

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



TO:

STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

COMING EVENTS

You still have time to make arrangements to attend the BBC Top Gear & Classic Sports Car Show where Stutz cars will again be shown at the National Exhibition Centre in Birmingham from 30th April to 2nd May 1994. Should you need assistance, Norman C. Barrs, European Coordinator, has offered to help on hotel accommodations, etc. (Norman's telephone in England is 071-340-9087).

A brief outline of the program for the 7th Grand Stutz is provided on page 2. Don't miss this one! If you haven't blocked out June 30-July 4, 1994, please do so at once and reserve your accommodations at the Fairfield Inn (Tel.: 219/489-0050). The Indiana Historical Society, the cities of Fort Wayne, Auburn and Kokomo, the museums and car clubs are all joining together to celebrate the 100th anniversary of the automobile. What a marvelous opportunity this program presents to the Club and its members to proudly show off Stutz. Let's bring a minimum of 20-25 Stutz to this historical event and celebrate. You will receive a separate mailing pertaining to final details, registration requirements, costs, etc. But, reserve your accommodations now so we know you are planning to attend.

The 1994 Stutz West Coast Meet is scheduled for Saturday, September 24, 1994. This 3rd West Coast Meet will be held at the Yolo Flyer's Club at Woodland, CA where the 1st meet was held. For details contact: Dick Orr (Tel.: 916/662-9638).

PRELIMINARY PROGRAM SEVENTH GRAND STUTZ June 30-July 4, 1994

Your Hosts: Indiana Historical Society/Auburn-Cord-Duesenberg Museum
Carmen & Larry Nicklin/Carolyn & Bill Greer

THURSDAY, JUNE 30, 1994

Registration: Fairfield Inn (Tel. 219/489-0050)
Junction Hwy 69 & Rd. 3, Fort Wayne, Indiana
(Make your own reservation; mention Stutz Club;
rate is \$45.95 + tax)

Welcome GAR: The Great American Race will make a pit stop.

FRIDAY, JULY 1, 1994

Morning: Walking lectures at A-C-D Museum
Subjects: Early Cars, Cord Cars, History E.L. Cord

Lunch: At A-C-D Museum (with speaker)

Afternoon: "Celebration of the Automobile and Its Effects on
Humankind" -- Symposium "The Early Years"

Dinner: Hosted by Carmen & Larry Nicklin at their home in
nearby Leo, Indiana

SATURDAY, JULY 2, 1994

Morning: Symposium: Track I - Technology
Track II - Marques

Lunch: At A-C-D Museum (with speaker)

Afternoon: Symposium: Track I - Pop Culture
Track II - Commerce

Dinner: At a restaurant to be selected followed by Annual
Business Meeting

Note: Options are being planned for both Friday and Saturday,
i.e., tours of Fort Wayne/Auburn area, antiquing, shop-
ping, and, of course, Stutz tire kicking.

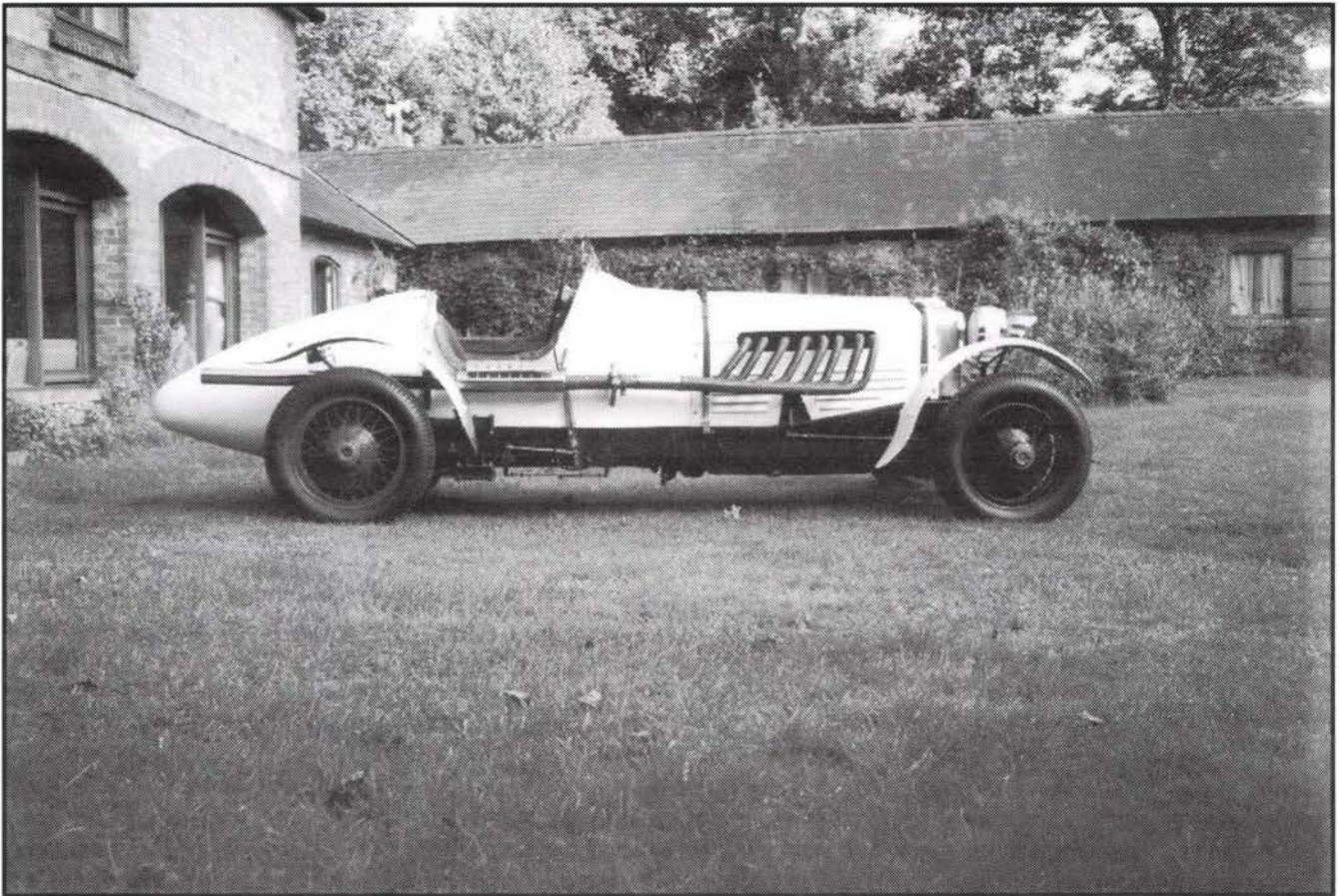
SUNDAY, JULY 3, 1994

Car Show: All American built cars & trucks at Cruise Auction
Park (Note: We are determined to show 20-25 Stutz
at this unique event. Please help!)

MONDAY, JULY 4, 1994

Celebration: Reenactment of the 1894 Haynes Automobile Run on
Pumkinvine Pike in the city of Kokomo, Indiana

**THE STUTZEMBURG
OR
GUYATT'S RESTORED CAMERON SPECIAL**



Member John B. Guyatt (#297) of Bucks, England has shared with us the delightful story of the rebuild of the "Cameron Special." This car was originally powered by a Duesenberg engine, hence the nickname "Stutzemburg." John copied the looks of the 1924 Duesenberg French Grand Prix winner (scaled up 1½ times).

The Guyatt Cameron Special had its first outing at Silverstone on 24-25 July 1993 in somewhat unfinished form (see the Oct.-Dec. 1993 issue of *Stutz News*, page 16. ENJOY! (Ed.)

THE STUTZEMBURG or Cameron Special Rebuild: -- Or "An Idiosyncratic Englishman's Guide to Restoration"

by John Guyatt

The car was bought, sight unseen in Canada, from a photograph -- "needing restoration" -- if ever a phrase "told it like it was!"

I first saw the car "in the flesh" in the custom's shed near Oxford.... I immediately knew that a lot needed doing. After getting it home, stripping and closer inspection revealed that a mammoth rebuild was obviously needed. Every part which was there (much missing) was worn out, broken or just badly engineered in the first place!



Tim Cameron had built the car to be his idea of a "north American SSK" with definite sporting/racing pretensions. He said it was capable of over 130 mph, 0-60 in 6 seconds, complete with "glowing red-hot" brake drums and "power" wrecked rear ends!!! All I can say is that Tim must have been a very brave man!

The Chassis -- Tim's ideas concerning shortening, lightening, weight-balancing and suspension geometry were all sound racing practice of the times, but his engineering certainly left a lot to be desired. He had cut up two Black Hawk (?) chassis to construct the stiffened, boxed front chassis, had shortened the wheel base to approx. 126" and fitted double 1/4 elliptical springs to the rear. OK, so far, however, where he cut the chassis he only welded up one side!; had left myriad holes in the chassis sides (which were cracking and joining up most alarmingly); had omitted a front cross member and the centre cross tube (leaving the chassis able to flex all over the place!). The rear axle was held in place (?) by 4-1/2 UNF bolts onto four (4) angle wedges (there was no actual accurate fixation of the axle to the chassis -- no wonder he broke axles as they must have swung about most horribly!).

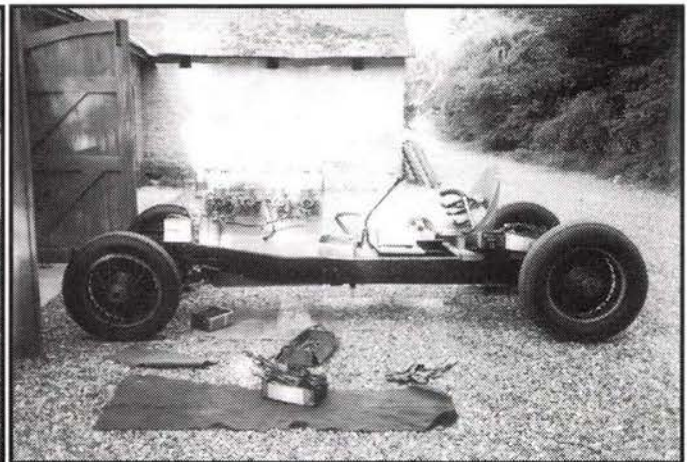
Faced with this mess, I attempted to correct Tim's engineering whilst retaining his principles and "character." I constructed a new front cross member/engine support taking the opportunity to lower the engine three (3) inches. The holes were welded up as were the joins. Four (4) new spring hangers were made along with a triangular cross member to stiffen and locate the axle. Special diagonal axle-tube clamps were made to positively hold the axle (following classic Talbot design). Then all was disassembled, sand blasted and painted black; the springs re-tempered, re-set flatter, polished and re-bushed.

The Front Axle was a real piece of "Cameron Speciality." The back-plates, drums and beam were like a piece of Swiss cheese (a lot of air held together by small amounts of metal!). Tim obviously didn't know that most heat dissipation is through the metal of the hubs, etc. Still, I have decided that for the time being to restore it "as is." That is, new cylinders, hoses, bushes and bearings. Competition use will tell me if I need to find some "un-holy" drums and back plates.

The Rear Axle was completely worn out -- the polished remains of the crown wheel now serving good use as a table lamp base in my den! A 3.8/1 ratio and new cylinders, hoses and bearings have been fitted, and the back plate moved around 90° to facilitate air-bleeding.



Restored chassis early '91 -
new spring length not yet determined.



Mid '91 - Engine placed in chassis with 4 carb.
set up and gear box in - no steering yet.

The Brakes were just missing. So, I have fitted all new hoses and cylinders, and designed a new double-master system with balancing bar which should provide adequate braking without servo assistance and the security of a front/rear separation. I've also fitted quite soft linings as I have found these not to glaze over in competition use even if they wear out quickly.

The Steering seemed to have originated with a Greyhound bus, with a nasty plastic wheel, a jointed segmented column and a home made (very crude) drop arm (horrible 1940's stuff!). He had also made a conversion to right-hand drive steering arm. I decided to keep the right-hand drive (good of course for UK) and discard the rest. I obtained a nice vintage steering column and drop arm, with 2-1/2 turns lock to lock. Fitted to it is a correct spring-steel racing wheel, a black cord-bound rim and a St. Christopher on the boss (my Irish mother was very superstitious) for good luck.

The Wheels were 19" Buffalo No. 5 hub, lock-ring rims, all in reasonable condition needing just sand-blasting and painting for the time being.

I'll probably use a well-base 19" rim later on for racing (safer than a lock-ring type rim) and hopefully acquire some 20" wheels for road and towing use. I like the Buffalo hubs -- very American, in our European eyes! NB. The Stutz racing cars at LeMans, TT, etc., used Ridge Whitworth wheels.

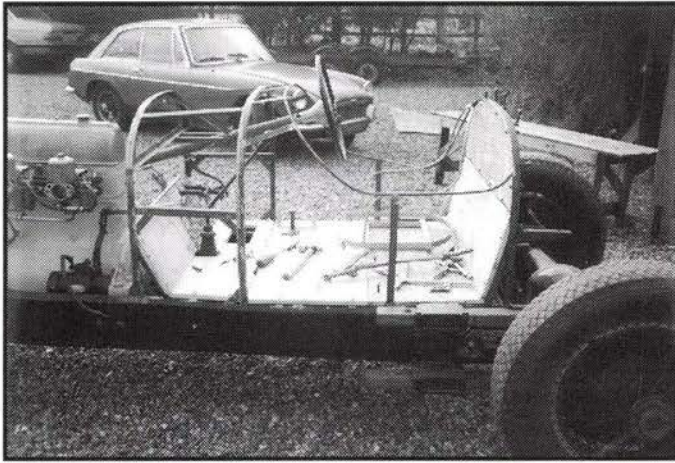
The Engine -- Oh! my goodness! -- too bad to describe adequately: broken valve springs, burnt valves, worn guides, stretched chains, broken and stuck rings, worn bores, knocked out bearings, burnt out dynamo, seized starter, grenaded distributor, etc., etc., etc. Anyway -- much time and money later -- a rebuilt engine, with some changed specifications. Over 25 years of Vintage racing in GB had given me some ideas for upgrading the engine without resorting to anything which could not have been done in the period (the criteria of the VSCC of GB) and utilizing vintage parts where possible.

- a). A reprofiled camshaft allows 12° of overlap to improve breathing at higher revolutions. I kept to the original valve lift and cam profile.
- b). New con-rods in steel (by Carillo's) allows greater revs. with confidence and use of shell bearings on the big ends.
- c). Domed pistons to increase compression ratio from a measured 4.7/1 to 8.5/1.
- d). A Flowed exhaust system allows better breathing with allowances for tuned-frequency pipe lengths (using the common 18" valve head to pipe-join ratio).
- e). A Four (4) S.U. Carburetor set up allows the maximum fuel mix into the engine, using the original broken intake manifold stubs.
- f). A lightened Flywheel with a lighter Borg and Beck clutch allows quicker pick-up with safety and faster gear changes.

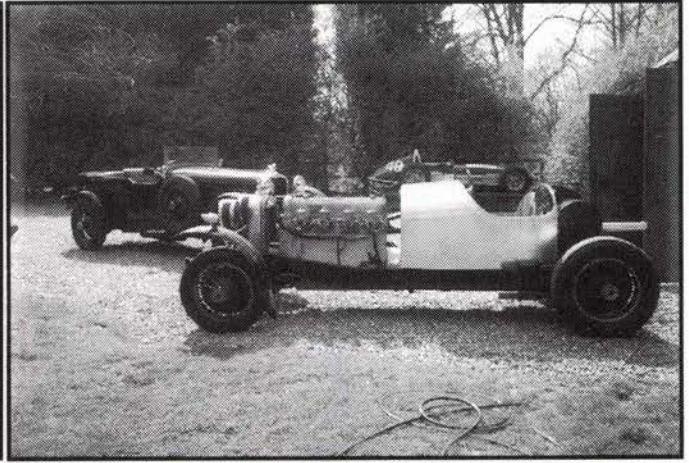
The Gearbox that Cameron fitted came from a British-made A.E.C. bus!! It was a pre-selector -- huge and heavy, and better suited to its new home -- in a friend's monster, a "Merlin" engined racing special! I obtained and rebuilt an original 3-speed Stutz gearbox. The ratios are not good for competition use. I will have to investigate new close ratios for the box in the future.

The Body -- Oh dear! Oh dear! Tim Cameron had home-built this joke of a body out of steel tube plus angle iron, wafer-thin aluminum sheet from the aircraft industry and any old bits of hinge and bracket lying around. It was very crudely made "apart from falling apart" with a bonnet that had more louvres than metal and home-made piece by piece hinges and terrible shaping around the radiator! What with no headlights or side/rear lights and a battered, holed petrol tank with tank like heavy steel filler-caps, I really had to sit down and think this lot out!

Considering Tim's "raison etre" and my own love of the racing cars of the period, I think I came up with the ideal solution (I hope some of you STUTZ Nutz will agree at least!). Using the Duesenberg connection, after all the Cameron Special was originally conceived with a Duesenberg S.J. engine (a real pity that got lost along the way), I have replicated the 1923 Jimmy Murphy GP winning Duesenberg; the long bonnet, narrow two seat and beautiful long pointed tail -- just 1-1/2 times scale size!



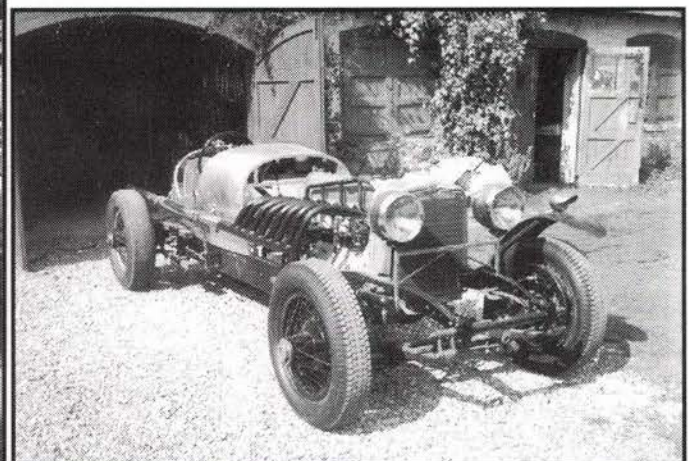
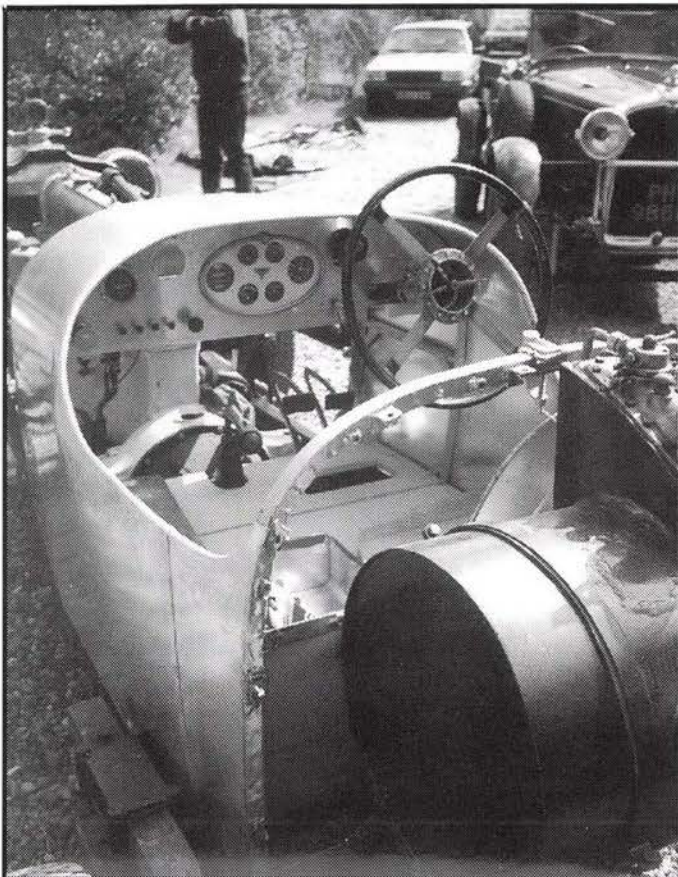
Early '92 - body frame started



Body center done - early '93. Posed behind is Mike Holt's TT repro and my 1962 "Indy Car" - "Schultz Refuelling Special"

I made the frame from steel rod and angle, using as a template, (the curvature is most subtle) an old Mercedes "K" bulkhead that I had lying around. I skinned it in 18 gauge aluminum, hand stretching and fettering the centre section into a pleasing narrow two seat cockpit with cut away sides. I made a wind deflecting cowl for the driver's side, fitting to it an original Brooklands aero screen.

The bonnet and tail section were beyond my "tin-bashing" skills, so I have had them professionally made, beautiful examples of the "English-Wheel" coach builders craft. A good friend of mine, who races an ERA, did a beautiful job on the long tapering tail and the bonnet which was made in the Stutz fashion, i.e., 4 hinges, a centre strip section and horizontal louvres. The whole body was etch-primed, flatted and painted off-white as per the Duesenberg.

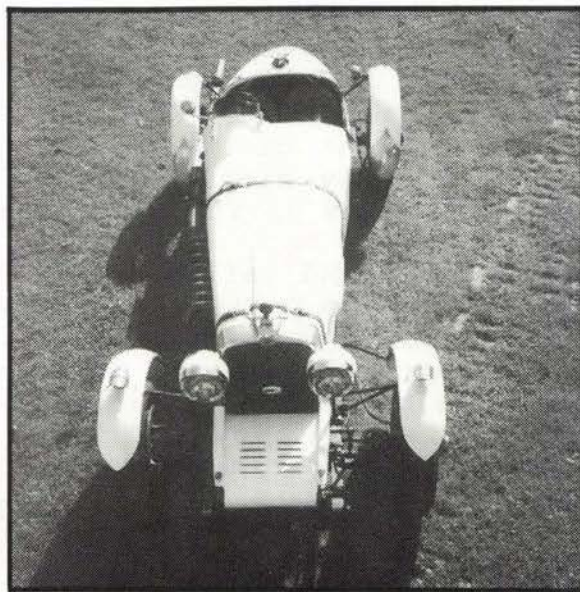
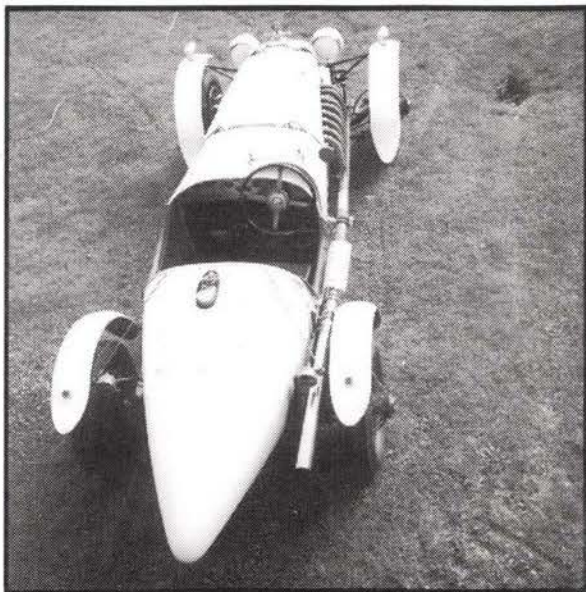


Early '93 - Dash fitted, steering, barrel tank and filler in place.

Mid '93 above - exhaust installed, stone guard, headlamps and support bar also fitted.

I made an engine-turned dashboard and fitted it to those Cameron instruments deemed applicable and added a lovely Stutz centre dash panel complete with the original instruments. I made a pair of light weight ali seats with high sides to hold you in when racing and covered them in dark red (to match the wheels) English leather. I also replaced those horrible trailer wings (rear fenders [Ed.]) which Cameron fitted, with a nice set of TT Stutz style cycle wings complete with polished stone guards.

Some very nice original head lamps were found and fitted along with some period USA rear and side lamps. A stone guard (ala LeMans Stutz) was made and fitted to the re-cored radiator. Delco type shockers were added (certainly gives the car a solid, precise handling "feel"). A drum type (Bearcat) fuel tank with a lovely bronze filler and breather was fitted inside the tail equipped with twin USA 6-volt fuel pumps (twin lines with separate switches to allow for competition and touring use).



Anyway, this saga is getting long. We are at the running in stage now and the few drives I've had already tell me that I have got a taut, responsive sports racer here. It not only looks and sounds great, but I think it would be approved of by Tim Cameron himself! I've tried to rebuild the car in the way he might have, adding what I could to improve the quality of the engineering and also trying to put more "Stutz" into it than before.

You chaps over in the USA must also realize that we here in the UK obviously have a different idea of Vintage Motoring. We really do use our cars. I do about 8,000-10,000 miles each year in various vintage cars, what with touring, rallying and racing. I do have a great respect for originality, too! (I have an Alfa Romeo TT/GP car which is the same as when Nuvolari sat in it in 1929!)

I should also like to thank all of you who have assisted this 3-year saga/rebuild with spares, support, engineering, and encouragement. Not the least amongst you are: Norman Barrs, Mike Holt, Mark Dees, Mike Treutlein, Ernie Toth, Bill Greer, Keith Canouse, and many others. Thanks!

As the running-in progresses, I will let you know more as to the performance of the Cameron Special. Any ideas or suggestions (not too rude, please!) will be gratefully accepted.

MEMBERSHIP REPORT

by Dale K. Wells
V.P. Membership

Another new year is upon us, and hopefully all Stutz owners are getting some projects underway during these long winter evenings and weekends. Here in Michigan mid-January we are having record cold and drifting snow. High today was -3°! We have had many mild winters the past several years, but Mother Nature is getting even this week. My most recently completed projects were for the Club: membership renewal notices are in the mail, and the updated 1994 directory is ready to go to the printers. Please notice again, that members at Hershey voted to charge \$5.00 for the directory printing and mailing costs in order to keep the newsletter coming every quarter without reducing the number of pages. Be sure and check the extra box on your renewal notice if you want a copy of the directory.

We keep hearing news and reports from members about their cars and activities, and hope you will keep sending this information. It is interesting and inspiring to hear of the search for parts, restoration secrets, and driving experiences. Member Bill Phillion's 1930 Stutz M Cabriolet made the front page of the Flint Journal (Michigan) on 11-3-93 with a picture of the Ra cap, and reference to page one of Section D where three more photos appeared along with a nice feature article. It was picked up and reprinted by several of their syndicated publications. Way to go, guys! Keep talking Stutz.

We also had news from Australia member Ivan Saxton who reports the Stutz carburetor project is being fine tuned and resurrected from the first run nearly 30 years ago when many of us bought solid brass repro units from way down under. I am still running my 1931 Model MB on that indestructible hunk of brass. I've talked with several other Stutz owners over the years who are using those repros, as is at least one Ruxton owner. The Ruxton is one of the few other cars to use Zenith Model 105 carburetors. There are lots of restored Stutz cars running on other carburetors because 105's are not available. I'm sure many other good adaptations are possible with good mechanical engineering skills. Some 100 point cars are so equipped with non-authentic carbs, and I am glad I was not on those judging teams as I guess I would have felt it necessary to knock off a point, whereas most judges have never seen a Stutz engine or had to judge same. For the sake of authenticity, let's keep in touch with Ivan Saxton, and when he has production ready to go, you can get your car back to "original" if you are ever judged by a knowledgeable Stutz restorer.

So much for news and gossip from the field. WELCOME the following NEW MEMBERS to our Club:

#379	Ed Male 8 Cadillac Drive Guelph, Ontario, Canada N1E 2B5	Home: (519) 836-6609
#380	Mike Pickard 2650 San Domingo Las Vegas, NV 89115	Home: (702) 452-8120 Bus.: (702) 737-8665 1931 Stutz Pak-Age-Car
#381	Frank Hagerty 430 McKinley Road Traverse City, MI 49684	Home: (616) 947-6070 Bus.: (616) 941-6868
#382	Harald Hofmann Uhlandstr. 195, App. 45 10623 Berlin, Germany	Home: (0049) 30-3135461 Fax: 8825074

We have a few address changes to note also:

#49L	William S. Abbott 8 Lockhaven Hill Road. Godfrey, IL 62035
#68	Richard L. Burdick 1030 Belvin St. San Marcos, TX 78666
#76	A. K. Miller (Mrs.) 10 Willard Place Montclair, NJ 07042

MEMBERSHIP ACTIVITY

CLUB YEAR	YEAREND ⁽¹⁾	NUMBER ASSIGNED	NEW MEMBERS	DECEASED DROPPED	NO. ACTIVE MEMBERS
I	1988	*218	218	-0-	218
II	1989	266	48	-0-	266
III	1990	295	29	18	277
IV	1991	322	27	18	286
V	1992	356	34	26	294
VI	1993	378	22	<u>18</u>	**298
				80 ⁽²⁾	

NOTE:

*244 were charter members.

**The number of members who pay annual dues is: 298 less 36 Life Members and 9 Special Members (Publications, Libraries, etc.): 298 - 45 = 253 at year end 1993.

- (1) Members who join from October 1st on are considered to be new members in the following year. Thus, the year end for membership is actually September 30th.
- (2) We need to actively pursue new members to offset those who depart. Please help the Club to grow.

FOUNDING LIFE MEMBERS

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

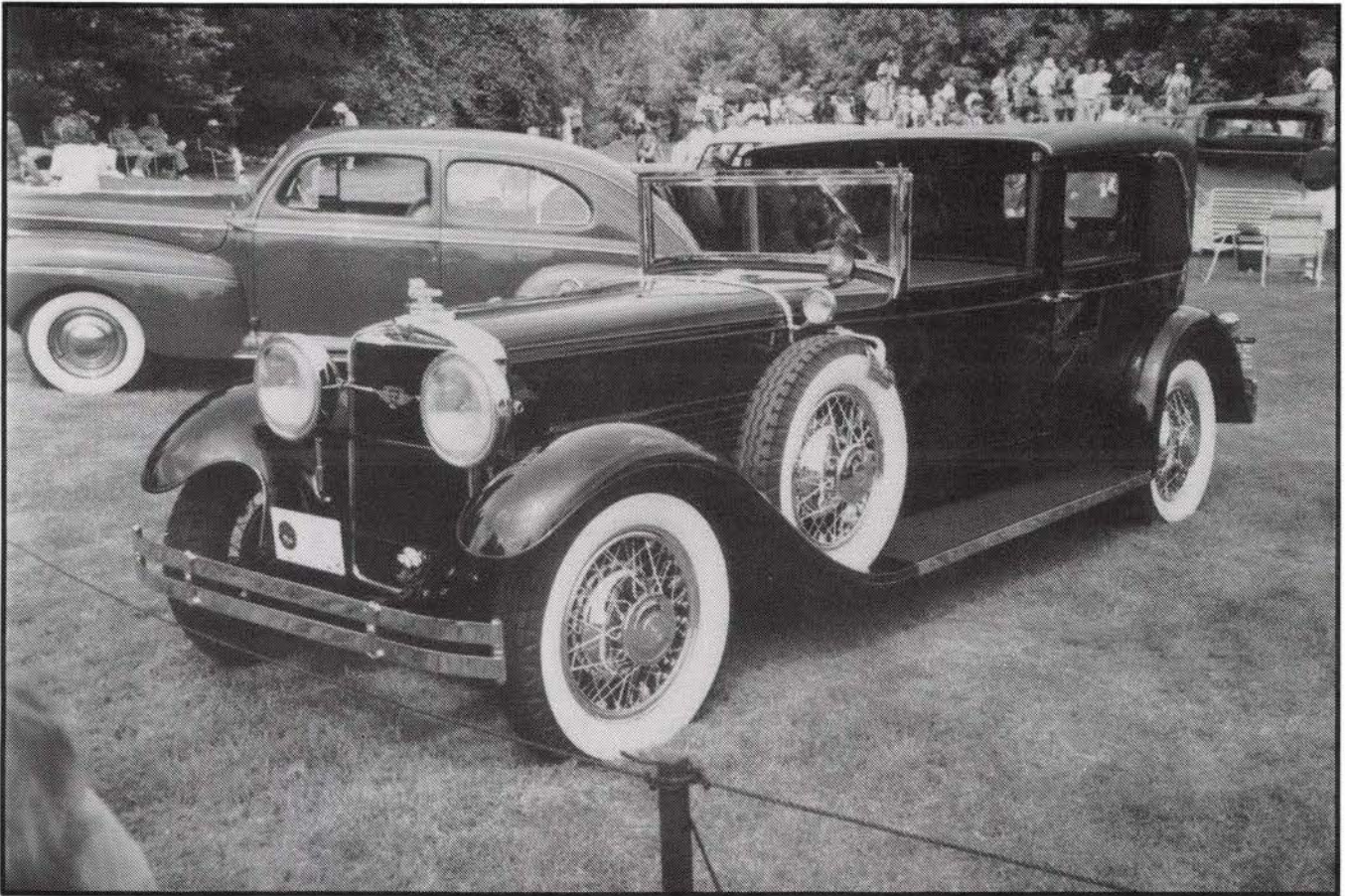
William B. Ruger (145FL)
Joseph F. Sexton (210FL)

LIFE MEMBERS

William S. Abbott (49L)
Bernard Berman (2L)
Ray B. Bowersox (193L)
Colin Buckmaster (65L)
George E. Cooper (123L)
Francis G.L.F. DePrins (343L)*
Stefaan Vanden Eeckhout (283L)
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)

Gustav W. Ludwig (11L)*
James F. McCloud (170L)
Larry Nicklin (28L)
Gustav D. "Dutch" Overly (253L)
Norman L. Roberts (150L)
Kyle P. Robinson (63L)
Terry Rogers (149L)
Myron J. Schuster (15L)
Donald Short (218L)
Robert J. Shula (267L)
Max Triplett (139L)
Norman (Curly) Walz (91L)
Dale K. Wells (92L)
J. Wigglesworth (213L)
Eoin S. Young (280L)

MEMBERS' CARS SCORE HIGH

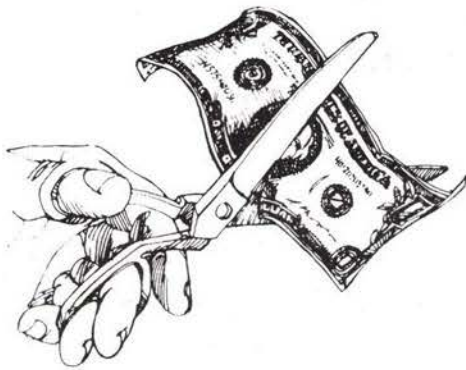


1929 Stutz "M" Town Car, LeBaron

Dick and Linda Kughn's 1929 Stutz Town car (see photo above) was awarded "Most Elegant Car" at the prestigious 1993 Meadow Brook Hall Concours d'Elegance on August 8, 1993. The blue ribbon on the windshield is a bit hard to see. Our congratulations to the Kughns and their Stutz. Dick and Linda headed the line for the drive-by ceremonies with a 1939 Lincoln V-12 convertible sedan by LeBaron especially built for the royal tour of the United States and Canada by King George VI and Queen Elizabeth I in 1939. The Kughn collection in Southfield, MI is one of the country's best.

Stutz also showed well indeed at the Pacific Northwest Grand Classic (CCCA) held on July 10, 1993. Member Jerry Hanauska of Portland, OR entered his 1928 Stutz "BB" cabriolet coupe Philips in the Primary Division and the Stutz took 1st Place with 100 points. Wow, it sure deserves the Senior Badge! Jerry's Stutz was featured in the April-June 1992 issue of *Stutz News*, Vol. V, No. 20, pages 3-6.

At the same Grand Classic, Member Riel's Stutz took 2nd Place in the Pre-Primary Division. Charles and Gerri's 1928 Stutz "BB" 3C coupe normally resides at Silverdale, WA when not attending meets.



FINANCIAL REPORT

by Joseph B. Follardori, Treasurer

This report covers the five (5) month period from July 31, 1993 through December 31, 1993.

BALANCE as of July 31, 1993: \$22,110.99

INCOME

Membership Dues	\$705.00
Interest Earned (Acct. #448451499)	\$234.95
Donations in cash (* see below)	\$105.00
Sales: Blazer patches donated by T. Koveleski	\$90.00
Materials donated by Cordy Purdy	\$25.00
Other	\$25.00
Registration Fees: West Coast Meet	\$170.00
6th Grand Stutz	<u>\$270.00</u>
	\$23,735.94

EXPENSE

Administration	\$305.93
<i>Stutz News</i> , Vol. VI, No. 24 (adjustment)	\$97.42
<i>Stutz News</i> , Vol. VI, No. 25 (July-Sept. 1993)	\$1,588.77
<i>Stutz News</i> , Vol. VI, No. 26 (Oct.-Dec. 1993)	\$1,452.65
Trophies & miscellaneous (6th Grand Stutz)	<u>\$228.81</u>

BALANCE as of December 31, 1993: \$20,052.36

*Donations: M. Brantley Tidmore	\$5.00
A.J. (Tony) Koveleski	\$100.00

CLUB RESERVES as of December 31, 1993

Life Membership Reserve (36 members)	\$14,825.00
Reserve for Book Fund	\$4,898.25
Cordy Purdy Fund	<u>\$1,132.38</u>
	\$20,855.63

The balance at year end falls \$803.27 short of reserves in spite of the extra \$5.00 assessed for dues in 1993. This is the reason a charge of \$5.00 is being made for the new 1994 Directory.

PRESENTATION OF THE PETER HELCK STUTZ MEMORIAL TROPHY TO HONOR C. McCORD PURDY

by Bill Greer

The recipient of the Stutz Memorial Trophy was announced on August 14, 1993 at the Business Meeting held in conjunction with the Sixth Grand Stutz (see minutes page 6 item 10e of the Oct.-Dec. 1993 issue of *Stutz News*).

The president chose to present this Memorial Trophy to Mrs. C. McCord Purdy on the occasion of the Annual Meeting of the Indiana Region - CCCA held on November 14, 1993 at the Riveria Club in Indianapolis. This was done so that the many friends of the Purdys in attendance could share in this brief ceremony.

It was indeed a pleasure for me to make the presentation, and I quote:

"C. McCord Purdy, affectionately known as 'Cordy' was a dedicated hobbist and a diligent supporter of the Indiana Region of the Classic Car Club over many years. Perhaps some of you do not know that Cordy was known as Mr. Stutz Purdy around the nation. Cordy had a deep interest in Stutz and his enthusiasm led him to establish the Stutz Nutz Club -- a club for fellowship among owners and admirers of the Stutz built vehicles. Over 50 enthusiasts joined that club some 30 years ago and Cordy published three (3) issues of Stutz Nutz News. While that club did not flourish, Cordy was a force in the establishment of the current club (now with 300+ members) and was the Stutz Club's Historian during the first three years (1987-90). We truly miss seeing Ruth and Cordy in their 1933 Stutz DV-32 convertible sedan. Cordy, as you know, had a great collection of emblems relating to Indiana cars and the finest display of Stutz insignia (this collection is on display at member S. Ray Miller's museum in Elkhart, Indiana)."

"In 1989, life member A.J. "Tony" Koveleski of Scranton, PA established the Peter Helck Stutz Memorial Trophy in honor of his friend Helck who died April 22, 1988 at the age of 95. Peter Helck was a famous automotive illustrator/artist known worldwide. His two books, The Checkered Flag and Great Auto Races are collectors items. Recently, one of Helck's paintings "Robertson Comes Through" brought \$90,500 at the Pebble Beach 1993 Auction of the Briggs Cunningham Collection."

"At this year's 6th Grand Stutz held in Cookeville, Tennessee, the Peter Helck Trophy was awarded to C. McCord Purdy (posthumously) for his outstanding contribution to the Stutz Marque over many years. Since Ruth could not be with us in Cookeville, it is a pleasure to present her the trophy today. Cordy joins the names Smith Hempstone Oliver (1990), William Batterman Ruger (1991), and James Francis Petrik (1992) which are proudly inscribed on the large permanent silver cups donated in honor of Peter Helck."

A note of thanks was subsequently received from Mrs. Purdy as follows:

"Thanks again for taking me to the CCCA dinner Sunday. I enjoyed seeing you both and other people I haven't seen for a while. Also, please pass along my thanks to The Stutz Club for Cordy's Peter Helck Memorial Trophy. I was very surprised and touched. Cordy would have loved it. It's nice to know people remember him."



STUTZ IN MINIATURE: THE SCALE MODEL CARS

by David Tucker and David W. Braun

The interest in model and miniature cars is a rapidly growing aspect of the more general automobile hobby activities. There are quite a few firms dealing models by mail order, as any glance at *Hemmings* or *Car Collector* will show. Moreover there are entire magazines devoted to the subject. Models and toys of automobiles are seen at every swap meet these days. In part, we are sure the interest comes from our having automotive toys as a child, and additionally it being easier to have model cars in one's living room or study, instead of parking the real thing on one's rug!

As we are model makers and interested in automobiles, we are naturally interested in acquiring model or miniature Stutz cars. We should make it clear at the outset of this article that we will be discussing *scale models* of these cars and *not* toys or liquor bottles, which are an entire subject in of themselves insofar as collecting. We found that Stutz has not been neglected by the model manufacturers over the years and there are in fact a number of models of our favorite make of automobile. We will discuss the models by ascending model year, but first a word or two about scale and models might be in order at this point.

Scale: is the proportion of reduction from actual size.

There are various scales currently used for model automobiles, including 1:43 and 1:25. A 1:43 scale model is 1/43 of full size. Or, looking at it another way, one actual inch on the model represents 43 actual inches on the real thing. {SIDEBAR: in model railroading you will often hear the words "scale" and "gauge" used interchangeably, which is incorrect; gauge is the distance between the rails and has no reference to scale}.

Models: many models are made in "runs;" some are limited, sometimes they are not repeated (or if they are, parts are changed), etc. If a manufacturer can see steady sales, he will continue to make the models. Some models are artificially limited, like the Franklin Mint model discussed below. Some plastic kit manufacturers sell the tools for a particular car and the new owner might make modifications, then reissue the kit (Corvette modelers will know exactly what we are talking about in this instance). All of this is to say that if you see a particular model car that strikes your fancy you should obtain it then and there; otherwise you might find yourself paying a true "collector" price later on!

The **1914-1916 Bearcats** of "Stutz-nuts and Mercer-worser" fame proved to be the "most modeled" Stutz car, so much so, we will list them in tabular form first,

YEAR	SCALE	MFGR.	P/N	DATE	MATERIAL	REMARKS
1914	1:16	Hudson	none	1948	mixed	First Bearcat model
1914	1:87	Dyna-Models	2001	1949-50	pewter	unpainted
1914	1:87	Dyna Models	20011	1949-50	pewter	painted kit
1914	1:32	Revell	H-38	1952-54-60	plastic	<i>Highway Pioneers</i>
1914	1:25	MPC	0630-250	1971	plastic	TV show " <i>The Bearcats</i> "
1914	1:25	MPC	3105	u/k	plastic	" <i>Connoisseur Classic</i> "
1914	1:25	MPC	3151	1979	plastic	" <i>Raceabout Sports Car</i> "
1914	1:16	Lindberg	6604	1977	plastic	org. issued as Mercer(!)
1914	1:16	Aurora	u/k	1964	plastic	" <i>Old Timer's Series</i> "
1914	1:16	Aurora	156	1974	plastic	" <i>The American Classics</i> "
1916	1:48	Renwall	139	1966	plastic	Mineola, NY
1916	1:48	Renwall	139	post-1968	plastic	Fairless Hills, PA

All of these models were sold as kits, to be assembled by the purchaser. Most had colored or painted parts and in general the plastic kits had plated parts to simulate the plated items on the cars. Most have rubber tires and some but not all have detailed engines and chassis components.

The first commercial Bearcat kit was offered by our own Stutz club member, Mr. A.J. Koveleski under the trade name "*Hudson Miniatures*." These were sold by Mr. Koveleski through his Scranton Hobby Center store located in the town of the same name. The kits were a mixed media of jute, plywood and plastic, none painted. Mr. Koveleski's own Bearcat provided the information needed to produce the kit.

The *Dyna-Models* kits are still available, which is somewhat amazing considering their date of introduction and can be obtained through model railroad shops. It should probably be mentioned all of the other Bearcat kits listed and discussed are out of production.

The *Revell* kit was part of the "*Highway Pioneers*" series and were issued at least three times. These early plastic kits were responsible in part for the decline of the more traditional wood and metal kits available up to that time. More recently the Revell kits have been rereleased by Minicraft and Merit.

The *MPC* kits are an excellent example of the mileage a kit manufacturer can get out of a kit if he really tries. The television show *The Bearcats* starring Rod Taylor and Dennis Cole was popular enough to justify licensing a kit of the cars. The kit was then rereleased as part of the MPC "*Connoisseur Classic*" series although the Stutz was the only pre-1925 (or non CCCA-Classic) car in the set. The only difference between the kits was the box lids, and oh yes, with the TV kit, one got a Gatling Gun (to 'fix' errant drivers or clear the way, we suppose). Not to let a good thing go away completely, MPC went for the hat trick in 1979 and reissued the kit with new packaging and a different plastic color, red instead of the previous white. The MPC kits are excellent and are extremely accurate.

The *Lindberg* kit listed has an odd origin. It was originally issued by Saunders-Swader about 1949 as a 1912 Mercer (of all possible things!). Some of the tooling was used by Lindberg as the basis of what they called a "1914 Stutz Racer" but the compromises are evident to those knowledgeable about the actual cars.

The *Aurora* kits are of interest because of the large scale, 1:16, and the plastic materials. Most of the other Bearcats we list are physically smaller in size.

Renwall at one time had quite an ambitious model program of various antique, classic and vintage automobile kits in 1:48 scale, which is the same size/scale as Lionel trains ("O Scale"). The Mineola factory began issuing these kits in the mid-1960's, and each included a display case. When production was moved to Fairless Hills, the packaging and box art was changed and the display case was dropped (although they offered to sell you one separately!). Some additional production was done in the 1970's and '80's (while not confirmed, the kits were supposedly also issued in Europe under the *Revell* label). The later production parts are not as crisply molded as the 1966 originals and the shade of red used tends towards the pink in these other versions. Nevertheless, the models are very well done and are worth having.

It should be noted that of all of the models discussed in this article that the asking prices of the *Renwall* kits have been somewhat inflated since both car collectors and model railroaders are looking for them; see also our remarks at the end of this article.

The **1927-1928 Black Hawks** are unarguably the most famous Stutz of the 1920's. Other than the Bearcat from the 'teens, these are the true "Racing Stutz" automobiles. Both years' production were/are offered by firms connected with the collectibles market, *Danbury Mint* and *Franklin Mint*. Danbury produced the 1927 car and Franklin, the 1928 car. Both are 1:24 scale and are made from various materials including plastic and die-cast metal. Both come fully assembled and have various working features, such as opening hoods. Display cases are available, but extra cost (they must have talked to *Renwall* in Fairless Hills!). Overall, both models are very well done but both have faults which could have been corrected. The wire wheels are awkward-appearing and some parts which should have been made as multiple-pieces, are molded as one shot (such as the bumpers) or in overly thick cross sections which give a somewhat toy-like appearance to otherwise fine models. The profiles of the bodies and fender lines are quite accurate and the overall finish of both is impeccable. Price and value received is a subjective matter for the collector, given the "collectibles" both these firms try to promote. However, one has little choice because these are the only known available models of the Black Hawks.

The **Frank Lockhart Land Speed Record Car** of 1928 while perhaps not a Stutz much beyond its sponsorship has been so closely associated with Stutz Motor Car that we include it here as a Stutz-related model. It has been modeled four times,

THE FRANK LOCKHART LAND SPEED RECORD CAR MODEL KITS

MAKER	SCALE	P/N	DATE ISSUED	MATERIAL
Fadini	1:43	3	1978	resin, assembled
Paddy-Stanley	1:44	8	1977	white metal kit
Waters	1:43	u/k	u/k	resin kit
Forney	1:20	u/k	1993	wood

Fadini is a famous Italian model maker. His Lockhart issue was sold only as an assembled and painted model in an one-time issue of about 100 pieces. His model is a superb rendition of the LSR car. The models are now trading for very high prices when you can find one! The Paddy-Stanley model in comparison to the Fadini piece is only a crude approximation and was sold as a kit from its U.K. maker. The Waters car seems to exist only on model lists and is little-known. The Forney kit although issued in 1993, takes one back to the very early days of model making: you get a block of wood and a drawing, and you start carving!

The **1931 Bearcat**, of all possible Stutz cars from the 1930's, is the only one that seems to have been offered as a model to date. And there is a certain irony in that as the '31 Bearcat is a warmed-over Torpedo body from 1929-30 and was named *The Bearcat* in a crude attempt by Stutz to capitalize on the name for their twentieth anniversary. Be that as it may, *Lesney Products ("Matchbox")* in the United Kingdom offers the Bearcat in 1:43 scale. The car is part of their "*Models of Yesteryear*" series and is still available. The profile of the model is quite accurate, but suffers from the same faults as the Franklin Mint model, with the Bearcat's bumpers being especially badly depicted. The model is also not quite true 1:43 scale and is actually closer to 1:44. There is also no effort to differentiate between the MA and the DV-32 types. There are a number of known color variants; we have two samples, one cream over green and another light green over dark green; and others are known. This color variation may indicate Matchbox made these cars in various separate batches over the years (the model is copyrighted 1974). The models are well-worth having and are made from typically quality Matchbox die-cast metals.

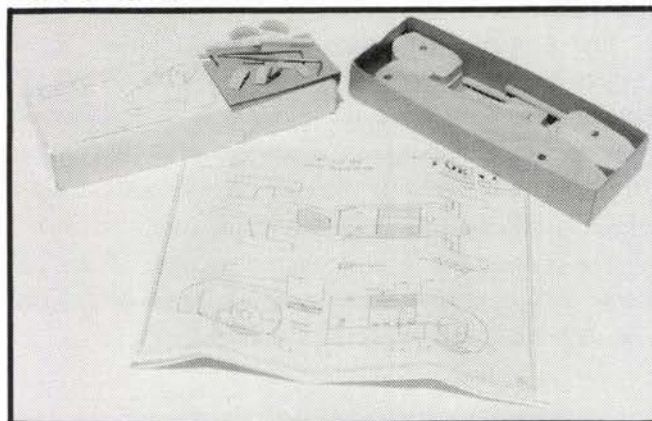
The 1966 Stutz. Many years after the fact, the late Virgil Exner drew a series of drawings showing what Classics of the past might have looked like had they survived into the 1960's. These included Duesenberg, Mercer and Stutz, seven cars in all. Renwall in 1966 issued kits for all seven cars, including the Stutz under

their "*Renwall Revival Series.*" These were 1:25 scale plastic assembly kits. They are extremely rare and seldom seen today.

We have purposely not discussed current values and prices of the out-of-production kits and models as they will vary considerably from vendor to vendor and from swap meet to swap meet. The best advice for the new model Stutz collector is to ask lots of questions, look around and compare prices and try to do some bargaining, same as you would do for your Stutz car parts! Finally a lot of model vehicles show up at model railroad shows, so don't overlook that source.

Other than the Matchbox cars, we have not discussed assembled *die-cast cars*, as these tend to be on the fine line between models and toys. There are a great many die-cast models of the Mercer Type 35 Raceabouts which are sold at swap meets as "Bearcats," so be careful when purchasing such. Obviously, we may have missed some of the models; and as stated at the outset, we did not cover toys, leaving that for someone with a better knowledge of that subject. If any reader has information on any miniature Stutz cars not covered in this article, she or he is asked to contact the Editor or authors for a possible update in a later issue of the *Stutz News*.

"Thank you" to A.J. Koveleski of Scranton, PA, for information about his Hudson Miniatures kits. Information for the LSR section came from the book *Weltrekord-fahrzeuge: 1898 bis heute* by F.C.W. Kasmann, 1984. All other information came from the files of Tucker and Braun, as well as the model cars and kits themselves.



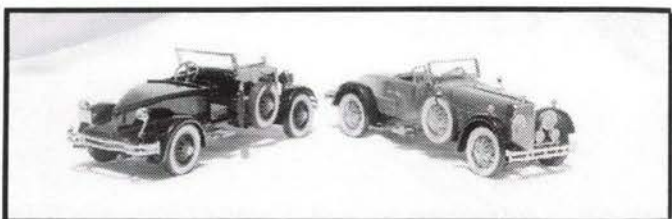
1993 Forney Frank Lockhart LSR car



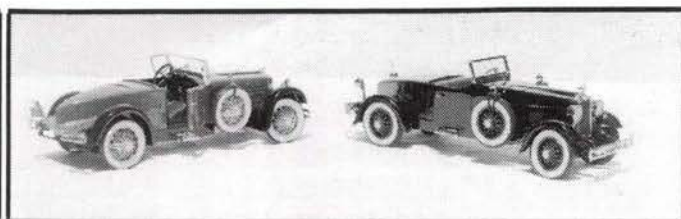
BEARCATS. ALL 1:16 SCALE
 top: 1948 Hudson Miniatures
 bottom: 1977 Lindberg, 1974 Aurora



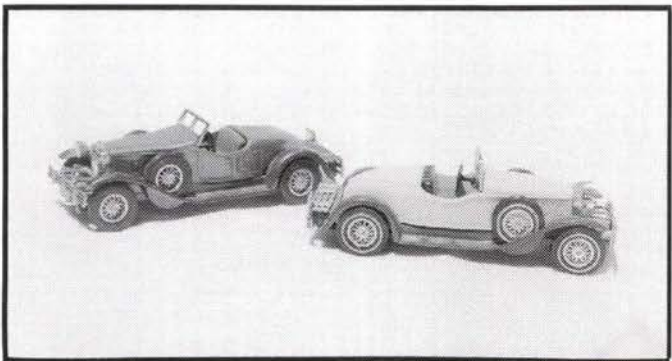
The 1914-1916 BEARCATS, VARIOUS SCALES
 Top row, left to right: 1966 Renwall, 1971 MPC
 for TV Show The Bearcats, 1960 Revell
 In middle: 1949 Dyna-Model HO scale kit
 Bottom row, l. to r.: MPC "Connoisseur Classic,"
 1954 Highway Pioneer, 1979 MPC



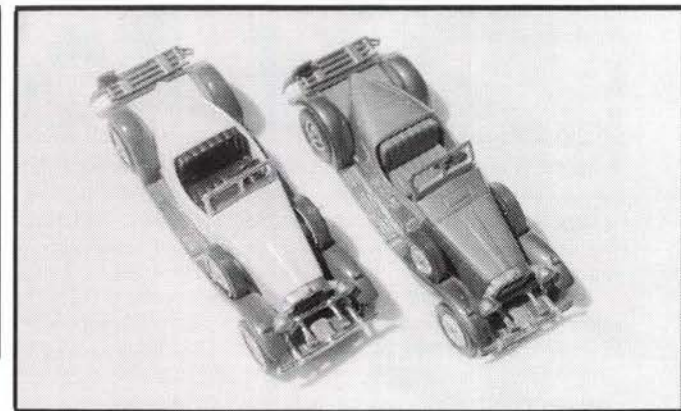
Danbury Mint 1927 Black Hawk (rear view);
 Franklin Mint 1928 Black Hawk (front view)



Franklin Mint 1928 Black Hawk (rear view);
 Danbury Mint 1927 Black Hawk (front view)



Lesney ("Matchbox") 1931 Bearcats



1966 Renwall Revival Series: "the 1966 Stutz"



1979 MPC "Raceabout Sports Car"
 showing contents of kit



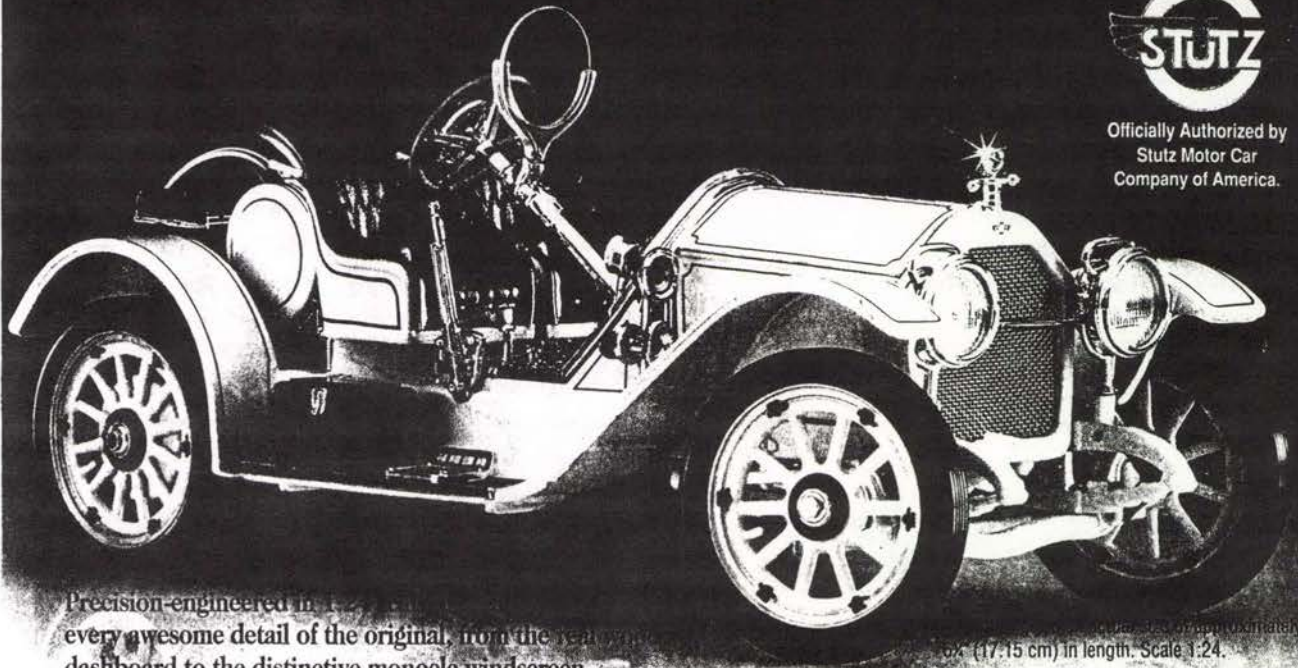
Ed's Note: The Stutz legend continues! See add
 following this article.

The Historic Re-creation of America's Premier Sports Car.

THE LEGENDARY STUTZ BEARCAT

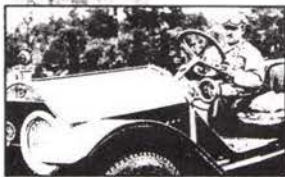


Officially Authorized by
Stutz Motor Car
Company of America.



Precision-engineered in every awesome detail of the original, from the real wood dashboard to the distinctive monocle windscreen.

Approximately 17.5 cm in length. Scale 1:24.



It was the ultimate sports car of its day. A wolf in wolf's clothing that sparked America's obsession with high performance sports cars. The Stutz Bearcat.

Now, you can acquire the first and only die-cast replica of this classic ever authorized by the Stutz Motor Car Company of America.

This astonishing model is based directly on the 1915 Stutz



Bearcat on display at the prestigious Heritage Plantation of Sandwich Antique Automobile Museum on Cape Cod, Massachusetts. More than 180 separate parts are precision-engineered to depict the legendary Stutz in all its spectacular detail. From the sporty interior with its real wood dash to the fully



detailed replica of the 4-cylinder engine under the hood. Even the unique windscreen, shaped in the form of a large monocle, is replicated in complete authenticity.

The side lanterns, headlights



and other accessories glisten in polished chrome plate. Painted by hand and hand-polished to a sparkling finish, this imported classic is priced at just \$120, payable in monthly installments.

Satisfaction Guaranteed

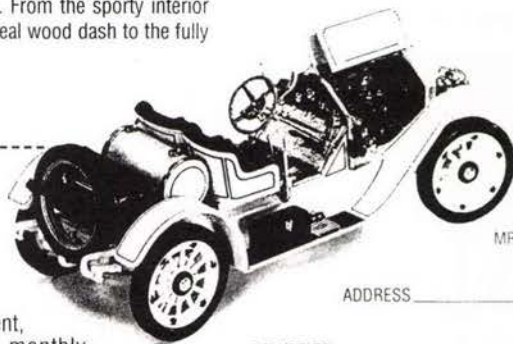
If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

Franklin Mint Precision Models
Franklin Center, PA 19091-0001

Please send me my precision-engineered replica of **The 1915 Stutz Bearcat**, fully assembled and ready for display.

I need SEND NO MONEY NOW. I will be billed for a deposit of \$24.* prior to shipment, and for the balance after shipment, in 4 monthly installments of \$24.* each.

*Plus my state sales tax.



Please mail by February 28, 1994.

MR./MRS./MISS _____ PLEASE PRINT CLEARLY

ADDRESS _____ APT. # _____

CITY/STATE _____ ZIP _____

TELEPHONE # (_____) _____ 15225-8GRN-5

SIGNATURE _____

ALL OTHER RIGHTS RESERVED TO ACCEPTANCE

FRANKLIN MINT PRECISION MODELS.® SIMPLY MILES AHEAD.

Ed's note: You will find this 1915 Bearcat's mother at the Heritage Plantation of Sandwich (#39) Museum on Cape Cod, MA

THE CAR THAT MADE GOOD IN A DAY ... YESTERDAY

by Keith Marvin

There is an aura of nostalgia in the accompanying photo, one evocative of years past and in this case, to be explicit, sometime during 1928. In dramatic circles, the scene would be termed Spartan, the props comprising an unpretentious building, a telephone pole and wires, a sidewalk, a curb and trolley tracks, the only redeeming grade being two rather handsome automobiles which brighten up the otherwise gloomy aspect of the place.

Getting down to basics, this study was taken of the showrooms of the combined Stutz and Oldsmobile agencies of Albany, NY, legally listed as Elmer E. Ross, Inc., and operated by a gentleman of that name and located at 491 and 493 Central Avenue in New York State's capital city, then a metropolis of 127,000 and today, thanks to the ever growing move to suburbia, a place of 101,000 souls. And although this view appears to lack any action, the location was a busy one indeed, smack in the center of Albany's automobile row with traffic abounding hin and yon and the No. 2 line's West Albany trolley cars running in both directions every five minutes.

The cars themselves are of interest, too. The coupe on the sidewalk was registered in Brooklyn, NY according to its front license plate. The display model in the showroom appears to be a 1928 Stutz dual-cowl phaeton. The winter front on the coupe would indicate that this picture was probably taken in cold weather.

But just what was the Stutz's position in sales and service and how long was the Stutz a living part of the city's automobile milieu? Checking this out was a time consuming and highly interesting challenge. Whatever its success may

have been or wasn't, Stutz in Albany was the story of a checkered variety. It might be as well to take the tale from the beginning.

The car was first mentioned in Albany's 1914 City Directory as having its headquarters under the name "The Stutz Automobile Co." with headquarters at 78 Central Avenue. Two years later, the name had been changed to the Tri-City Motor Co., implying that the firm was representing Troy and Schenectady Stutz lovers as well. It had also taken on the franchises for both Oldsmobile cars and Vim trucks.

In 1917, the Tri-City Motors sign came down and that of the Orange Motor Co. replaced it, adding the adjoining building at number 80 and becoming a Ford sales and service agency. Orange Ford remains Albany's Ford agency to this day under the title "Orange Motors" and with a catch slogan, "What color Orange Ford would you like?" or something like that.

I could find nary a mention of Stutz for 1917, however, nor for several years, checking out city directories and other sources. Elmer Ross was apparently still selling Oldsmobiles somewhere and presumably Stutzes as well, but exactly where, I was unable to find any listings.

By 1920, 70 Central Avenue was being occupied as a private dwelling and although Mr. Ross was undoubtedly selling cars, no listings appeared for either him or an agency. But, as city registers are extremely intricate to compile, they are prone to error or omission. One thing is certain. Ross has left 78 Central Avenue.

At this point, we move west on Central which eventually runs into



Stutz and Oldsmobile agencies located at 491 and 493 Central Avenue in Albany, NY legally owned by Elmer E. Ross, Inc. -- 1928 photo.

the neighborhood city of Schednec-tady -- noted as the headquarters of the General Electric Co. -- and specifically to Nos. 491 and 493 which in 1924 when nos. 489 through 497 were omitted altogether. In 1925, 491 and 492 still eluded the directory but were apparently occupied privately on either side.

Such confused listings are enough to drive a sleuth to a shot of sherry!

However, I hit the mother lode in 1927 and would guess that sometime in 1926, Mr. Ross re-appeared out of the woodwork as that year Elmer E. Ross, Inc., crops up at 491 and 493 Central as a dealer for both Oldsmobile and Stutz automobiles and, what's more, he took a half-page paid ad in the directory's advertising section. That he was also actively engaged therein during 1928 is proven by the photo.

For 1929, the management of Stutz was transferred to the Purcell-Hatten Motor Co., and at the same old stand selling Stutz and its newly-introduced Blackhawk companion line of cars. In addition, the organization advertised in the business directory that "it takes 10 other fine cars to give you Stutz and Blackhawk advantages." Exactly what this meant, I'm not entirely certain (see Ed.'s note). As for Elmer Ross, he remained next door selling Oldsmobiles and Olds' new and larger companion car, the Viking.

Mysteriously, the business changed management again. What happened to Mr. Purcell and Mr. Hatten are a mystery, at least to me, but for 1930 the agency had become E.L. Whitbeck Co., and Elmer Ross had either joined forces with Whitbeck, sought another line of employment, or retired, as Whitbeck was now marketing all four cars: Stutz, Blackhawk, Oldsmobile, and Viking.

But the stock market debacle of October 29, 1929 heralded in the Great Depression, and whereas Whit-

beck held on in 1931, he was bereft the benefit of both the Blackhawk and the Viking, victim of the economic setback sweeping the land.

Not long after that, Whitbeck closed shop which became the Mosher Garage and Oldsmobile sales moved elsewhere. It is my guess that Stutz had become too obscure and financially unstable to have an agency in so small a city by then. After all, only 384 cars left the factory at Indianapolis and from all indications, sales in the tri-city area had been iffy at best.

But the name if not the actual car apparently stuck to the "Never say die" rule, for in 1934, Stutz's final year of "production" with all of six chassis produced, they were available to anyone interested through Edgar Van Cott, who had been sales manager at the former agency under E.I. Whitbeck, its name being listed under his private residence and phone number.

Thus, here endeth the lesson but with one afterthought.

As good and attractive a car as Stutz may have been, it never sold well in the Tri-City Capital District area of New York which probably explains its Gypsy-like existence over the years. Judging from the cars I recall in this area's traffic pattern in the mid-1930s, most of them seem to have dated from the period of 1926 or '27 to about 1929 with two or three Blackhawks included in the pattern. The only exceptions to this, which I have quoted previously in *Stutz News* was a black coupe of the early 1920s, its spare wire wheel cradled in an almost horizontal position at the rear, the property of a student at Troy's Rensselaer Polytechnic Institute and which at a distance rather resembled a telephone booth on wheels, and which I saw about town in 1935 and 1936 plus the handsome blue Weyman leather-

bodied 1933 sedan of our Troy World War II.
 neighbor, the late Irving Kaplan,
 who bought it new at the New York Sic transit gloria mundi.
 Auto Show of 1933 and kept it until

Ed.'s Note: In 1929 a Stutz and Blackhawk ad promoted the fact that 10 different features separately advertised by 10 different cars were available in Stutz automobiles. These mechanical features were:

- | | |
|----------------------------|---------------------------|
| 1. Valve-in-head | 6. One-thrust Lubrication |
| 2. Safety glass all around | 7. Twin Ignition |
| 3. 4-Speed Transmission | 8. Ryan Lites |
| 4. Dual Carburetion | 9. Overhead Cam |
| 5. Double-drop Frame | 10. Worm Drive |

Furthermore, Stutz still has 4 major features all its own as follows: Stutz Low-Weighted Safety, Stutz Noback, Booster Brakes and Side-Bumper Running Boards.

'Hairy' to lead Humane Society members to '20s

INDIANAPOLIS HUMANE Society members are gettin' ready to put on the dog.

In a turn-around from their 1993 stay-at-home benefit, members and friends are asked to doll up for a black-tie gala, "I'm Just Wild About Hairy."

Invitations and posters feature "Hairy," a ritzy dog from the 1920s driving a Stutz, of course.

"On Feb. 26 at the Stutz Warehouse, visitors may catch a glimpse of the Great Catsby and Al Cabone during the 14th annual "Critter Cotillion," said Carla Cox, who is working with committee chairmen Tim and Claudia Ryan, Walter and Kathleen Stasey and David and Julie Goodrich.

With a Roaring '20s theme prevailing, guests are encouraged to don flapper dresses, fedoras and raccoon coats for a "cat's meow" of an evening.

For patrons, a cocktail party begins at 6:30 p.m. in Joe and Marlyne Sexton's garage, which houses a Stutz or two among other collectible automobiles.

Turner Woodard, another car enthusiast, will be host for the remainder of the evening at his Stutz Business Center, where oth-



LIGHTLY SPEAKING

Kathleen Van Nuys

er guests already have "knocked three times," found the bootleg gin and the "back room" gaming tables.

After a catered dinner, the Fabulous Starlettes will play for dancing to the Charleston and other dances of the period. Dance instructors will be available.

Prizes include trips to Florida, Indianapolis 500-Mile Race tickets, a diamond and gold bracelet, a year's worth of pet food, shoe gift certificate and a porcelain rabbit.

Tickets are \$100 per person or \$150 per patron and may be reserved by calling 876-2420.

CLUB CLIPS

clipped by Gerald Perschbacher

I found some interesting reading in the Oct.-Dec. 1993 (Vol. 6, No. 26) issue of *Stutz News* (The Stutz Club, Inc., 7400 Lantern Rd., Indianapolis, IN 46256; Editor Bill Greer). In the story "Joe and Joan Virostek's 'Original' 1926 Stutz," Chris Snyder writes about an accident Virostek's father was involved in on Christmas Eve 1929. A Studebaker President 8 seven-passenger touring crossed the center line and hooked bumpers with Virostek's Stutz. Both axles were torn from the Studebaker and the Stutz suffered a bent axle and broken brake hose. In those days, it was necessary to run alcohol in the Stutz's hydrostatic brake system in winter to avoid frozen brake lines. When the police arrived on the scene and encountered the overwhelming smell of alcohol coming from Virostek's car, he was carted off to the 131st Street police station where he spent the night. This was during Prohibition, you see, and the police were certain they had caught a bootlegger or, at the very least, a drunk driver.



We are pleased to reprint two clippings pertaining to Stutz. The one on the left appeared in the Indianapolis News on January 13, 1994. The one above is from the January 20th, 1994 edition of Old Cars News & Marketplace. (Ed.)

PROGRESS REPORT ON THE STUTZ BOOK

Ray Katzell, the book's editor, has provided the following information on how things stand currently.

Drafts of the following chapters or sections of chapters have been received from their contributors:

Biography of Harry C. Stutz -- Charlie Betts
The Stutz Company: Middle Years -- Bill Greer
Biography of Charles Schwab -- Beverly Rae Kimes
Biography of Frederick Moscovics -- Charlie Betts
The Stutz Cars, 1923-1925 -- Bill Greer
Coachwork on Stutz Chassis -- Jim Petrik
Stutz in Competition: The 4-cylinder Cars -- Charlie Betts
Harry Stutz and the H.C.S. -- revision of earlier article
by John McAnlis
James Scripps-Booth and the DaVinci -- Robert Titlow, Sr.
Stutz Today -- Dale Wells

Ray is now working at editing those contributions.

Substantial progress has been reported on the following:

The Stutz Company: Early Years -- Alan Conant
The Early Cars: 1912-1923 -- Dave Emanuel & Paul Freehill
The Stutz Company and the 8-Cylinder Cars -- Wayne Saunders,
Steve Pugh, & Keith Marvin
Stutz Fire Engines -- Rodger Burchfield

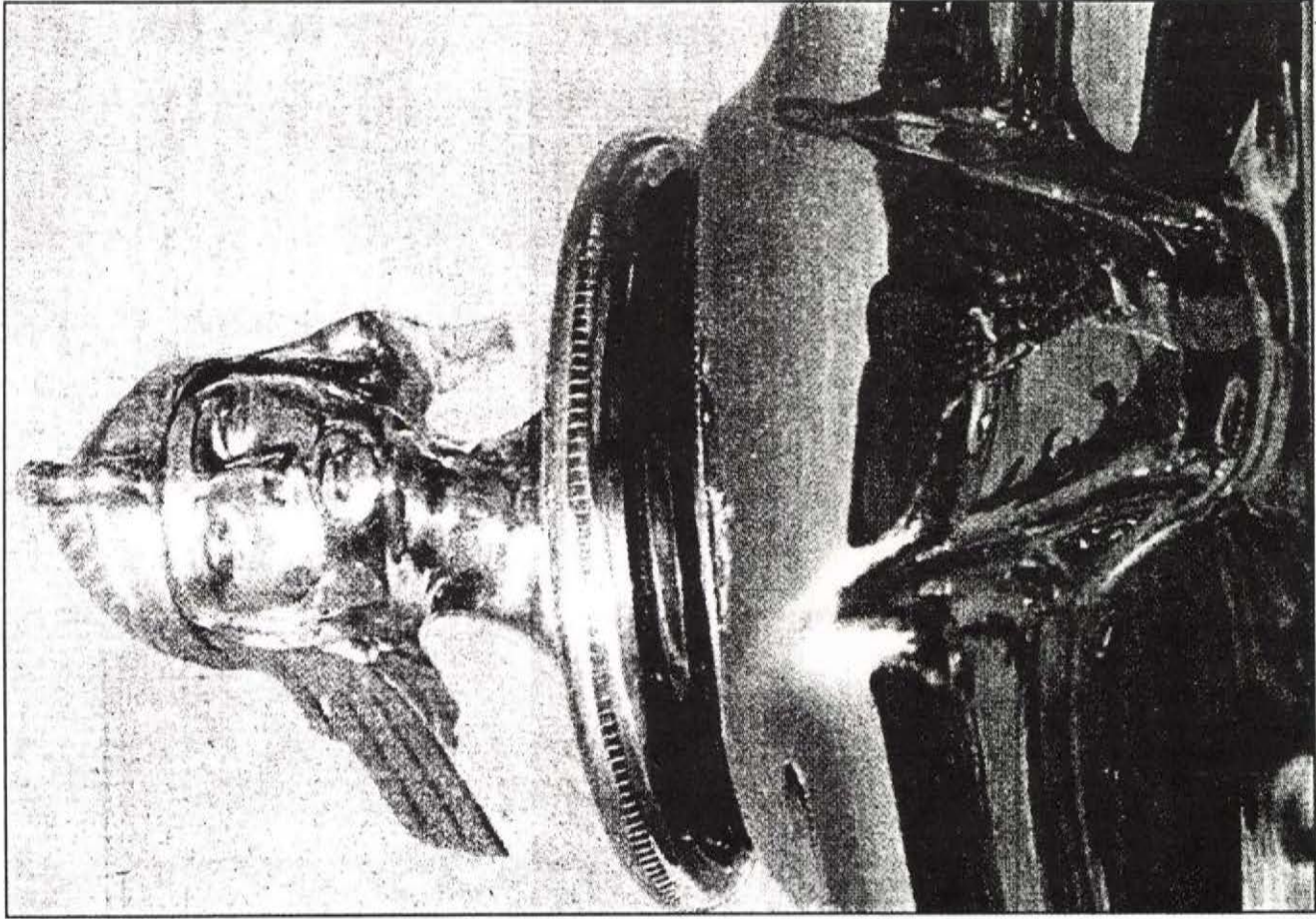
The following are in early stages of preparation:

The Black Hawk and Model LAA -- John Grunder
The Pak-Age-Car -- Jim Dougherty
Stutz-Bellanca Airplane -- Stan Smith
Stutz Literature -- Fred Simeone

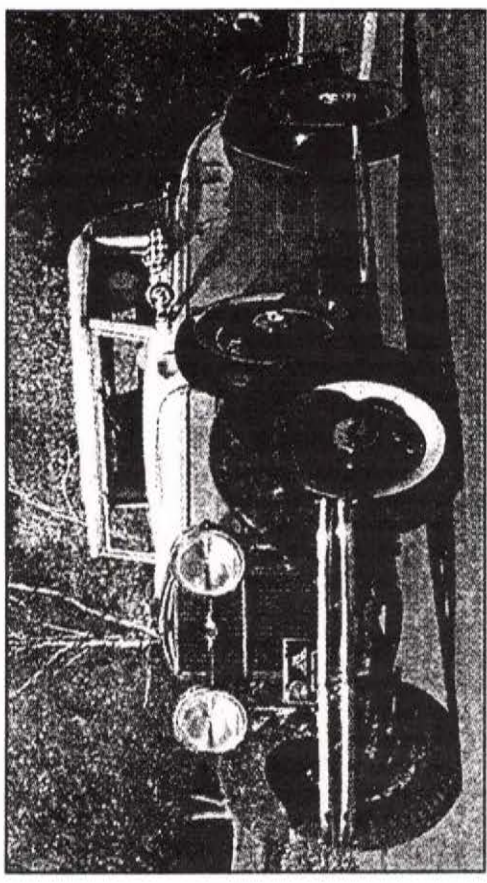
The status is undetermined of:

Stutz in Competition: The 8-Cylinder Cars.

The book is now far enough along for us to put together a business plan for publishing it, including making arrangements with a publisher and printer, planning how to get the book to market, and, most importantly, how to get the book financed. We are happy to say that George Holman has accepted the job of business manager to get these things done. His experience with similar responsibilities in producing the splendid CCCA book, The Classic Car, will be of great value here. He would welcome ideas and assistance from our members.



The radiator cap features a gleaming depiction of Ra, the Egyptian sun god.



William Phillion's car is loaded with modern features. JOURNAL PHOTOS/JACK GRUBER

THE RIGHT STUTZ

Luxury remains classic's benchmark

By James M. Miller
JOURNAL STAFF WRITER

Grand Blanc Twp. — William Phillion's car has the right stuff — power hydraulic brakes, an eight-cylinder engine with an overhead camshaft and a dual ignition system.

No, it's not a sports car from the 1960s. Phillion's car is a 1930 Stutz. The company introduced its advanced engine in 1926, when many U.S. auto companies — including luxury leaders Cadillac, Lincoln and Packard — still were using flathead engines.

"This car was quite innovative when it was new," said Phillion, a Grand Blanc Township resident who retired from Fisher Body, Grand Blanc, where he was a production control supervisor.

Stutz used a Lockheed power hy-

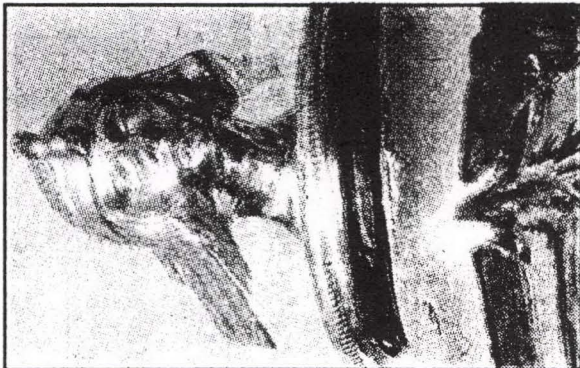
draulic brake system while many other manufacturers still were using mechanical brakes. The company also offered "Noback," a gadget in the transmission that prevented the car from rolling backward unless the gearshift was in reverse gear. Handy if the driver had to stop on a hill.

The Stutz used two ignition coils and had two spark plugs per cylinder in the 322 cubic-inch engine.

Phillion's Stutz looks like a big, sporty roadster, but don't call it a Bearcat. He said Stutz owners get a little tired of people asking, "Is it a Bearcat?"

The actual model designation for Phillion's car is a model M-46 convertible coupe, with body by LeBaron. The Bearcat was a different model of the

Please see **STUTZ, D2**



1930 Stutz: Innovations and luxury

— WHEELS, D1

Ra Ra Stutz!

STUTZ

Continued from D1
Stutz, and probably one of the best-known of American car names.

"A lot of people, if they know Stutz at all, they know the Bearcat," he said.

The original Bearcat was a sparse two-seater with no body to speak of — just two bucket seats bolted onto the frame behind a small cowl and ahead of a round gas tank on the back. Later models were sporty roadsters that became part of the lore of the Jazz Age.

The Stutz Motor Car Co. of Indianapolis was founded by Harry C. Stutz, whose first car bearing his name was entered at the inaugural running of the Indianapolis 500 in 1911. The Stutz finished 11th, behind cars that were more powerful. But it completed the entire race without any pit stops for mechanical work.

It was a strong showing for a new car, and it attracted a lot of

attention. Harry Stutz coined the phrase, "The Car That Made Good in a Day," and used it for several years.

Stutz's best years were the mid- to late 1920s. The company, like many other builders of luxury cars was hit hard by the Depression. Fewer than 1,500 Stutzes were built in the 1930s. Only six built in 1934.

Phillion has owned his 1930 Stutz for nearly 40 years. He bought it in February 1954 in Syracuse, N.Y., for \$650.

"Of course, that was in 1954 dollars," Phillion said.

He said he wasn't looking specifically for a Stutz when he bought the car, but saw it advertised in a club newsletter. He liked its style and the price was right, so he bought it.

The car was all original and in good shape when he got it, and still has most of its original wood. The radiator cap features the Egyptian sun god, Ra, and Phillion had to have a replica made, since the head was missing from

the car's cap.

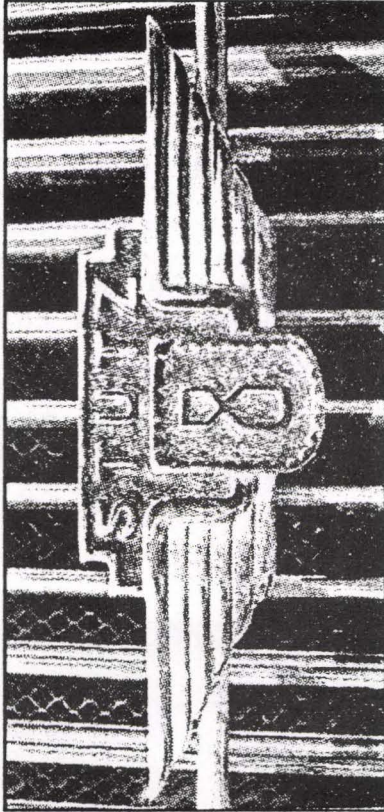
The car is called a convertible coupe because it has coupe-style doors and roll-down windows, with folding window frames. The top folds down, Phillion said, but it is not a quick process. The lath iron on each side must be folded at the same time, so one person cannot fold the top alone.

"It takes two men and a boy to put it down, but it does go down," he said. "It takes long enough that, if it starts to cloud up and you've got the top down, you'd better get to work."

It's a big car, weighing 5,000 pounds and built on a 145-inch wheelbase. There is enough space ahead of the rumble seat, where the golf bag door is, to accommodate several loaded golf bags without taking away any foot room from rumble-seat passengers.

The Stutz was a luxury car. Phillion's roadster cost \$4,455 when new, including \$70 for side-mount spare tires, \$175 for six wire wheels, \$85 for special trim

William and Barbara's
1930 Stutz M-46
Convertible Coupe
at Grand Blanc, MI



upholstery and \$30 for white sidewalls.

That was in 1930 dollars, when a new Chevrolet cost \$515 and a Buick roadster was \$1,310.

Phillion has original sales literature for the Stutz company, and the color tinted artwork is good enough to frame.

"They claimed they would never paint two cars alike," he said. "They might have the same two colors, reversed, or slightly different trim, but no two were made exactly alike."

The car's leather upholstery has a texture like reptile skin. When the car was being restored in the mid-1970s, Phillion was able to find the company that produced the car's upholstery. The company still had the original die used to press the design into the leather, and he had new upholstery made, using the original die.

Phillion is a member of The Stutz Club and the Classic Car Club of America. He said he takes the car to about five shows each year.

The above article really got around. I first received a copy of this article as published in the Saganaw News in Michigan on November 28th (I think it came from Kitty Katzell in NJ). Somewhat later my sister in Sellersburg, IN sent me the text of the article from The Flint Journal. Meanwhile, I had called Bill Phillion to acknowledge this great Stutz coverage and he forwarded a copy. This story was also carried by Ann Arbor News, Jackson Citizen Patriot and perhaps others. Just as Bill's copy came I received one from Dale Wells. It was necessary to alter the layout some to fit. You will note that Barbara and Bill have owned and loved this Stutz for 40 years as of February, 1994. We sure hope they can bring it to the 7th Grand Stutz to be held in Ft. Wayne/Auburn June 30-July 4, 1994. Ed.

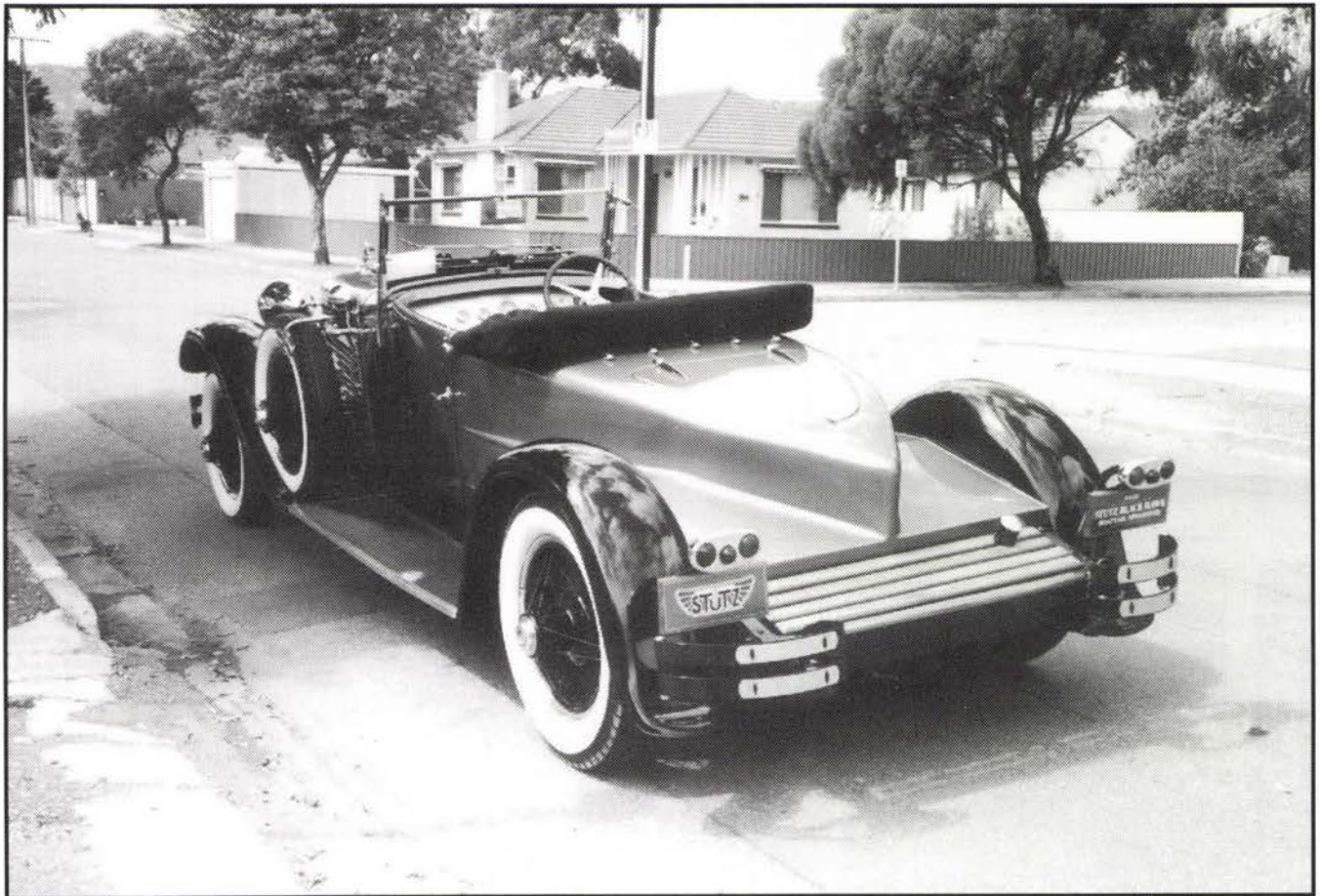
LETTERS TO THE EDITOR



From: Baron Jean DeBlondin (#375), Eden Hills, South Australia, dated 28th April, 1993 (in part).

My Stutz is a rather unique example as it has an Australian built body on it. The car has just undergone a 5 year restoration and so we are still sorting out one or two minor problems -- the result of the car having not been used for nearly 40 years. The engine had been removed and sent for reconditioning around 1960. New pistons were cast for a slightly higher compression. New rods were manufactured as were valves. It was all put together and returned to the then owner who placed the engine back into the chassis but went no further with the car.

It remained not even bolted into the chassis and not even with the radiator in place until I purchased it in the mid 1980's. It belonged to the father of a friend of mine who had a large sheep and wheat property in central Australia. Being very dry the car has not deteriorated with rust or anything of that nature.



1928 Stutz "BB" Boattail Speedster

The only problem was in finding all the parts belonging to the car -- they were spread all over a very large shearing shed where the car had been housed. Keith, my friend and son of the former owner, still rings me even now to say that he has found some other item that came from my car or was a spare part that they had accumulated over the years.

I have just come back from taking part in an International Vintage and Veteran Rally in Australia's island State, Tasmania. Whilst I did not take my Stutz, there were two Stutz on the Rally and one other Stutz owner without his car.

From: Stephen P. Dean (#176), Fresno, CA, dated November 5, 1993.

It is my understanding that most, if not all, four (4) cylinder cars should have brown Spanish Grain leather, independent of the exterior color.

I would like to re-do my 1920 Stutz roadster in the correct Spanish grain. However, I have not been able to find anyone that can supply the original as I am told that "tanneries don't have the call for it and no one produces it."

I have found that if we have an original sample, that a tannery will produce a "close match" with a 3-hide minimum, at \$7.20/sq.ft. They will send up to three "strike-offs" for approval of grain and color before proceeding. If we make a large order through the Stutz Club, we could get a price break?

Anyone else interested in obtaining correct brown Spanish grain leather, please contact me. (Tel. 209/291-6541, FAX 209/291-6542)

From: Ian Rendall, Stanley Hall, Selsley, Stroud, Gloucestershire GL5 5LJ, England (Tel. (0453) 822802), dated 20 November, 1993.

You may be interested to know that I purchased the 1918 Bearcat from Bernard Parris here in England. What a handsome beast it is, and make a fine stable mate for our 1911 Marion roadster.

What may be of more interest to other owners, and perhaps you would include this letter in your next newsletter, is that in sorting out my car, I have had a new cylinder block cast and machined. This has obviously necessitated the manufacture of all the patterns and core boxes but production of further castings is now a fairly easy matter.

Further blocks are available through my company at £4200 sterling F.O.B. UK Port. They are supplied complete with valve guides and will suit all the fixed head cars from 1916 onwards. Anyone interested should write to me at Hourtime Ltd. at the above address. Fax number is 453 791363.

Ed.'s note: we have invited Mr. Rendall to join the Club.

From: David A. Rowe, "The Astra Collection," 3 Poolside Cottage, Wyre Road, Skipool Creek, Thornton Cleveleys, FY5 5LF, England (Tel. & Fax 0253-893749) dated 5 January 1994 (in part).

As per our phone call, if you uncover any information on our 1919 Stutz 7-passenger tourer, I would like to hear about it. The Engine No. is G3419 and Chassis No. is G-3605. The car is a non-detachable head type and is all original! The original body colour is grey and the engine

block colour is green. The radiator is in sound condition and all body parts are good and sound, brake linings are serviceable. The Rudge-Whitworth wheels have a very odd spoke arrangement in that all outer spokes have a shallow bend at the hub. The front springs are also unusual. All leaves have a bend in the centre of fixing point perhaps so spring leaves would not move? When it is more up together, I will send a photo.

Ed.'s Note: If any member has any information about this 1919 Series "G" Stutz, please contact Mr. Rowe or the editor. We have again invited Mr. Rowe to join the Club.

From: Dr. Raymond A. Katzell (#62L), Medford, NJ, dated January 1994.

WE REGRET TO REPORT club member Florence E. Haner (#5) of Pasco, WA died on October 27, 1993. She had suffered a long illness with courage and dignity. Florence was the widow of Robert Haner. They were among the early members of the Club.

Their two beautiful Stutzes passed earlier to current Club members. Ray Katzell acquired the 1929 M 4-passenger Speedster and Lionel Stutz obtained the 1926 AA Victoria Coupe. The *Stutz News* carried stories of the acquisition of these cars in the issues of April-June 1992 and Oct.-Dec. 1992, respectively.

Florence will be remembered as a kind and caring person who was a credit to our Club.



CLASSIFIED

LET'S PUT STUTZ ON THE ROAD!



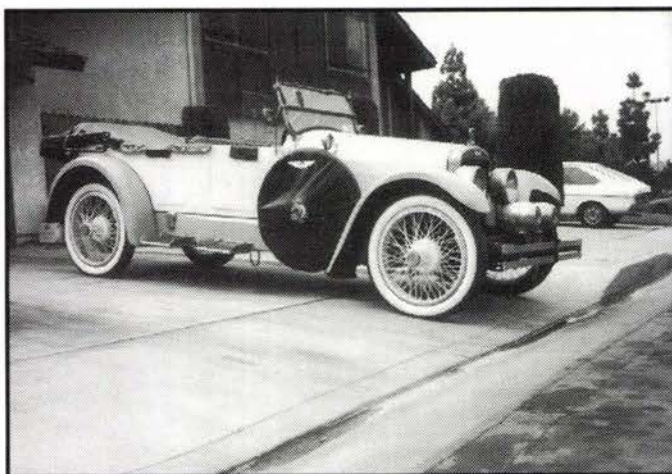
- Ben Timmons, 310 Juniper, Santa Ana, CA 92707 (Tel. 714/556-0108) has for sale:

1922 H.C.S. Series II Touring. Very complete and original convertible. Runs and looks very good. Must sell. \$22,500 O.B.O.

- Stephen Dean, 399 N. Chestnut Ave., Suite 2327, Fresno, CA (Tel. 209/291-6541)

- Wanted: Water brake type brake drums

- For Sale: Water brake brakes for front axle plus a few fittings and brake shoes. Cheap.



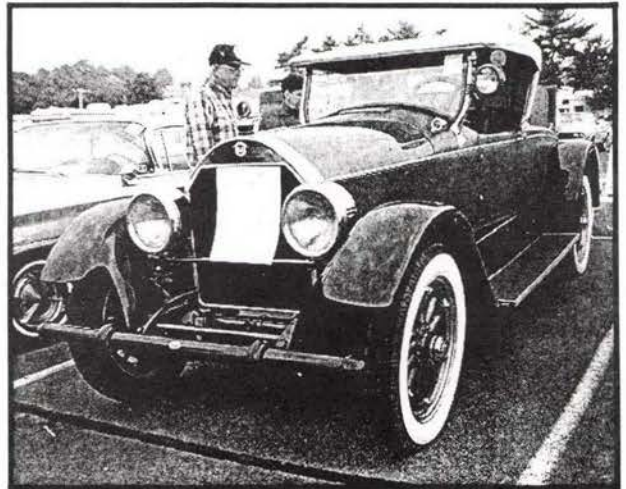
EDITORIAL COMMENTS

In the July-Sept. 1993 issue (bottom of page 29) we showed a photo of a Stutz Fire Engine on the back of a small mirrow which was submitted by Stephen P. Dean, club archivist. We knew that this would excite Member Birchfield, who is in the process of writing his third book on the Stutz Fire Engine companies and we asked him to tell us about this engine owned by Citizens Fire Co., Palmyra, PA. You will find his super response on page 32, an ad showing the rig in action.



Our coverage of the Stutz Get-Together at Hershey '93 in the Oct.-Dec. 1993 issue shows a photo of the Speedway Six Model 695 Berline displayed in the Car Coral. We did not get a shot of member George Cooper's Stutz Speedway Six Model 695 Weymann bodied roadster but were pleased to see this photo reprinted below in the January 1994 issue of **Car & Parts**, on page 58.

The quality of this photo reproduction in the last issue was very poor and your editor has spent considerable time with the printer trying to determine the reason. It appears that most of the loss of detail took place in the preparation of the "half tones" due to the lack of sufficient flash. The specialty company we use has done all of the "half tones" for *Stutz News* from Vol. 1, No. 1 and we will request restitution. The photo process used by the printer also contributes to the loss of detail. Unfortunately, our volume is too much for desktop publication (11,000 pages) and too small for expensive offset printing using metal plates. These problems are very frustrating to the editor, especially when so much time and effort goes into an issue getting it ready for the printer.



One of only two made, this 1925 Stutz, a red Weymann-bodied roadster with the Speedway Six engine, was in the car corral carrying a price tag of \$72,500.

Ray Katzell, V.P. Publications, has this supplement to Keith Marvin's interesting account of Franklin Roosevelt's Stutz Automobiles (Oct.-Dec. 1993 *Stutz News*, pages 29 & 30): "In **Eleanor Roosevelt** by Blanche Wieser Cook (Penguin Books, 1992) on page 225 appears the following: 'E.R. had also learned to drive that July (1918). Huckins, the family chauffeur, taught her in the Stutz, and then in the Buick. He praised her efforts and she did finely! So much for the canard that Harry Stutz intentionally designed the stiff clutch so that women couldn't drive his cars. But it did take a gusty person like Eleanor to learn to drive on an early Stutz!'"

The January 20, 1994 issue of *Old Cars News*, page 11, had an interesting item under "Club Clips" pertaining to the story "Joe and Jean Virostek's 'Original' 1926 Stutz" which appeared in the last issue.

See bottom of page 31 for notice of election.

OUR 1927 STUTZ "AA" VERTICAL 8 BROUGHAM

by M. Brantley Tidmore

Sometime around 1922 or a bit later, there was a whole sale grocery business established in Deming, New Mexico called "Murray & Lane." They were successful for a number of years and soon established another outlet in Silver City, New Mexico. At this time, one of the business owners bought a 1927 Stutz Vertical 8 AA Sedan and took it to Silver City. My interest in the automobiles had already started by then, continuing over the years and I vaguely remember talk of the huge Murray & Lane automobile.

By 1945 I had acquired a 1907 Reo (the first car in Deming) plus one or more other oldies. I had an aunt who owned a vacant garage building downtown which she allowed me to use for my cars. It was a common practice for me to work on the cars on Sundays and a young man named Louis Welsh began to come in to check on the progress. He was very interested in my hobby and it turned out that he was from Silver City and owned the 1927 Stutz. A year or more later, he gave me the Stutz along with a number of antique oil lamps and several cylinder playing phonographs.

The Stutz was in very good condition but was set aside due to hydrostatic brake problems. Whatever method was used to correct the problem was going to be expensive. By that time, I had acquired thirteen cars and among them was a basket case 1928 Chrysler which I decided to use for the required brake exchange for the Stutz.

Before the brake job even started, we had a fire in our business which completely destroyed the business. At the same time my aunt sold her garage building and I had to find a new home for all the cars. Most of them wound up in my back yard. The Stutz was put in a warehouse owned by the Deming Chevrolet dealer and

the Reo was kept in a barn owned by my father-in-law. Thankfully, I had dismantled the Chrysler and kept the brake system. While the Stutz was in storage, it was attacked by carpet beetles and the upholstery was destroyed.

It was necessary for me to move to Alamogordo, New Mexico to work for Land-Air at Holloman Air Base which is part of the White Sands Missile Range. When we moved, I gave away all of the cars except the Stutz and the Reo. Both cars stayed in Deming until the next move which was to Las Cruces, New Mexico to work for the Army on the White Sands Missile Range. Shortly after this move, the Chevrolet dealer in Deming sold his business so I moved the Stutz to Las Cruces into my home garage. A year or so went by and my father-in-law sold the property where the Reo was stored so it moved to my home garage.

By the time I retired, the two cars had been put in my son Pat and my names. Pat and I decided to pool our money and get things going on restoration. Fortunately, I had hired Benito Lazo as a yardman and repairman. It turned out that he was also an auto mechanic from way back. The machine work on the brake change was done by Don House & Son and Pribs Garage did the installation of the steel brake tubing system. Benito has done almost all of the mechanical and electrical work at my home. The painting was done by Auto Rebuilders as close to original as possible. The upholstery was done in mohair by Alexander's and is beautiful.

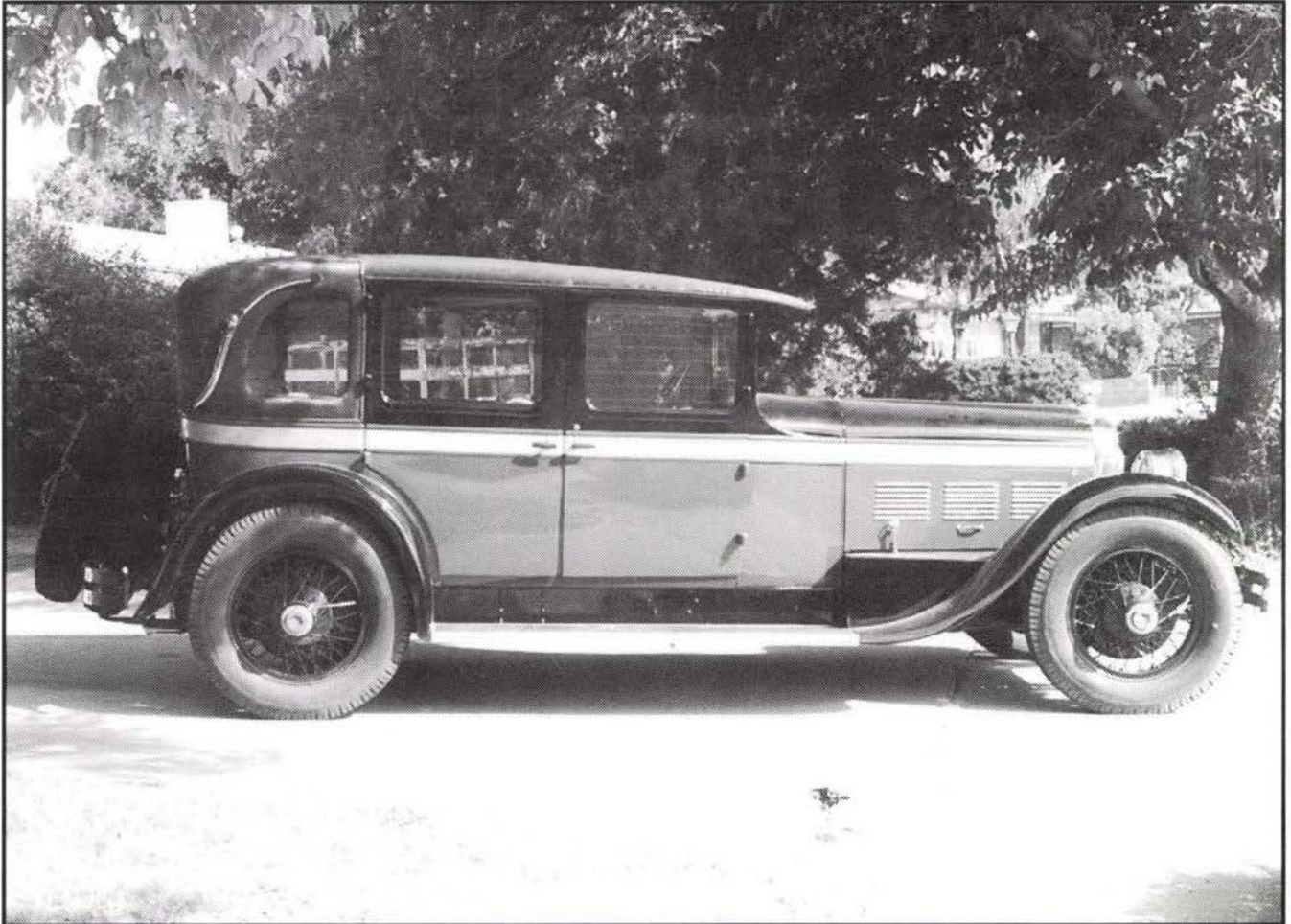
At present, the Stutz runs reasonably well but I won't call it reliable due to occasional fuel problems. It is a real pleasure to drive and if you enjoy atten-

tion, it will attract all of the admirers you can handle.

The Stutz Club, its members and the *Stutz News* have been the biggest of all helpers on this project and I

owe them many thanks. Also, without the help and encouragement from my son, Pat, and the always willing help from Benito, that thrill of a lifetime Stutz drive would still be in the future.

The Tidmore 1927 Stutz "AA" Vertical 8 Brougham



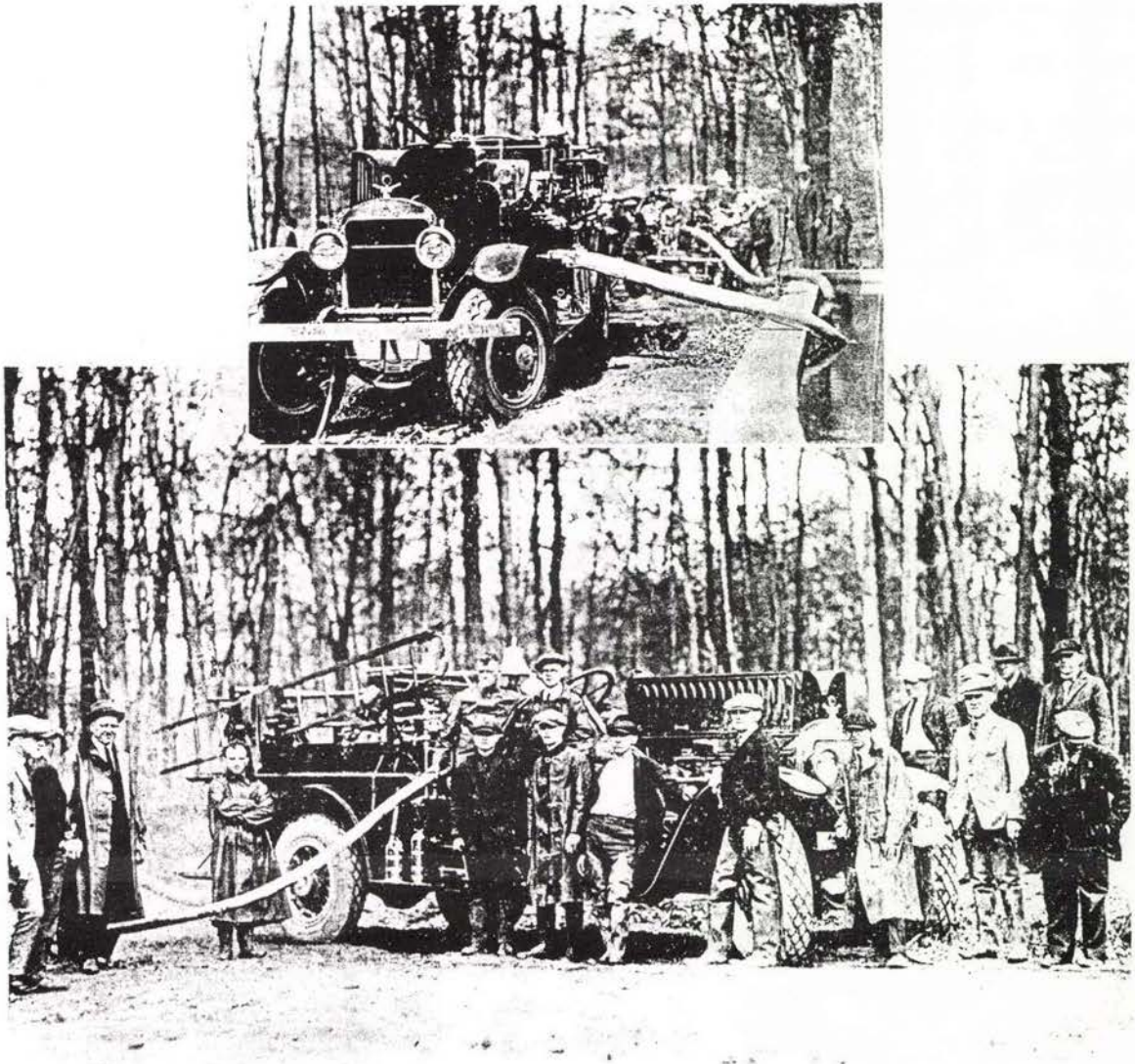
NOTICE OF ELECTION

The Club's Bylaws require that all eight (8) officers of the Club shall be elected by mail ballot in every even-numbered year (see SECTION 5 - Meetings and Elections, pages B3-B5 of the 1990 Directory). The president has appointed the following Nominating Committee to prepare the ballot for the 1994 election:

Bill Greer (Chairman)	317/849-3443	George Holman	(h) 413/596-4911
Joe Folladori (Treas.)	317/259-4524		(b) 781-0530
Joe Virostek	(h) 216/656-2662	Dick Orr	(h) 916-662-1267
	(b) 216/650-9713		(b) 662-9638

Please contact one of the above five (5) members if you wish to recommend a candidate for the ballot.

FIRE PROTECTION



THIS is the 750 gallon Stutz Fire Engine of the Palmyra (Pa.) Fire Department. The Picture was taken while the machine was pumping up grade for one-half mile at an average pressure of 285 pounds for two and one-half hours.

S. S. Farver is president of the Palmyra Fire Department.

THE STUTZ FIRE ENGINE COMPANY

INDIANAPOLIS,



INDIANA