

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



TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

## COMING EVENTS

Dear Member:

1993 is already shaping up to be the best year for Stutz in over 60 years. Here's why:

The weekend of 1-3 May 1993 will find the Stutz Club participating in Classic and Sports Car International, Birmingham, England. This event is the largest car show held in England and the Club will have its own stand in a prominent location where it will display three (3) Stutz. Then, the weekend of 24-25 July 1993 at Silverstone, the club will provide a high standard display in its own marquee (tent) for the International Historic Festival. This is the premier event of the year for racing in England. Contact Norman Barrs, England (Tel. 071-340-9087) or Mike Holt, Scotland (Tel. 011-449974-21302) for more details or assistance. Members cars are welcomed and all visitors are requested to introduce themselves.

The SIXTH GRAND STUTZ will be held August 12-14, 1993 and will be hosted by Gus and Ruth Ludwig. See page 9 herein.

A 1993 Stutz West Coast Meet is being planned for the third weekend in September and the usual Stutz get-together at Hershey will be held in early October.

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# THE 1992 STUTZ WEST COAST MEET

*Saturday, September 19, 1992*

*Woodland, California*

## **Report and Photography by David W. Braun**

Saturday dawned over the Sacramento Valley without a cloud in a bright blue sky. The big day for which we had all been preparing had finally arrived. We were still a bit concerned however, was the interest truly there to gather west coast-based Stutz cars together for a meet? One at a time the cars, owners and enthusiasts began to gather in the morning light at the Yolo Fliers Club and before long we had a total of ELEVEN Stutz and Stutz-related cars! Success!

The Yolo Fliers Club was founded shortly after World War One by former Army Signal Corps flyers and today is a private country club, complete with an airfield, club house, putting greens and golf course. The lawn area in front of the club house provided the parking area for our Stutz automobiles, complete with a tree-lined background.

The cars and owners which gathered were as follows:

1914 Stutz Bearcat, Series 4E	Marshall Mathews, Woodside, CA
1918 Stutz Series S 6-pass touring	Ken Beach, Bainbridge Island, WA
1920 Stutz Model H roadster	Steve Dean, Fresno, CA
1921 HCS Series 2 roadster	Abe and Minie DeVries, Chino, CA
1927 Stutz "AA" Brougham	John Fossette, Sacramento, CA
1928 Stutz "BB" cabriolet coupe	Jerry Hanauska, Beaverton, OR
1928 "Stutz-Burn" speedster	Richard Orr, Woodland, CA
1929 Blackhawk "L" coupe	Gene Byrnes, Salem, OR
1930 Stutz Model M custom roadster by LeBaron	Charles Jones, Woodland, CA
1931 Stutz DV-32 convertible sedan	Charles Jones, Woodland, CA
1932 Stutz DV-32 display chassis	Richard Orr, Woodland, CA

As pointed out by Steve Dean, the range of cars covered almost the entire spectrum of models, series and years of the Company, from the legendary Bearcat to the DV-32. The morning was spent in introducing ourselves, looking over the cars and in talking Stutz and old cars in general. Some swap meet activity took place as well.

Other Stutz people attending included,

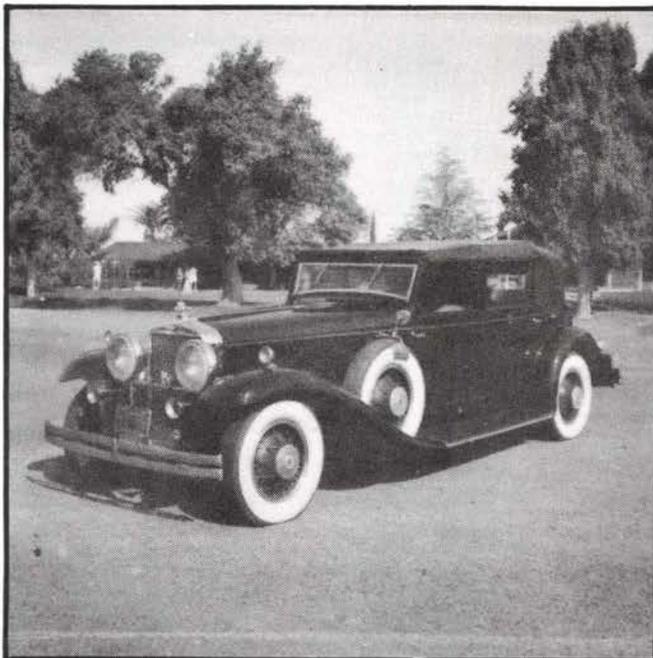
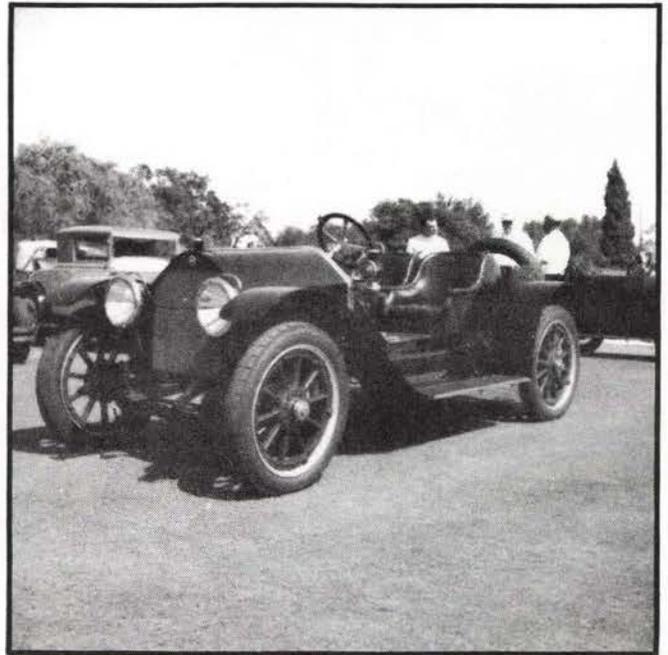
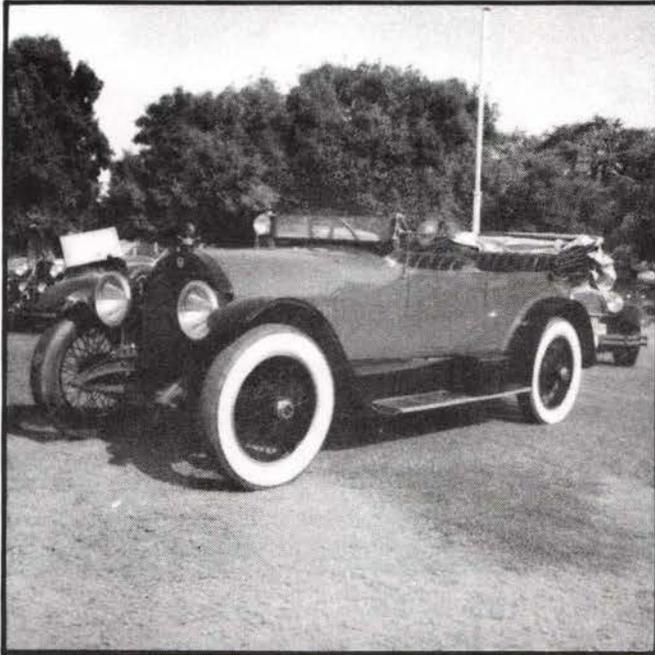
...Elliot Atkins, Stockton, CA...Steve Pugh, Manhattan Beach, CA...Bob Locke, Arleta, CA...Norman Lausten, Pebble Beach, CA...David Clement, Gold River, CA...Eldon Stutz, Redmond, OR...Fred Huttleston, Elverta, CA...Patrick Tidmore, San Francisco, CA...

Richard Orr hosted lunch which was presented at Noon in the Flyer's Club dining room. Following a very nice meal, we all each spoke a few words, telling the other members about ourselves and our interests.

The afternoon was spent in more conversation and Marshall Mathews very generously offered rides in his Bearcat to some of the members. A few old cars were spotted in the parking lot, among them a nice 1937 Cord 812 Westchester. Late in the afternoon, Steve Dean and Marshall Mathews held an informal 'drag race' with their respective Stutz; but we will Steve or Marshall tell the membership how THAT turned out!

**Ed's Note: We are still waiting to hear from Messrs. Dean or Mathews about this 'drag.'**

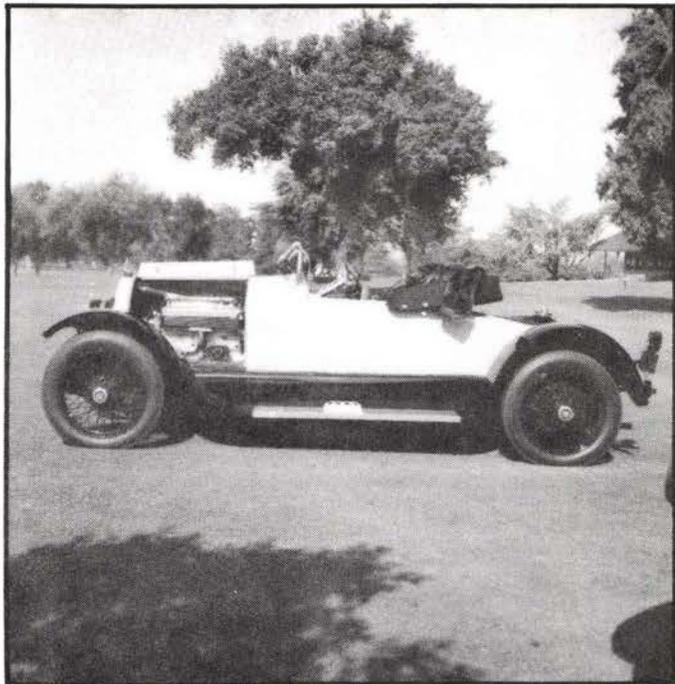
## THE 1992 STUTZ WEST COAST MEET



Trophies were awarded for Long Distance to Ken Beach (1918 touring); Oldest Stutz to Marshall Mathews (1914 Bearcat); Newest Stutz to Charles Jones (1931 conv. sedan); and Most Original to John Fossette (1927 Brougham). Cars shown clockwise, from top right.

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**1992 STUTZ WEST COAST MEET**  
**Saturday, September 19, 1992**  
**Woodland, California**



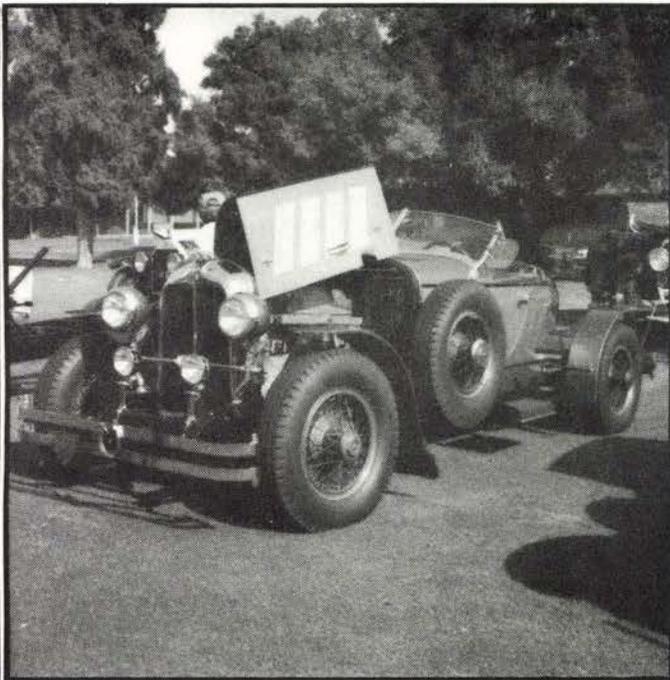
**1920 Stutz Model H roadster**  
owned by Steve Dean  
Fresno, CA



**1921 HCS Series 2 roadster**  
owned by Abe & Minie DeVries  
Chino, CA



**1928 Stutz "BB" cabriolet coupe**  
owned by Jerry Hanauska,  
Beaverton, OR  
This was the "People's Choice"



**1928 "Stutz-Burn" speedster**  
owned by Richard Orr  
Woodland, CA  
Yes, a Stutz/Auburn combo.

*As the black and white photographs don't do the cars justice in some ways, here are your reporter's impressions of them: 1912 Bearcat...big...black...menacing; 1918 Series S...a truly large, red car; 1920 Model H...bright yellow roadster; 1921 HCS...a blue roadster...ex-Harrah Collection; 1927 AA brougham...one of the most original Stutz cars I have seen; 1928 BB coupe...1992 Pebble Beach prize winner...beautiful; the "StutzBurn"...1928 Stutz engine and front and rear axles with 1929 Auburn frame and boattail speedster body; 1929 Model L...blue coupe...the only Blackhawk to show; 1930 custom roadster...former CCCA prize winner...striking style; 1931 DV-32...mostly original...very low miles; 1932 DV-32 chassis...future Pebble Beach prize winner?!*

The evening dinner was held at a downtown Woodland restaurant. Again, a nice meal was enjoyed by all, along with the conversation and fellowship. Awards and recognition were given to all in the form of a nice engraved brass dash plate, as well as some distinctive trophies for five different categories as follows,

**Long Distance: Ken Beach**

**Oldest Stutz: Marshall Mathews**

**Newest Stutz: Charles Jones**

**Most Original car: John Fossette**

**"People's Choice" (The Car We'd Most Like to Own): Jerry Hanauska's BB cabriolet coupe**

Everyone present said they thoroughly enjoyed the day and the meet; so much so that the vote of the members present at the evening meal was that we would like to do this again next year. We are now again planning on the third weekend in September, 1993, at the Flier's Club, although beyond 1993 we would like to see the meet location move to other places on the West Coast. Anyone want to put in a bid for 1994?

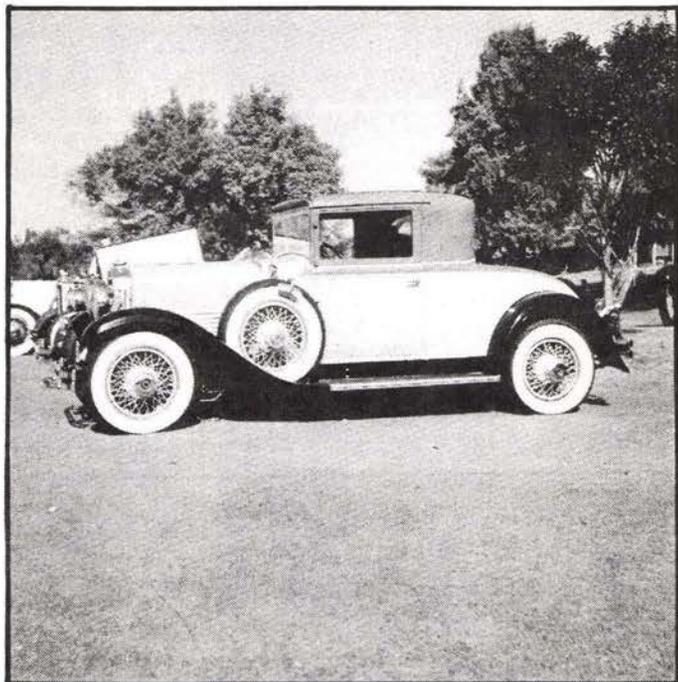
We'll see you and your Stutz car at the Second Stutz West Coast Meet in September, 1993!



**We are indebted to Richard Orr for the above photograph. L to R are Stephen Dean, Mike Hjelmeland, David Braun, Marshall Mathews and son, Mrs. Charles Jones and Charles Jones. (Ed.)**

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**1992 STUTZ WEST COAST MEET**  
**Saturday, September 19, 1992**  
**Woodland, California**



**1929 Blackhawk "L" coupe**  
owned by Gene Byrnes, Salem, OR



**1930 Stutz Model M custom roadster**  
by LeBaron owned by Charles Jones,  
Woodland, CA



**1932 Stutz DV-32 display chassis**  
owned by Richard Orr, Woodland, CA



**STUTZING**

Ernie and Ruth Toth drove their 1929 Stutz "M" roadster on the "Discover Columbus Caravan" held August 14-21, 1992 by the CCCA.

Bill and Aneice Lassister enjoyed the CCCA's 1992 "Florida Tropical Getaway" held April 24-May 1 in their 1931 Stutz DV-32 LWB Speedster by Rollston.

Sam and Ruth Flohr's 1925 Stutz Model 696 Sportster received a 1st Junior award at the 1992 Western National Meet of AACA.

Ray and Kitty Katzell's 1929 Stutz "M" LWB Speedster "Kismet" scored 92 points at the 1992 CCCA Eastern Grand Classic. That was too high for the Pre-primary class so Kismet was disqualified!

# MEMBERSHIP REPORT

by Dale K. Wells  
V.P. Membership

We hope all of you have received your dues notice remittance envelope by now. About half the members have already sent in 1993 dues, so we know you have received your notice. Seems we are all too busy these days, and keeping track of memberships in many clubs can be confusing, so this year special envelopes were printed to help you remember to pay the Stutz Club. We've had many nice comments on the envelopes, and appreciate your support. By getting your dues in early, it will help us budget the year's expenses and the cost of the newsletter. Sorry we had to add the \$5.00 assessment this year, but seems we just get too enthused about our favorite car, and the newsletter just keeps growing.

Have you wondered where Stutz members live? While getting the dues notices ready to mail, the post office asks that large mailings be sorted by zip code, so it only took a few moments to tally the envelopes by states. Here is where the members live who were mailed dues notices:

California	40	AUSTRALIA	7	Georgia	2	Utah	1
Indiana	24	CANADA	7	Iowa	2	ARGENTINA	1
Ohio	19	Massachusetts	6	Kentucky	2	BELGIUM	1
Pennsylvania	16	Connecticut	5	N. Carolina	2	FRANCE	1
New Jersey	13	Oregon	5	Vermont	2	JAPAN	1
New York	13	Virginia	5	SWEDEN	2	MEXICO	1
Washington	13	Colorado	4	Alaska	1	NEW ZEALAND	1
ENGLAND	11	Texas	4	Alabama	1	SCOTLAND	1
Florida	9	Arizona	3	Kansas	1	SINGAPORE	1
Illinois	8	New Hampshire	3	Maine	1	SO. AFRICA	1
Missouri	8	Maryland	3	New Mexico	1	SWITZERLAND	1
Michigan	8	Wisconsin	3	Tennessee	1		

Of course, not all members own Stutz and related cars, but generally, most of them do have at least one, and some several. So it is easy to see why the West Coast Stutz Meet was well attended and enthusiastically received. Also, the European Stutz Meet was well attended with five cars present. It is very satisfying and pleasing to see all this Stutz activity and appreciation. While many would say there is no big deal about a half-dozen old cars, the Stutz machines are scattered far and wide and a half-dozen in one place is a great showing.

In the July-September issue of the newsletter, we were pleased to accept new member Ben Bronk in Australia. With this newsletter, we are sad to note his death November 15, 1992, and extend our condolences to his wife, Janet. However, we are pleased to receive her renewal this year, and welcome her as a full member, continuing Ben's membership #350. We wish her many happy years enjoying the 1922 Stutz Roadster, and the 1928 Tourer. We hope many members will have an opportunity to see her cars and visit with Janet if they are in Australia.

This issue we WELCOME the following six NEW MEMBERS, and hope to see their cars at one of the future Grand Stutz meetings:

#357	John B. Greenleaf RR #1, Box 130 Oxford, ME 04270	1932 Stutz DV32 Conv. Victoria, Rollston Phone: 207/539-8142
#358	Terry B. Olin Box 2991 Fargo, ND 58108	1929 Stutz M Coupe RS 1932 Stutz SV16 Speedster (ex sedan) Phone: 701/241-9507

- #359 Gary Dubnoff  
709 Admiral Callaghan Lane  
Vallejo, CA 94590
- #360 Daniel Phenicie Home: 317/963-6845  
300S 825W RR 1 Box 188A Bus.: 317/454-1566  
Tipton, IN 46072
- #361 Ed Rittenhouse 1933 Stutz DV32, Conv. Victoria, Rollston  
8286 SE 82nd St. Home: 206/232-1137  
Mercer Island, WA 98040-5652 Bus.: 206/328-2001
- #362 Joe Ersland 1928 Stutz BB Speedster  
Box 562 1930 Stutz M Roadster  
Chickasha, OK 73023

We also have one change of address:

- #110 Joseph Clampitt  
2930 Legion Dr.  
New Castle, IN 47360

In closing, we acknowledge once again, those membes who have supported the club through life memberships, and thank them once again for their enthusiasm and confidence in the future of this club!

## FOUNDING LIFE MEMBERS

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

## LIFE MEMBERS

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

\*Added to the list since last report published on page 5 of the Jan.-Mar. 1992 issue of *Stutz News*, Vol. V, No. 19.

### PLEASE NOTE:

Ray Katzell, V.P. Publications, reports that he is sending out to authors of the Stutz Book a renewed request for their output. Ray says he has received no additional manuscripts since the Grand Stutz last June other than a draft from Charlie Betts on his section on early Stutz racing.

Ray also calls our attention to the January 7, 1993 issue of Old Cars News & Marketplace which features on pages 12-13 an article on Stutz written by Michael Scott. It's great publicity for our favorite marque! There are a few glitches but these are vastly overshadowed by the information provided to general readers.

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## **SIXTH GRAND STUTZ**

### **August 12-13-14, 1993**

**Your Hosts:** Gus & Ruth Ludwig, RR1, Box 140B, Dyer Cemetery Rd.,  
Bloomington Springs, TN 38545 (tel. 615/653-4517)

#### THURSDAY, AUGUST 12, 1993

**Registration:** 2 - 5 p.m.

**at:** Executive Inn Telephone: 1-800/826-2791  
897 S. Jefferson Exit 287 - Interstate 40  
Cookeville, TN 38501

**Dinner:** On Your Own (many in the area - Quincy, Ponderosa, Shoney's,  
Po Folks, Wendy's and many others)

#### FRIDAY, AUGUST 13, 1993

**Breakfast:** At the motel or your choice

8 - 9 a.m. Welcome latecomers

In the morning, we hope to tour either the Fleetguard Filter Plant or the TRW air bag plant, or both, as time permits.

Meals will be on your own.

In the evening, we can assemble in the room where the continental breakfast is held, to exchange stories, pictures and socialize.

#### SATURDAY, AUGUST 14, 1993

**Breakfast:** At the motel or your choice

9:30 a.m. Leave for Fall Creek Falls State Park  
Highest waterfall east of Rocky Mountains, 256 ft. drop.

**Noon:** Buffet lunch at the Inn in the Park (\$4.95 per person, does NOT include beverage, tax or tip). You may order from the menu if you so choose. Each person pays their own there. We will eat in a group in a reserved section or separate room, depending on how many come.

**Afternoon:** Return to motel, relax in room, use the pool, go shopping nearby.

6 - 7 p.m. Happy Hour in lounge (cash bar) El Toro Restaurant (next to motel)

7 p.m. Banquet  
Business meeting after banquet at restaurant. Can regroup at motel for more Stutz camaraderie.

#### SUNDAY, AUGUST 15, 1993

Fond Farewell

More details will be provided in the next issue.

## 1930 STUTZ "M" CUSTOM ROADSTER by LeBARON

by your editor

Your editor had hoped a significant story would unfold from the 1960 Quaker State ad submitted by member Tom Cox and reprinted on page 28 of *Stutz News* No. 22. As anticipated, the striking custom roadster is very much alive and has attracted four owners since leaving the caring hands of the Groendyk family who rescued the 1930 Stutz "M" and restored it to top condition. Three of these owners have been Stutz Club members. Let us begin with the current owner, member Charles E. Jones of Woodland, California.

You will find a recent photo of the custom roadster in David Braun's coverage of the 1992 Stutz West Coast Meet at the beginning of this issue. Another larger photo of the 1930 Stutz "M" can be found on the back page (No. 32) of *Stutz News* No. 20. Charles purchased the car from ex-member Bobbie B. Crump, Sr. of Baton Rouge, LA early in 1990. The Stutz Speedster carries Chassis No. M8-24-SD230 and Engine No. 32431. The body is painted a very pale color known as Primrose Yellow, the fenders and trim in avocado and the wheels in orange. The upholstery is a light tan leather.

Member Irving Davis of Beverly Hills, CA was the first to contact the editor about the subject Stutz shown in the Quaker State ad. Irv recalled purchasing this unique Stutz circa 1976 in the Tampa, FL area. At that time Irv put on a set of new tires, installed a new top, had some re-chroming done and the wheels painted orange.

According to an article in the December 15, 1983 issue of *Old Cars Weekly* entitled "Stutz Custom" the 1930 speedster was an entry in the Christie's Los Angeles auction in April 1983.

Mr. Crump (#128), an early member of the club, proudly featured the Stutz in his Cars of Yesteryear Museum in Baton Rouge. During his approximately seven years of ownership, the Stutz was honored by being on the stage for "First Day of Issue" ceremony held at Baton Rouge for the Stutz Bearcat Stamp on June 11, 1985. We are pleased to share herein some of the literature pertaining to this event in Stutz history.

In my discussion with Member Davis, Irv recalled that the son of Mr. James G. Groendyk (deceased) had lived in Florida, and, sure enough, we found the son, James W., listed in the CCCA Directory. With an address in hand, the editor contacted Mr. Groendyk, who was most kind in providing recollections and photographs of the 1930

Stutz Speedster going back to 1948 or 1949 when his father acquired the car from an enthusiast by the name of Al Hood of Wycoff, NJ for the sum of \$400.00.

James' father was an avid collector of fine cars and some of the classics were: 1931 Duesenberg Murphy roadster, 1931 Chrysler Imperial Roadster by Waterhouse, 1931 Packard Model 840 roadster, 1934 Rolls-Royce PII, 3-position drophead, 1937 Cadillac V-16 coupe and a 1938 Cadillac V-16 Limousine.



When the Groendyks acquired the 1930 Stutz Speedster, it was a light color (cream?). Son James recalls that the engine ran poorly, and when disassembled, they found that both steel and aluminum rods had been used which caused unwanted vibration and wear. Another engine of low mileage was located and used in the restoration. When the Stutz was ready to reassemble and paint, it was decided to use a maroon color. However, when done it did not have the appeal they wanted and son James stripped the car and it was

Official First Day of Issue



STUTZ DV32 BEARCAT

Stutz Bearcat 1933

TRANSPORTATION SERIES-1985



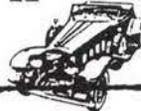
11c COIL STAMP

FIRST DAY OF ISSUE  
STUTZ BEARCAT STAMP  
BATON ROUGE, LOUISIANA  
JUNE 11, 1985

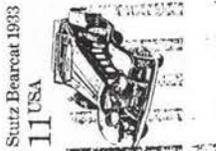
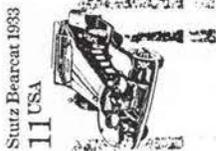
Stutz Bearcat 1933  
11 USA



Stutz Bearcat 1933  
11 USA



FIRST DAY OF ISSUE



Out of the era that popularized coonskin coats, spats, bathtub gin and flappers came an innovative automobile which captured the feeling of the time, the Stutz Bearcat. Often referred to as "the first sports car," it possessed excellent road handling qualities and was manufactured with superb engineering.

The Stutz Bearcat was the brainchild of young Harry Stutz who, in 1911, built a car in his machine shop and drove it in the Indianapolis 500. Stutz fared well in the race and decided to begin manufacturing his automobile by setting up the Stutz Motor Car Company in 1913. He used a most appropriate advertising slogan for his creation: "The Car That Made Good In A Day."

By the late 1920's, Stutz cars were attacking speed records at a remarkable pace. Stutz capitalized on the Bearcat's racing record by advertising it as "America's Road Race Champion."

But, Stutz was not only interested in building a fast automobile; he also wanted it to be safe. In fact, he made numerous pioneering contributions to safe driving, such as the use of safety glass, special hydraulic brakes and an innovative device to prevent the car from rolling backward when a stop was made on an incline.

Production of the Stutz Bearcat ended in 1935, and with it came the end of an automotive era. But today, in garages across the country, there are hundreds of restored Stutz Bearcats carefully maintained by antique car enthusiasts.

The United States Postal Service is proud to issue the Stutz Bearcat stamp in the Transportation Series. It was designed by Ken Dallison of Indian River, Ontario, Canada.

Honored Guests

Mr. and Mrs. Bobbie B. Crump, Sr.  
Owners, Cars of Yesteryear Museum

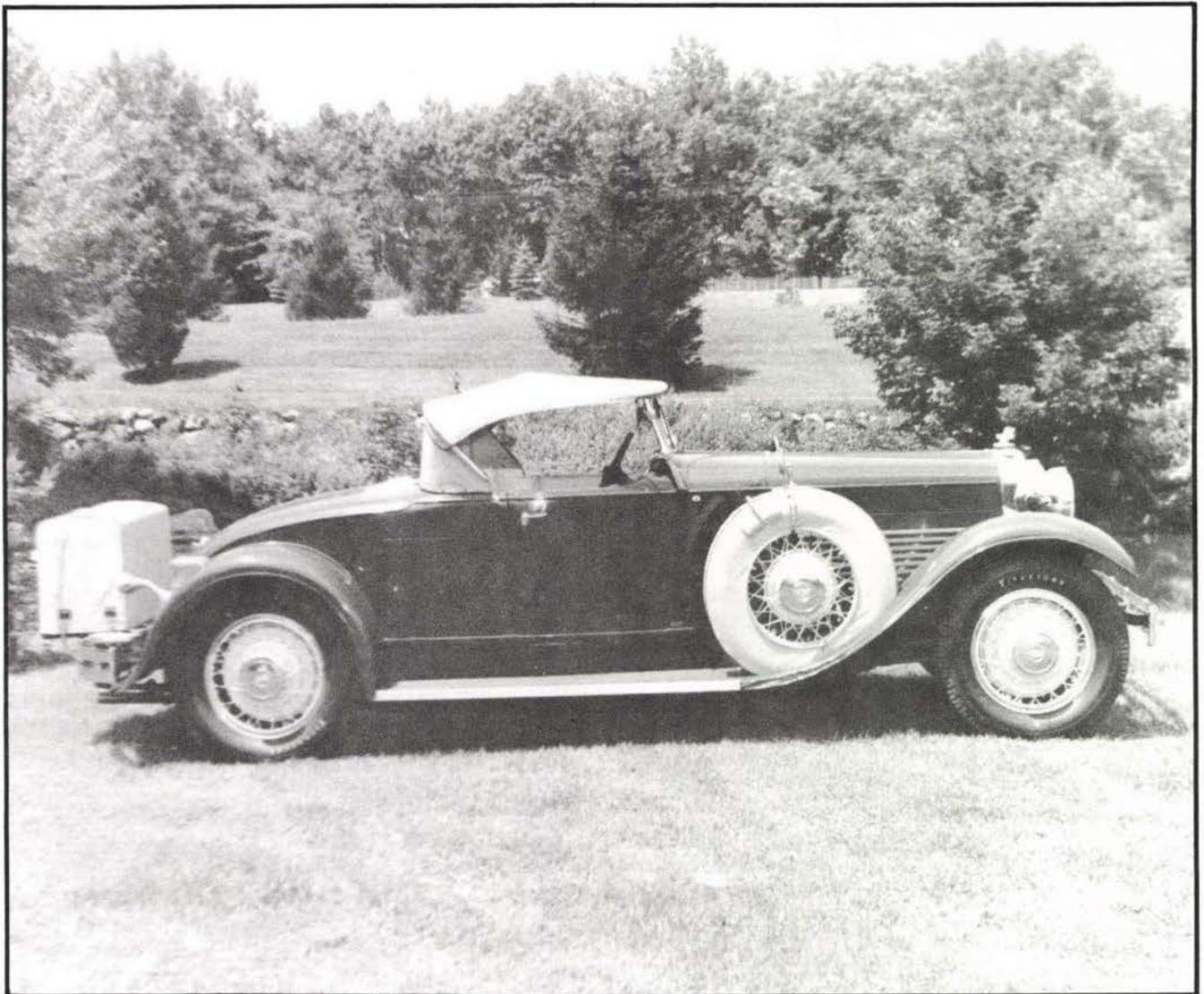
Richard Fluker  
Co-Chairman  
Postal Customer Council

repainted in a bright red with light cream top, trunk cover and wheels and leather upholstery to match.

The Stutz speedster was entered in CCCA Grand Classics and in 1956 at Morristown, NJ it was awarded Senior Badge No. 27.

Another recollection James Groendyk shared with the editor may be of interest to some of the members who own 8-cylinder cars. The low mileage replacement engine showed low oil pressure which was a major con-

cern. Everything was checked and rechecked but no cause could be identified, truly baffling. This problem was discussed with Member A.K. Miller, who lived in Montpier, NJ. He suggested it could be caused by an enlarged oil hole servicing the timing chain idler take-up gear. Upon investigation, this proved to be the case and upon reducing the size of the oil hole, the oil flow was reduced, thereby allowing normal pressure to bearings, etc.



1930 Stutz "M" Custom LeBaron circa 1960 (about the time of the Quaker State ad)

Well, now we know some of the history of this rare Stutz over the past 45 years. Hopefully, someone may tell us who owned the car before Mr. Al Hood of Wycoff, NJ acquired it. Needless to say, this Stutz will continue to delight owners and admirers for decades to come. It's a keeper!

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# KEEPING LEAKING GREASE OFF BRAKES

REAR BRAKES:

by Ray Keto

First, a word of warning. Grease fittings are provided for lubricating the rear axle taper bearings. DO NOT OVER LUBRICATE! This will force grease into the brake housing.

Stutz did not provide any oil drain stamping for the rear brakes, although the brake dust shield is the same as for the front wheels, but the oil drain hole is covered by a triangular shaped rear axle brake shield dust plate (25351). Upon receiving a telephone call from another STUTZ CLUB member whose brakes became dangerously contaminated with leaking grease in spite of having installed new oil seals, I wondered why a stamping had not been provided, and whether one could be installed. I took measurements of the internal clearances with the rear wheel in place (using a wax made from melting together equal parts of rosin and beeswax, which I had, to substitute for the modeling clay available at home before my kids had grown and left home...perhaps plaster would have worked as well...) and found that clearances were rather tight, suggesting that variations resulting from shimming for the Timken bearing fit might require custom made oil drain stampings.

Working from my measurements I designed an oil drain "stamping" as shown in the drawing. This "stamping" is based upon my STUTZ, and may not fit properly upon all others due to tolerance variations. The dimensions, in general, are inside measurements of the "stamping". The "stamping" was formed by hammering 18 gage aluminum to shape using forms made of tempered Masonite, and was fastened to the brake dust shield with eight #10-32 and two 1/4-20 fillister head steel screws, using a heavy non-hardening oil resistant sealing compound<sup>1</sup>. But before sealing, the "stamping" was checked to see that the brake drum bolt heads and the wheel hub would clear the "stamping" when fastened in place, and any necessary modifications were attended to. It was necessary to shorten the height of the four 7/16-14x7/8 cap screws (23087) fastening the bearing cover (23083) in place. The original cap screws are old fashioned "heavy duty" ones with too high heads, so modern higher strength cap screws (which have lower heads) were used. (When the wheel is drawn onto the axle, the hub should ideally extend into the "stamping" without the latter rubbing on the brake drum). The screws fastening the "stamping" were anchored with thread locking compound<sup>2</sup> without using lock washers.

The location of the #10-32 screws is shown in the drawing in an unorthodox manner to encourage "custom" fitting to anticipate clearing the flange of the axle housing so the tap will not jamb against the flange and break. To simplify drilling the tapped holes in the brake dust shield, the aluminum "stamping" was first fastened in place by means of the two 1/4 inch fillister head screws without having drilled any holes for the #10-32 screws. The hole for the wheel hub was checked and adjusted for concentricity with the axle. The brakes and oil seal were masked to keep them clean while drilling and tapping for the #10-32 screws. Next a small guide hole was drilled at the center punched location of one hole near the top of the "stamping" while holding it down by hand. Then this hole was enlarged with the tap drill, and the hole tapped. Once the top of the "stamping" was held down with a screw, the rest of the holes were drilled and tapped at each previously center punched location. The "stamping" was then removed, and the holes cleaned out using the screw body clearance size drill.

1. Permatex® FORM-A-GASKET #2®
2. LOCTITE® 271

Ed's Note: We decided to include the section pertaining to the fabrication of the "Stamping" party to demonstrate how some "handymen" can "create the impossible" with simple, handmade tools. Also, a few readers may want to make one or, if not, have a shop make one.

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#### HAMMERING THE REAR BRAKES OIL DRAIN "STAMPING":

Special forms were made by plunge cutting a plug the size of the inside of the "stamping" with a scroll saw, out of the center of a 13" square board made by gluing together two 1/4 inch thick pieces of tempered Masonite, using a blade cutting a 1/16 inch kerf. The plug was smoothed out with a slight radius along the top edge, and contoured to the conical shape only in the "dog-leg" extending to the 3/8 inch dimension beyond the 1/2 inch depth of the "stamping". A piece of 3/4 inch thick hard board was shaped slightly smaller than the Masonite plug, with the sides tapering back for clearance for hammering. The "dogleg" portion of the Masonite plug was covered with a layer of thin plastic kitchen wrap, and the corresponding portion of the hard board puttied with plastic body filler and the two clamped together, thus creating two mating contours. The excess body filler was removed, and dressed when hardened.

A piece of 18 gage soft aluminum (retrieved from the side of a discarded ice cream deep freeze box left in the house by its former owner) was cut in the shape of the Masonite plug, but about 15/16 inches larger all around for bending. The aluminum was clamped between the Masonite plug and the hard board backing by means of four 1/4 inch bolts in holes drilled through the assembly in the area of the central hole in the finished "stamping", making certain that the aluminum extended uniformly beyond the Masonite. The aluminum was then hammered to conform closely to the sides of the Masonite plug by clamping the assembly appropriately in a bench vise and gradually hammered progressively around, (cleverly) trying to avoid excessive wrinkling or folding over of the circumference. Hammering was started with a soft mallet, and finished off with a steel hammer (such as a body worker's hammer, if handy, but any hammer will do the job).

Once the aluminum conformed closely to the sides of the Masonite and the disappointing looking wrinkling was beyond the Masonite plug, the bolts and the hard board backing were removed. Then the aluminum, together with the Masonite plug, were pressed into the hole in the 13 inch square from which the plug was cut. Some force was necessary, tapping the assembly into the hole with a hammer. The assembly was fastened with the 1/4 inch bolts onto a 3/4 inch hard board which extended beyond the hole, using the bolts to draw the Masonite plug so the aluminum came flush with the interface of the hard board and the bottom of the Masonite hole board, hammering the Masonite plug to make certain the aluminum was properly seated.

Then the wrinkled portion of aluminum which extended beyond the Masonite was hammered away from the Masonite plug to form the flange of the "stamping". It was impossible to produce a completely smooth flange, but the traces of wrinkling remaining could be hammered still flatter after the aluminum was removed from the Masonite forms, using hammer and dolly block to produce a satisfactory flange which could be sealed.

Once the flange was satisfactory, the central hole was cut into the "stamping". Then the aluminum was centered over a circular hole with a radius slightly smaller than the radius of the flat back of the "stamping", cut into a 1/4 inch thick piece of Masonite. An old rear axle oil seal was centered over the hole in the aluminum and pressed down to form the rest of the conical surface, using a drill press as an arbor press. Some hammering with a soft hammer cancelled out any tendency of the cone to spring back, permitting the creation of the full depth necessary for the oil drain "stamping" to extend beyond the end of the wheel hub, giving minimum opportunity for any grease to pass into the brake housing.

Once the "stamping" was finished, the edge of the flange was trimmed with sheet metal shears, and the location of the holes for fastening center punched. The two 9/32" dia. holes were then drilled, leaving the others to be drilled in place as described in the REAR BRAKES section of this article.



MOTOR LIFE  
*Including*  
MOTOR PRINT

AUGUST, 1920  
*Volume XI*  
NUMBER 5

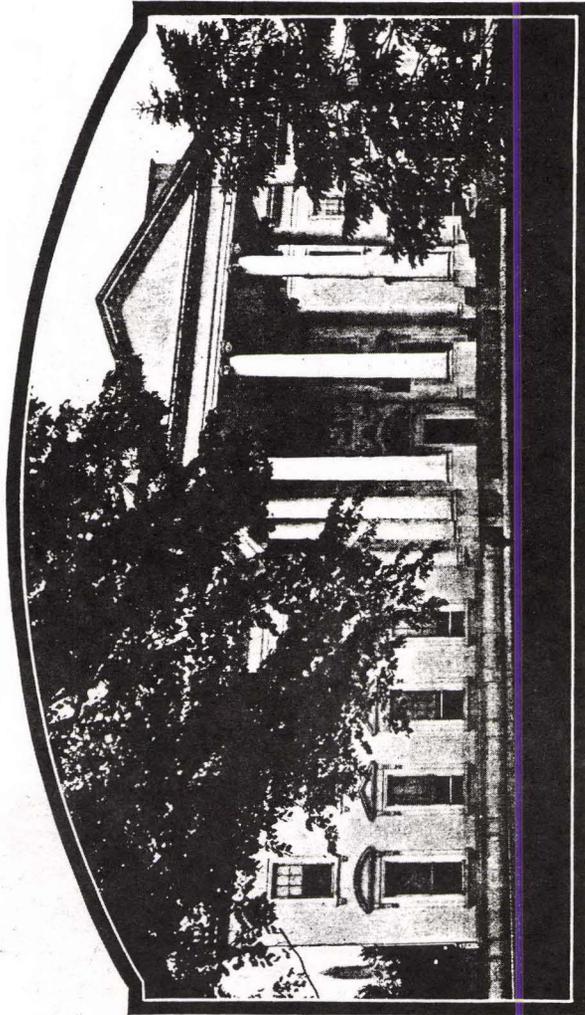


PHOTO BY BROWN BROS.

*Either way the election goes, the next occupant of the White House will be a motorist, a man who drives his own car and who is an ardent supporter of the good roads movement*

# The Gasoline Trail Leads to the White House

*And the Next President Will Drive His Own Car*

72 years ago Senator Warren Gamaliel Harding (R) of Marion, Ohio was nominated for president in the 1920 Chicago convention on the 10th ballot. He proceeded to celebrate by purchasing a new car, a 1920 Locomobile touring. He preferred the motor to the train and was one of the organizers of the Marion Automobile Club. Stephen Dean, who supplied this historic material, commented that few of us would remember Governor James M. Cox (D) of Dayton, Ohio, another Buckeye, who is shown below seated in his 1920 Stutz roadster (that's the Stutz with top up parked in front of the Cox home at Trails End near Dayton). Unquestionably, both Gov. Cox and Sen. Harding had good taste but unfortunately, there was no 'drag race' to determine the winner. Harding and his V.P. running mate, Calvin Coolidge went on to win with 404 electoral votes versus 127 for Cox and V.P. nominee Franklin D. Roosevelt as the 1920's roared in. (Ed.)

Mr. Cox drives, winter and summer, between Dayton and Columbus, Ohio's capital. He has a chauffeur, but often displaces him at the wheel. Governor Cox uses the motor for business trips and campaigning work, and often has made speaking tours by motor. He has a Winton closed car and a Stutz roadster. His daughter, Mrs. Helen Cox Mahoney, is an enthusiastic driver and has been credited with setting the record between Dayton and Columbus. With Mr. Cox's reputation of wanting to "step on her" it is evident that the Democrats have picked out a speedy motor family for White House honors.

*The country home of Governor Cox at Trail's End, near Dayton, Ohio*

*Governor James M. Cox, Democratic nominee, poses for Motor Life in his Stutz roadster*

PHOTO BY  
KADEL AND HERBERT

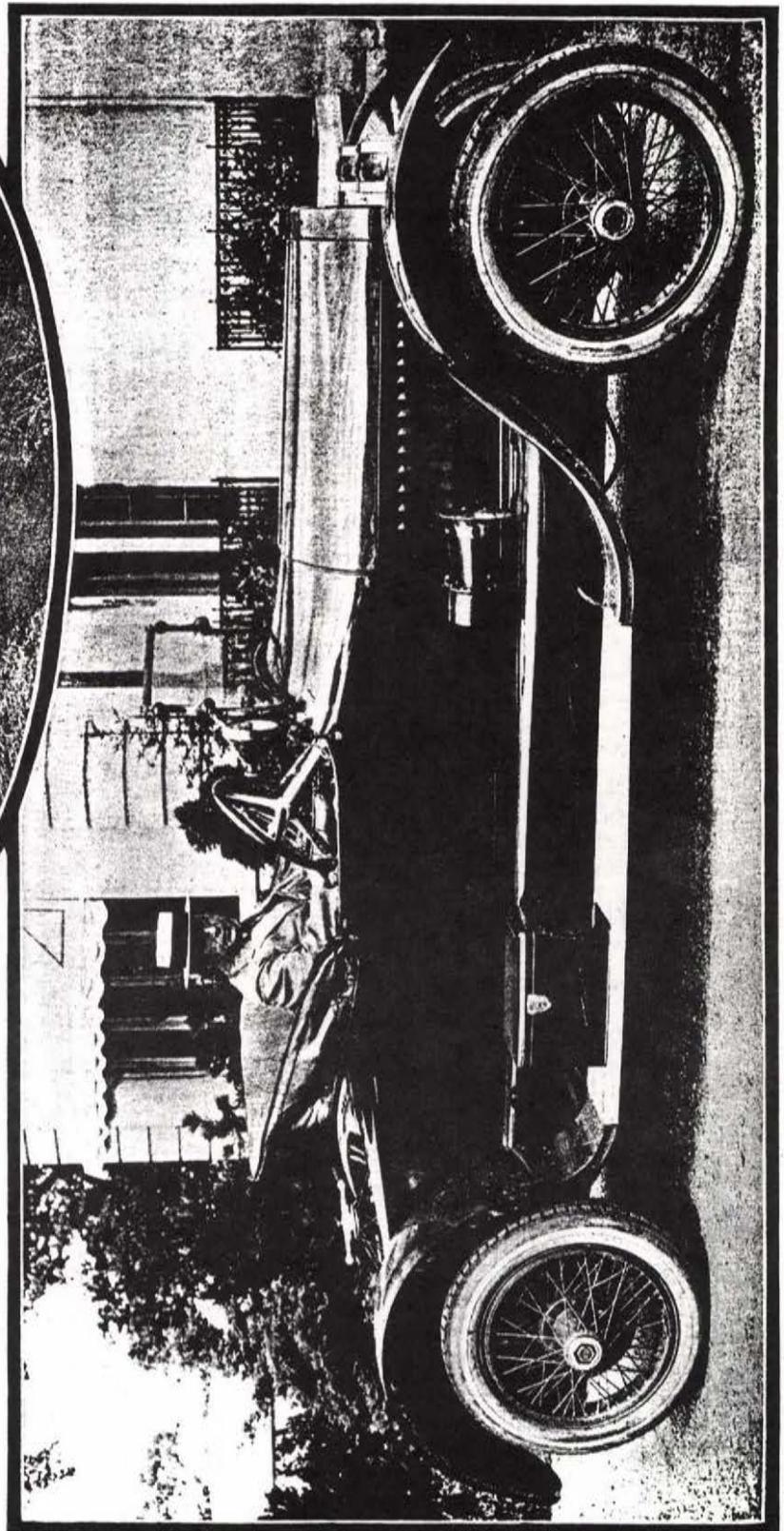
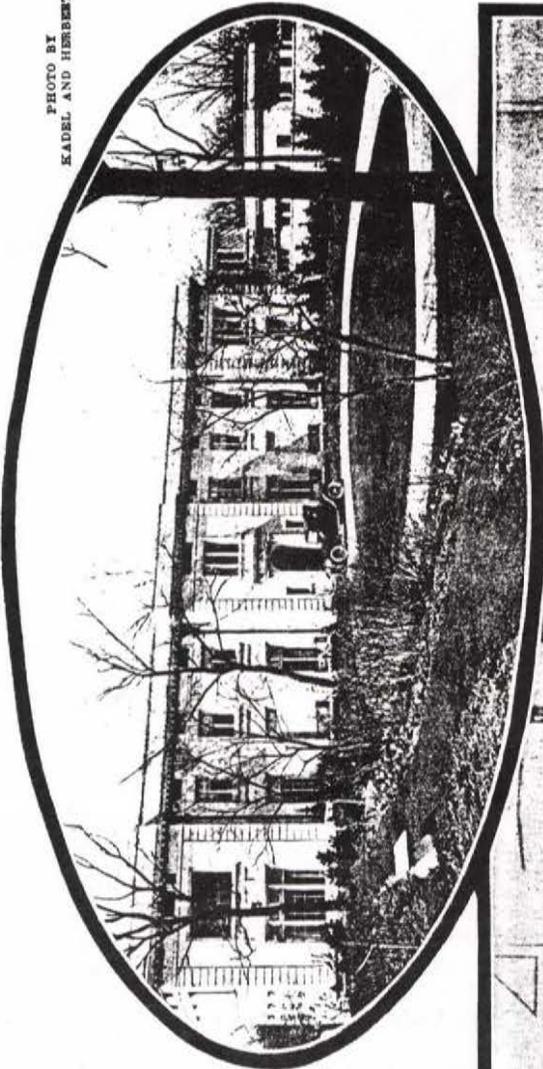


PHOTO © BY MAYFIELD & HARVARD

STEPHEN DEAN COLLECTION



Harry C. Stutz and Barney Oldfield in the H. C. S. Pace Car on the Indianapolis Speedway, Memorial Day.

## The Mogul-Equipped H. C. S. Car Paced the Field at Indianapolis

The H. C. S. Car, with its distinguished driver, Harry C. Stutz at the wheel, paced the racers in the Indianapolis Classic, on Memorial Day. This official recognition of both car and designer was simply the natural tribute due outstanding merit.

The H. C. S. comes up to every expectation of what one expects in a car from this veteran designer—perfect in all those mechanical details that distinguish the really fine cars. Naturally Mogul Motor Bearings are standard equipment in its powerful Weidely Motor.

You will find Mogul Motor Bearings in most powerful units where Quality counts first. Every operation, from the mixing of the virgin raw materials into

a perfect wear-resisting, friction-reducing bearing alloy, to the final inspection and stamping of the "MOGUL" guarantee trademark is performed in our own bearing specialist plant, under expert and careful supervision.

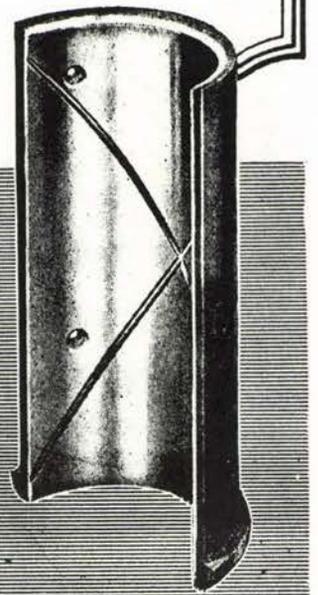
That is why so many engineers in every branch of the Automotive Industry specify Mogul Motor Bearings—they know Mogul has stood for quality in bearing metals and motor bearings, either die cast or bronze babbitt-lined, for the past twenty-five years, and can be relied upon under all conditions.

Let us quote you comparative prices today—or better yet—make up some experimental sets for you.

MUZZY-LYON COMPANY  
DETROIT MICHIGAN

# Mogul

Bearing Alloys and Finished Bearings



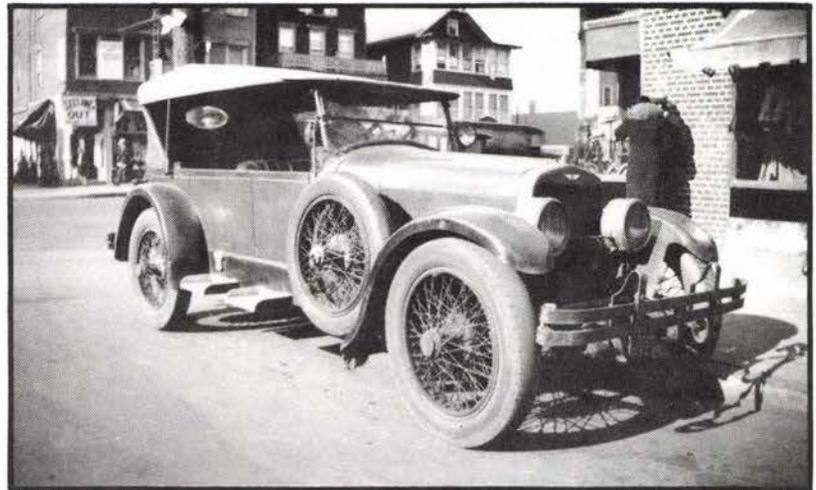
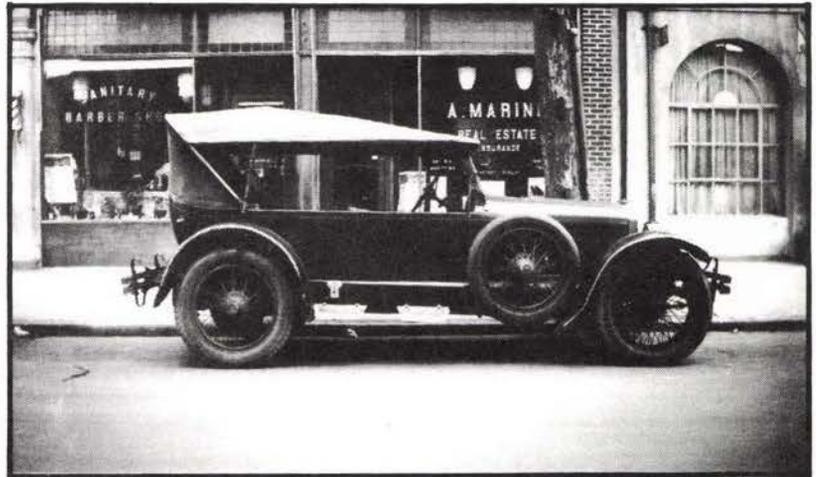
## AN H.C.S. TOURING

by Smith Hempstone Oliver

Sixty years ago, in April 1933, I spotted an H.C.S. touring car in from of the real estate of a Mr. Marino. The three photographs reproduced below are the only ones I ever took of an H.C.S.

The location of the H.C.S. (then about 10-12 years old) was a north/southbound street just north of the famous Surf Avenue of Coney Island in Brooklyn, NY. I never saw the car again, and have no idea of its fate.

Does this ex-Brooklyn H.C.S. now belong to a club member? Note the bumper brackets and damaged right front fender. (Ed.)



The H.C.S. touring shown above could be a Series II, III or IV four-cylinder of the 1920-24 period. The engine was developed by George A. Weidely of the Weidely Motor Company (1914-1923) of Indianapolis. Harry Stutz obviously respected Mr. Weidely's engineering talents and they were good friends. The engine was of valve-in-head design (OHV) and had a bore and stroke of 3-5/8" by 5-1/2" giving a displacement of 227.1 cubic inches. The horsepower rating was 50 brake for Series II and III and 55 h.p. for the Series IV engine which was a little larger with 242.9 cu. in. displacement. The H.C.S. was offered in four body styles all on a wheelbase of 120", a roadster, a touring, a coupe and a sedan. The roadster and touring were offered at \$2,925 and \$2,975 respectively in 1921 but prices were dropped to \$2,250 for the Series IV, Model 4. The Series IV, Model 6, was a larger car on 126" wheelbase equipped with a Weidely design OHV 6 cyl. engine rated 80 hp @ 2850 rpm. The H.C.S. was an attractive, high quality car worthy of Harry Clayton Stutz's initials. Unfortunately, it was launched just as the sharp post-war recession (1921-1922) began and adequate sales levels were never achieved. (Ed.)



## FINANCIAL REPORT

by Joseph B. Follardori, Treasurer

This report covers the three month period of October 16, 1992 through January 15, 1993.

BALANCE as of October 16, 1992 \$9,932.09

### INCOME

Membership Dues (10/16/92 - 1/15/93)	\$ 810.00	
Interest Earned (CD \$100.86, M/M 61.78)	\$	
162.64		
Donations (see below)	\$1,210.00	
Sales - Back issues of <i>Stutz News</i>	<u>\$ 101.60</u>	
		\$2,284.24

### EXPENSE

Administration (7/17/92 - 1/15/93)	\$ 215.08	
Photo reproductions (Stutz family)	\$ 326.89	
<i>Stutz News</i> , Vol. V, No. 21	\$1,521.94	
<i>Stutz News</i> , Vol. V, No. 22	<u>\$1,386.19</u>	
		\$3,450.10

BALANCE as of January 15, 1993 \$8,766.23

FUNDS are held in the Treasury as follows:

\$10,000.00	1 year CD #44845106 @ 4.05% to 1/15/93)	
	Money Market Acct. #44845149	\$ 8,766.23

DONATIONS to Stutz Book Fund:

	Philip S. Brooke, Jr.	\$10.00
	James A. Conant	\$1,100.00
(silent auction)		
\$100.00	A.J. (Tony) Koveleski	

At January 15, 1993, the club reserves are as stated below:

Life Membership Reserve (36 members)	\$14,825.00
Reserve for Stutz Book	\$ 4,353.25
Cordy Purdy Fund	<u>\$ 1,021.88</u>
Total Reserves	<u>\$20,200.13</u>

Our Balance on hand now falls \$1,433.90 short of established reserves.



# William Parkinson Motor Sales Company, Inc.

Distributors for New York, Northern New Jersey  
and Western Connecticut of the famous

## STUTZ CARS

372 Central Avenue

Newark, N. J.

December 27th, 1921

Mrs. Emma F. Brenner,  
578 Ridge St.,  
Newark, N.J.

Dear Madam:

The factory have made some changes  
in our late car for the betterment of same.

We are calling in all cars to make  
these improvements, without charge to the  
customer, and would like you to advise us, as  
soon as possible, when it would be convenient  
for you to let us have your car to do the n  
necessary work.

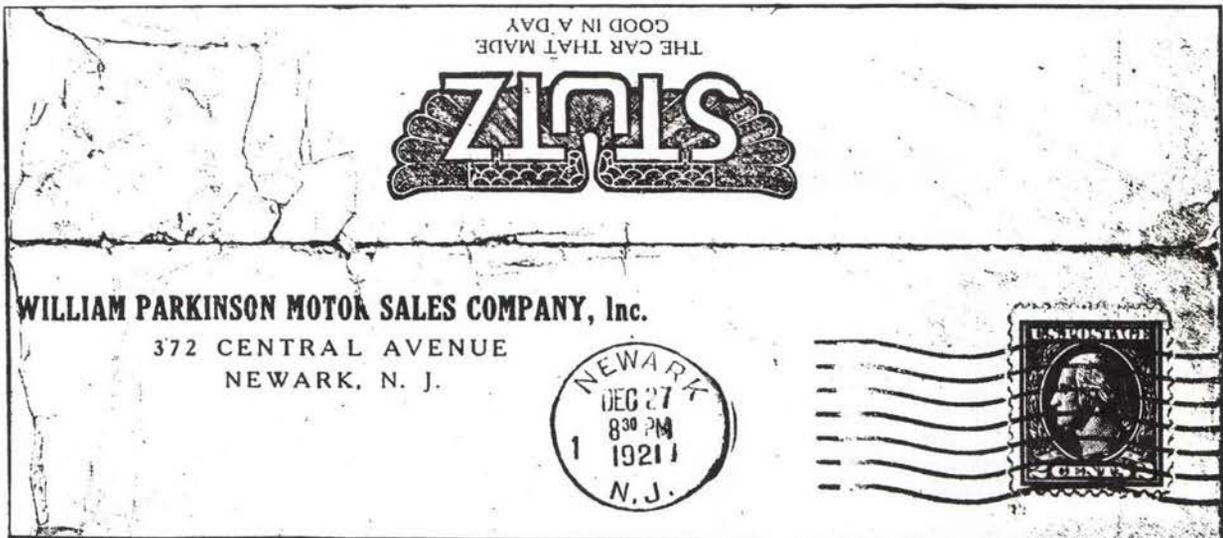
Very truly yours,

Wm. Parkinson Motor Sales Co. Inc.,

Per

*F. E. Jackson*

Mgr.



We are indebted to Thomas Cox for the above "Recall Letter." Tom inquires, "If Stutz was first with a rumble seat, were they first with a recall letter?" Tom went on to say "I was wearing a jacket with a Stutz patch on it some years ago. Somebody stopped me and said he had a Stutz letter. He sent it to me and I think it is a great piece." Remember when stamps were only 2¢?! (Ed.)

# This fish story isn't just a Kroc



The Cincinnati Enquirer/Phaedra Singelis

Lou Groen sold McDonald's first Filet-O-Fish in 1962.

It's a whale of a tale.

And nobody tells it like Lou Groen.

"I can't imagine why anyone would want to hear it again," says Groen, maneuvering his lanky frame behind a table at his McDonald's restaurant near Northgate Mall.

Humor me, I wheedle. I already know the ending — Groen invents the Filet-O-Fish sandwich, revolutionizes the fast food industry and, along the way, accumulates 43 McDonald's restaurants — but it's still a great story.

"We opened up in January, 1959," says Groen, staring off into the distance like Fess Parker spinning a yarn as Davy Crockett. "There was snow up to a tall Indian.

"It was a little red-and-white-tiled place; there wasn't any inside seating at all."

Groen's Monfort Heights restaurant, a \$950 investment, was the 66th McDonald's outlet in the country, the first in Ohio. There was no playground, no Breakfast Burrito, no life-sized cutout of Ronald McDonald hawking space toys to youngsters.

Bound by contract to the company, "we had 10 items on the menu": hamburgers, cheeseburgers, fries, three flavors of milkshake, an assortment of soft drinks and coffee.

"I was always a maverick," Groen says. "I was always coming up with these different ideas" to increase traffic. "They (McDonald's) had to slap me on the side of the head with a two-by-four a couple of times to keep me in line."

Initially, business was anything but brisk.

"After a year, I drew my last \$3,000 out of the bank. I was hurting," partly because of the location. "We were in an 85% Catholic neighborhood. There were days when we'd only take in \$75. I'm not the brightest guy in the world, but it oc-

## McDonald'

CONTINUED FROM PAGE D-1

curred to me that people went somewhere else on Fridays."

In search of a meatless meal, they headed to Frisch's for fish. That's how Groen explained his dilemma to Ray Kroc, McDonald's founder, the guru of the Golden Arches.

"You expand the menu to satisfy a crying need," Groen told the boss, but Kroc wasn't buying. "He said he didn't want fish in his stores because it stunk up the place."

That didn't stop Groen.

"I got facts and figures from a lot of the competition and found out what would sell. I was experi-

menting from 1960 to '61. I made up a halibut sandwich and a cod sandwich. I invented a particular type of breading. I made up my own tartar sauce formula."

After being granted an appointment at McDonald's headquarters in Chicago, "I had a food photographer prepare slides of the different types of sandwiches. I got all my material together. I took a flight bag I got from the airline and put dry ice in it" along with the prototype fish sandwiches. "I took a reel-to-reel tape recorder for a slide presentation."

Two times, Groen paid the \$47. "I went up there twice and had to sit around."

The third time, they gave him an audience. "It was an outstanding sandwich and they couldn't ignore it." McDonald's agreed to a trial run, opting for less expensive cod over the \$1-per-pound halibut.

Still, Kroc wasn't completely convinced, as Groen learned from a fellow franchisee.

"Mr. Kroc made a bet," the guy told Groen. "He said his sandwich is gonna be put in competition with yours," with the winner winding up on the menu.

The competition, Kroc's secret weapon, was two slices of cheese and a piece of grilled pineapple on a toasted bun. He called it the Hulaburger.

Groen set to work deep-frying fish filets for the public during the Lenten season of '62. "I put an ad in *The Enquirer*. I took fliers around the neighborhood. I went to the high schools and told them about it."

And?

"The first day we sold 350 of them at 28¢ apiece. It caught on like wildfire." The Hulaburger was ignominiously relegated to the status of a trivia question. ("You can't

win 'em all" was Kroc's concession speech.)

Filet-O-Fish, the first addition to McDonald's original menu, fueled a proliferation of items on fast-food menus around the country.

And how about its inventor? Did he get a bonus from Kroc? A pat on the back?

"I was lucky to keep my franchise," he says.

It was a long time coming, but the company recently celebrated Groen's achievement — and the sandwich's 30th anniversary — with a series of radio promotions, banners and price reductions.

Groen eventually acquired 43 restaurants and turned 37 of them over to McDonald's in 1986 for an amount that, although undisclosed, was a good deal more than \$950. He still runs two stores out of an office in Harrison, Ohio, and parries questions about his age (early 70s is a good guess) with, "You don't think I'd tell you that, do you?"

Although he's frustrated by today's meandering menus — "It's easier for a farmer to watch 10 horses than 100," Groen explains — his loyalty to "the corporation" is unshakable.

"If McDonald's had a pair of shorts with the emblem on it, I'd wear 'em. That sandwich was the turning point in my life."

Taking a break from the relentless click-click-click of a camera, Lou Groen sets aside the bun he's been holding for a photographer.

"The funny thing is," he says, "I never liked fish."

**Credit for this interesting story goes to Ms. Toni Casshelli. Member Louis Groen of Cincinnati, OH restored a beautiful Stutz Model M-27 Convertible which many of us have admired. (Ed.)**

# ONE GRAY 1917 STUTZ "R" BULLDOG

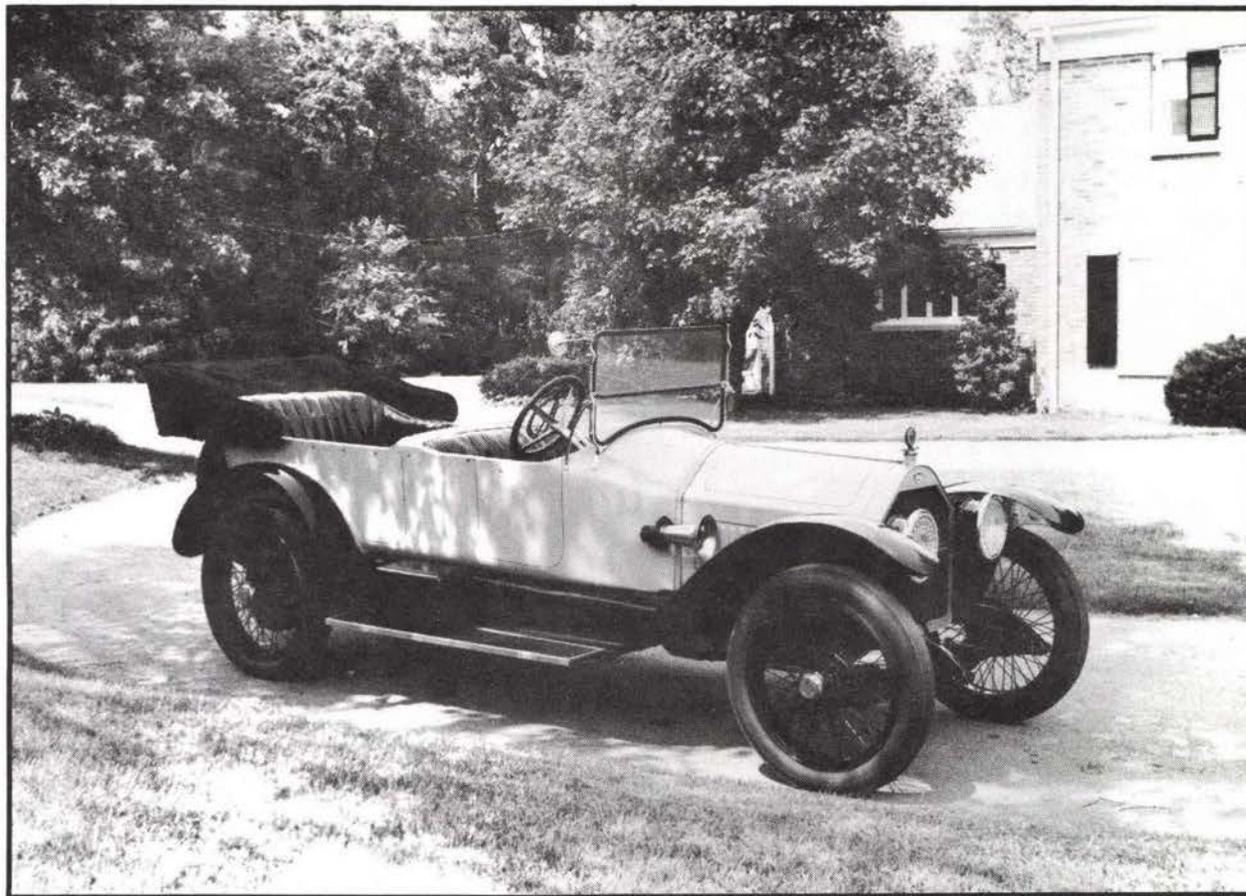
by Cornelius W. Hauck

It all started long before I found the Stutz, actually ... when I was a high school junior. A buddy and I decided we should shag down a Model T and paint it up with slogans etc., as was popular in the '20s and 30's, for a "lark" car. I'd been driving since I was 14 and had a dandy Packard 120 club sedan for transportation (bought new by my mother in 1937 for \$1253) so this was to be a "fun project."

So in the summer of 1942, while at our summer home near Cheboygan, Michigan, I started the search. It eventually led to the back yard of an old well-digger -- who never sold a car! They were all parked out in his back yard, where he left them when they quit! (He was still driving a nice Star coupe.) There was a ca 1919 "T" touring, and about a 1915 with "after-market" dress-up radiator shell and hood (you don't see many of those in the hobby); a cute 1910-11 Hupp "20" runabout in poor shape (broken crank); a deteriorated 1915 Chev "Baby Grand"; and among others I've forgotten a rather nice 1923 Overland sedan -- the Four with the "loop" frame and "tri-point" suspension. I opted for the Overland -- at \$35 with good tires

thrown in. Then I decided: no "slogan treatment" for the Overland; I'd fix it up and paint it up right -- a collector/restorer was born! The Overland provided fun, frustration and some good experience -- and the only loss I've ever taken on an antique car: it eventually threw a rod and I sold it to some other kids for \$25 -- a 28½% loss!

College and Army interfered, but I managed to acquire (from a friend in Philadelphia) a very nice 1926 Packard phaeton, which proved very satisfactory and lots of fun. I ran it until I got married in 1950, and moved to Arizona for Graduate School; the Packard was later sold to a friend in northern Ohio. While in Arizona I had plenty of time to plan and scheme on what kind of an antique auto collection I would try to amass. My father had been automobile-conscious in his earlier years, favoring what he called "pony tonneaus" -- that is, short-coupled 4-passenger sport tourings. He had three that he was especially proud of, and that seemed like the real "cat's meow" to me -- a 1915 National "Newport Six," a 1920 Stutz and a 1923 Graf-bodied



The 1917 Stutz Bulldog -- top down and ready for the road.

Packard Twin Six. I soon decided that, in building my hoped-for-collection, I'd eventually want these three -- or as close as I could come.

While still in Arizona the first turned up, near Chicago: a Packard Twin Six "Special," not a 4-passenger but a roadster: close enough. Back in Cincinnati, other gems were unearthed, and then, in 1954, the 1917 Stutz Bulldog was found in Kansas. It had received some amateur restoring (paint, largely, and Firestones), but otherwise was good original although badly worn and frayed. I was getting some self-directed restoring done around Cincinnati, but the Stutz loomed as a major challenge, and I really wanted it done right. A more experienced friend in town, who rambled all over the US in a handsomely restored Mercer 35-J runabout (he had a 7p American Underslung too) convinced me that a turn-key professional restoration was the way to go, and further that Mercer-expert and top restorer Ralph Buckley, in New Jersey, was the man to do it. So, after a bit of arm-twisting, Buckley took it on in 1956 and turned pretty much of a tired dog into a beautiful specimen of a Wisconsin-engined Stutz Bulldog -- grey and black, brown spanish leather upholstery, spotless and flawless. So I embarked on a career of Stutz-driving.

But not all went smoothly, including a nasty tendency to overheat when pushed. But driving was fun, and we embarked on the 1959 Glidden with enthusiasm -- Cincinnati-Indy (and the "500" track)-South Bend-Detroit. It was not the Stutz' time for glory: going through Elkhart it

threw a rod. I then turned to my old friend the later Joe McNutt of Akron; Joe had once owned a dandy Stutz M roadster but subsequently had become quite an expert at restoring T-head Packards (1907-1912). If anyone could make this Wisconsin engine "perk" it would be Joe. So it got a re-restoration: bearings were attended to, old NOS pistons scrapped for modern aluminum pistons, new radiator core for cooler running, everything balanced for less aggressive vibration (ALL vibration never leaves a T-head Stutz), an oil pressure gauge just in case! Back on the road, she ran better than ever -- except, when pulling hard, the water still boiled! Zounds! But one day while "touring" in the hill country east of Cincinnati, she started to heat up on a long hill and, for no good reason, I kicked open the cut-out and left it open while I blasted (it sounded like it!) up the hill ... and to my amazement, the motor was cooler at the top than it had been  $\frac{1}{4}$  of the way up! We're on to something! Tearing down the muffler, it suddenly became clear: someone in the distant past has replaced the sleeves in the muffler, and made the new holes MUCH too small. At partial throttle it made little difference, but opened up the motor was literally being strangled by back-pressure from the choked muffler. Punching much bigger holes in the sleeves cured that problem.

I was most interested in Dr. John McAnlis' account, in issue no. 21, of his assault of Pike's Peak in his HCS in the 1990 Glidden. McAnlis was neither the only nor the first Stutzer to tackle Pike's in a revival Glidden; we did it on



1917 Stutz leading the "Parade" for crossing of the Royal Gorge Bridge near Canyon City Stevens-Duryea and others following -- 1964 Glidden Tour in Colorado

the first of the Colorado Gliddens in 1964 (the one Paul Beechy went on: 1964, not 1954; 1954 was in New Hampshire). Transportation choice in our case was our 1917 Stutz model "R" Bulldog. I didn't take my camera along on the Pike's Peak trip (actually I took few photos on that Glidden) but I did take a couple color slides on another day when we toured over to Cripple Creek, and I've made B&W prints which I will enclose. One was taken when we stopped in Victor, a town near Cripple Creek, and the other along the road overlooking another town in the District.

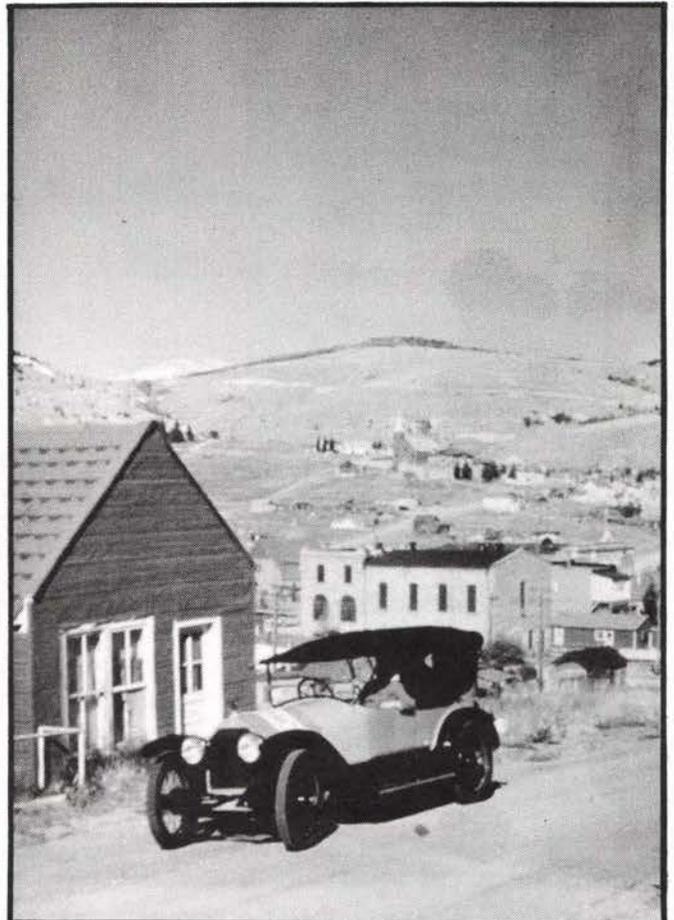
McAnlis is right about the necessity of adjusting carburation for the leaner air at altitude. My '17 had the original Stromberg HA carburetor which was a real "challenge" to get and keep adjusted; and it would no longer adjust down to a real lean mixture. Everything went okay in Colorado until we got up to about 12000 feet on Pike's and she started to boil briskly. Fortunately, there are occasional turn-outs where you can stop and let things cool down, and water to replenish the supply! Despite the frequent maligning of Stutz brakes, I found little to complain about (in comparison to other cars of the era) and with two sets of shoes you could alternate

between foot or hand brakes or use both and skid the tires.

I did have one odd experience with the brakes on that Glidden. On one day we made a loop tour from Denver southwest through the mountain parks area around Evergreen. This was early September and midday we were hit with one of those famous early-Fall snow squalls in still warm weather. Big fluffy stuff blowing all over like mad; between looking through a slit opening in the "rain-vision" windshield and watching the right edge of the road without hanging out too far we managed to pick our way through the white-out back down to lower altitudes. (Bill Harrah and group in his round-the-world Thomas Flyer followed us out by hanging right behind the Stutz; they had no top or windshield and were nearly helpless trying to navigate with the snow blowing all around them.) We were nearly back to Denver and breezing right along when I attempted to use the brakes -- and had the feeling we were just sliding along on ice: the shoes had no effect at all. Apparently, the severe atmospheric conditions must have produced condensation in the drums, making the shoes slide ineffectually. That got my attention, and I dropped down into second



1917 Stutz & a Pierce @ the Colorado Midland Depot, Cripple Creek 1964 Glidden Tour



1917 Stutz "R" Bulldog, 1964 Glidden Tour at Victor, Colorado in the Cripple Creek District

as soon as I could; creeping along at slow speed dragging the brakes seemed to cure the problem and after a bit stopping power was removed. But it was momentarily scary, and I never had a repeat incident during the 30 years I ran the car.

Most use of the Stutz in the 30 years I had it was around this part of the country -- short tours and meets in Ohio. Launching a railroad museum in Colorado in 1958 (the Colorado Railroad Museum at Golden) consumed lots of time and energy that I had had for cars; I reduced my stable to just two -- the Stutz and the Twin Six Packard -- and devoted what time I had to them. Eventually I "traded in" the Twin Six for a more modern Packard 8; when a 1917 National turned up, I decided

to retire from Stutzing and relax with two Packard eights (and the National) instead.

The Stutz was a fun and comfortable car for zipping around on country roads and performed well in the 45-55 mph range. I did try kicking it up to 65 once when dueling with my old friend, Frank Miller, and his 1913 Mercer 35-J runabout, but "a lot was going on" at that speed and I decided 55 was a logical top. (According to a note written in my catalog, the salesman claimed it would do 72.)

Dawdling along the roads now in a 4-wheel-brake Packard certainly seems tame in comparison to Stutzing -- but a lot more restful, too!



Ray Katzell submitted this photo which was snapped in 1924 of a circa 1922 Stutz that uncharacteristically ran into trouble. What was then a rural road is now the heavily traveled Route 70 that runs between Camden and the New Jersey shore. The photo is from the collection of Dr. Stephen J. Matlaga. The moral is, "Don't love while driving." (Ed.)

Valentine's Day is just around the corner. Here are a couple special ways to express your "love."

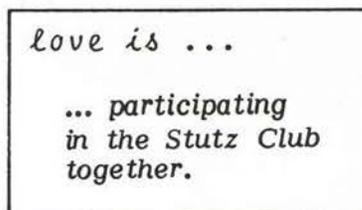
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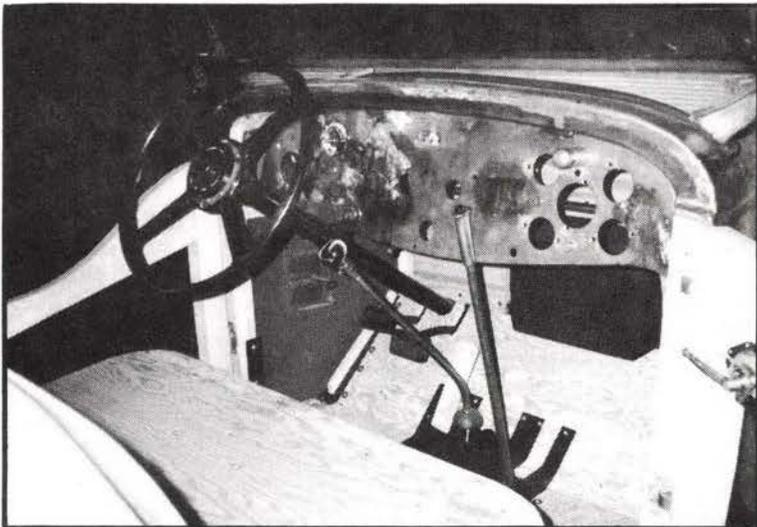
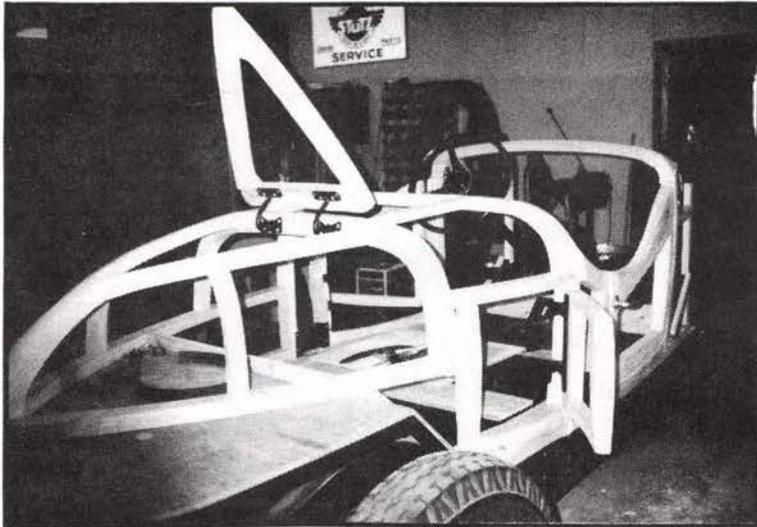
HERS



OURS



## LETTERS TO THE EDITOR



**From:** Phil G. Johnson (#354), #145  
Sherwood Park, Alberta,  
Canada, dated August 28,  
1992.

I was told of the Stutz Club and invited to join by Jim Farquhar of Assinibora, Saskatchewan, Canada. I would like to get involved with this group. Could you send information as to dues, etc.?

I have a 1929 Stutz Model "M", Chassis No. 30620, 134½" wheelbase. The car was very incomplete and rough when I purchased it in 1972 and all of the body back of the cowl was missing. The chassis had been fitted with a 1922 Lincoln engine which has now been replaced with the proper Stutz 8 engine (#31376).

I'm rebodging the car as a full-fendered, boattail speedster as per enclosed photos, and the project is finally nearing completion. I have acquired most of the parts to complete the Stutz but still am in need of taillights, starter pedal and headlight tie-bar. I have some extra parts available for sale or trade.

**Ed's Note:** Our thanks to member Jim Farquhar for inviting Phil into the Stutz Club. Hopefully, we will be able to share details of the completed Stutz Boattail Speedster with you in an upcoming issue.

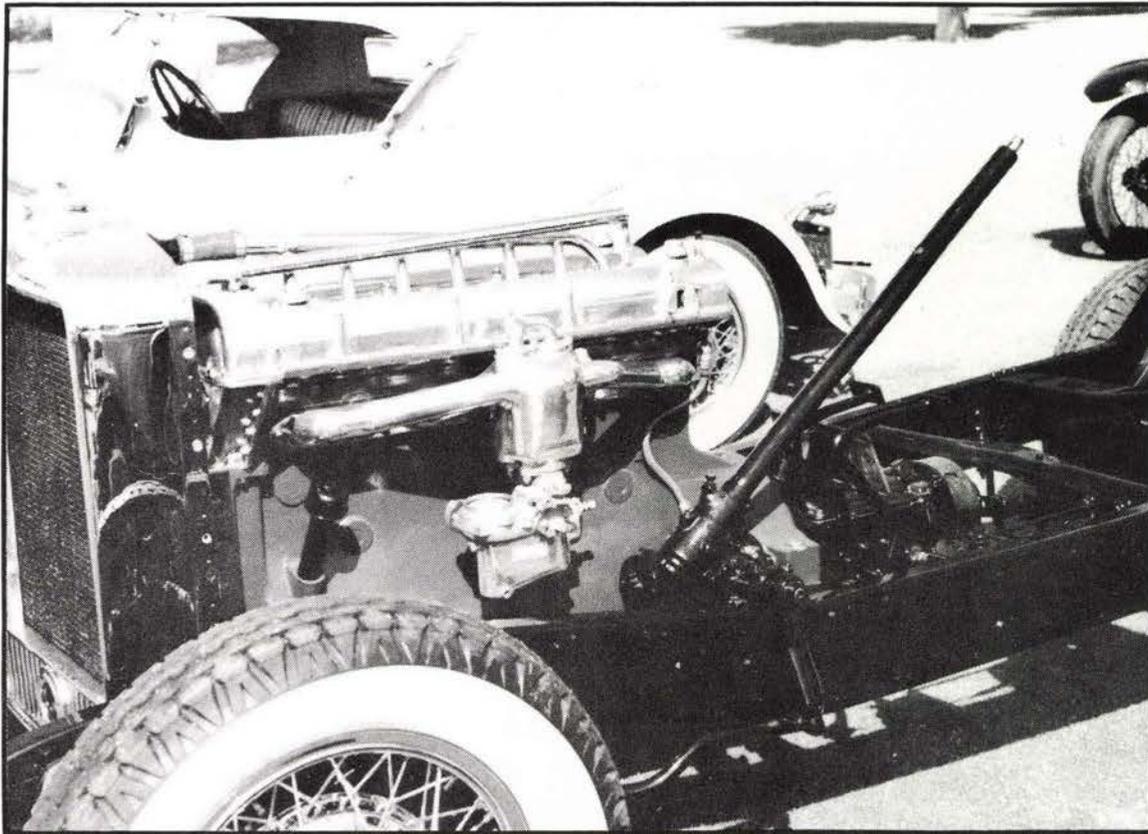
**From:** Richard Orr (#295), Woodland, CA, dated January 5, 1993 (in part)

You're doing a great job with the Stutz Club. The *Stutz News* is outstanding and I always read it cover to cover.

In addition to what you've already received on the 1st West Coast Stutz Meet, I want to make a few more comments. It was a lot of fun. Everyone attending seemed to enjoy it. Ten Stutz cars and lots of people at the first event was considered a good show. We may be optimistic but the group feels we may have 20 cars next September.

Attached are a couple of pictures of my 1932 Stutz DV32 chassis taken at the West Coast Meet. It wasn't running but I took it to the meet anyway. A picture of some of the people is attached.

Since buying the car I removed the body to restore the chassis. It's been totally apart, rebuilt and back to this point. Since September I've put the body--4 passenger dual cowl phaeton with toneau--back on and am rebuilding all the pieces. It's amazing how many pieces are used in a car and it seems each piece needs to be fixed before painting or plating. I still need a few pieces to complete the car. If they can be found, I plan to have it done by September--our 2nd West Coast Stutz Meet. Without the club I wouldn't have a clue where to get parts or information.



Another view of Member Dick Orr's 1932 Stutz DV-32 chassis is shown in an article covering the 1992 Stutz West Coast Meet held Sept. 19, 1992 in Woodland, CA. Stutz activity in 1992 was outstanding. Let's set more records in 1993. (Ed.)

From: Norman C. Barres (#27), London, England dated 26th October 1992.

I promised to give you some brief notes of my observations of people I met in London during this year, as 1992 is the second year during which I have been able to use the Lancefield Stutz, for both classic car events and distant journeys. The more that I drive the car, the more impressed I become with its quality and reliability. (See photo 2, Vol. V., No. 22 for photo -- Ed.)

One of the premier events for classic cars in the U.K. calendar is the Louis Vuiton classic held at the Hurlingham club in June, and this year I was invited to be one of the 60 entrants, the Stutz felt very privileged more so when it was displayed amongst cars some valued in excess of £1,000,000 sterling each. The display is for original cars, and whilst not winning, the Stutz was considered second in its class and was runner-up for the best leather. It was at this event that I met Eric Verdon Roe, and both he and his wife were passengers in the Stutz for the evening Grand Parade.

During the year it has been my privilege to meet several car enthusiasts from the U.S.A. and I have tried to give them a short journey around London in the Stutz, after all it is not every day that I can find a good excuse to take the car out for a ride. London, as some of your readers already know, is a motorist's nightmare, narrow cart track streets, no sign posts and many one-way or traffic prohibition roads. Get lost in London and you really are in trouble. Without exception all local authorities (Councils) in London hate the motorist and by their policies of traffic management (or lack of it) cause most of the traffic jams (gridlocks) that are a daily occurrence.

I suppose that my one main advantage is that I was born in London and have lived here all my life, and therefore have road knowledge similar to that of a London taxi driver. Not only is this an advantage if you live and work in London, but also it gives one the confidence to drive and enjoy driving a classic car in this once great city.

Of all of the classic cars that I have owned and driven in London, the Stutz gives me the greatest pleasure, the Model M of course, can out break most modern cars and that in itself is an advantage, but also this wonderful car can crawl around with city traffic never overheating, even on the hottest summer day and yet able to travel and cruise at 75 mph on our motorways (freeways) without any stress either to the driver or the car.

It has been a pleasure to spend a few hours with our visitors, if any members of the club, or any car enthusiasts cares to contact me when they visit London, then I will do my best to spend a couple of hours with them and the Stutz. My London phone No. is 071.485.1540.

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# EDITORIAL COMMENTS

In the last issue on Mailer Page 1, we shared with you financial concerns the club is dealing with as we enter the 6th year of operation. We do not want to be guilty of using up reserves to meet current expenses as this is a road to ruin. That is why your Board decided upon a special assessment of \$5.00 per active member for 1993 while cost-cutting measures could be explored and hopefully publication costs reduced. There being no office or staff, administrative expenses are minimal and reflect only direct out-of-pocket expenses.

The cost of publishing *Stutz News* is, of course, the club's largest expense item, averaging over 75% of total expense. The average cost per issue in 1992 was \$1,460 versus \$1,435 in 1991. The 1990 Membership Directory cost \$937 and a new one is sorely needed.

Your Board eliminated the Life Membership category for the time being as the fees which were established for this category of membership do not generate adequate interest income at current low rates. Total interest earned during 1992 was \$702.25 for an average of about 4% on the club's bank balance. We expect the average to drop further in 1993.

Many members have responded to the club's financial concern by making donations and by providing associate membership to the spouse. This response is most heartening and very helpful. Thanks!

You will note at the bottom of Joe Folladori's Financial Report that our current balance of funds falls short of established reserves by \$1,433.90 at January 17, 1993. Our challenge is to eliminate this deficit as quickly as possible without reducing the club's service.

Listed below are some of the considerations for reducing the cost of *Stutz News*:

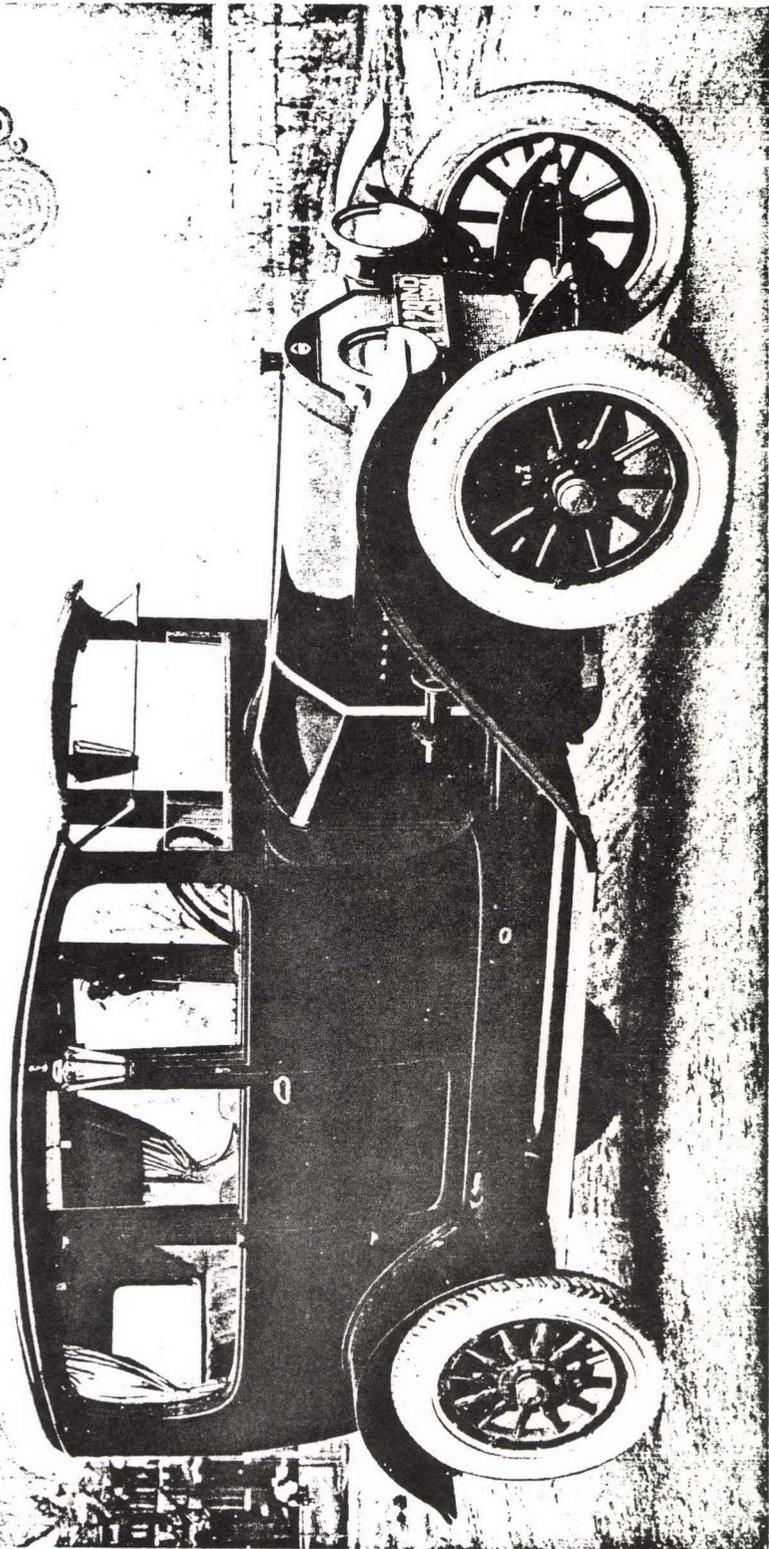
1. Paid Advertising: The editor believes paid advertising should be avoided at this point as it dilutes the thrust of the publication and detracts from our "Classifieds" section. Paid advertising should be explored for the Directory.
2. Reduce Number of Issues: At this time we feel that quarterly issues should be maintained if we are to promote activities, provide somewhat timely news and share interests in things Stutz. As someone recently pointed out, the News is the Glue.
3. Cut Number of Pages: Reductions can be made in cuts of four (4) pages. This will be studied in conjunction with reducing the size of type (points) to reduce the impact of a smaller issue on service provided.
4. Reduce Quality: We believe quality is now, at best, only adequate in black/white. Quality of paper used is already marginal.
5. Cut Number and Size of Photos: The editor has enjoyed the use of photos which he feels are worth more than a page of words. However, this is an area where some savings could be made in half-tone preparation and final layout expense prior to printing.
6. Eliminate the Quarterly, Publish a Newsletter: The editor feels that our present quarterly is primarily a newsletter, and there is not much to be saved if the same coverage is provided.

The editor and Stutz board members welcome your input. Our goal is to please the membership within a balanced budget. Tell us what you think!



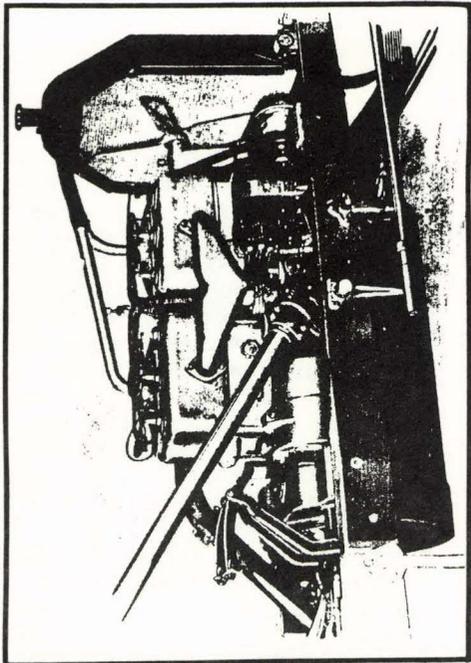
Member Elliott M. Kahn provided this evidence from a 1915 Stutz Catalogue that Stutz made an interesting sedan as well as a coupe in the 1915 era. Note the 1914 Indiana license plate.

**SEDAN**  
 FOUR CYLINDER \$3675  
 SIX CYLINDER \$3800

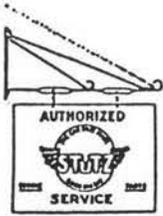


**SEDAN**

Sedan bodies are furnished for either four-cylinder or six-cylinder chassis. They are designed for the touring chassis, and are finished throughout with that elegance that has marked all of our bodies of this class. The seating capacity is for six persons. The interior is lighted by a dome light, while the outside is provided with the usual lamp equipment for cars of this character. The bodies, as in the case of the Coupe, are extra long, of beautiful design, and will appeal to the artistic taste of those whose appreciation of the beautiful in motor car body design is most finely developed. There is nothing handsomer on the market.



Intake Side Six-Cylinder Motor



## CLASSIFIED

LET'S PUT STUTZ ON THE ROAD!



- Elliott E. Atkins, P.O. Box 14, Clements, CA 95227  
(Home: 209/473-4333) Has for Sale:
  - 1917-1924 gas tank
  - 1920's Stutz script aluminum hubcap
  - 1923-1925 Stutz "Special Six" (6 cyl.) script headlight lenses
  - Late 1920's Safety Stutz 8 Weyman Bodies Catalog
  - 1930's Ryan-Lite headlights and radiator cap
  - 1930-1934 Two 18" wire wheels, 6-lugs with lockrings
- Wanted:
  - 1915-1916 round gas tank or fittings for same
  - 1918 era headlight (one)
  - 1920-1924 Stromberg carburetor for 4-cyl. Stutz
  - 1922-1924 red oval Stutz script taillight lens
- Abigail Kende, 961 Lexington Avenue, Apt. 3W, New York, NY 10021  
(212/517-9508; Fax: 212/879-0661) Looking for:

Photograph that appeared in an antique car magazine 2 or 3 years ago about the opening of the Stutz Motor Car dealership in Budapest, Hungary around 1916. Did anyone save the clipping or have listing of Stutz dealers worldwide?
- Norman C. Barres, 12 View Road, Highgate, London N6 4DB (Phone 071.485.1540 or Fax 071.482.2394) Needs:
  - Original body or parts (any condition) for a short Stutz 131" chassis. Will consider anything appropriate and available. Please contact me by phone or fax as per above.
- Ernest J. Toth, Jr., 8513 Cloveridge Road, Chagrin Falls, OH 44022  
(Home 216/338-3565) Has For Sale:
  - New stainless steel lower water pipe for Models AA/BB \$30.00, M/SV&DV \$20.00
  - Copper/asbestos headgaskets for Models AA, BB, M & SV \$115.00, for DV \$135.00
  - Reprints of Models AA & BB Owners Manuals \$40.00
  - Parts for Blackhawk 6 cyl. engine: Block, head, oil pan, manifold, crankshaft and camshaft.
  - Send SSAE large envelope for 4-page listing of literature, drawings, photos, etc., I have for sale.
- John R. Maryott, 1555 Cambridge, San Marino, CA 91108 (Phone 818/796-7920) Has For Sale:
  - 1921 H.C.S. Special Touring. Solid original car. Runs good. Needs work. \$20,000.00 or best offer.

- Paul Freehill, 522 Southview Ave., Fort Wayne, IN 46806 (Home: 219/749-0297, Bus.: 219/745-5168) Has For Sale:

- 1917 Stutz Touring Car, nice older restoration
- 1925 Stutz Fire Truck engine, 6 cyl. S.O.H.C., 800 c.i.d.
- 1928 Stutz BB radiator and shell

Wanted:

- DV-32 engine
- 4-speed transmission for 1930 Stutz

Services:

- Due to a cancellation, we have an opening in early 1993 for restoration of your Stutz or other fine automobile.

- The following club items are being sold to help finance the Stutz Book project. Send requests to Bill Greer, Editor, with checks payable to The Stutz Club, Inc. Prices include postage.

- Automobile Quarterly, Vol. 28, No. 2 featuring a superb article of 17 pages by member Joseph S. Freeman entitled "In the Wake of The White Squadron" about the remarkable 'World Champion' Stutz race cars of 1915 with great photos. These books are autographed by Joe as a special favor to the membership. Only 12 copies left at \$27.50 US (\$32.50 for overseas members). Help the club while you enjoy Joe's great story on Stutz race cars.
- Stutz blazer patches/badges (3¼" wide) copied in blue, red and white from original radiator badge. Outline embroidered in gold metallic thread (donated by Life Member A.J. (Tony) Koveleski) \$10.00 each.
- Reprints of the 21st and final "Annual Report" of the Stutz Motor Car Company of America, Inc. for the 12 months ending October 31, 1936. \$3.50 each. Upon reading this report, member Jim Petrik remarked, "It would bring tears to the eyes of Attila the Hun. The sacking of Rome by the Vandals was more cheerful."
- Stutz Nutz tie tac/lapel pin. These were nicely done by Member C. McCord (Cordy) Purdy in the 1960's. Only a few left at \$5.00 each.



- Lionel H. Stutz, 1645 Scott Road Canton, GA 30114 (Tel. 404/720-7698) Needs:

- Spare tire rim for a 1926 AA Coupe to accommodate a 600-650x20" tire. This may possibly be a Firestone 29x4½ nominal size rim.

- Layden F. Butler, Jr., 107 St. Jean Court, Danville, CA 94526 (Home: 415/810-4742) Has For Sale:

- For H.C.S.: pair of wire wheels \$150
- For Stutz 1917-20: Tail lamp, restored \$125; 23" Houk wire wheel \$125
- For KLDH model (4 cyl.): Aluminum transaxle case \$1500

