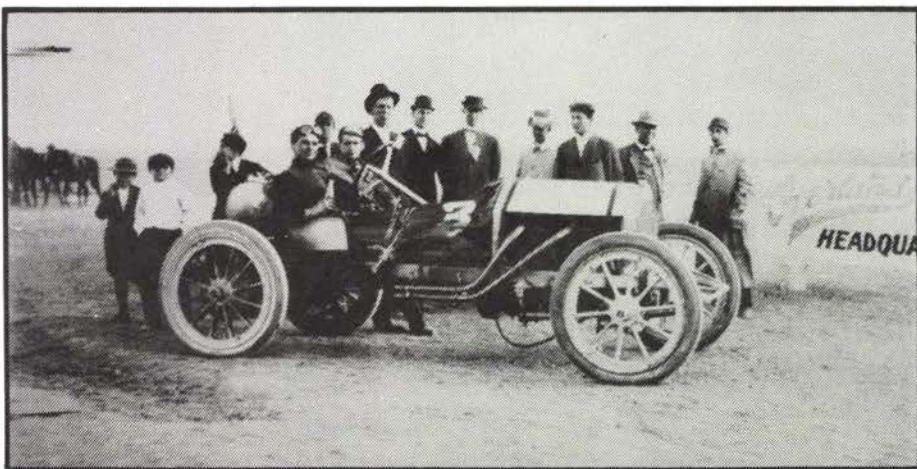
## HARRY'S COUSIN CHARLIE

by William J. Greer

Charles Elsworth Stutz (1883-1959), a native of Union City, Ohio, and a first cousin of Harry Clayton Stutz (1876-1930), moved from Dayton, Ohio to Indianapolis in 1906.<sup>1</sup> Harry Stutz sold his Stutz Manufacturing Company of Dayton to the Lindsay Automobile Parts Co. of Indianapolis in late 1902 and joined Lindsay as superintendent of the engine building department. By the time Charlie arrived in Indianapolis cousin Harry had also spent some time at the Gormully & Jeffery Tire Company (forerunner of Uniroyal Tire) and at Wheeler & Schebler as sales engineer for the Schebler carburetor, had helped organize the Central Motor Car Company and American Motor Car Company and had moved on to the Marion Motor Car Company in Indianapolis as factory manager and engineer. Charlie began working in the plant which manufactured the Mohawk automobile.<sup>1</sup>

Before going further let me say that most of the information for this article came from the files of the late C. McCord Purdy, an initial Director of the Stutz Club who served as Historian. Cordy, as we knew him, with the help of member George Moore of the Indianapolis Star, came in contact with a Mrs. Martha Libby of Vincennes, Indiana who had a number of personal items left by Charles E. Stutz: she wanted to share with someone who truly would appreciate them. According to Mrs. Libby, Charlie lived with her Uncle Hal and Aunt Ethel Meyer in Miami, Florida during the last years of his life. We are indebted to Mrs. Libby for preserving these rare items and for her perseverance in leaving them in good hands. The photos from this file give us a glimpse of Charles Stutz over a span of some 38 years and one item dated June 21, 1943 taken from the house organ of the Tycoon Tackle Co. of Miami County, Florida provides most interesting comments made by an unknown author apparently based on conversations with Charlie at Tycoon when he was 60 years old (see references).

The photo below (no date given) shows Charlie's mother and nephew. It is described on the back, "Chas. Stutz's mother (Lydia Melhorn), Charlie's father was killed by a bull - Mother remarried." The other taken in 1908 at Amarilla, Texas shows Chas. Stutz, age 25, at the wheel of a Marion. These early races were put on around the country to stimulate interest in the new-fangled autos. A couple of cars would come into town; get a few teams of mules, drag out a good flat oval and stage a race. In Texas, cowhands came from miles around to witness the





contests and hopefully went away with a firm resolve to buy a car at the earliest opportunity.<sup>2</sup> Note the dual exhaust pipes and solid tires, the mules at left.

It seems that Charlie achieved some fame as an early racing driver. In the photos (below left) we find the start of a race at Crown Point, Indiana on June 17, 1909. This race was run in a 12 mile circle and Charlie is at the wheel of car No. 3 just getting underway.<sup>2</sup> The other photo below shows Charlie following the 1909 Vanderbilt Cup Race at Long Island, NY. We do not know in what way Charlie participated in this race.



On July 5, 1909 at Wildwood, NJ Charlie entered a Marion in the Independence Day races held by the Motor Club of Wildwood. Ten events were featured all 1 mile straightaway on the 1-1/2 mile track. While a 60 H.P. Chadwick driven by Lew Zengle won the free for all dash at .48 2-5, the Marion took second. Also, C. Stutz won the Special Event for all gasoline cars with a final heat time of 1:112-5 competing against Knox, Mitchell, Overland and other noted racers. A fine gold 15-jewel Waltham pocket watch with chain was awarded to Charlie. The watch is engraved with the following script:

"Motor Club of Wildwood - Independence Day Meet - 1909 - Wildwood Journal Trophy"

and the back of the watch is engraved with Charlie's initials, "C.E.S." The writer purchased this race watch from Mrs. C. M. Purdy.

The *Horseless Age* for July 13, 1910 reports the resignation of Harry Stutz from Marion and the immediate formation of the Stutz Auto Parts Company. The famous Stutz axle, transmission and torque tube unit was produced for Marion, Empire, Henderson, Correja and other makes.<sup>4</sup> The Stutz Auto Parts Co. was financed by Henry Campbell, formerly with Marion. H.C. Stutz was president and Campbell secretary and treasurer. Stutz Auto Parts and subsequently the Ideal Motor Car Co. were located in the north half of the National Motor Vehicle Co. showroom building at 426-436 N. Capital Ave.<sup>6</sup>



Charles E. Stutz was affiliated in the organization of the early Stutz companies and identified with the infancy of other Motor Car companies in Indianapolis.<sup>1</sup> Stutz Auto Parts and Ideal Motor Car which manufactured the 1911 Stutz race car No. 10 and early Stutz automobiles were merged in 1912. Construction of Ideal's new factory building at 221 W. 10th Street was underway in 1911 to provide capacity for 500 cars per year. The first Stutz Motor Car Company factory building was constructed in 1914.<sup>6</sup>



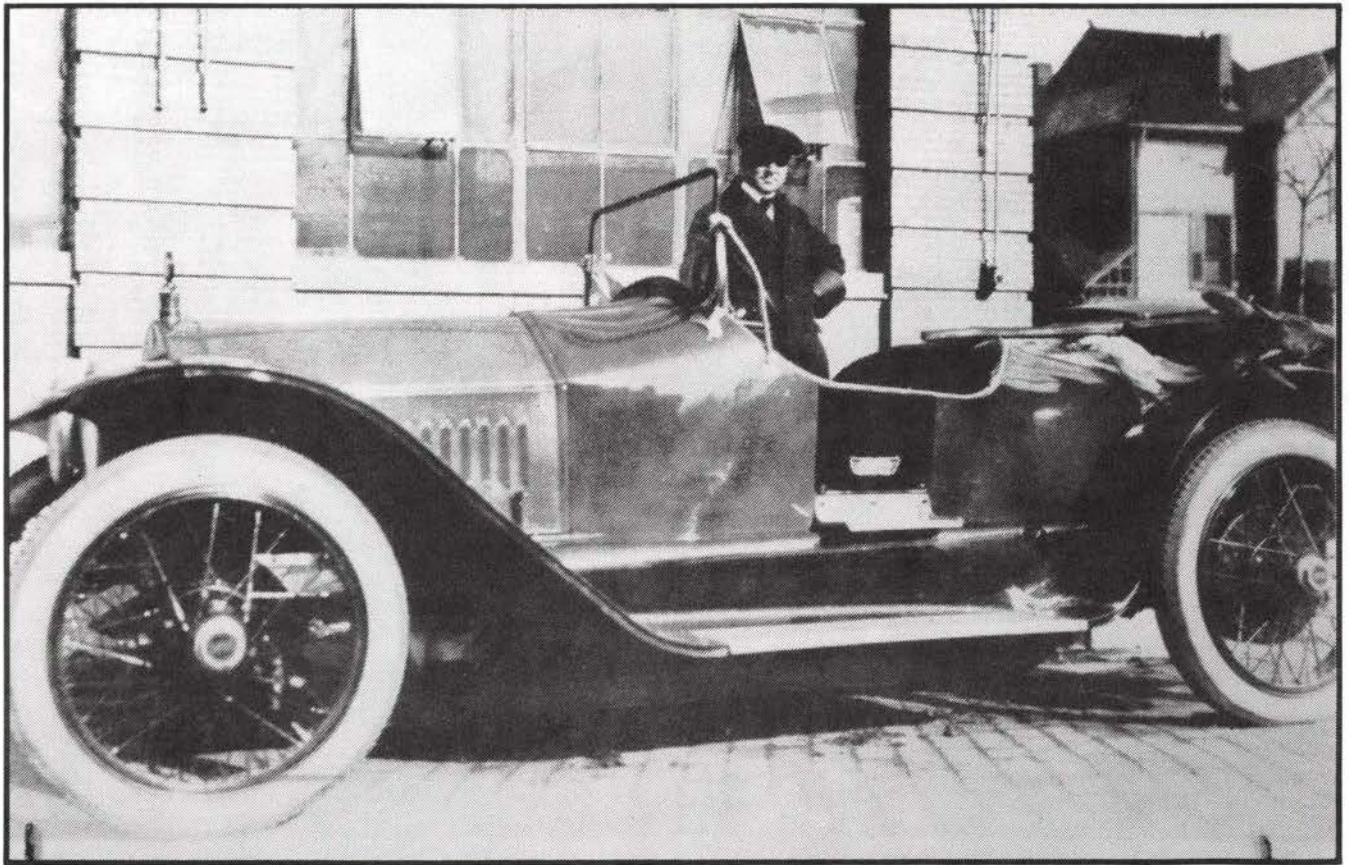
This photo shows Charlie Stutz in Miami Beach, Florida around 1910 in his late 20's. Charlie spent a number of years in retail auto sales. He was active in the Stutz & Chalmers Auto Dealership at 314 N. Delaware Street in 1916 and the Stutz-Updyke Motor Sales Co. at 959 N. Meridian (1917-1919). Stutz-Updyke became the Charles E. Stutz Sales Company in 1919 in a new showroom at 844-850 N. Meridian Street. This Stutz Sales building, designed by Rubush and Hunter featured a central terra cotta medallion, bearing an eagle with spread wings in relief, identical to the one on the Stutz factory building. Initially Charlie was listed as secretary-treasurer and manager and William N. Thompson as president. In 1923 Charles Stutz was listed as president. The Charles E. Stutz Sales Co. remained at 844-850 N. Meridian Street until 1924.<sup>6</sup> We found the following statement in the February 1924 issue of Motor, p. 106; "Harry C. Stutz and Charles E. Stutz have been awarded the Flint

franchise for Indianapolis and the State of Indiana with the exception of eight counties." No further reference to Charlie's involvement with Flint has been uncovered.

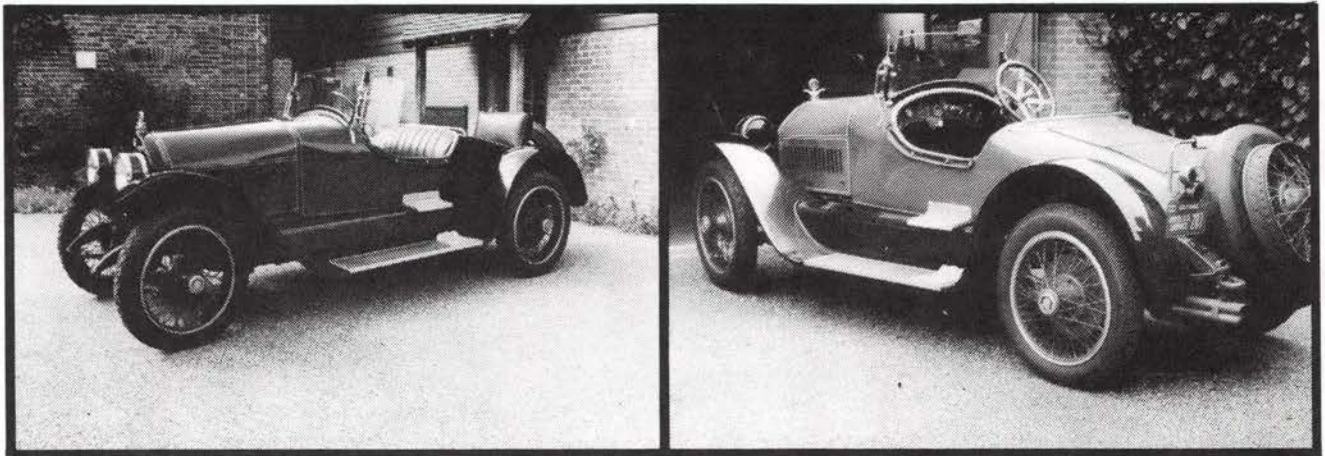
Circa 1917 Charlie had the Stutz factory build him a rather special Bearcat fitted with a rumble seat. Commentary to the picture shown below is, "Charlie stands proudly beside his private Bearcat. He has just returned from a hunting trip to Northern Michigan. Close observation will show the tip of antlers of the buck he bagged, protruding from the rumble seat. The rumble seat incidentally, was introduced on the Stutz."<sup>2</sup> Did Stutz in fact introduce the rumble seat? We must assume that Charlie pointed this interesting feature out to the writer/interviewer in 1943. Unfortunately, the photo does not show details of the rumble seat for our enlightenment.

The writer is not an historian nor does he have access to any information pertaining to the development of the rumble seat. At least we know that Stutz did it around 1917. In January of 1989 Stutz Club member





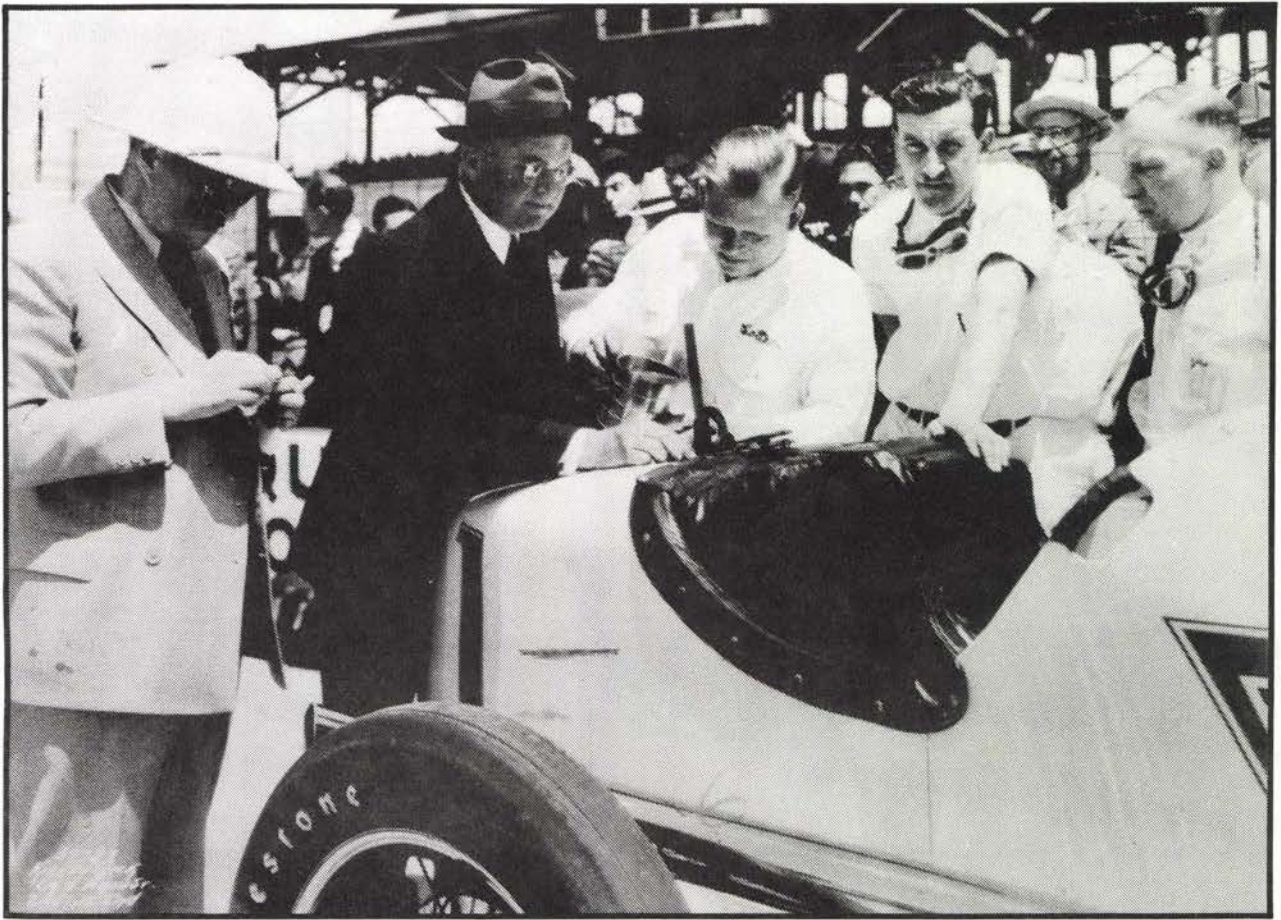
Bernard Parris of Kent, England, purchased a 1918 Bearcat from a widow lady in Northern California who told Mr. Parris that her husband purchased the Stutz in 1959 fitted with a rumble seat and only six Bearcats were so equipped.<sup>7</sup> We have reprinted below for your indulgence two photos of the Parris Bearcat showing the rumble seat in both open and closed position. Could this be the Bearcat that Charlie Stutz had the factory build for him?



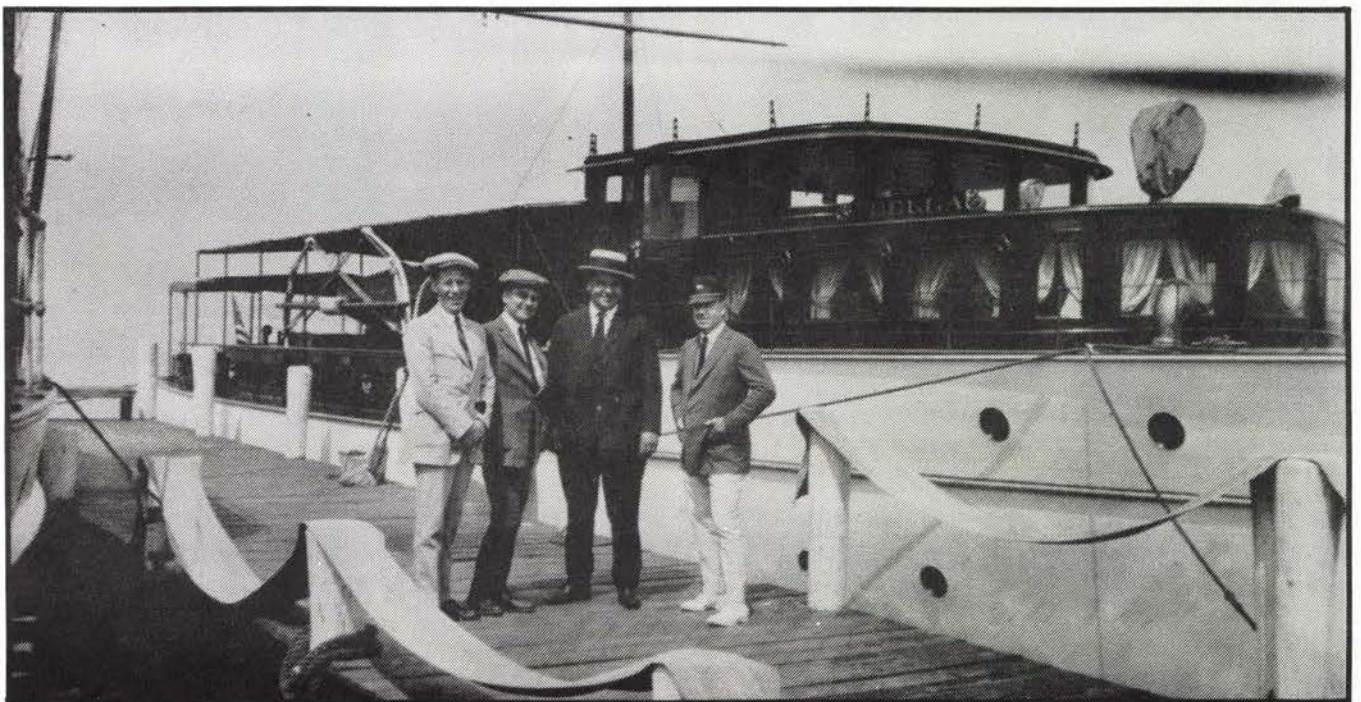
The Indianapolis Motor Speedway records list Harry C. Stutz as serving on the Board of Judges for the "500" races of 1916, 1920 and 1922.

Charles E. Stutz served on the Technical Committee for the Harvest Auto Racing Classic held September 16, 1916 and for the "500" races of 1921 and 1922 and 1924 through 1937.<sup>8</sup> In the photo below we find Charlie Stutz supervising the first gas rationing at the Indianapolis Motor Speedway. Previous to this time racers had been allowed unlimited fuel. Now the limit was 50 gallons for the 500 mile grind.<sup>2</sup>





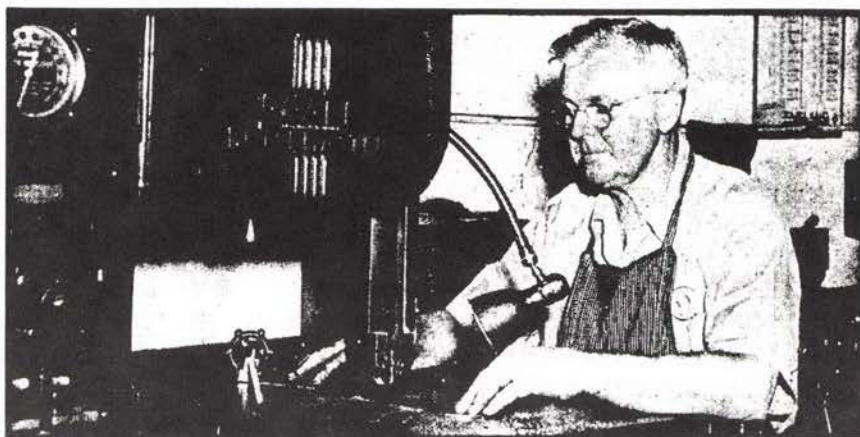
Among the photos the late Cordy Purdy obtained from Mrs. Martha Libby is this one (date unknown) of Harry Stutz's yacht "Bella." This yacht was named for Mrs. Emma Bell Stutz Horn, the daughter of Harry C. Stutz and honorary member of the Stutz Club. Mrs. Horn told me the family owned three different yachts all named for her but she couldn't recall the year "Bella" was acquired. The gentlemen on the dock alongside the yacht are identified (left to right) as: "Snappy Gaylord Ford, Charlie Stutz, Seth Cline and Robert Maypole (Chicago Stutz Agency)." However, Mr. Purdy believed the man on the right could be Harry Stutz?





Charles Stutz retired from retail car sales in 1925 and rejoined the Stutz factory as assistant chief engineer and later spent three years as sales engineer for the Wheeler-Schebler Company. In 1932 he returned to retail car sales for a few years and then went to Miami during the waning days of the Depression.<sup>1</sup>

In 1943 we know that Charlie was working for the Tycoon Tackle Co. in Miami County but his tenure there is unknown. He was employed by a Miami electrical firm until he entered a hospital where he lost his fight with cancer and died at the age of 76 years. No immediate living relatives were known. Charlie is buried in the Woodland Cemetery, Coral Gables, Florida.<sup>1</sup> The photo below left is from the published obituary. The other was taken of Charlie circa 1943 at the Tycoon Tackle Co.



The obituary reads Chas. E. Stutz, Auto Pioneer, Dies. The writer believes this to be a most proper and fitting title for it based upon this brief account of his career. Like Harry, cousin Charlie participated in the development of the automobile. He was identified with the infancy of several early Motor Car companies. He helped build Mohawk and Stutz cars, he promoted and raced Marions, he was affiliated in the organization of the various Stutz companies, he managed dealerships that sold Stutz, H.C.S., Jordan, Hudson-Essex, Lincoln and perhaps Flint and other marques. His service on the Indianapolis Motor Speedway Technical Committee spanned the period 1916-1937. Yes, we know he made cars, raced cars, sold cars, and obviously enjoyed cars. But, there may be more to the story. Did Charles Elsworth Stutz bring us the rumble seat?

#### REFERENCES

1. Obituary, *Indianapolis Star*, 8-11-59, p. 25-6 -- "Chas. E. Stutz, Auto Pioneer, Dies." Note: This obituary was also published in Miami, FL on August 11, 1959.
2. Article dated June 21, 1943 from Tycoon Tackle Company, Miami County, FL house organ entitled, "Charlie Stutz Cut A Wide Swath In His Heyday."
3. *Motor Age*, July 8, 1909, p. 10.
4. *Horseless Carriage Gazette*, July-August 1970. "A Peek At Harry C. Stutz" by Wallace T. Miller (pages 20-37).
5. *Stutz News*, Vol. II, No. 7, pages 26-30. "A Stutz Timeline, Part I," by Alan Connant.
6. Indiana Historical Bureau Library, 408 State Library and Historical Building, 140 N. Senate Ave., Indianapolis, IN 46204-2296.
7. *Stutz News*, Vol. II, No. 10 -- pages 18-19.
8. Indianapolis Motor Speedway - Management Assignment Records.



---

## THE FIRST EUROPEAN GRAND STUTZ PICNIC.

Midday 23rd August 1992.

The Stutz Club invites all members and fellow Stutz owners to the First European Grand Stutz Picnic, to celebrate the 80th anniversary of the founding of the Stutz Motor Car Company in 1912.

This is to take the form of a non-competitive social gathering and picnic as a side event to the Vintage Sports Car Club's two day race meeting and Concours to be held at Oulton Park, Cheshire, England, that weekend.

The organisers wish to gather together a minimum of twenty five Stutz cars of all types, and any other pre-war cars, i.e. Marion, or H.C.S. associated with the name of Harry C. Stutz.

There will be a special car park immediately beside the concours field but we need you to write in reasonable time so that we know how big to make it.

Members of the V.S.C.C. will naturally be able to enter their Stutz in either the races or the Concours, and we have asked their committee if they will use a Stutz as the course car for the day's races.

There will be no entry fee, but one or two volunteers would be appreciated to help setting things up. Please bring your car, whether it is restored or not, running or not, even on a trailer, and a picnic hamper! But please let the organisers know that you are coming at least a week in advance.

All overseas members are most welcome, with or without their cars, the race meeting is for eligible pre-war cars, and some post-war Grand Prix Cars, and for those who have never been before, a tremendous weekend. Free camping is available on the race track overnight, and there is a small Autojumble, as well as races for old bicycles, including 'Ordinaries' [or Highwheelers as they are termed in the USA.]

Please contact; M.Holt, Mains of Coul, Contin, Strathpeffer, Ross-shire IV14 9ES, Scotland, GREAT BRITAIN.

Tel 0997 421302.

Fax 0997 421888.

[From USA, Tel 0 11 44 997 421 302. Fax 0 11 44 997 888]





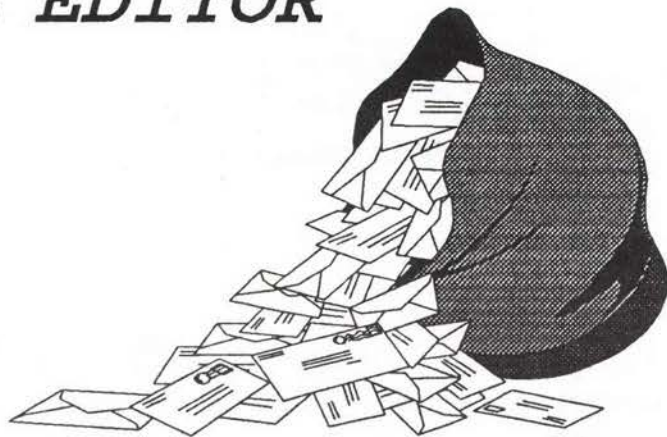
# LETTERS TO THE EDITOR

From: Ronald E. Blair (#265),  
Kent, England dated 27 November,  
1991 (in part).

I have been meaning to write ever since I returned to England to tell you how very much I enjoyed meeting you and Carolyn as well as all the other splendid people who attended the 4th Grand Stutz in New Hampshire. It is beyond my command of the language to express properly the joy I got from being there, and getting to know fellow members of the Stutz Club. Everyone was so friendly and welcoming that it was really hard to tear myself away at the end of the lunch in Woodstock: I would like to have gone around to every single table and said a personal good-bye to everyone, but I felt that it would have been presumptuous as well as disruptive to do so. But they were all so jolly nice! Bill Ruger was a fabulous host, and I am very relieved to learn from your letter that he was back from the hospital on the Sunday, and delighted that he was given the Peter Helck Memorial Trophy in honour of his record. Lyle Patterson was a worthy deputy; I would love to have had about three days to pick his brains on matters Stutz. Listening and talking to Hemp Oliver was like being with a living legend; he's great. And Tony Koveleski's jokes were hysterical; I wish I'd had a tape recorder. I'm sorry I missed hearing his skills with the ukelele; I'm looking out for some tapes of his "ukelele hero," George Formby, to send him. The 4th Grand Stutz was my first, but I am determined that it won't be my last - not least in the hope that I might get to see the inside of Ray and Lou Bowersox's giant land-cruiser!

From: Norman C. Lausten (#324),  
Pebble Beach, CA dated Nov. 30,  
1991.

I recently received a copy of your newsletter *Stutz News*, thanks to a



recommendation from member S. H. Oliver. Now, here's the rest of the story.

A few weeks ago I was considering the purchase of a 1927 Stutz Model "AA" 5 pass. Brougham sedan. It was on a Wednesday evening as I was driving home from work. My mind was filled with thoughts of what offer to make, did I really want to buy a car sight unseen, etc. This was the night that I had to call the gentleman who owned the Stutz and make my final offer. When I opened my mail box, what do you think I found? An issue of the *Stutz News*. It must have been my destiny to own a Stutz because that same evening I became the proud owner of a Stutz automobile and, of course, am now joining the club.

I'm looking forward to future issues of *Stutz News* and more of Mr. Oliver's great articles. Enclosed is an additional \$3.50 for the April-June 1991 issue, if still available.

From: Raymond A. Katzell (#62L),  
Medford, NJ dated January 11, 1992.

Walter Gosden, a prominent automotive historian, came across this key tag and sent me a pencil rubbing of it. I have enlarged it by about 1/3 in order to show detail. However, one side is still pretty blurred, so I have written the message that appears on it. I thought you might want to reproduce the clear side in the *Stutz News* and say something about the source of this rare item.





Finder please return to address on reverse side for delivery to owner No. 901

From: Smith Hempstone Oliver (#97H), Tarpon Springs, FL dated January 21, 1992 (in part).

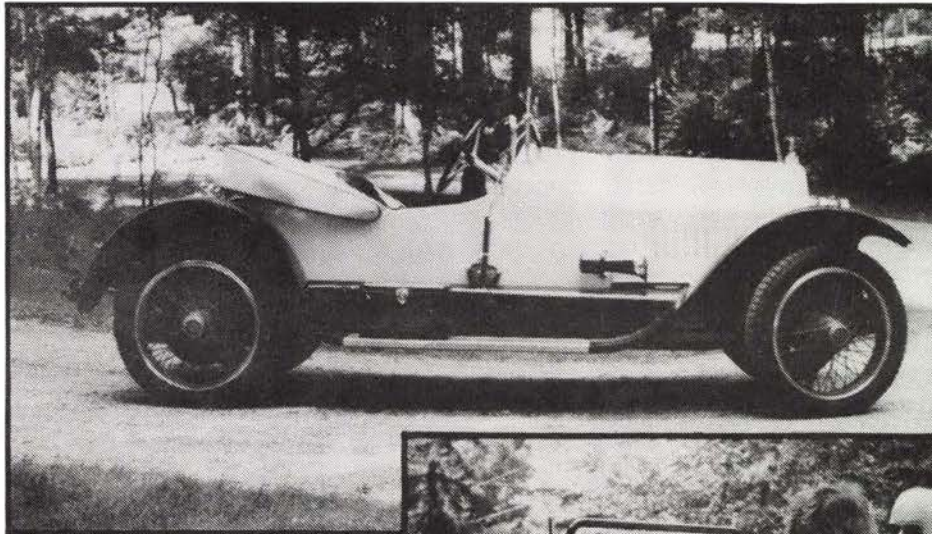
I'm afraid you made a grievous error, Bill, in identifying the photo on page No. 30 of issue No. 18 as a 1915 Series F Stutz Bearcat! Although Lilly does have such, the car shown in the picture is obviously a Mercer Raceabout of about 1913-1914, a Series 35-J probably, like Ruger's car. I'm sorry to have to report this fact, but I know you'll want to know it.

As we go to press, Mr. Oliver has been the only one to point out this incredible misrepresentation. Yes, Hemp, it is the museum's 1912 Mercer Raceabout shown in the photo on page 30 of the Oct.-Dec. 1991 issue of Stutz News. Did I fool everyone else including myself?

---

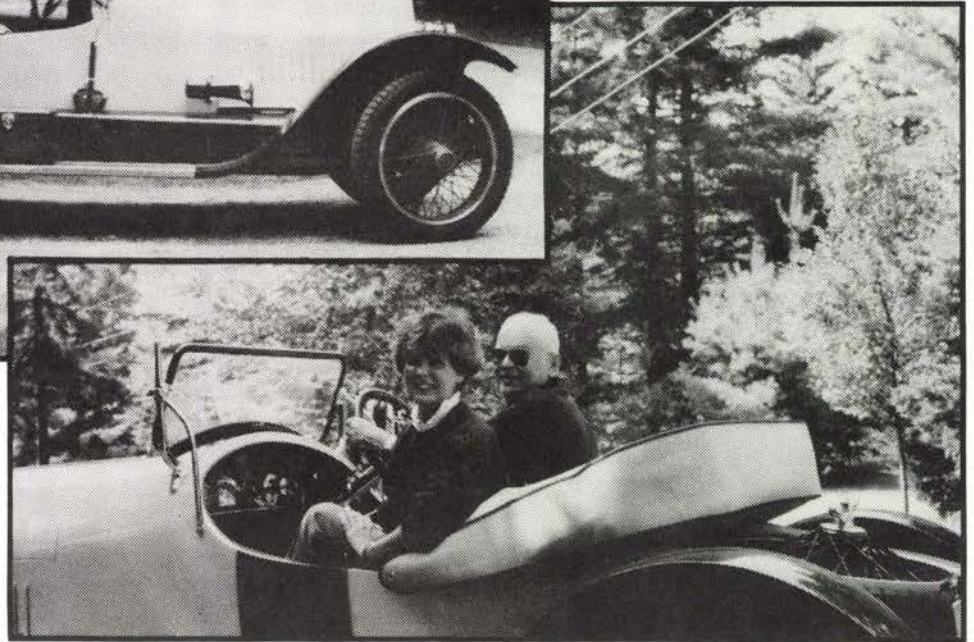
## MEMBER'S CARS

---



1920 Stutz Series "H" Bearcat owned by Harry C. Dumville (#275)  
Engine No. 6001  
Serial No. 5959

Mr. Dumville and his youngest daughter go out for a spin in the summer of 1989. Harry is the father-in-law of Mr. C.E. "Val" Valentine (#281) who owns a 1921 Stutz Bearcat.



Val's father restored both of the 1923 Stutz Bearcat Roadsters owned by David K. Noran (#187) and the Henry Ford Museum. Mr. Dumville reports that he is an octogenarian who became infatuated with the Stutz Marque prior to World War I. This interest continued on through his college days at R.P.I. in Troy, NY but it was 1968 before he got the Stutz. He retired from G.M. after 36 years in Research, Proving Ground and Engineering Staff areas. In past years he has owned a number of interesting early cars and is currently a member of the HCCA, AACA and VMCCA. We hope Mr. Dumville will share some of his recollections with us in future articles. Ed.



## THE SEARCH FOR THE DV-32 PARTS PRICE BOOK

by DAVID W. BRAUN

Those of you who are avid Stutz literature collectors may well have been startled by the title of this article. Of all possible pieces to obtain for a collection, this would be the prize. However, did Stutz ever publish such a book and does it still exist?

The Parts Price Books were the method Stutz used to catalog and price the parts and assemblies for Stutz automobiles. They were for the use of dealers, mechanics and the general public. Of the Books issued in the 'modern' Stutz era, I am aware of five issues, May 1, 1926; 1927 (no month); April, 1928; August 1929; and April, 1930. These cover the end of the 690 Series, through AA and BB, to the M and L models. There may be variants in terms of cover dates, of course.

Past that issue of April, 1930, were there any further Parts Price Books? What about the models after the M, such as MA, MB, SV-16 and DV-32? How were the parts for these cars identified and ordered?

Reproduced with this article is a copy of a letter from the original in my collection. I obtained this letter, still inserted into a Model M Parts Price Book, from another collector several years ago. I regard this letter as a benchmark historical document in searching for possible parts lists issued after 1930. Note well the following points this letter brings out:

The Date: While Stutz Motor Car quit the car business during 1935-36, the parts for the cars were still very much available some years later. This letter was written towards the end, as the final auction of the remaining equipment and inventory was held October 11, 1938.

The Name: While using Stutz Motor Car of America letterheads, the name of the Company had changed to "Stutz Parts and Service Company." I am not completely sure at this point if SP&SCo. was directly related to Stutz Motor Car, as I also have a flyer from another firm named "Velie, Jordan, Stutz Services" located at 1959 South Meridian Street, Indianapolis, offering Stutz parts and services. It may well be that both of these outfits were independents, but the fact that the Stutz Parts firm was using a Stutz letter head implies some official connection. (sidebar: what is located at 1234 Kentucky Avenue today; can some member check this out?)

The Parts Price Book: Stutz Parts apparently did not have one, or know of one. Probably had they such, they would have sent it to Mr. Miller. They did send him the Model M Book for April, 1930, now in my collection. However, despite the bland assertions of Mr. Westphal about the DV being "practically" the same as the M, such is not the case of course. Note that he covered himself in that he told Mr. Miller to "describe (the parts) fully," which actually contradicts his previous sentence!

I have discussed the possibility of a DV-32 Parts Price Book with several Stutz literature collectors, including Ernie Toth, Jr., of Ohio. No one to date has seen such a Book. Ernie told me that while he has never run across such a Book that certainly the office and factory had some sort of internal list to keep track of parts, but even that list has proved to be elusive. Because of the very few DV-32s produced (less than 200 by all accounts), the factory may have felt they could handle orders on the basis of a description and a car number. As there are ample numbers of parts in existence with marks and numbers higher or different than shown in the last Book, Stutz had to be cataloging these parts somewhere. Still, one wonders if a number of customers received incorrect



# Stutz Motor Car Company of America, Inc.

## Parts and Service Department

1234 Kentucky Avenue  
INDIANAPOLIS, INDIANA

February 17th, 1938

Mr. Frank Miller,  
1512 Financial Center Bldg.,  
San Francisco, California

Dear Sir:

We acknowledge receipt of your card of February 11th in which you ask us to send a parts catalog or price list covering the Stutz "DV" Car. We regret to say that parts lists covering the Model "DV" were never issued. However, with the exception of the cylinder head and some of the motor parts, the "DV" is practically the same as the "M" and we are pleased to send under separate cover a Model "M" parts list which we hope will be of some assistance to you. The prices shown in this list are not up-to-date, but if you need parts we suggest that you describe them fully and we will be glad to quote. In most cases we can furnish parts at greatly reduced prices under those shown in the parts catalog.

Yours very truly,

STUTZ PARTS & SERVICE CO.

By:

J.M. Westphal,

ma



parts because of this apparent lack of proper information.

Finally, who was Frank Miller and why did he write the letter? Well, therein "lies a tale," as they say. Frank Miller was a business associate of the late Jonas Bloom of the Bloom Coffee Company of San Francisco (and later the "B" in MJB Coffee). Bloom inadvertently set some kind of record when he purchased a Duesenberg at age 95 or thereabouts, making him the oldest man to buy a Duesenberg during the 1930's (s.n. 2457, J-450).

Prior to that purchase, Bloom had a number of interesting and exotic cars, including a DV-32 purchased new. DV-33185 is a Type 21 sedan which has passed through a number of collections and still exists today. Bloom either sold or gave the car to Miller about 1937, and evidently Miller needed some parts, which prompted his inquiry to Stutz. What the needed parts were and whether Miller replied to this letter is unknown.

Miller and Bloom also participated in another record event: that of the only known long-distance road race involving a Model J Duesenberg and a Marmon Sixteen over public highways. They raced Dr. J.L. Villain of St. Francis Woods, San Francisco, with Bloom's Bohman & Schwartz Model J and Dr. Villain's 1933 Marmon Sixteen convertible sedan, from Alameda to South Lake Tahoe, California via Niles, Altamont Pass, Tracy, Sacramento and Highway 50.

. . .The Marmon Sixteen won by a hour.



## CLASSIFIED

LET'S PUT STUTZ ON THE ROAD!



- o Charles Jones, 9 Palomar Place, Woodland, CA 95695 (Home 916/666-2250) has for sale Stutz parts as follows:
  - correct lock rings for 18" dia. wheels, rare
  - very rare Robbins customer body tag
  - Lebaron-Detroit custom body tag
  - 1926-27 tail light
  - 1928-34 accelerator pedal
  - 1929-33 Bijur tank assembly, starter pedal, firewall bell crank assembly, generator, water pump drive shaft and coupling assembly
  - 1929-34 crank, SV water pump
  - Model "M" oil pressure gauge, steering column support bracket, brake booster control valve knob and plate, exhaust manifolds and head light bar
  - 1930-34 lug wrench
  - 1931-32 drum speedometer, side mount lock assembly complete
  - 1933-34 pair of sidemount stands, parking light, tail light lenses and doors
  - DV-32 firewall wall drain pan
  
- o Paul B. Freehill, 1529 Benham Drive, Fort Wayne, IN 46815 (Home: 219-749-0297, Bus.: 219-745-5168) has for sale:
  - 1917 Stutz Series "R" 5-pass. touring
  - 1920 Stutz Series "H" Bearcat
  - 1930 Blackhawk Phaeton
  - Various parts for 4, 6 and 8 cylinder Stutz cars



STATE OF INDIANA  
OFFICE OF THE SECRETARY OF STATE

CERTIFICATE OF INCORPORATION

OF

THE STUTZ CLUB, INC.

I, JOSEPH H. HOGSETT, Secretary of State of Indiana, hereby certify that Articles of Incorporation of the above corporation, have been presented to me at my office accompanied by the fees prescribed by law; that I have found such

Articles conform to law; all as prescribed by the provisions of the

Indiana Nonprofit Corporation Act of 1991,

as amended.

NOW, THEREFORE, I hereby issue to such Corporation this Certificate of Incorporation, and further certify that its corporate existence will begin December 05, 1991.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the State of Indiana, at the City of Indianapolis, this Fifth day of December, 1991

Joseph H. Hogsett  
JOSEPH H. HOGSETT, Secretary of State

By Bob Prange  
Deputy





## EDITORIAL COMMENTS



Another milestone was reached in the history of the Stutz Club on December 5, 1991 with its incorporation as a Nonprofit Corporation (see page 28 opposite). The Club now is known as THE STUTZ CLUB, INC. With the Articles of Incorporation (previously called Constitution) and Bylaws in place, the Club will now proceed with its first election of officers. All members in good standing are encouraged to vote for the slate of candidates to be presented by the Nominating Committee. The election results and the officers will be announced at the Annual Membership Meeting, now scheduled for June 13, 1992 at Milton, PA in conjunction with the Fifth Grand Stutz. We refer you again to the Bylaws published in the back of the 1990 Membership Directory for specifics regarding the officers and their duties as well as Club meetings and elections.

We are pleased to announce that member Prof. Jolyon Hofsted of Shady, NY has volunteered to update the Club's listing of four and six cylinder cars. In many instances the correct serial and/or engine numbers are missing as well as adequate identification as to model, body type, etc. Later this important project may be expanded to include cars owned by nonmembers in museums, private collections, etc. worldwide. This is truly a labor of love and Jolyon says he will count on the membership for success. Member David Braun of Sacramento, CA has been trying to obtain accurate data on all eight cylinder cars. DO, please help Dave and Jolyon in any way you can with respect to these projects.

One of our newest members, Henry Austin Clark, Jr. (#315) passed away on December 15, 1991 at the age of 74. "Austie," as he was affectionately known by friends and hobbyists throughout the world, was a pioneer in the collection of cars and over his life time amassed one of the greatest automotive libraries. Please refer to Old Cars of January 2, 1992 where on page 6 you will find Bob Hall's fine article entitled "Hobby Giant Henry Austin Clark, Jr. leaves rich legacy."

We were delighted to see member Norman C. Barrs' 1929 Stutz "M" with body by Lancefield on the cover of The Automobile, Vol. 9, No. 11 of January 1992. Pages 44-48 carry a fine article, "The English-bodied Stutz" by Michael Worthington Williams and following on pages 50-54 Malcolm Jeal, the Editor, provides his views and impressions of Mr. Barrs' Lancefield Stutz in an article entitled "Straight-8 Spectacular." Great Stutz coverage!

On the flip side (page 30) you will find a page of corrections which I beg you to make. My skin is very sensitive to hot tar and I'm extremely allergic to feathers. Help!

A number of members have requested the editor to give more space in Stutz News to "How To" or technical articles. Your editor's ability to comply is severely limited by the lack of good material. Come on all ye members with technical knowledge, step forth and share it with us. Help fulfill the needs of the membership.





## CORRECTIONS TO PAST ISSUES

Your editor's ability in proofreading is very poor. Poor? It's really atrocious! Now, he's making corrections to corrections! Just look at all the changes the editor has the gall to request you make in the past three issues of *Stutz News*, Nos. 16, 17 and 18. Well, what's the solution? Either help him or prepare the TAR & FEATHERS!

To: April-June 1991, Vol. IV, No. 16 – Please refer to page 14 of the July-Sept. 1991, Vol. IV, No. 17 and note the following changes in the corrections listed.

- Page 4 – column 2, line 10: "care" should be "car"
- Page 6 – column 1, bottom paragraph, line 6: "334" should be "337"
  - column 2, line 1: "Cart's" should be "car's"
- Page 7 – column 1, line 9: "cam" should be "came"
  - caption of bottom illustration: "1987" should be "1937"
- Page 9 – column 1, 1st line of 3rd paragraph: "a" should be "the"

To: July-Sept. 1991, Vol. IV, No. 17 – Please correct as follows:

- Page 23 – column 2, line 10: "steel" should be "steep"
- Page 24 – column 1, line 9: a comma should be after "removed"
  - column 1, line 27: insert large "S" on Stich's
- Page 25 – column 1, line 15: "about" should be "amount"
  - column 1, line 9 of last paragraph: "remember" should be "remembered"
  - column 2, caption of upper photo: "care" should be "car"
- Page 26 – column 1, 3rd line from bottom: "American" should be "America"
- Page 27 – column 1, line 4 of 2nd paragraph: "American" should be "America"
  - column 1, line 10 of 2nd paragraph: place a comma after "driver"
  - column 1, 3rd line of last paragraph: place a comma after "like"
- Page 28 – column 2, caption of lower photo: should be "here, on" instead of "here on,"

To: Oct-Dec. 1991, Vol. IV, No. 18 – while you make these corrections, put the tar kettle on the fire.

- Page 3 – 2nd sentence: add "covered" between long and bridge
- Page 7 – 3rd caption, 1st line: add "dinner" after following
- Page 15 – column 1, last paragraph, 3rd line from bottom: after used. Insert the following sentence – "Sometimes the rear portion of the top could be folded, and on some, the whole top over the passenger compartment folded." Ed's note: I'm sure member Jim Petrik would gladly drop me into the hot tar kettle for this omission. Right, Jim? Right!
- Page 31 – column 2, 1st paragraph, lines 6 and 13: it's "Jim Lockwood" not Lockhart. Sorry I confused you.
- Page 32 – column 2: add Dick Parrett (Royston Herts, England) to the list of members either seen or known to have attended the 1991 Hershey Meet.



---

## FIFTH GRAND STUTZ

Thursday, June 11, 1992

Registration: 2:00 - 5:00 PM

@ Comfort Inn Telephone: 717/568-8000  
I-80 & U.S. 15 (Exit 30S)  
P.O. Box 62  
New Columbia, PA 17856

Dinner: On your own.

Friday, June 12, 1992

Breakfast: On your own.

9:30 AM Drive to Pennsylvania Grand Canyon

12:00 noon Box lunch at Canyon (reserved pavilion)

1:00 PM Leave for Tioga Hammond Dam

2:30 PM Leave for Motel

4:30 PM Arrive at Motel

6:30 PM Cocktails & Dinner - Cookout  
(Prime Rib and/or Chicken Breast) at Bowersox Home

8:30 PM Return to Motel or Kick Tires

Saturday, June 13, 1992

Breakfast: On your own.

9:30 AM Leave for Ray & Lou Car Collection

Lou will take women to the Grainery -- an old mill with rooms of antiques and collectibles, plus crafts from local people.

12:00 noon Lunch at Ray & Lou's Garage

5:00 PM Return to Motel to prepare for Banquet

7:00-7:30 PM Cash Bar

7:30 PM Banquet Blue Tee (Country Club)

Sunday, June 14, 1992

8:30-11:00 AM Brunch at Country Cupboard, on your own, \$4.99 + tax



# FIFTH GRAND STUTZ

AT: Ray & Lou Bowersox  
P.O. Box 355  
Milton, PA 17847

Phone: 717-437-3455  
Ray's office: 717-742-8774  
Lou's office: 717-742-2694

Send registration to above.

DEADLINE: May 28, 1992

Registration fee: \$10.00/person \_\_\_\_\_ # of persons x \$10.00 = \$ \_\_\_\_\_

## RESERVATIONS

Motel Reservations (note - reference with Stutz Club):

Comfort Inn Telephone: 717/568-8000  
Rt. I-80 & U.S. Rt. 15 (Exit 30S)  
P.O. Box 62  
New Columbia, PA 17856

Rates: 1 person per room \$39.95 plus tax  
2 persons per room \$44.95 plus tax

## Catering Reservations

Friday, June 12, 1992

Lunch \$ 6.00/person \_\_\_\_\_ @ \$ 6.00 = \_\_\_\_\_

Dinner \$13.50/person \_\_\_\_\_ @ \$13.50 = \_\_\_\_\_

Saturday, June 13, 1992

Lunch No charge; at Ray & Lou's

Banquet \$12.50/person \_\_\_\_\_ @ \$12.50 = \_\_\_\_\_

(please specify ham or seafood) \_\_\_\_\_ Ham \_\_\_\_\_ Seafood

Sunday, June 14, 1992

Brunch: on your own  
8:30 - 11:00 a.m. @ Country Cupboard  
(\$4.99 + tax)

TOTAL ENCLOSED: \_\_\_\_\_