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TO:

COMING EVENTS

9th Grand Stutz

The Ninth Grand Stutz will be held in San Ramon, CA on September 13 - 15, 1996. This is about 30 miles east of San Francisco. The Marriott Hotel in San Ramon has offered us a group rate of \$59 per night. The hotel phone number is 510-867-9200. Tell them you're with the Stutz Club for this rate.

So far, (Feb. 12, 1996), we have eleven members who plan to bring a Stutz car. Make your plans, "talk it up", with other members and we could have a "really big show." More details in the next Stutz news.

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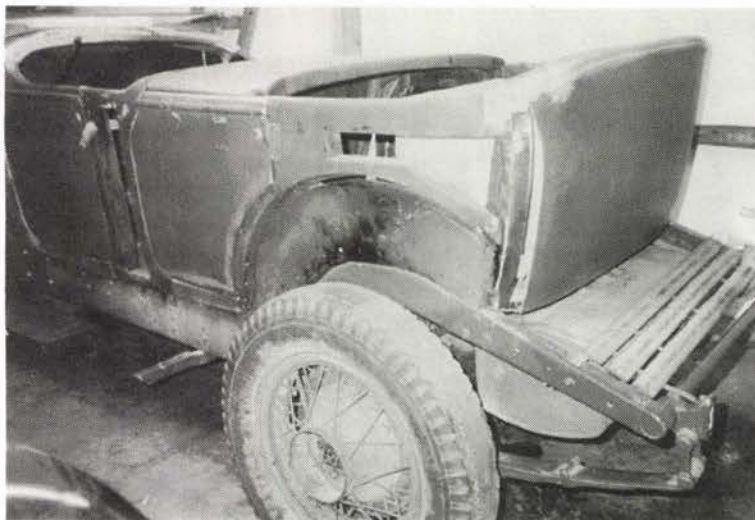
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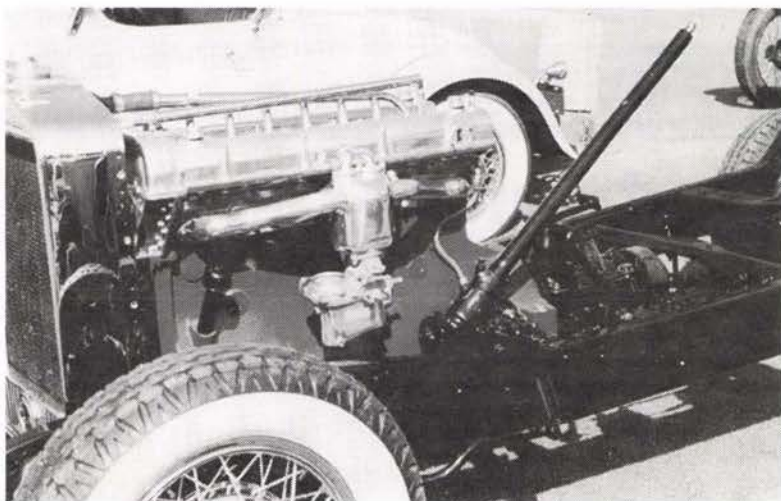
Restoration of a 1932 Stutz DV-32 Speedster

by Richard D. Orr

In April, 1991, I bought a collection of Stutz parts from Charles Jones. Charles (Charlie) had been acquiring parts for over 10 years to "restore" a 1932 DV-32 4-passenger Speedster, tonneau cowl. Charlie decided to sell and I bought the collection of parts. Charlie and I became friends and he told me the story of where and how he found the parts. The body had been cut into nine pieces with a hacksaw, and was found around 1950 in a hotel room in Los Angeles. Who cut it up? The chassis came from one place, the rear fenders another place, etc., etc. Some parts, e.g. rear bumpers, were still missing.

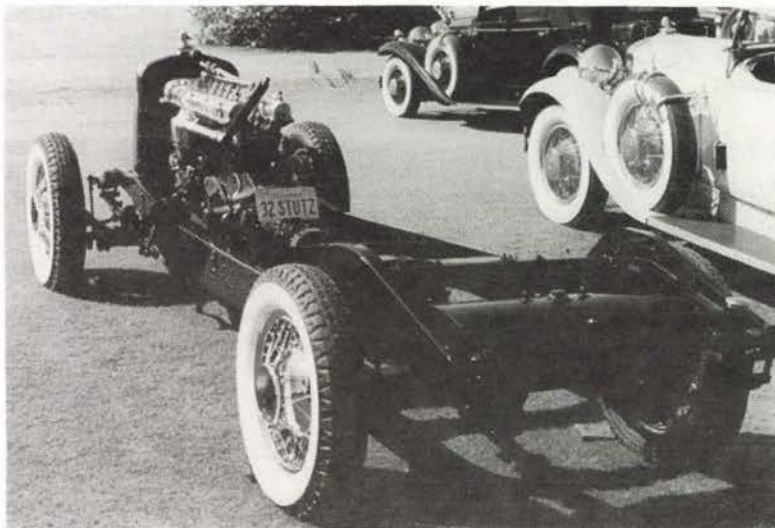


Pebble Beach Concours D'Elegance in 1995. Big mistake! It took much more time to finish than I estimated. By March '95 I was working 60 hours a week on the car plus running my business, Marie's Quality Foods, Inc. By April I was working around 80 hours a week; by June it was about 90 hours a week. The last week before the show I worked 142 hours and only had 4 1/2 hours sleep (total) the last three nights. Thanks to my friends and relatives we finished putting the hood on the car Saturday night about 10:30 p.m.. After loading the car in a trailer loaned by Gary Dubnoff, I showered, packed a bag and headed for Pebble Beach. I arrived about 4:15 a.m., slept in the car seat till 6:20 and started cleaning the car. It was a hectic experience.

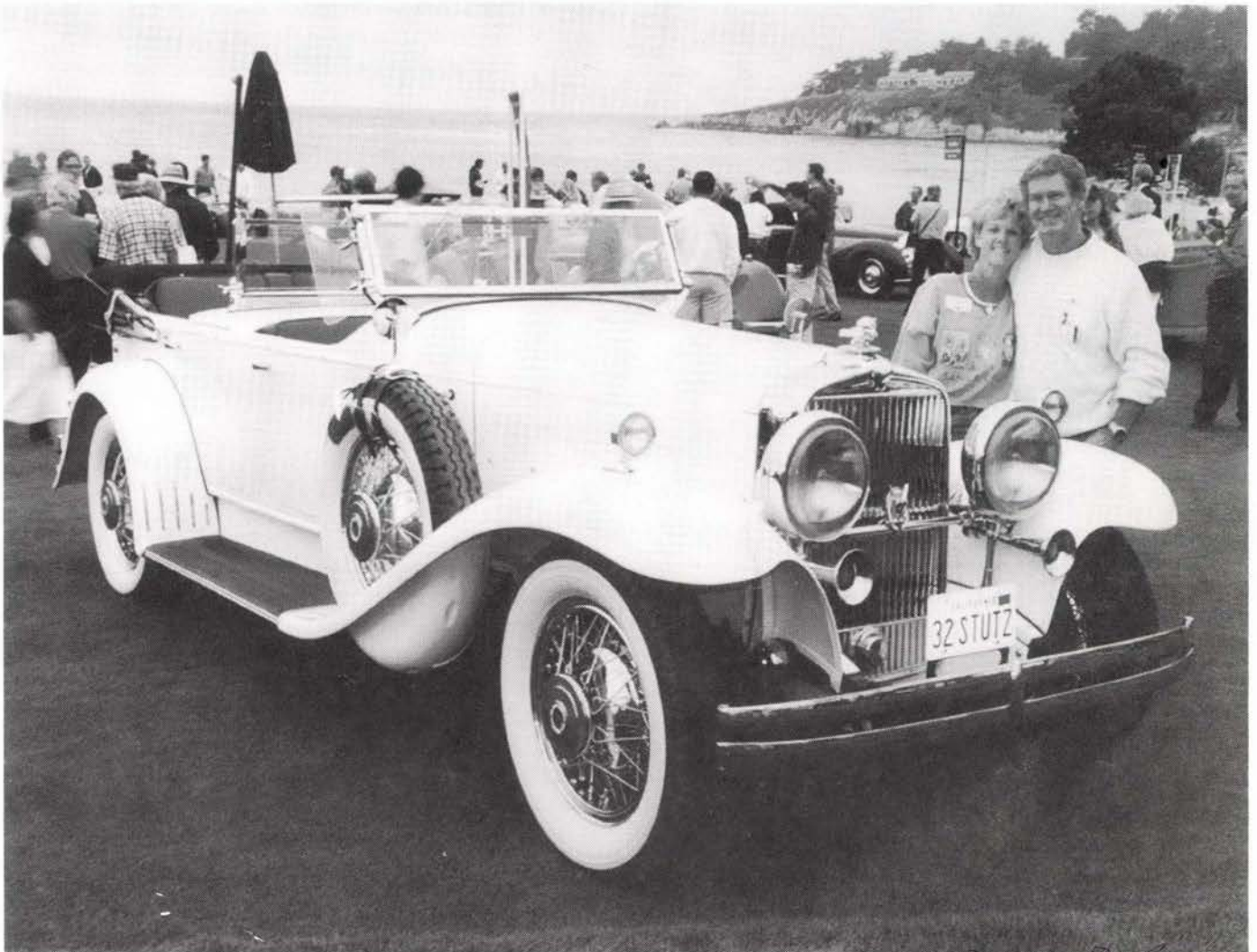


The restoration started with the frame and each piece was rebuilt, painted or plated. Many of the parts needed redoing since they were for a different model Stutz. The body was completely redone, new wood and new aluminum panels. The original doors and rear cowl were in good shape and only needed paint. The missing parts were either found or made. New castings were made for several parts, e.g. door handles.

The chassis was done and shown at the West Coast Stutz Meet on September 19, 1992. The body and fenders were done and placed on the chassis to show at the same meet in 1994. Then I decided to go all out and have it done for the



Pebble Beach Concours d'Elegance *August 1995*



131-DV-24 Needs double whitewalls

Finally, after a hectic last minute rush, Richard and Nancy Orr are able to enjoy their beautifully restored 1932 Stutz DV-32 Four Passenger Tonneau Cowl Speedster on the course at Pebble Beach. Photo by Don Howell

At 8:30 a.m. my wife, Nancy, and I started the car and drove from the assembly area to Pebble Beach. A real thrill. It was the first time this car had ever been driven on a street. Driving into the show area at Pebble Beach made all the work worthwhile.

We had about 15 friends at the show who helped do the last minute cleaning and who helped us celebrate getting the car there. The car looked and ran great. We had a great time and will remember the day always. At least I'll remember the



day till about 4:00 p.m. when I fell asleep. Between being exhausted and having a few glasses of champagne to celebrate, I was sound asleep in the room while our friends and relatives had a party.

Our 1927 Stutz Two Passenger Speedster (AA2) Helen and Ray Keto

In 1967 we drove our 1929 Windsor Moon roadster to the AACA Hershey Fall Meet. A well to do antique auto museum owner from Cleveland sat on its runningboard, and wouldn't move—he wanted that car! After a bit of haggling and the receipt of his check, we took our luggage from the rumble seat and watched the man's helper drive the roadster away. Now the dilemma—we were left standing on the show field with our luggage without wheels—how would we get home? Simple! Where else but at the Hershey meet should one be able to locate another antique car?

Ray made the rounds and finally ran into Allen Bittner, an acquaintance living convenient to Hershey, who had a barn full of antique cars. He drove Ray to his place, while Helen found a ride to the motel. One of the desirable cars in the barn was an "older restoration" red 1926

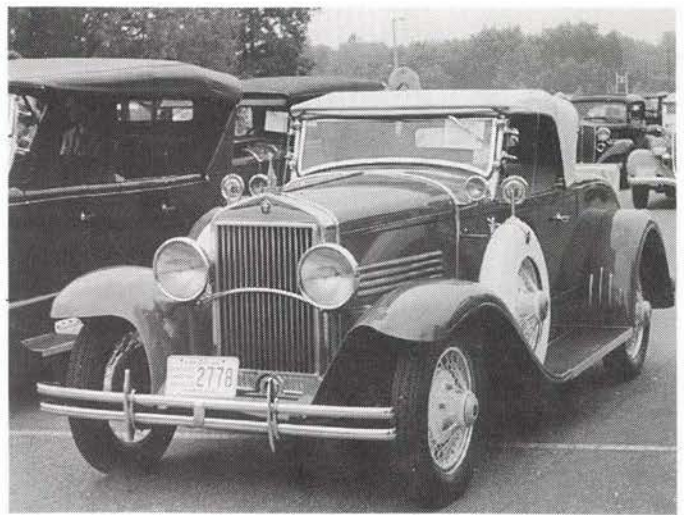
Stutz roadster, formerly owned by Clarence Moesle. It had four new tires on the ground with the right rear flat. A deal was agreed upon, provided that the flat be corrected and the Stutz driven to our motel the next day. As agreed, the Stutz arrived the next morning, and we had a "new" car. We enjoyed an eventful drive from Hershey, PA to Rockville, MD, where we lived at that time (this will be chronicled in a later article, "Memorable Moments with Our Stutz.")

Although we wanted the Stutz for fun to drive, rather than as a show car, we started to become curious as to its authenticity. We were told by an AACA judge that it was not an authentic roadster, but one made by modifying an original coupe. He based his opinion on the fact that the windshield corner posts were extensions of the body, rather than separate posts. We wrote to the Stutz specialist of the Classic Car Club of

America, who informed us that he was familiar with the car, and that in his opinion it was a cut down coupe, as he had never seen another Stutz roaster like it. Also, Classic Car body experts opined that the color of our Stutz was wrong, on a theory that a "red" Stutz was too gaudy for its social market. But it was Ray's theory that a college son of the social elite would crave a red roadster, not the conservative colors sought by his parents.

A literature search proved that the 1926/27 Stutz "Two Passenger Speedster" did have windshield posts like ours. And the June 16, 1927 *Motor Age* cover showed a red Stutz very closely matching the color of ours! Some time later, the CCCA Stutz specialist wrote to us that he had discovered an unrestored Stutz in Columbia, SC, owned by A.A. McCall, Jr.. In as much as there were some holes in our Stutz's windshield posts which the AACA judge claimed were where the coupe door hinge fastened, we drove to Columbia to see the unrestored Stutz AA2. Examination showed that our Stutz was lacking finish moldings on the windshield posts, which accounted for the holes.

Further examination showed that our Stutz body was almost an exact duplicate of McCall's original, with some exceptions. These were in the lack of side curtains and their post fittings in the doors, and improper upholstery style and material. Mechanically the two Stutz conformed, except (as Ray recalls) the original had the aluminum valve cover of the 1926 model, whereas



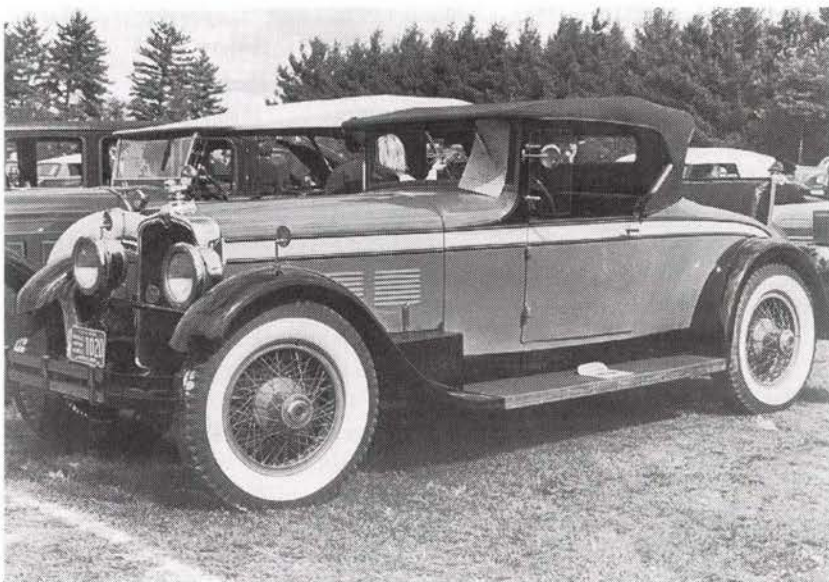
Keto's Windsor Moon "horse traded" for the Stutz.

ours had the steel of 1927. We took photographs and recorded data of McCall's Stutz for future reference.

McCall had stripped his Stutz of all the bright-work, and sent it to a platers. Unfortunately, McCall died before recovering these parts from the plater, and when his Stutz changed hands in settlement of the estate, no accounting was found as to the whereabouts of the bright-work. Herbert Robertson, an administrator at the south Carolina Baptist Home, obtained McCall's Stutz and proceeded to restore it, being hampered in discovering the missing bright-work. As a consequence, Robertson now sought Ray's aid in his restoration. Ray provided him with an operator's manual, photos and measurements of our Stutz and results of research we had done. We lost track of Robertson's progress, but heard that he had eventually disposed of "McCall's" Stutz. We strongly suspect that this

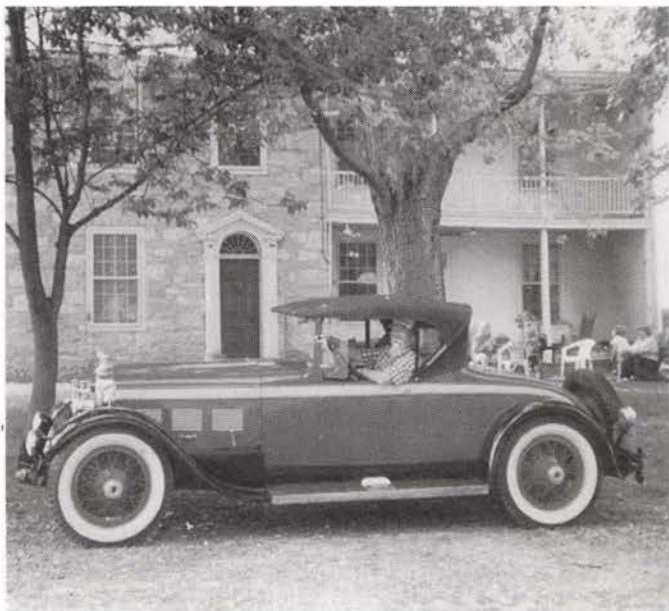
is the same Stutz now listed for sale in the *Stutz News*, Vol. * No. 34, by Bruce Sheely of Columbia, SC. It is now a CCCA Grand Classic winner! (Please, Bruce, would you be kind enough to acknowledge if your Stutz is the same one we assisted in restoring, and send us a color photograph?)

Having obtained necessary details from the unrestored Stutz, Ray made side curtains and curtain rods, and installed NOS curtain rod holders in the door. Ray also made a rumble seat gutter, which was missing, and considerable mechanical work (some of



Hightower, Rockville, MD and published in The County Courier October 11, 1968

whitewalls - out of place - should be double whitewall



Keto's Stutz in front of their daughter's "farmhouse." Ray at the wheel.

which has been reported in past issues of the *Stutz News*). In working on the Stutz, it was discovered that it was not a 1926 AA2, but a later 1927. The serial number stamped at the right of the front motor mount had been poorly struck. A clear stamping was found under the right rear bumper frame end which verified that the chassis was indeed a 1927. The engine design agreed with the Challenger engine which went into production in mid-1927.

In as much as we wanted the Stutz for driving pleasure, not for trophy hunting, we were satisfied that in external appearance and mechanics it authentically presented a late 1927 AA2. We were satisfied with its non-authentic upholstery, especially because it enraptured the

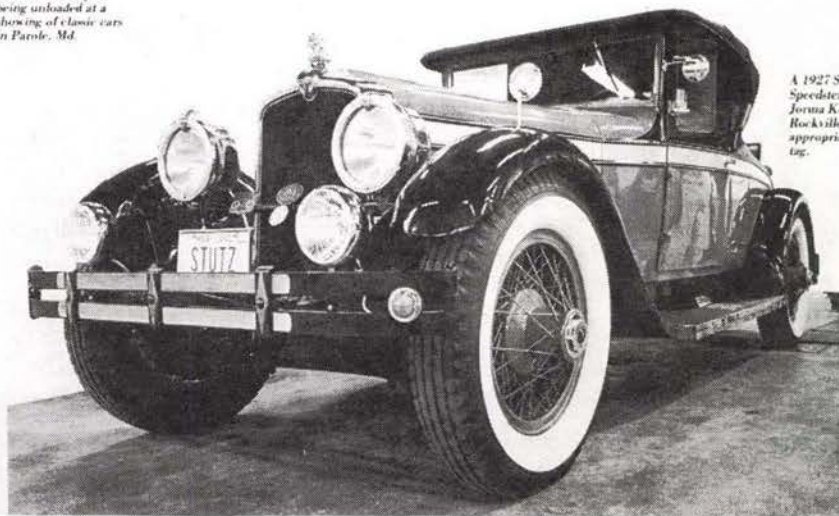
public's familiarity, "Oh, a STUTZ BEARCAT!", as it did not present the luxurious top grain cowhide. In the interest of safety, and to complement the non-authentic upholstery, we installed race-car/helicopter seat and shoulder safety harness (that sharp cornered steel instrument board can do murder to one's head—it's hardly a good substitute for an air bag!). To overcome problems at today's high speed gas pumps, Ray replaced the mid-tank filler pipe with a more modern top-of-the-tank-through-the-body vented filler pipe with a rubber body grommet. The original filler and top of tank vent would not permit today's high speed filling without back surging shutting off the pump.

We have many pleasant memories of touring with our Stutz through the New England State (with a visit to A.K. Miller, the king of all Stutz collectors, who enjoyed driving our Stutz), to as far west as Dearborn Village. Our Stutz has also enjoyed public exposure as a cover car on the Veteran Motor Car Club of America *Bulb Horn* (Nov./Dec. 1973) and *The Upper Hudson Valley Automoblist* (Winter 1970), plus a close-up photo by Charles Betts on the rear page of *The Stutz Vertical Eight*, Profile Publications No. 46, by Mark Howell. We have enjoyed the touring and companionship of attending meets with our Stutz as members of AACAA, VMCCA, and CCCA. Unfortunately, time takes its toll, and the "Memorable Moments with our Stutz" become the fears of tomorrow....

Photo published in August 10, 1975 issue of The Sun Magazine, The Sun, Baltimore Maryland report on the Eastern Grand Classic hosted by the Chesapeake Bay region of the Classic Car Club of America with this caption.

"Although not a winner, Jorma (Ray) Keto, of Rockville, managed to draw attention to his 1927 Stutz speedster with a personalized STUTZ on his Maryland tag. For him this represented a victory over bureaucracy. His application for the special tag had been denied four times. Officials argued personalized designations were not available for historical tags. Mr. Keto, who carefully studied the Maryland code, felt otherwise. Finally, he asked for a hearing, the Motor Vehicle Administration backed down and sent him the plates.

A 1927 Stutz from New Jersey is being unloaded at a showing of classic cars in Parole, Md.



A 1927 S Speedster Jorma K. Rockville appropriate tag.

Ryan Takes Stutz in a Corner on Wall Street—Part III

by William J. Greer

On April 24, 1920 a broker named Colonel John W. Pentiss, chairman of the committee representing 56 short sellers, had announced to reporters, "The Stutz matter is settled. The settlement price is \$550 per share." But everyone wasn't happy, and the controversy wasn't ended.

Ryan's debts to banks, most of them due in autumn or earlier, amounted to many times the \$1.5 million or so profit on the corner. His recourse was to sell off some of his Stutz stock, but without Stock Exchange listing, the stock was not readily marketable. Should economic conditions turn sour, the Stutz stock value might decline precipitously. Ryan had exulted to his old mentor Schwab that on paper he was now worth \$100 million—a fortune comparable to his father's. Schwab skeptically replied that this might be true if Ryan valued Stutz at a thousand dollars per share but questioned how he was going to realize that much.

The New York Stock Exchange was not through with Ryan. All through May, 1920, there were rumors that the NYSE was "investigating" him and his affairs. It was dragging its feet in the matter of selling Ryan's membership, which would bring some \$100,000. Then, early in June, the Exchange suddenly let it be known that Ryan's resignation back in April had not been accepted, after all. The reason for this belated revelation became clear later when the Governing Committee adopted a resolution charging Ryan with being "Guilty of conduct inconsistent with just and equitable principles of trade;" specifically, the committee said, he had created "an arbitrary and fictitious price" for Stutz and had then "exact[ed] from the parties liable excessive and unreasonable amounts." The case was to be tried at a closed hearing at which Ryan was invited to appear to defend himself. The NYSE seemingly had declined Ryan's resignation so that it could throw him out.

Reacting to this development Ryan characterized the charges as "ridiculous on the face" and pronounced, "Your invitation to appear in a star chamber and join you in placing a laurel wreath upon the past and present conduct of your committees and to furnish myself as a sacrificial lamb is respectfully declined." He further

stated, "The judgment of 'guilty' awaits only my appearance for formal signature and summary execution—No man appreciates more than I that the Stock Exchange is the keystone to the commercial structure of the country. No man has greater respect for its ideals and traditions...But no man deplores more than I that this great institution...should have so fallen that these powers are employed for private ends and personal vengeance. It is a sad spectacle indeed." The trial proceeded without the accused; the Governing Committee found Ryan guilty and voted unanimously for his expulsion. The verdict was announced from the podium in the gallery the next morning where it was received in silence. At his office Ryan said, "It is immaterial to me, and really I do not give a damn." Then, reportedly, he left for the racetrack at Jamaica.

The summer of 1920 brought other matters on which Ryan could not afford to be indifferent. The banks pressed him for the return of their loans. Stocks of companies other than Stutz in which he had invested heavily—Stomberg Carburetor, Continental Candy, Chicago Pneumatic Tool, Hayden Chemical—suffered such mysteriously precipitous losses as to suggest that his enemies were clawing at him again. In August he brought a million-dollar defamation suit against the NYSE president and Governing Committee, naming again the Stutz short sellers who were members of that body. This was probably a serious move to raise money rather than to avenge his honor. Ryan's exchange seat had been sold in July for \$98,000 but the money was being withheld from him on a technicality. Meanwhile, the national economy had begun to collapse. Consumers struck against inflated prices; organizing "overall clubs" and "old clothes days;" money became tight and some leading banks had trouble maintaining solvency and world trade slowed to near wartime condition. Crucially for Ryan, stock prices began such a drop that by yearend one-third of the April value of all issues would be wiped out.

The bankers were closing in and Wall Street gossip included Ryan's predicament. George J. Whelan, the cigar-store man, told Clarence Barron in November, "Allan Ryan is all cleaned out." Another Barron informant said positively that "Ryan has known for thirty days that they had him. He is now eating out of their hands."

Sometime in November 1920, banks to which Ryan owed money, including Chase and the Guaranty Trust, made an indirect approach to Thomas Fortune Ryan through Whelan, his long-time friend and associate. Whelan pointed out to the bankers that, "You loaned Allan A. Ryan money without regard to his father when you knew they were not on speaking terms." The matter was complicated by the fact that the elder Ryan was the largest stockholder in Guaranty Trust. There is no evidence that the father was interested in rescuing his son. Late in November the banks announced that they had formed a committee "to take charge of" Ryan's affairs; even though they said they believed he was still several million dollars in the black. Ryan's enemies at the Stock Exchange knew they had him at last; they could leave it to the banks to be the executioners.

From November, 1920 to July, 1922 Ryan, with credit ruined, bankrupt in everything but name, carried on a game but hopeless stand. Only Schwab seemed to be with him, putting in a good word for his protégé where he could. Ryan tried unsuccessfully to ally himself with John Shelton Williams, Controller of the Currency and a veteran critic of New York banks, particularly of their loan policies. He procured as his lawyer Samuel Untermyer, who as counsel to the Pujo Committee in 1912 had become the national symbol of opposition to the banks and their "money trusts." Ryan even scraped together a \$40,000 contribution to the Democratic National Committee, hoping, we presume, to win political friends or to bolster confidence in his credit rating.

With all avenues of escape closed, Ryan filed a bankruptcy petition on July 21, 1922 listing debts of \$32,435,477 and available assets of only \$643,533. For whatever satisfaction it brought, this made him one of the biggest bankruptcies in the nation's history. The largest debts listed included \$8.66 million to the Guaranty Trust Co., \$3.5 million to Chase National Bank, slightly more than a million to Harry Payne Whitney, son of his father's old partner and some \$300,000 to Schwab. Other debts listed for public gaze provided details of shattered private lives, for example, \$157.75 to Best & Co. for children's clothing; \$3,260.25 to Black, Starr & Frost for jewelry; \$60.36 to Buckley School for tuition; \$768.68 to Charles & Co. for groceries, etc.

The some 135,000 shares of Stutz stock owned by Ryan were to be sold at public auction on August 2, 1922. No value had been placed on this stock in the bankruptcy statement. During 1921 Stutz had sold on the curb in the 50 - 100 range, but Ryan's bankruptcy coupled with the company's poor sales picture was a terrible shock, and in mid-July, Stutz stock was down to \$5.00 per share. During the auction at the Exchange salesrooms on Vesey Street the Stutz stock was bought by a Guaranty Trust vice president for \$20.00 a share. The next day it was announced that the bidder had been acting for Schwab, who thereby had taken control of Stutz. Schwab was asked whether Ryan would get back on his feet again. He replied, "I hope he does—I think he will." In spite of several attempts, he never did. Any hope he had for a new stake lay in his father Thomas Fortune. But Fortune's will, when read following his death in 1928, left his fortune to Allan's sons and other survivors. The will mentioned Allan only twice; once was to give him third option (after his two sons) to buy any object in the testator's art collection, the other was to say, "I give and bequeath my white pearl shirt studs to my son Allan A. Ryan."

References

This article is based upon chapters I and II, Once in Golconda, by John Brooks; A True Drama of Wall Street—1920-1938, published by Harper & Row, 1969 (LOC 70-81870); and A Corner in Stutz, by John Brooks, The New Yorker, August 23, 1969, pages 74-88. Webster says Golconda translates: A source of great riches, as a mine.

PS—Allan's oldest son, Thomas Fortune Ryan III, 89, died on July 22, 1994 and thus was 23 years old when his grandfather died in 1928. Ryan III was a former co-owner of Lockheed Aircraft Co. and founder of Mid-Continent Airlines. While serving as an Army colonel during WWII, he was decorated for coordinating airline operations with military operations at the request of Gen. Douglas MacArthur. Thanks for your patience!...*Ed.*

Did she get her health problem corrected

Member Beverly Rae Kimes Honored

by your editor

The Society of Automotive Historians at its Annual Meeting (held October 6, 1995 at the Hershey Country Club), presented the Richard and Grace Brigham Award to the Hispano-Suiza Society Newsletter and to The Classic Car. This award is presented to the periodical which exhibits the best overall treatment of automotive history over all issues published in a calendar year.

Member Kimes has been editor of the award winning CCCA publication, The Classic Car, and the club's Bulletin for many years, and has authored a number of important books in the automotive history field. Our hearty congratulations, Beverly!



Carolyn Greer snapped this photo of Beverly and husband Jim Cox at the CCCA Awards Banquet, held at the International Center, Broadmoor Hotel, Colorado Springs, on January 13, 1996.

Stutz Members Enjoy CCCA Annual Meeting

by Bill Greer

Carolyn and I are still talking about the wonderful time we had attending the Annual Meeting of the Classic Car Club held at Colorado Springs, January 10-14, 1996. Our headquarters hotel was the fabulous 5-Star Broadmoor which we found fully lived up to its reputation. The weather was incredible, sunny and a warm 60+ degrees, a real treat for those of us who had been buried in deep snow and cold for over three weeks.

Upon registering on January 10th, we noticed that a dozen Stutz Club members were listed as attendees in the program and we began to look for them (see below):

William & Frances Abbott

Del & Margaret Beyer

Jim & Beverly Rae Kimes Cox

Bill & Carolyn Greer

Fred Guyton

Jerry Hanauska & June Fezler

George Holman

Ray & Kitty Katzell

John & Elaine Klein

Richard & Linda Kughn

Bobbie'dine Rodda

William and Christine Snyder

We immediately learned from Jeff Broderick that Ray and Kitty Katzell were snowed in and could not get transportation from their home in Medford, NJ to the Newark Airport. We failed to find Bill and Christine and learned later that the Snyders had been grounded by the flu. During the course of the activities we did get to visit with the other Stutz Club members in attendance.

The highlight on January 11 was the 90-mile bus trip up the range to Golden where we saw the robust car collection of Clive Cussler. Mr. Cussler, the noted author of mystery novels, was there to greet us. I had the opportunity to ask him about the Stutz in his collection and

he confirmed that he had the DV-32 open front Town Car made up from a sedan to his liking. Carolyn took photos of this bright blue Stutz (see following page). The Stutz was displayed in a row of about a dozen Town Cars each painted in striking colors. One room held three rows of vintage and classic cars and another room was filled with collector cars of various important marques, mostly convertibles. One person commented that this unique automobile display should be called the Clive Cussler Colorful Car Collection (CCCCC).

On tap for Friday, January 12 was a tour to and lunch at the US Air Force Academy nearby. This is a most impressive facility with great views. The famous Academy Chapel with its 17 spires is a marvel of architecture. Member Fred Guyton, professional architect, commented that this chapel is one of the most architecturally important buildings erected in this century.

On Saturday, Carolyn attended the special ladies luncheon and toured the United States Olympic Training Complex while I visited with member Dan Oien, who drove down from Denver to visit for a few hours. Dan was a close

neighbor of ours prior to moving to Denver in the early 1980s. The weather was perfect for a walk around the Broadmoor complex nestled beneath historic Pikes Peak after a light lunch at the Golf Club Grille. Of course we admired the beautiful Classics being judged and exhibited in the International Center of the complex.

For the first time Regional awards were presented following dinner on Friday evening and the other awards and car trophies were presented following the banquet on Saturday evening. Both of the events were held in the International Center with the 40 Classics on display in one end of the large room for our viewing pleasure. While no Stutz cars were present, the club could take pride in the fact that member Bobbie'dine Rodda (#331) was presented the CCCA's Distinguished Service Award (co-recipient with William Davis, a past president). I believe this was the first time this award was given to a person who had only served the CCCA at the Regional level. Her great contributions to the success of the Southern California Region are well known.

(see photos on facing page)

What's In A Name?

Ad from the January 4, 1925 issue of the New York Times. Our thanks to former member James M. Pearsall of Zarephath, NJ for clipping it. Wonder how many members have been aware of this slogan?



“What’s in a name?” Any Stutz owner will tell you.

STUTZ MOTOR CAR COMPANY of AMERICA Inc
Ten Distinctive Body Types on the Famous STUTZ Six Chassis.

NEW YORK BRANCH
1830 Broadway
Columbus-8684

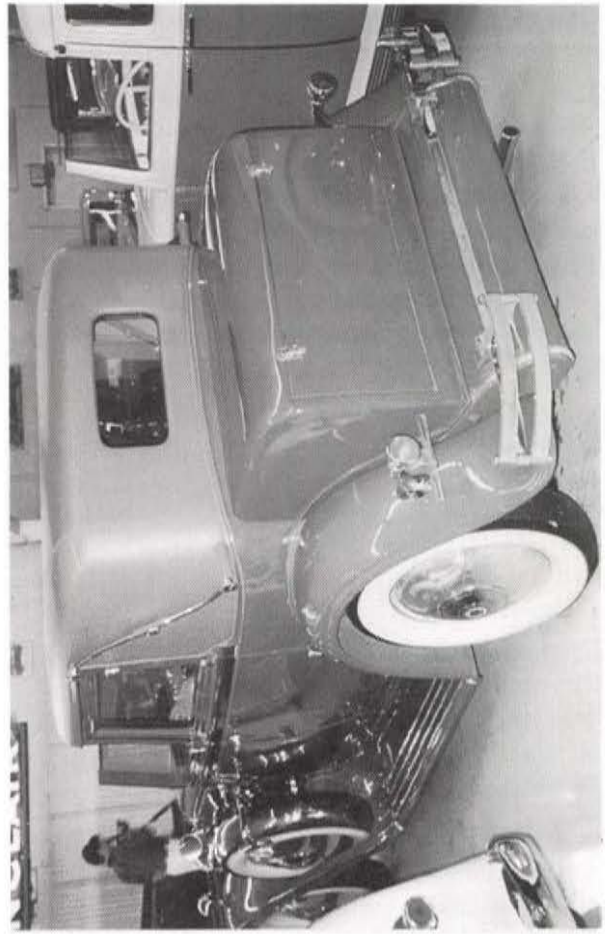
AUTO SHOW Space-7



Front view of the bright blue Stutz DV-32 Town Car. Note the matching windshields and the polished aluminum wheel covers.



Clive Cussler (2nd from left) greets us with a few remarks. Yes, that's George Holman first in line at the door to the collection.



Rear view of the DV-32 Stutz showing the generous built-in trunk.

enough of bastardized clones



Member Bobbie'dine Rodda (#331) proudly displays her Distinguished Service Award. This year's prestigious CCCA award was co-shared with William Davis, ex-president of both CCCA and RRCC.

US Road Racing: 100 Years Later

The first automobile race in the world was the Paris to Rouen race in 1894. The first race in the U.S. was run on Thanksgiving Day in 1895 on a 53.5 mile course between Chicago and Milwaukee. It was promoted by the Chicago Times-Herald newspaper and attracted 80 entries, 11 of which showed up and six actually started the race. Snow covered the streets and it was bitterly cold.

Since the race had abundant publicity *and* a \$5000 purse, most inventors who had a running vehicle would probably have attempted to start. The "motorcycles," as they were called, consisted of two electric (an Electrobat and a Sturgis), and four gasoline powered vehicles; a Duryea and three Benz powered cars from various manufacturers. The Duryea, from Springfield, Massachusetts, won by about 25 minutes. The driver of the second place Benz was a fill-in as the original driver had collapsed from the cold and was carried unconscious from the car.

On a Chicago-cold Thanksgiving Day in 1995, on the 100th anniversary of our first race, gritty motorists in an amazing array of vehicles motored once more through the streets of Chicago in a centennial celebration motorcade. The 80 or so cars that participated were led by Sam Silket of Barberton, Ohio, in a replica of the original winning 1895 technology, from the wooden body to the investment-cast 106 c.i. engine. He purchased only the brass headlamp, the horn and the Amish-built wooden wheels.

A singular boyhood memory of mine is riding down gravel roads in hilly southern Indiana with my great-grandfather in his buggy behind a mule that did multiple duties on a very basic farm. As I looked at Mr. Silkets' Duryea and remembered the buggy, it was easy to understand the early skeptics of the automobile. The mule, once you were on speaking terms, looked more reliable. However, it wasn't nearly as fast, and therein lay the difference; the Duryea outran the buggy carrying the reporters.

Mason Maynard's 1928 Stutz was our club's sole, but splendid, representative. His immaculate four door sedan, only thirty-three years younger than the Duryea, was several thousand engineering hours more comfortable. Aligned in

chronological order were a 1902 curved dash Olds, a 1908 Anderson, a Knox, Rambler, Packard, Cadillac, a magnificent, stately Pierce-Arrow, a zippy Stanley Steamer and on through almost contemporary Hudson Hornets and assorted British sports cars, top down, of course.

Many dedicated enthusiasts, Gary Hoonsbeen, Jerry Foreman and others formed the "American Motorsports Centennial Group" which was responsible for the celebration. There is an incredible amount of work that goes into one of these affairs, and members from several groups pitched in. There was a memorial plaque dedicated, descendants of the Duryea brothers present, political participants wandering around and members of the press underfoot. Unfortunately, nothing appeared in the newspaper preceding the event so there were not many people present at the start or lining the course. Pity.

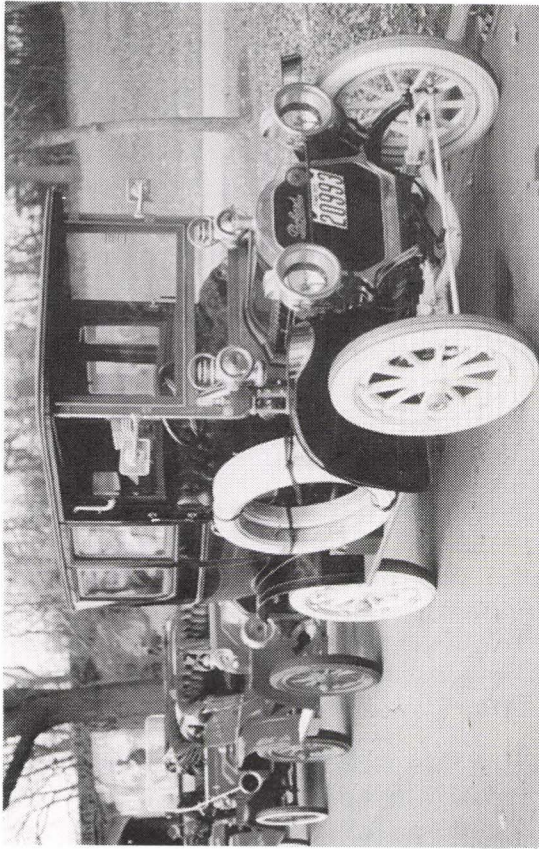
An event like this tends to focus my attention on "progress," but I was tripped up on my definition of "old car." When I walked from the Duryea replica to Mason's '28 Stutz, two vehicles only 33 years apart, it struck me that the Stutz is really a modern car. At least it is closer to my present car than it is to the Duryea.

In those early days the learning curve was steep, the direction of the industry multifaceted, and the people involved as unique as the opportunity. Still, when I recall seeing member Robert Valpey crawling around under his 1912 Bearcat at Savannah, it seems the spirit and the talent is still here, only the times have changed. Like Frank Lockhart, many of us will always wonder "how fast will she go?" In 1895, they had to first build the car before the question could be answered.

Ed.'s Note: Our many thanks to member John D. Kirkman of Oak Park, Illinois for this fine report on the reenactment of the legendary 1895 Times-Herald Race, America's first car race held at Chicago 100 years ago



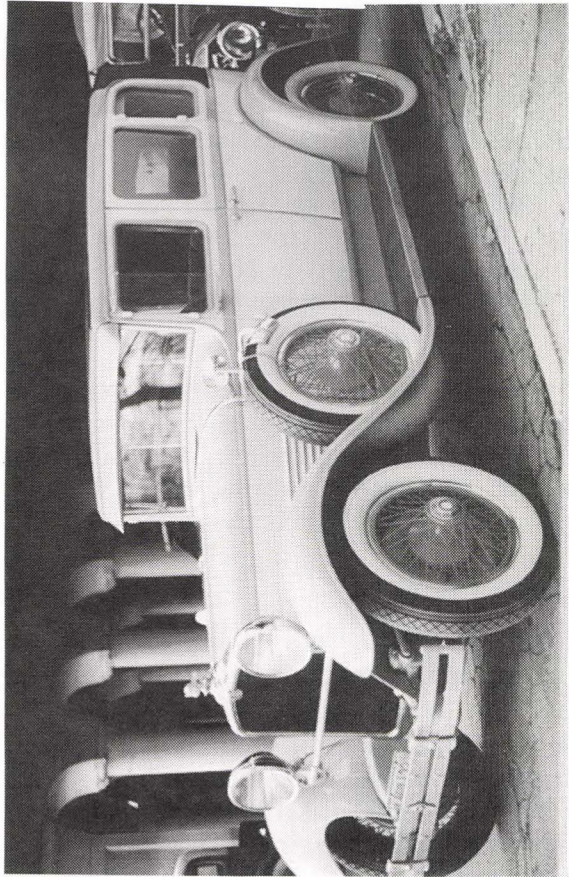
*An early forerunner of the Stutz Black Hawk Boattail Speedster?
Note size of the 1906 Winton in front.*



A 1909 Packard waits in line with other "old timers" participating in the 1995 celebration.



1895 Duryea Motor Wagon Replica, created by Sam Silket of Ohio and first run in 1989. Unfortunately, it failed to proceed after the 7th mile of the reenactment.



Member Mason Maynard's 1928 Stutz Series BB Sedan was the club's sole, but splendid, representative. Just 33 years younger than the Duryea but what an advancement in technology.

need double white walls

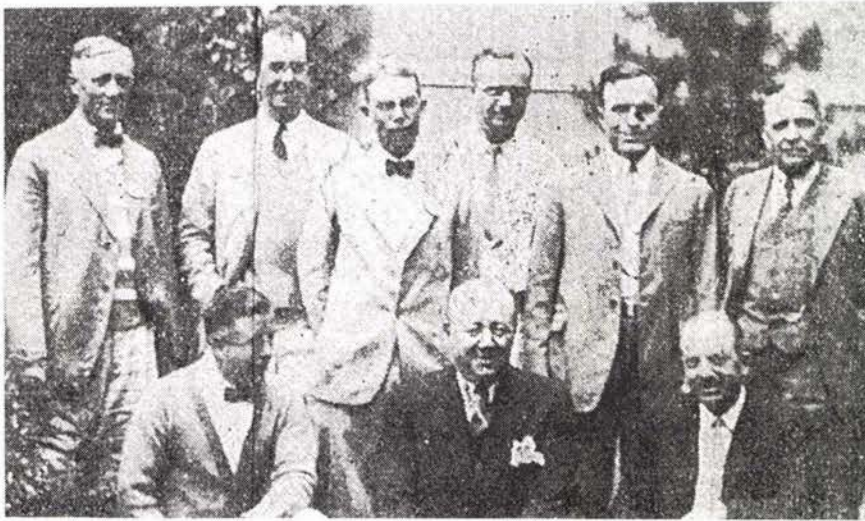
Book Review

by Bill Greer

One Man's Vision, The Life of Automotive Pioneer Ralph R. Teetor, by Marjorie Teetor Meyer, 1995. Published by Guild Press of Indiana, Inc., 6000 Sunset Lane, Indianapolis, IN 46208. Library of Congress Number 95-77508 [ISBN 1-878208-667 (hardcover), -67-5 (paperback)]

My wife, Carolyn, gave me this book for Christmas and it has pleased me greatly, being a wonderful resource on early automotive history. In fact, I enjoyed it so much that I wanted the whole membership to be aware of it. Its one of the books I've been reading while waiting for The Splendid Stutz.

Ralph R. Teetor was born in 1890 in Hagerstown, Indiana along with the automobile. Although totally blinded at the age of five, he became an expert machinist, built a workable car at age 12, was graduated from the University of Pennsylvania in June 1912 with a B.S. degree in Mechanical Engineering, and became a noted inventor.



News photo of Ralph with 500 Mile Race engineers in 1926. They were described as "speed car experts who had told of new developments in race cars to the Society of Automotive Engineers at their convention at French Lick, Indiana." Left to right: (front) George T. Briggs; Frederick E. Moskovics, president Stutz Motor Car Company; Harry Miller, maker of the car which won first place 1926. (Back) William S. Harley; A.w. Herrington; Col. William G. Wall, designer of the 1912 Speedway winner; Thomas Mindgley; Ralph Teetor; Fred. S. Duesenberg, maker of the 1924 and 1925 winners.

The Teetors were Dunkards, as were the Studebakers and Stutz, who migrated from Germany to Pennsylvania and later westward to Indiana. By the early 1890s many of the Teetor men were employed in the exploding bicycle business. This led to the development of a railway cycle in 1894 and incorporation of the Railway Cycle Mfg. Co. in 1895, which later became the Light Inspection Car Co. and then, in 1914, the Teetor-Hartley Motor Co. The Motor Company grew out of Fred Tone's request for engines to power the American Underslung.

Around 1920, the Motor Company was sold to the Lexington Car Co. of Connersville, IN and the proprietary piston ring business was retained under the name Indiana Piston Ring Co. until 1926 when it was renamed The Perfect Circle Company. In 1963 Perfect Circle became part of Dana Corporation.

During this period of business development Ralph Teetor was busy in his shop improving methods and inventing. His first major accomplishment was in 1921 when he completed his work on a fluid-actuated automotive gearshift, patented May 27, 1924, which he sold to Bendix for \$2500. Up through the 1960s most automotive gearshifts were made on the principles of Teetor's patent. In 1933, Teetor was granted a patent on a combination recessed reel and pistol grip handle for a fishing pole. One of Ralph's greatest contributions was the "Speedostat," perfected in the early 1950s which evolved into today's "Cruise Control."

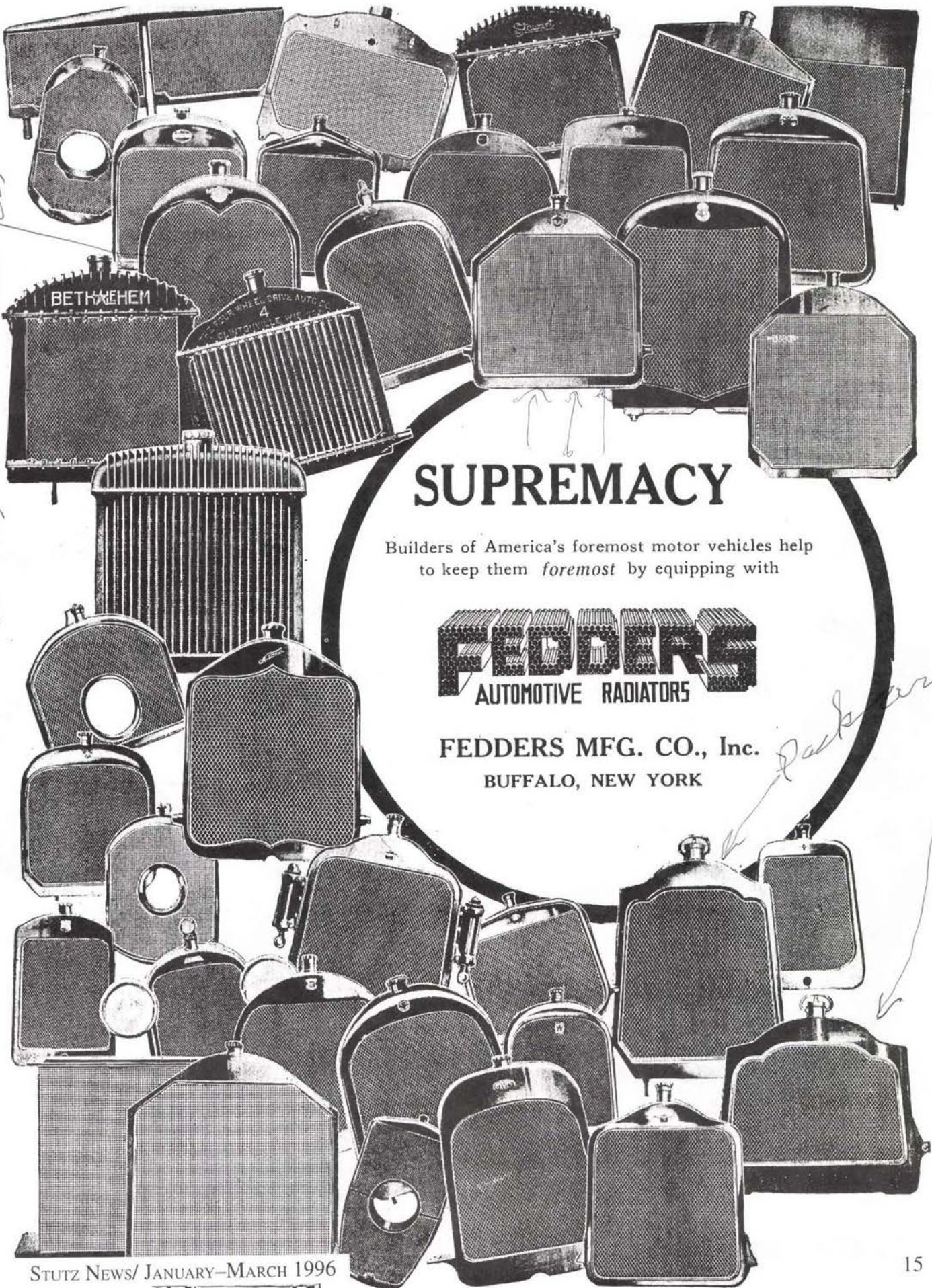
Ralph R. Teetor received a Master of Mechanical Engineering degree from the University of Pennsylvania in 1930. He was elected president of The Society of Automotive Engineers (SAE) in 1936 and became president of Perfect Circle in 1947. He was awarded the Scottish Rite 33rd degree in 1976. Mr. Teetor died February 15, 1982 and was inducted into the Automotive Hall of Fame in 1988.

We highly recommend One Man's Vision.

Can You Find the Stutz?

Thanks to member Elliott M. Kahn for this item from Motor Life & Motor Print, May 1919.

Four Wheel Drive
Auto
Wis.,
Cantonville



SUPREMACY

Builders of America's foremost motor vehicles help to keep them *foremost* by equipping with

FEDDERS
AUTOMOTIVE RADIATORS

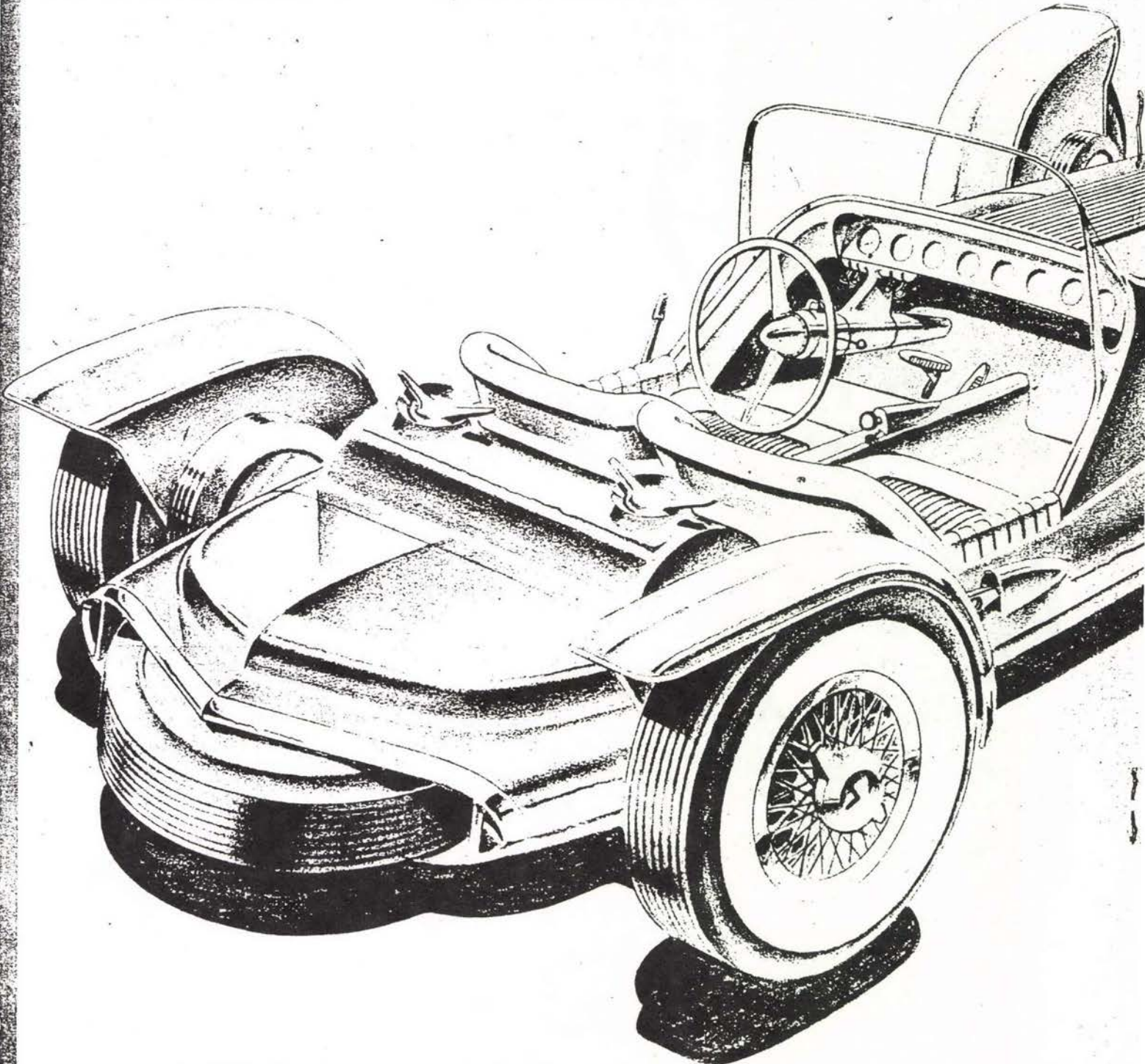
FEDDERS MFG. CO., Inc.
BUFFALO, NEW YORK

Dickson

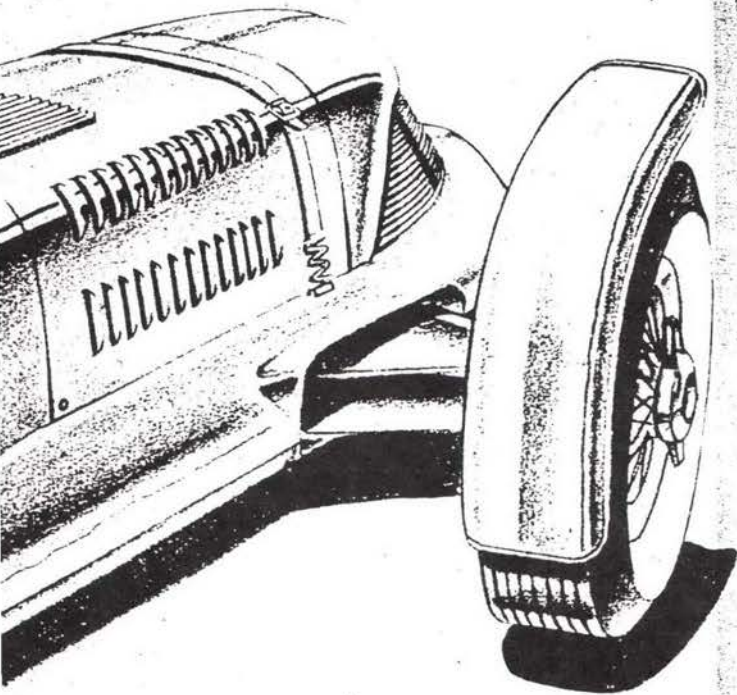
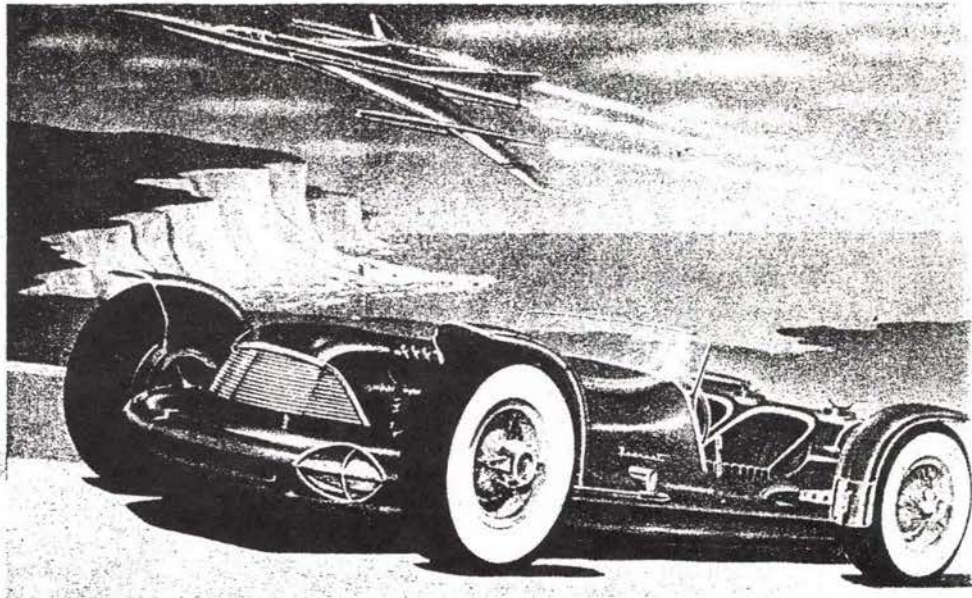
*Thanks to member Raymond Katzell for this article
from Auto Sport Review, May, 19??.*

DREAM STUTZ:

**If the thun-
cat could be born again maybe it would**



derous old Bear-
look like this



MANY an American still hears in memory's ear the bellow of exhausts long silent on the highways of our land and yearns in his heart for makes that Fate (or finances) obliterated decades ago. And many a man has said: "Ah, if only they would make the old Bearcat again . . ." while his imagination tries to conjure up the shape of a 195X Stutz.

Maybe they never will build the Bearcat again, but Richard Teague has come close to pinning down the shape of the dream. Because he is an artist he has been able to capture the essential spirit of the Bearcat, the sense of potency and power, the rugged-and-ready ability to cope with any kind of road and any type of challenge. But, because he also is a top-flight stylist with one of the oldest automobile manufacturers in America, he knows even a phantom must have a skeleton. Here are his specifications for the dream Stutz:

Engine	six-cylinder o.h.c.
Wheelbase	100 inches
Tread	54 inches
Over-all length	160 inches
Height at firewall	38 inches
Weight	Approx. 2000 pounds
Transmission	Re-worked Hydra-Matic
Top speed	140-150 m.p.h.
Acceleration	0 to 60 in 6 seconds

OTHER specifications: Car would sell for approximately \$5500; have fold-up-and-store emergency nylon top; leather and nylon upholstery trim; 15-inch chromed wire wheels; oil cooler located on top of hood similar to Frank Lockhart's ill-fated Blackhawk racer; supercharger optional at extra cost; color, "Bearcat Red."

Also, there would be a fly-off racing handbrake on the *outside*, full complement of legible, black-face instrument dials; leather hood straps, front cycle fenders that turn with the wheels, brakedrums exposed to the airstream, splined knock-off hubs, spare tire serving as rear bumper a la Healey Silverstone and . . . but that's enough for a dream.

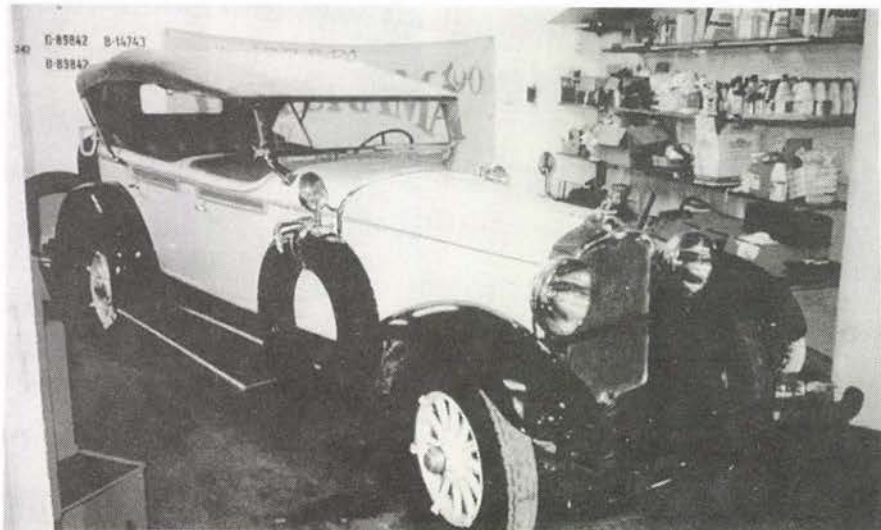
Maybe they never will make the Bearcat again. But if they ever do, they could do a lot worse than just put flesh on Dick Teague's fantasy!

P.S. Don't write in complaining about the lack of luggage space. Passengers in dream cars never carry more than a toothbrush and a handkerchief. ●●●

Wishes in 195X Stutz Bearcat 17

Stutz Registered in Norway-1930

Our thanks to member Dag Oppegaard (#420) of Oslo, Norway for the listing of Stutz registered in Norway in 1930 (I count 47.) See list on page 19. Shown here is Dag's 1928 Stutz Series BB Speedster which he purchased in Denmark.



Clippings of Note

When I wrote about my Stutz Motometer some months back, Bill Greer wrote to me to ask whether I'd be willing to part with it. A friend of his had had one stolen. I should have written right back and asked Bill how much his friend was willing to pay for my treasure...but I got too busy...

That's how it happened that I took the Motometer with me to Hershey. Had no idea how complex it would be to find Stutz folks there. Steve Pugh was on the same flight from LAX to Pittsburgh and the one from there to Harrisburg. He told me the Motometer is an early one, probably dating from 1922 or '23.

The thing is heavy enough that I didn't enjoy carting it around. When Dale Wells told me right after Thursday's CCCA board meeting that the Stutz Club would be meeting at 4 p.m. Friday at Stephen Dean's space, I made a note of it. And I truly tried, Friday, to find Steve or any Stutz nut...but was quite aware that I couldn't attend a 4 o'clock meeting, get back to Mechanicsburg to shower and dress...and then make it back to Hershey for a 6:30 dinner. So I solved my dilemma by carrying the Motometer to the SAH banquet.

The only Stutz-minded guy I found there was Ray Katzell, who edited the newly-released "The Splendid Stutz", a book written by Stutz-Club members...and he was not interested in a Motometer! So Jim Cox put it into his briefcase for safe-keeping.

After dinner I asked him to take it with him to Matamoros, and to sell it for me. He said he would. So...Bill...if your friend Joe wants it, tell him to contact Jim.

And that's the sort of businessman I am!

.....

Here's a marvelous idea! Can't someone find a place on the Monterey Peninsula for a swap meet? That's about the only thing lacking the weekend of the Pebble Beach Concours d'elegance!

Eds Note: Stutz networking is marvelous! The editor ended up buying the c. 1922 Stutz Motometer from Bobbie'dine while at the CCCA Annual Meeting in Colorado Springs and later Jim Cox sent it UPS. Thanks loads to all! The Motometer looks very much at home on the editor's 1922 Bearcat radiator.

STUTZ I NORGE 1930

A 479	TANNLEGE JOHS MYHRE	ULLEVÅLSVEIEN 16, OSLO	STUTZ 8
A 908	KARLMARTIN HANSEN	BYGDØ ALLE 47, OSLO	STUTZ
A 919	W.N. TOFTDAHL	STENERSGT 20	STUTZ
A 921	EMIL O. LARSEN	NILS JUELSGT 48, OSLO	STUTZ
A 930	P. KRISTIANSEN, MURMESTER	GYLDENLØVESGT 38, OSLO	STUTZ
A 937	A. MOLTZAU, GROSSERER	STORGT 19, OSLO	STUTZ
A 1012	EMIL JENSEN, GROSSERER	NOBELSGT 27B, OSLO	STUTZ
A 1119	TRYGVE CHRISTOPHERSEN, GROSS	MUNKEDAMSVEIEN 66, OSLO	STUTZ
A 1290	KRISTIANIA DAMPKJØKKEN	TORVGT 8	STUTZ
A1306	AUTOMOBILKORPSEN, V. KAPT BØLLING	CHR. AUGUSTSGT 17-19	STUTZ
A 1309	- " -		
A 3363	ERLING & ALF OLSEN, SMED	ETTERSTADT 8, OSLO	STUTZ
A 3369	PETTER THURMER	LEIF ERIKSONSGT 1, OSLO	STUTZ
A 3449	KARL JESPERSEN	GRØNLAND 22, OSLO	STUTZ
A 3689	ERLING GUNDERSEN	INDUSTRIGT 61, OSLO	STUTZ
A 4320	HARALD KRISTOFFERSEN, GROSSERER	HEGDEHAUGSVN 36, OSLO	STUTZ
A 4428	ROLF MELLEGAARD	KROMGT 1, OSLO	STUTZ
A 4443	E.B. AABY, SKIBSREDER	KRUSESMT 11, OSLO	STUTZ
A 4562	FRITJOF KRISTIANSEN	NYLANDSVN 10	STUTZ
A 5711	ROLF SØRENSEN	HEGDEHAUGSVN 14, OSLO	STUTZ
A 7397	GUNNAR JAHR, SPEDITØR	RÅDHUSGT 2, OSLO	STUTZ
A 7507	HARALD HENSCHIEN	ELISENBERGVN 22	STUTZ
A 8558	JUSTSDEPARTEMENTET	AKERSGT 44	STUTZ
B 689	MØRKFOSS-SOLBERGFOSSANLEGGET	ASKIM	STUTZ
C 248	BJARNE REIN, GROSSERER	NORDSTRANDSHØGDA	STUTZ
C 1042	WIGGO DIETRICHSON, FORSTKAND.	BESTUM	STUTZ
C 1151	EDITH GULBRANDSEN	VOLVAT	STUTZ
C 1171	RAGNVALD LIE, INGENIR	SLEMDAL	STUTZ
C 1764	KRISTIAN FOSS, FABRIKKEIER	FETSUND	STUTZ
C 2703	HALVOR TORGENSEN, DISP.	LYSAKER	STUTZ
C 2715	O. BREDESEN, GROSSERER	BORGENVN	STUTZ
C 3618	ARVID SKULLERUD	KOLBOTN	STUTZ
C 4701	PAUL LAAKEBERG	MARIDALEN	STUTZ*
D 845	CARL E GUNDERSEN, KJØPMANN	KONGSVINGER	STUTZ
D 870	HERMAN SÆTHERN, TRELAST	SKOTTERUD	STUTZ
E 555	HANS A EID, SAKSFØRER	BRANDBU	STUTZ
E 5377	HARALD BJERKVOLD	BIRI	STUTZ
F 2750	GUNNAR MELSOM	TOLDBODGT 27 DRAMMEN	STUTZ
F 2898	FRU IDA ELLEFSEN	DRAMMEN	STUTZ
F10012	OSKAR MØRK, OVERBESTYRER	HØNEFOSS	STUTZ
G 3222	HALDOR HANSEN AS MEGLER	RÅDHUSGT 11 SANDEFJORD	STUTZ
G 10882	SMITH & ANDERSEN STENHUGGER	TØNSBERG	STUTZ
K 439	AA T MÆSEL	KRISTIANDSAND	STUTZ
K 1271	AS BILHUSET	KRISTIANDSAND	STUTZ
R 6079	ODDMUND REINSNOS VOGNMANN	ODDA	STUTZ
T 2027	OLIVER NORD	ÅNDALNES	STUTZ
U 697	M HELGESEN BAKERMESER	ROENBORGGT 10 TR. HEIM	STUTZ
U 830	OSCAR SILDSETH, KJØPMANN	SANDGT 33, TR HEIM	STUTZ

Clippings of Note

STUTZ HISTORY SET FOR PUBLICATION

The Stutz Club has, for a number of years, been working on a comprehensive history of the Stutz marque. That work was recently completed and the Stutz Club, in collaboration with Turning Point Press, have announced that *The Splendid Stutz* will be published February 1, 1996.

Edited by Raymond Katzell, *The Splendid Stutz* will feature the cars, the company, the people, and the legendary racing heritage in one authoritatively written volume. In addition, the private archives of the members of the Stutz Club were searched for the rarest and most significant images of this legendary marque ever published in one place.

The standard edition of the book — 300 pages and profusely illustrated — will be available for \$59.95 plus \$5.95 shipping and handling. There will also be a Collector's Limited Edition (individually numbered in an edition of 250), which is trimmed in genuine leather and printed on specially selected paper stock. The Collector's Limited Edition will be \$79.95 plus \$5.95 shipping and handling, and reservations are suggested.

The Stutz Club will receive a 10% royalty on every copy of *The Splendid Stutz* sold by Turning Point Press. This income will play an important role in defraying the expenses incurred by the club over the course of this important historical project and in financing future club activities.

For additional information, or to place an order, write to Turning Point Press, 100 E. Biddle St., Baltimore, MD 21210, or phone toll free 1-800-559-6776.

Stutz club holds two gatherings

The Stutz Club held its eighth "Grand Stutz" annual meeting, at Kennesaw, Ga., in September. The meeting was hosted by Arnie and Catherine Postier, and the 30 members who attended showed several Stutz cars, toured local historical sites, and visited the restoration shop of Glen Wright, in car judging.

Nearly 20 states were represented at the meet. Plymouth models ranged from a '32 roadster to a '69 Road Runner convertible. There were even two restored '41 Plymouth pickups.

Best of Show awards, made in three age categories, went to Willard and Della Stein's '32 PB coupe from Hastings, Neb., a '42 town sedan restored by Bill Leonhart of Lincoln, Neb., and the '66 Sport Fury of Bob Colburn from Des Moines, Iowa. Lavon Reddish's '50 sedan won the Mayflower Award, which goes to the best four-door sedan. — **By John Lee**

Skinned Nuckles, Vol. 20 No. 6, Jan. 1996
"Stutz History Set for Publication"

Old Cars, December 14, 1995
"Stutz Club holds two gatherings"

Old Cars, February 1, 1996
"Lincoln Hwy. Stutz" by Raymond Katzell

Lincoln Hwy. Stutz

The interesting account of the old Lincoln Highway in *Old Cars* (Jan. 4, issue) brings to mind the fact that the honor of being the first car to traverse it was awarded to Stutz. As noted in a new book, *The Splendid Stutz* (Turning Point Press), in 1915, Stutz was selected as the official "Lincoln Highway Car."

A stock six-passenger tourer ran from Times Square, New York, to Lincoln Park, San Francisco, placing signs and mapping the route. Photos in the book show the Stutz crossing the Great American Desert carrying an enormous American flag; being met

by a group of school girls and teachers in Carson City, Nev.; and crossing by ferry near Oakland, Calif.

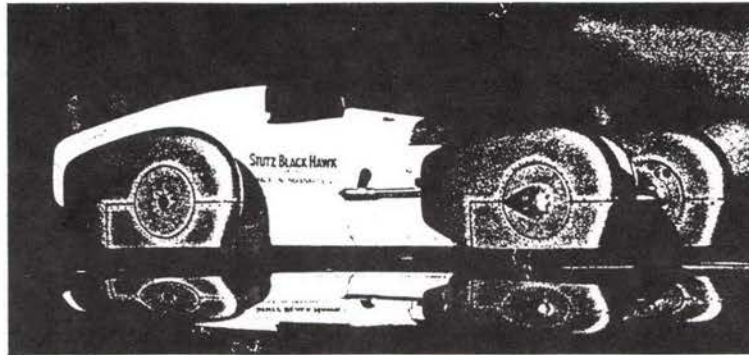
In that same year, "Cannonball" Baker drove a Stutz Bearcat from San Diego to New York in 11 days, seven hours, and 15 minutes, setting a new trans-continental record.

Raymond A. Katzell
Medford, N.J.

DENNIS KOLEBER announces the release of the...

1928 STUTZ BLACK HAWK

Land Speed-Record Car in a Museum-Quality, Limited-Production Model

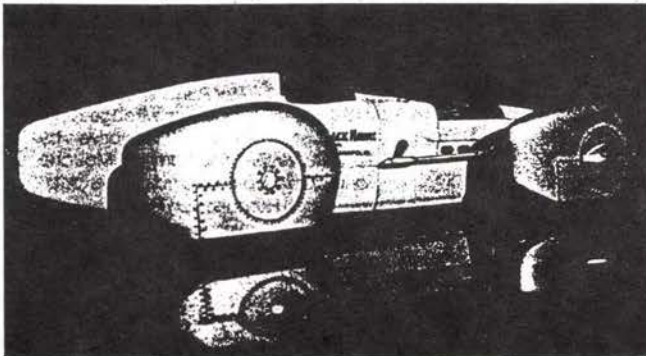
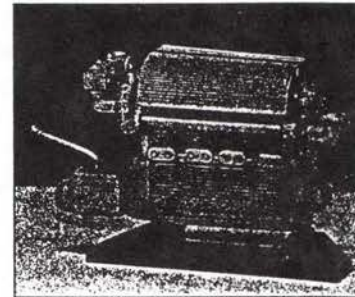


As the winner of over 300 State, Regional and National awards, Dennis has built for racing teams, drivers and collectors from all over the world.

This is his first project in cooperation with a team of experts, and they have produced one of the most unique models ever created.

The master for the 1:15-scale replica was designed by National Champion Kurt Hennich, and is approximately 12 inches long. The resin and metal parts are being cast by Vector Models, recognized as one of the finest kit producers in the model industry.

Over two years have been invested to ensure that this replica captures the aggressive beauty of the **BLACK HAWK**. Even the V-16 engine with its distinctive twin superchargers has been duplicated in astonishing detail.

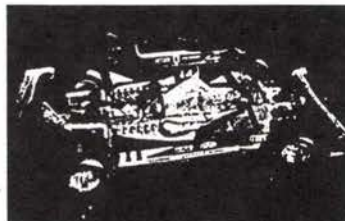


One hundred signed and numbered "curbside" models will be produced at a cost of \$650 each. One hundred "Deluxe Editions" will be issued at a cost of \$850 each. The "Deluxe Edition" includes the car, the V-16 engine (displayed on a stand so all the detail can be seen), a case and a brass plaque.

A numbered Certificate of Authenticity accompanies each model.

This is your opportunity to own the finest quality model of this historically important and unique automobile.

Dennis is also available to custom-build cars in 1:43 to 1:8 scales. Examples of his current projects include 15 1:12-scale Ferrari 312T4s personally signed by Jody Scheckter, and 25 Ferrari 333SPs personally signed by Jay Cochran.



Dennis Koleber

2721 Jasmine Lane, Plano, TX 75074

(214) 423-1060

1-800-659-4799

1928 Stutz Blackhawk

Our thanks to member Turner J.R. Woodard for clipping this ad for us. Remember when you could buy a real good car for \$650 - \$850?...*Ed.*

Editorial Comments

In the first paragraph of the Editorial Comments in the last issue the editor disgustedly pointed out that 30 members were dropped from the roster during 1995. Actually, the final count was 31 giving the club a net loss of 7 members for the year taking into consideration the 24 new members who joined last year. We need the assistance of all members in promoting membership. Please be on the alert for potential new members. Seek out the names and address of those who have purchased a Stutz and contact Dick Orr, VP Membership. Invite interested folks to join the Club. Let's don't let the club fade into obscurity after getting this far.

The March 1996 issue of Cars & Parts, page 55, shows an interesting Stutz ad reprinted from Automobile Topics of June 5, 1915. The ad helps embellish an article by Eric Brockman entitled "Coming of Age," the first 100 years of the Automobile in America, Part 3, 1911-1920. We hope members who are fortunate to own a Stutz, a Blackhawk, an H.C.S. or Stutz fire truck will participate with it in one of the many special programs scheduled this year in celebration of the first 100 years. Lets make a special effort to show and tell the world about Stutz in the year of celebration.

The same March 1996 of Cars & Parts has an article by David L. Lewis on page 52 entitled, "Hats Off to Bonsall." This article commends Tom Bonsall, President of Turning Point Publishing, Inc. for his determination to see that those who ordered the new book he authored, Edsel: Designed for Disaster, will receive it even though Turning Point is not legally obligated to ship books to Stony Run's customers. Our president, Dale Wells, has discussed the status of The Splendid Stutz in his message elsewhere in this issue. Again, hopefully, the Stutz book will have been supplied by the time members receive this issue of Stutz News.

In the February 15 issue of Old Cars, page 3, we found an article, "Stanley Museum plans second auction," under the column Hobby News edited by Chad Elmore. In this article we note

that many of the consigned items came from the collection of the late A.K. Miller of Stutz collecting fame. Is this an indication that Stutz items may soon appear on the market from the Miller estate?

The September 25, 1995 issue of Autoweek has an interesting article by John Matras entitled "Don't Despair, the Giant Lives." This article reviews the history of the Giants Despair Hillclimb at Wilkes-Barr, Penn. dating back to May 10, 1906. The original course was 5700 feet long with a 690-foot elevation change. Fastest in 1906 was H.N. Harding in a 45-hp English Daimler recording 2:11.2. In 1910 Ralph DePalma went up the mountain in 1:28 in a 190-hp Fiat 4-cyl., a record that stood until 1951. Life member Tony Koveleski raced his 1914 Bearcat up the hill in 1951, and says he will do it again this June, the 90th anniversary.

Tony's son, A.M. "Oscar" Koveleski (#327) - founder of the famous Polish Racing Drivers of America (boasting 6000 members including Mario Andretti at its peak) - brought the record down to 50.33 seconds with an ex-Penske Cooper Chevy in 1961. In 1969 Oscar won with 47.631 which stood as the record until 1975 when he did an amazing run of 45.123 in a McLaren 6B with big block Chevy. The modern record as of 1994 is 42.632. Member Oscar Koveleski calls Giant Despair a national treasure, one that should be celebrated with a national park. Have a great run Tony!

The editor's "Publish Ahead" file is getting mighty thin. Tells us about your interests, share your knowledge. If you haven't told us about your Stutz - its acquisition, history, restoration, activity, etc. - please do so now. Stutz News is only as good as you make it.

Special thanks to former member James M. Pearsall for contributing the Stutz 6 ad used on the back cover.

Once Upon a Stutz - We Waited, and Waited, and Waited

by Dale K. Wells, President

We have heard from many disappointed members about the delay in receiving copies of the new book, "The Splendid Stutz." I too, have disappointed in the reports from the publisher that December printing schedules slipped into January, then into February, and as of this writing, still no book. Sharing your concern, I called our coordinator, Ray Katzell, and discussed this with him at considerable length. The publisher is still very much in business, is producing very fine books, and has had many unexpected setbacks in getting all production under way in his own shop.

We have been reassured that every effort is being made to finish the Stutz book and meet other printing schedules that were promised ahead of ours. Also, the publisher has been sufficiently impressed with the materials submitted that the size and scope of the book are increased beyond the original plan. It should be an exceptional volume-well worth the wait. We began this venture over six years ago, and I for one am willing to wait until the job is done right.

The extra time has permitted a thorough review of materials and pictures. For instance, as recently as January, I had the opportunity to obtain copies of some very unique pictures from a photo album and scrapbook assembled 70 to 80 years ago by the wife of race driver Ben Gotof who later changed his name to Ben Giroux during World War I because it sounded less Ger-

Membership Report

by Richard D. Orr, Membership VP

We have good news - we continue to gain new members. The bad news - we continue to lose members. The net effect is the membership total is about the same as last year.

Bill Greer and I have spent a lot of time for the last three months getting the membership records up to date. It's amazing to me how many changes there are from year to year. Now we will print a new ('96) Club Directory. This should be ready in a couple of weeks.

manic during those turbulent days. Ben raced Stutz cars many times, as well as Miller, Sunbeam, Blitzen-Benz, and National among others. Pictures with Stutz interest were copied and reviewed for possible inclusion in the forthcoming book. Copies will also be reviewed for printing in some future issue of The Stutz News.

Such is the world of publishing, and regardless of when the Stutz book is completed, more information will surely come to light about various details surrounding our favorite marque. We sincerely hope all Stutz club members did their part in furnishing Ray Katzell lists of all their materials that relate to Stutz. We will all be disappointed if major errors or gaps come to light. Obviously everything submitted could not be included, but the overall content looks very complete and inclusive so far as the big picture is concerned. There is so much sketchy misinformation re-hashed and re-published about the world of antique and collector cars, that we want The Splendid Stutz to be the Bible about our cars. With your help and patience, we will have made that goal.

Ed's Note: We have delayed this issue somewhat in order to bring you the latest update on the Splendid Stutz book. Please refer to the ad on page 31. The expected delivery date is now in May, partly because the book is turning out to be considerable larger than the 300 pages advertised. This also explains the price increase. Of course, orders placed earlier will be filled at the price advertised at that time which was \$59.95 for the standard edition.

Please note the date and location of the Ninth Grand Stutz. This information is in the front of this issue. You may want to plan a vacation and visit San Francisco, or Lake Tahoe or the Wine Country, etc. and join us at the Stutz meet.

If you know of anyone interested in the Stutz Club, please let me know and I'll contact them.

Continued on page 24

Please Welcome New Members

#429 Hugh Gutherie
33 Vista Street
Bulleene 3105 Australia

#430 Victor T. Melbourne
"YARAL" Narrabri
New South Wales 2390 Australia

#431 Gavin B. Campbell
22 Kiama Crt. Pimpama
Queensland 4209, Australia

#432 Stan Lucas
2850 Temple Avenue
Long, Beach CA 90806

#433 Donald Kneebone
66 White Oaks La.
Madison, WI 53711

#373 (Rejoined)
Peter H. Bourbonus
Buckenstrap 4
63110 Rodgau, Germany
Phone 0610675177
FAX 0610674364
1928 Stutz BB Convertible Sedan Philips

#434
Keith Carden
20 Ridge St.
Epping 2121 NWS Australia
Phone 028712158
1928 Stutz BB 2 pass. Boattail Speedster

Changes of Address:

See last issue:

#424 Should be Gene S. Cofer
#425 Mark Wallach's address is
27 New Street
Nyack, NY 10960

Other address changes:

#387
Jerry L. Bauges
PO Box 653
Chiloquin, OR 97624

#178
John Bertolotti
150 Brooke Acres Drive
Los Gatos, Ca 95032-6454

#374
Willis Blair Boyd II
8 FECAMP
Newport Coast, CA 92657
Tel. 714/ 721-8568

In Memoriam

Ray Katzell reports that William A. Johnson (#58) of Woodbury, NJ died a few weeks ago. Mr. Johnson, an early member of the Stutz Club, was a preeminent restorer of automobiles and at various times past had owned several fine examples of Stutz and Blackhawk cars.

Membership Activity

The current Stutz Club Officers (elected in 1994) are as follows:

President - Dale Wells
 Membership VP - Dick Orr
 Publications VP - Ray Katzell
 Tech Services VP - Bill Greer
 Programs VP - Ray Bowersox
 Secretary - Tom Cox
 Treasurer - Joe Folladori
 Archivist - Stephen Dean

An election of officers will be held during 1996 and the results reported at the 9th Grand Stutz being held September 13 - 15.

(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 by contacting potential members and letting me know their names and addresses. I will send them an invitation and encourage them to join. Send Input to Richard D. Orr, 1512 Midway Drive, Woodland, CA 95695. Home Telephone (916) 662-1267

FOUNDING LIFE MEMBERS

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

HONORARY MEMBERS

Gene Branson (408H)
 Smith Hempstone Oliver (97H)

LIFE MEMBERS

William S. Abbott (49L)
 Bernard Berman (2L)
 Ray B. Bowersox (193L)
 Colin J. Buckmaster (65L)
 George E. Cooper (123L)
 Francis G.L.F. DePrins (343L)
 Stefaan Vanden Eeckhout (283L)
 Samuel F. Flohr (74L) [Deceased]
 John Grunder (107L)
 George L.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. Schula (267L)
 Max Triplett (139L)
 Norman (Curly) Walz (91L)
 Dale K. Wells (92L)
 J. Wigglesworth (213L)
 Eoin S. Young (280L)

CLUB YEAR	YEAR END (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	18	298
VII	1994	400	22	24	296
VIII	1995	424	24	31	**289

NOTE: *244 were charter members AND 168 (69%) of them are still active.

**The number of members who pay annual dues: 289 less 36 Life Members and 12 Special Members (Publications, Libraries, etc.): 289 - 48 = 241 at year end 1995.

Financial Report

Our sincere thanks to Founding Life Member Joe Folladori for his excellent service as the Club's Treasurer. We will miss Joe's expertise and his devotion to the club's financial affairs which he gave so generously since the club's inception eight years ago. Joe and Jane have relocated to Jacksonville, FL. (Ed.)

This report covers the last six (6) months of 1995, July 1 through December 31, 1995.

BALANCE as of June 30, 1995 \$ 23,525.63

INCOME

Membership Dues & Directory Sales	\$965.00	
Interest Earned (Acct. #448451499)	335.04	
Sales of Various Items	232.50	
8th Grand Stutz	316.37	
Donations (see below)	<u>203.00</u>	
	\$2,051.91	
		\$25,577.54

EXPENSES

Administration	\$517.18	
8th Grand Stutz	416.15	
Stutz News, Vol. VIII, No. 33 (July-Sept. 1995)	1,260.05	
Stutz News, Vol. VIII, No. 34 (Oct.-Dec. 1995)	<u>1,382.47</u>	
	\$3,575.85	

BALANCE as of December 31, 1995 \$22,001.69

DONATIONS

Norman C. Barrs	\$63.00
Paul B. Freehill	10.00
William J. Greer	100.00
M. Brantley Tidmore	5.00
Mark Wallach	25.00

CLUB RESERVES as of December 31, 1995

Life Membership Reserve	\$14,825.00
Reserve for Book Fund	6,016.25
C. McCord Purdy Fund	<u>1,244.88</u>
	\$22,086.13

Note: The Club's Balance is \$84.44 less than amount reserved.

Letters to the Editor

Date: December 3, 1995

From: Colin J. Buckmaster,
Ipswich, England

I enclose a copy of my reply to an article about three Stutz cars which appeared recently in Classic and Sportscar:

I enjoyed reading Mike McCarthy's Stutz article very much (November) and would like to make one or two observations.

I am now on my third Stutz, a convertible DV-32, the other two having been a '27 AA Speedster and a '28 BB Cabriolet. Three cars rebuilt by three different people; Longland Hart, Bassett Down and Gary Miller in that order, and all have feather light steering. So I hope your readers do not regard the "impossibly heavy" steering of the AA as typical. There is something VERY wrong at the front end of that car to invoke such a comment from an intelligent and very experienced driver.

The only valid reason behind the final comment "I'm sorry, Bentley boys, but the Stutz just has the edge" has to be the handling. I quote from W.O. himself, page 165, paragraph 2 of his autobiography; "The Stutz was particularly formidable with its lower frame and superior cornering to the Bentley." Incidentally, in that '28 Le Mans, Barnato's car broke its frame which resulted in serious water loss from broken hoses. You will never break the frame of a Stutz.

Nothing injured Stutz more than the Hispano incident, but several aspects of this optimistic encounter are studiously ignored by those who dislike American cars. It was optimistic, because Moskovics put a 5.4 litre standard car against an 8 litre one, which may have had some additional performance extras added to it. If not, why was it held in the port of entry until the last second so as to preclude any scrutiny? The Stutz dropped a valve. But, in a shorter race held subsequently, the Stutz won easily. After all this time does it really matter? Oh yes, it matters.

Date: January 16, 1996

From: Raymond A. Katzell, Medford, NJ

Our members might enjoy reading about a personal experience involving a Stutz back circa 1919. It was related in a Holiday note from a lady who is now about ninety:

"The Stutz in your card makes me think of my brother-in-law. He kept a Stutz at Harvard so that he could get to New York and Lake George to see my sister, his fiancée. They met in 1918 when he returned from ambulance service in France. They got engaged that summer but he had to return to Harvard to finish getting his degree. During those two years, he burned the roads up with his Stutz. I remember hearing him come banging into our driveway at something like 3 or 4 in the morning having driven all night. He used to take my sister and me when he went looking for applejack. Remember, it was prohibition years....We adored him!"

Shades of the Bearcat and the hip flask!

Date: December 4, 1995

From: A.J. Koveleski, Scranton, PA

I finally am finishing up packaging the 20 Peter Helek Stutz Trophies. I tried my very best to pack them very carefully and I do hope that they will arrive at your home in good condition.

It gives me a great feeling, Bill, to help carry on and honor a great man and terrific artist in the automotive field. I have had many visits and meetings with Peter, his wife Priscilla and son, Jerry. I even rode with Peter in his old 16 Vanderbilt Race Cup winner many times while visiting at his home in Boston Corners, New York.

PS—You're the first to receive a letter on my Stutz Stationery

Ed. Comments: It is a pleasure to reprint this letter from Life Member A.J. (Tony) Koveleski who has so generously endowed the

HELEK

Club with the Stutz "Peter Helek" Memorial Trophy.

~~NOT~~

Recipients of this special award to date are:

- 1990 Smith Hempstone Oliver
- 1991 William B. Ruger
- 1992 James F. Petrik
- 1993 C. McCord (Cordy) Purdy [Deceased]
- 1994 A.J. (Tony) Koveleski
- 1995 Keith Marvin

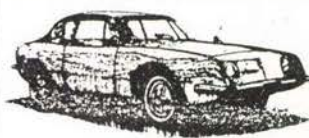
Date: January 23, 1996

From: John D. Kirkham, Oak Park, IL

Thank you for the very kind words concerning the article I finally mailed to you! I kept getting side-tracked at the library and my "research" turned into a fascinating read. History is an interesting subject at any rate and when it matches a personal passion, well, time tends to get away.

Enclosed is an article "Alternatives to major club mergers" that might be of interest to you and to other members of our club. You, obviously, are the heart and soul of the Stutz club and your published comments lend credence to your concerns for its future. "OLD CARS" would probably not object to credited quotes in our publication and it might serve to remind our membership that responsibility shared is a light load for all. We all have an interest in Stutz and those who are owners have a, shall we say, vested interest.

My impression of the membership is of a really nice group of people with many interests, with "old" cars being a major hobby and Stutz a major element in that hobby. Your efforts are definitely noted but I doubt that many appreciate the hours necessary to "run this outfit." This is probably true of most organizations, actually, but even with that fact of life we need to be reminded that we have a responsibility to the club. A "state of our club" remark(s) from time to time would probably not be out of order.



SOUND YOUR HORN

Old Cars reserves the right to edit letters. Letters containing profanity and unsigned letters will not be published. Due to space and time limitations, we cannot publish all letters we receive, and we cannot reply to letters we do not print. However, we do value your input and opinions, so please write to us at: Old Cars "Sound Your Horn," 700 E. State St., Iola, WI 54990.

Alternatives to major club mergers

When William J. Toensing called for the merger of car clubs (Dec. 28, 1995 issue), he sounded a note of frustration that, I suspect, is shared by many in the collector-vehicle hobby. However, the salvation for failing clubs will not be found in merger.

Clubs exist because of individual interest in a particular marque (e.g., Studebaker, Packard, Hudson, Kaiser, etc.) or in a particular line of vehicles produced by a manufacturer (Model T, Model A, Mustang, Avanti, etc.). A merger of clubs will not result in a merger of interest. The Studebaker crowd, for example, will still be interested in Studebakers while the Hudson owners will continue their support of their marque. A merged club will, out of necessity, be forced to divide its time, resources, and activities among two or more marques or lines of vehicles. In all likelihood, the merged club will serve no one's interests well and the merger will be about as successful as the ill-fated Studebaker-Packard merger of 1954.

The answer to Toensing's complaint will be found elsewhere. The failing club must take a hard look at itself, determining the reasons for its decline. In my experience, successful

car/truck clubs (and, for that matter, other organizations) have the following in common:

A lively, interesting, responsive publication. The club's publication is its lifeline. It needs to offer readers technical advice, historical articles, news about members and activities, and a little humor. And it must be issued on a regular basis.

A membership directory. This is especially true for local chapters of national organizations. The directory should include names, addresses, phone numbers, and list the vehicles owned by each member. By listing vehicles, members can easily contact those with the same or similar models when they are looking for some advice.

A reasonable number of activities. This will vary from club to club. Hold a sufficient number to maintain interest, but not so many as to overwhelm the membership. And don't forget to participate in general interest shows.

A membership recruitment/retention effort. This is absolutely critical to survival. You need to publicize your organization. You need to reach out to all potential members. It is hard work, but it pays big dividends.

Include the family. Your publication and your activities should include the entire family. When you make your club "family friendly," you will go a long way toward assuring your long-term success. Don't forget that the children and grandchildren of today's members are your members of tomorrow.

Include the non-owner. Many of the people with an interest in a particular marque or model do not own a vehicle. Perhaps they plan to buy one. Maybe they will never be an owner. However, they have an interest in the vehicle and should be welcomed to your club.

Don't get hung up on size. There are a good number of very successful clubs that have just a few members. On the other hand, there are some very large clubs that are dying. Remember, it is quality, not size, that assures success.

Advocate for your members. A good club will take an active interest in legislative and regulatory issues that affect the collector hobby.

Be inclusive. Don't shun the owner who wants to customize a vehicle. Don't look down on the owner who prefers a good daily driver to a perfect restoration. There must be room for all.

Work with other clubs. Yes, you can hold joint events without giving up your individual identity and independence.

Finally, have fun. That's what our cars and trucks are all about. The day the fun is gone is the day you need to find another hobby.

Leigh E. Morris
Wisconsin Regional Director
Studebaker Drivers Club, Inc.
Allenton, Wis.

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Classifieds

written to him a few times - never had what I wanted



Walter Miller
6710 Brooklawn Parkway
Syracuse, NY 13211
315-432-8282
FAX 315-432-8256

ORIGINAL STUTZ LITERATURE! Good selection of Stutz sales brochures, factory manuals, etc. for all models. Send stamped envelope with year(s) for free list. Please specify Stutz as I have lists for all cars/trucks/motorcycles, worldwide.

William G. Lassiter, Jr.
505 South Flagler Drive
Suite 1300
West Palm Beach, FL 33401
Phone (407) 659-4422

WANTED

One (1) - 18" Kelsey Hayes wire spoke wheel used on Stutz DV-32. Wheel should have a 4" drop center, 5 bolt holes, nuts in rim for tightening spokes and an 8 1/2" hub cap opening.

Tom G. Broadbent
114 Violet Town Road
Belmont North
NSW 2280, Australia
Tel: (049) 428 800

HAS FOR SALE

1929 Blackhawk Cabriolet

The Blackhawk has had a complete rebuild and is painted mandarin and silver. Chassis straightened re rivets—Rebuilt springs and bushes and pins. Complete rebuild of differential—new worm and wheel—new races—new axles—new brakes and cylinders. Motor resleeve—new pistons—new steel rods—all new valves and seats—chains, etc. Asking price Australian \$140,000. Large assortment of parts for this car also for sale, both new and used.

Should have a sun dial - Not R a on radiator

needs double whitewalls

Dean Price (818) 449-2437 (CA)

FOR SALE OR TRADE

1929 Blackhawk 6-cylinder engine, free, both manifolds, flywheel, crank starter-extension, distributor, cracked potmetal carb, no starter, no clutch, no water pump. All interesting offers considered.

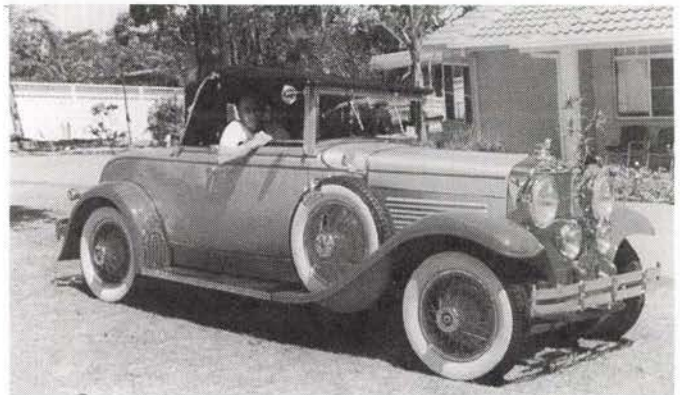
Bob Randolph
910 5th Ave.
Longmont, CO 80501
Home (303) 776-4203

MISCELLANEOUS FOR SALE

Aluminum floor boards for 1912-1916 Bearcat \$50

Four excellent 25" "tear drop" spoke design wood wheels. No hubs or rims.

L-29 Cord: undiscovered cache, some unusual, hard to find parts. Send \$1 for computerized list of parts, part numbers, page numbers.



Late '31 Show
car (all were '32's)

Pure garbage

- 2 Rodsters
- 1 Le Baron
- 1 Weymann
- 1 Brunner
- 1 Waterhouse

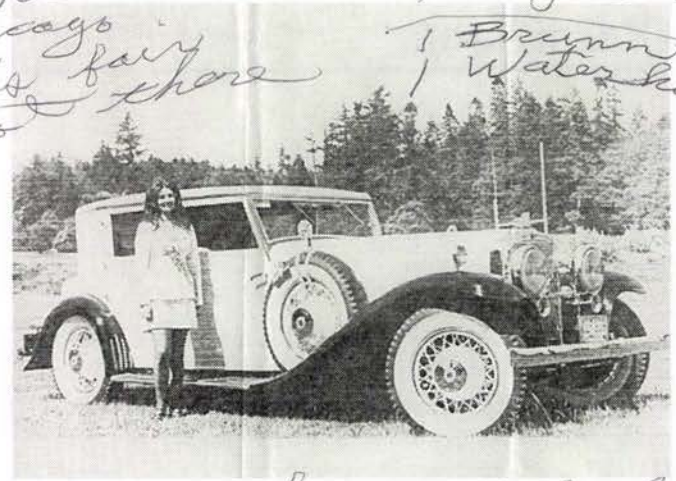
Kenneth H. Koenen
4063 SE Pine Street
Portland, OR 97214-2034
(503) 232-3727 FAX (503) 234-6170

I was at the
'33 Chicago
World's Fair
Car show

MAKE OFFER

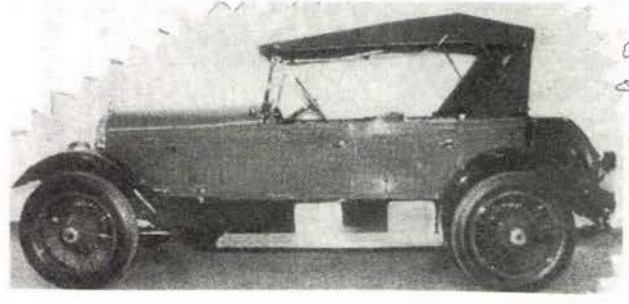
1932 Stutz DV 32 "World's Fair Car"

The Stutz Motor Company built and exhibited one vehicle, the "Stutz DV 32 Hollywood 4-Passenger Sport Sedan by Rollston", at the 1933 Chicago World's Fair. It was an 8 cylinder, 32 valves, 167 horsepower, four door sedan, automatic lubrication, with wire wheels in "Show Condition."



same color as body and fenders. Lock have gray & white color

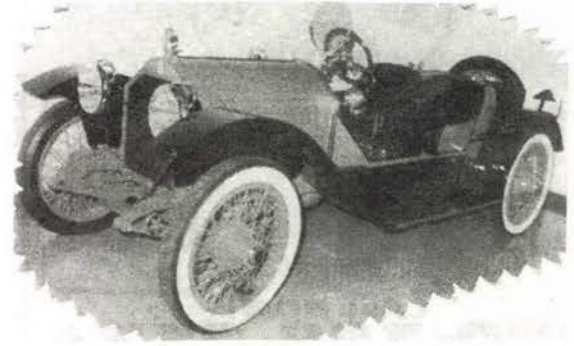
156 HP
The car's interior is of cherry wood, with a vanity, built-in onyx bar and adjustable division window separating the front and back leather seats. There are spare wheels, hubs, engine and transmission.



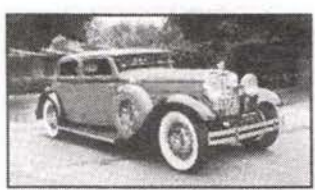
STUTZ FOR SALE

These two Stutz were recently advertised in Old Cars on Dec. 21, 1995 by Annie's Antique Autos, Smithtown, Long Island, NY. Tel (516) 234-2345 FAX (516) 234-5566.

Both Stutz were previously owned by Life Member Samuel F. Flohr (#74L) who died 1/21/95. The editor believes the 1925 Stutz to be a rare series 694 Stutz Six with 120" wheel base.



Two fine Stutz in the Charles E. Jones (#6) collection are being offered for sale. The ad in Old Cars of Nov. 30, 1995 read as follows: 1930 Stutz Le Baron Roadster, one off, \$80,000.00. 1930 Stutz DV-32 convertible sedan, \$85,000.00. 916-652-7853 CA



1930 Stutz 54 4-Door Sedan

Who purchased this rare Monte Carlo at the Barrett-Jackson auction in Scottsdale, AZ held Jan. 18 - 21, 1996? (See Old Cars, Jan. 4, 1996, p14.) I believe it sold for \$145,000.00? (Ed.)

Bill Shreves
3234 Townline Rd.
Perry, OH 44081
(216) 259-5617

WANTED

20" Buffalo Wire Wheel (or will trade for 19")

ALSO FOR SALE OR TRADE

- Gas Tank cap 3 5/16 Tank neck- 3 pins (the Bayonet Spring Coupling Company, Cleveland OH)
- Radiator for 1927-28 Stutz
- Springs or Watson Stabalator



1933 STUTZ DV-32

does anyone know when?



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Name (please print): _____
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City: _____ State: _____ ZIP: _____
VISA or MasterCard #: _____ Exp.: _____
Cardholder Signature _____
Phone (work): _____ Phone (home): _____

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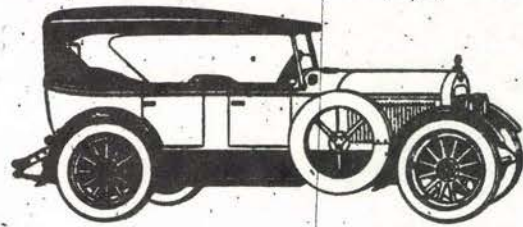
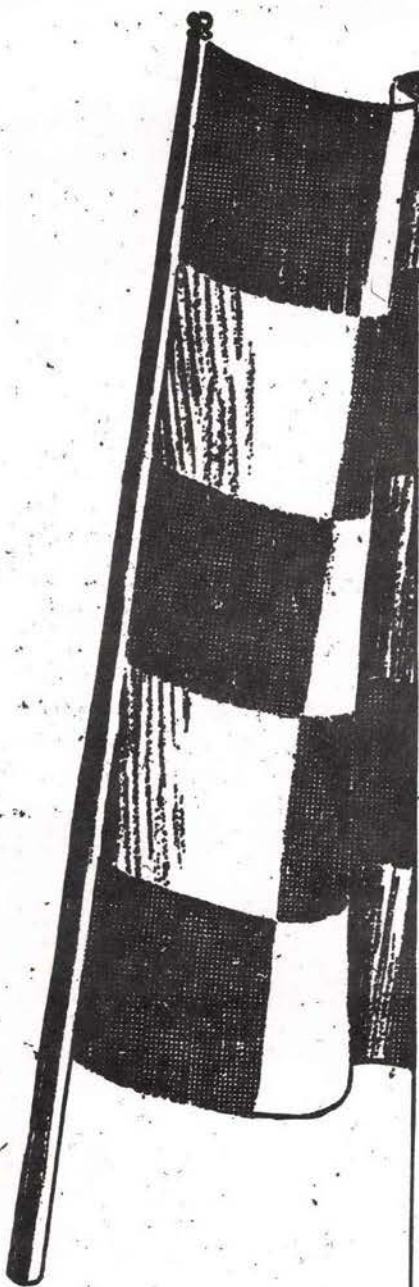
Name: _____
Address: _____
City: _____ State: _____ ZIP: _____
 Is this a gift? (If so, a gift card will be enclosed.)

QTY.	ORDER NO. (SIZE)	TITLE	PRICE:	TOTAL:

*** \$12.75 fee for AIR MAIL is ADDITIONAL outside the U.S.**

5% Sales tax if MD resident
Shipping & Handling \$5.95
Total _____

Ad reprinted from January 7, 1923 issue of
the *New York Times*.



\$1995

f. o. b. factory

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Carrying to a new and loftier plane all the traditions of Stutz leadership on track and roadway, the Stutz *Speedway* Four appeals more than ever to its own particular clientele. No car so surely selects its owners—those who admire extreme ruggedness and simplicity of design, which is, nevertheless, supreme master of every conceivable motoring situation. Only a genuine Stutz can so surely reward those who select it, with unflinching obedience to every demand for comfort, endurance, speed or power.

Touring Car, \$2640
f. o. b. factory

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