

Vol. XII No. 47 (January - March 1999)

*The Stutz Club, Inc.*

*William J. Greer, Editor*

**7400 Lantern Road**

**Indianapolis, IN 46256**

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TO:

## ANNOUNCEMENTS



### **Membership Dues**

Members are requested to remit their 1999 dues promptly using the membership form included with the October - December 1998 issue. **Don't miss being included in the new 1999 directory!**



### **12th Grand Stutz**

Ray Bowersox, V.P. Programs, is unable to host the 12th Grand Stutz as anticipated due to operations to replace the knee joints in both legs and the extended recovery period. Members are requested to contact Dale Wells, President (616) 383-4100 regarding suggested alternatives for this year's annual membership meeting.

## TABLE OF CONTENTS

Vol. XII No. 47 (January - March 1999)

Memorable Moments with Our Stutz.....	2
1927 Stutz "AA" Two Passenger Speedster .....	3
STUTZ IN NORWAY 1917- 1935.....	6
Cole & Crawford .....	13
Clippings of Note .....	15
The A.K. Miller Story (Why a Stutz) Perhaps the Final Chapter .....	17
Editorial Comments .....	19
Stutz (1911-1937)	

ONCE UPON A STUTZ -- -SV1654 Traveled North on Route 66 .....	21
Treasurer's Report .....	23
Membership Report .....	24
Press Release .....	25
Letters to the Editor .....	26
Classifieds.....	29

HARRY CLAYTON STUTZ (1876-1930)

# Memorable Moments with Our Stutz

by Ray Keto

After taking delivery of our 1927 Stutz Two Passenger Speedster at our Motel in Hershey in 1967, Helen and I packed our luggage into the rumble seat and I started driving cautiously to get accustomed to this heavier car. Gaining confidence, I was doing over 60 on the highway, when suddenly, **BANG!!** Startled, Helen asked, "What was that?", to which I replied, "Sounded like a blow-out!" Then Helen asked, "Was it us?" and I replied, "I'll slow down and find out.. yes, it is!" When the tire blew, the Stutz kept going steady as a rock; only by slowing down could I detect the flat. And what a flat it was! The tire blew because it was a rotten old one instead of the flat new tire which I had carelessly assumed had been fixed. The new tire was on the spare wheel, but still flat! Now the problem was how to get the spare fixed and on the ground, not finding any necessities in the Stutz other than the knock-off hub wrench!

Fortunately a dealer's vehicle trailer with an old Rolls Royce stopped to help, and offered to take the spare (wheel and tire) to the dealer's in Baltimore to give us a fix. A friend had been behind us in a modern car, and he and I followed the dealer's rig while Helen stayed to protect the Stutz. After the spare was fixed my friend and I stopped at a gas station on our way back, to hire road service. Upon seeing the Stutz, the "service-man" admitted helplessness to change wheels on

this odd, obsolete vehicle. We did all the work with the tow truck tools while its operator watched, no charge

That was our initiation to our Stutz, which added to a conclusion we have been gaining from accumulated experience, "If anything goes wrong, don't ask for service - depend upon your own ability firsts" and "Avoid commercial service from establishments which blatantly advertise for attention; the best help is available from the least likely looking garages." Since then the Stutz has undergone several other malfunctions on the road: plugged carburetor jets, broken transmission gear, fuel pump malfunction, broken hydraulic brake line, broken battery cable, and burned out connecting rods. All of these problem were solved with minimum help or cost from commercial service.

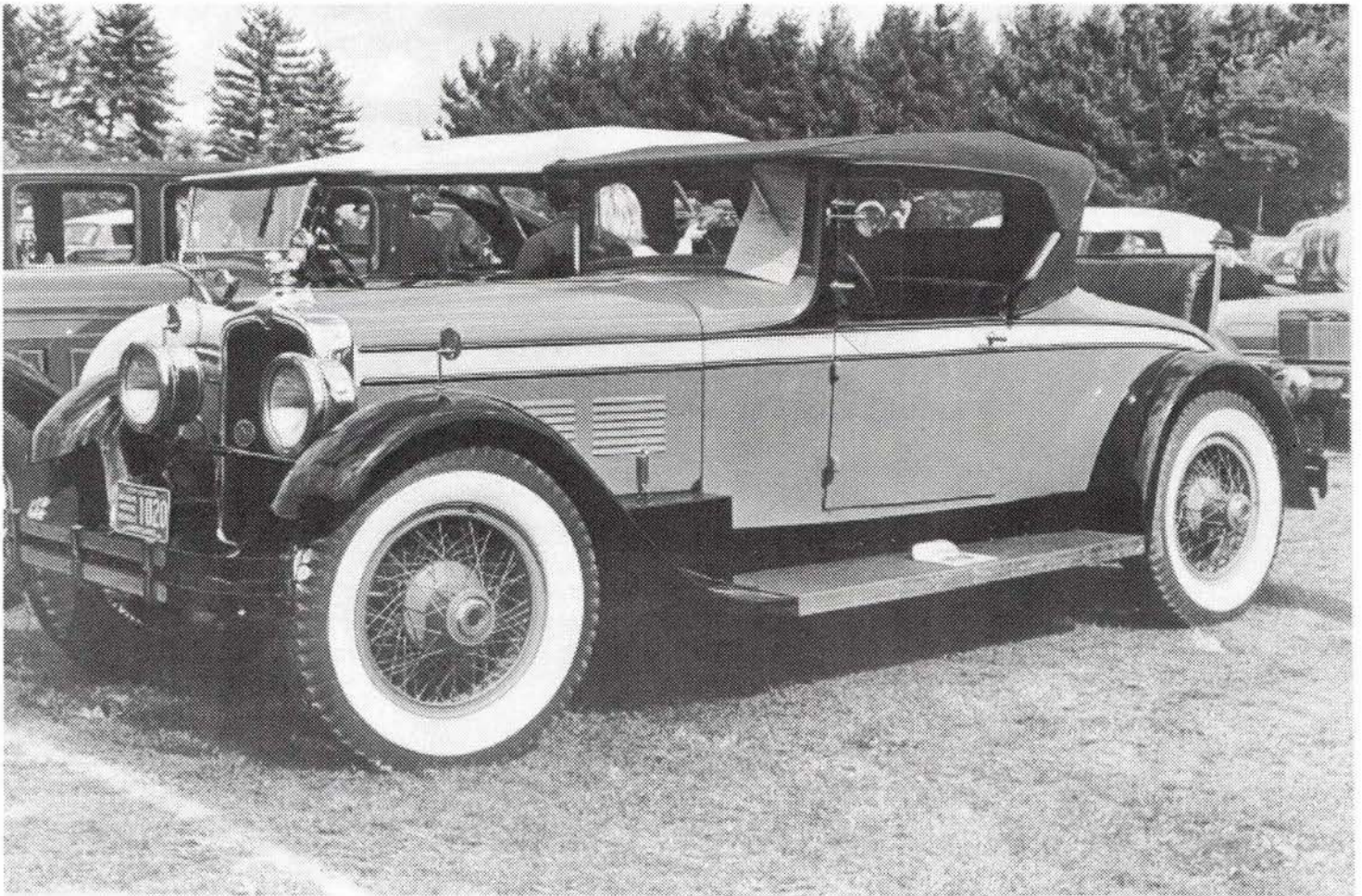
Anxious to enjoy scenic West Virginia, we left Rockville in an early predawn spring morning to drive to a meet in Berkley Springs. The Stutz was running smoothly until we started up a mountain road which was engulfed in fog. Then the Stutz lost power and started to misfire. As little could be done to fix the condition in the foggy dark, the Stutz had to struggle (and I do a mean struggle!) up the hill slowly on half its cylinders. Once over the hill, four cylinders was enough to get us to the



*Our Stutz and two mechanics who replaced a broken brake line. Insisted on doing the job correctly – right where the Stutz is shown. The charge? "Whatever you want to pay – we like to work on old cars!"*

## 1927 Stutz "AA" Two Passenger Speedster

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The above photo dating from 1968 shows the 1927 Stutz Speedster in which member Helen and Ray Keto experienced many "Memorable Moments"

The accompany story has been in the club's file since early 1996 and the editor apologizes for the delay in its presentation.



*Ray getting a new battery cable no charge near Boston, MA. That's Ray standing at left, ed.*

and call a commercial garage as a last resort. I learned this when Helen and I bought the 1929 Windsor Moon in New Orleans, and drove it home to Rockville. It was an older restoration, good looking, and initially road tested O.K. But no sooner than we started home, TROUBLE! In the first six hours, we travelled 60 miles! We learned more in that 1200 mile trip than most driving modern iron learn in a lifetime!

Once we were returning around midnight in our Stutz to our motel, after a banquet and socializing. Without warning, the engine died. We were stranded by the

side of the road, in a fix. I was dressed in my best suit and had thoughtlessly left my toolbox at the motel. Should we walk to the motel and leave the Stutz - to be stolen, should I walk and leave Helen alone with the Stutz...? I had replaced the original dual Autopulse fuel pumps with a new electric pump and filter near the gas tank. Old fashioned ammeters were smarter than modern slow witted meters. The old ones act more like undamped galvanometers, and will indicate if brake lights come on, as well as show when an electric fuel pump pulses. By looking at the ammeter I could tell the fuel pump was not working. Perhaps its contacts were malfunctioning? I told Helen to keep her eyes on the ammeter and let me know if it flicked, while I would crawl under the Stutz and hit the fuel pump with a rock. Helen objected, "NO! You will get your suit all messed up!" Convinced her that a cleaning bill was better than taking the risk of alternatives, I went under and repeatedly struck the fuel pump. The ammeter eventually moved and kept flicking for a while ~ the pump was working! We were then able to drive to the motel, and when I asked Helen to check my clothes, she said, "They are not dirty!!" I had learned my lesson well!

For several years we had shown our cars at the Urbana Oyster Festival, without oysters being available on the day of the car show. I suggested to the Festival Committee that oysters be made available to the old car people, and the next meet announced that oysters would be provided. We left our home in Rockville, MD early in order not to miss the oysters. The Stutz was purring along even better than usual when suddenly, a rod knock!

show field. Something had to be done before trying to return home, so I dismantled the carburetor on the show field. Using a borrowed tire pump, I "blew out little bits of extra sealing compound" without the luxury of a garage as in "Stutz Over the Alps" (Stutz News Vol. ~ No. 34). The Stutz was soon invigorated for the trip home.

But an "on the road" fix couldn't be accomplished the time we went to a meet in Pennsylvania. Upon starting from a stop sign on a hill, there was a sudden CLANK! from under the floorboards and the engine stalled. Fearing a broken transmission gear, I tried shifting the gears with the clutch released ~ no problem. Then, starting the engine and shifting into low I cautiously commenced engaging the clutch, - a problem! Trying again, only with second gear, - no problem. By slipping the clutch I was able to start up on the steep hill. Once on level, I stopped and shifted into reverse - no problem. This led to a conclusion that a tooth had broken off the "low" cluster gear. The remainder of our trip was made without using the low gear. Once home the transmission was dropped and disassembled, verifying my conclusion. A telephone call to Ernie Toth revealed he had found a cluster gear at a sawmill which was using a Stutz engine for power. Ernie was kind enough to agree to ship it "rush" by UPS for my approval as to replacement and condition. It was the correct cluster gear, although with surface rust which wirebrushed off; the Stutz was back on the road within a week.

One who enjoys driving an obsolete car learns that he must first tackle failures by himself

*Ray Keto doing a carburetor job on the show field.*

(This led me to discover that our Stutz oil had to be maintained at a high level, adding oil before the low mark on the stick was reached.) Not finding available towing service, we received permission from a kind homeowner to park our Stutz in his car port. We then telephoned our son at work to come and get us. When he arrived, he informed us that his boss wouldn't let him off to help us, and that he had been fired. We drove our son back home, and went to Urbana "modern".

We arrived late, after the car show, just in time for the banquet. It was roast beef, not oysters, so we asked the gentleman on Helen's left at the table, "What happened about the oysters?" He answered, "The oysters were served at noon. The line was so long that by the time I got to the counter the oysters were all gone." A boisterous man across the table from me interjected, "You should have been smart like me - I went to the head of the line and lied that I was judging, and didn't have time to wait in line!" When the deprived man on Helen's left heard that, he became angered and raised his arm to scold the cheater. His haste to anger was timed perfectly with the waitress serving Helen, and SMASH!, his hand connected with Helen's plate, overturning it onto the front of her dress - roast beef, mashed potatoes, gravy and all!"



Usually a "hard luck" trophy was presented at the awards banquet, so we thought we were prime candidates. Our Stutz burned out a rod, our son was fired, we missed the car show and the oysters which I had promoted, and Helen suffered an indignity as a consequence of my requesting oysters. Ironically, no "hard luck" trophy was made available that night!

These are but a few of the memorable adventures that one savors with driving an antique automobile when one looks back in time; which, however, one is reluctant to look forward to without apprehension after one has passed his 77th birthday....(now 80th..Ed.)

## 11th Grand Stutz - Revisited



*Host Bill Ruger points out the features of 300 H.P. Turbocharged DV-32.*

*Bill Ruger with artist Robert Indiana's LOVE sculpture presented by the club.*



## STUTZ IN NORWAY 1917- 1935

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This book is the result of the study of the automobile Stutz in Norway, sold between 1917 and 1935. The study is based on old registration papers from all 19 counties in Norway, and official listings made in 1922, 1930 and 1935.

The study is made by the Stutz Club's two Norwegian members, Dag Oppegaard and Torbjørn Haugen, and the listings are our latest version of September 1998.

### BRIEF HISTORY

Stutz automobiles were imported to Norway by a company called Motor Trading Co., probably in the years 1920 to 1934, when the company went bankrupt.

Motor Trading Co also imported other American automobiles such as Pierce Arrow.

Quite a few of these fantastic automobiles where imported and from our listings and resource we estimate the total number of Stutz automobiles imported in these years from 80-100 cars.

Our listings shows that there has been Stutz automobiles registrated on a total of 172 different licence numbers. In the years before 1971 all cars in Norway had to change licence plates when it was sold to a new owner. Therefore you will see the same car listed on different registration numbers.

As in the USA, the Stutz automobile was sold to the richer part of Norways population, and among the first owners are famous Norwegians as the owner of Norways largest bakery, a "tobacco-king," a famous shipowner, Oslo's firechief, early famous racers and the Army.

Due to difficulty in getting parts most of the cars where scrapped before WW II, but some stayed on the road until the late fifties and early '60s. The last registrated one was sold to Sweden in 1972 and is still enjoyed by his owner as a vintage automobile there.

We have also been in contact with an old ship-transporter who remembers to have sent several cars back to the United States in the fifties. Maybe this listing will help some of the clubs members to know the early history of their cars.

We have searched Norway the last 3 years after old cars, but up to this day we have not been able to find any complete cars that have survived, except for an HCS.

We have located and saved remains of many, and all the parts we have located are safely stored in our garages.

We do think though that Norway still is a 'virgin,' Stutz country, and talking to old members of our Veteran Car Clubs, the automobile Stutz seems to be a forgotten name.

Oslo, September 20, 1998

Dag Oppegaard

*Ed's Comments:* Your editor received the subject 17 page booklet from Dag during the 1998 Stutz Get-Together at Hershey. The club deeply appreciates the dedication and untold hours of research which members Tor Hagen and Dag Oppegaard put into this study of Stutz in Norway. It is also a pleasure to reprint excerpts showing the extensive scope of the study and particularly the fine three page summary of their findings. We suggest to each Stutz owner to check to see if his Stutz was originally exported to Norway. If so, tell Ed.



Reg. nr.	Argang	Første gang	Typebetegnelse	Chassisnr	Motornummer	Karosseritype	Eier nr 1	Eier nr 2	Eier nr 3
A 475	1920	230820	H	8144	?	?	Bakermester W.B. Samson	Tannlege Johs Myhre , Ullevålsvn 16	Bakermester Gustav Bohn, Drammen
A 479 (senere 1930)							Hjalmar F Nestlein Jr (1922)		
A 513								Emil Jensen, Grosserer, Nobelsgt 27B	
A1012								Trygve Kristoffersen, Munkedamsvn 66	
A1060	1923	130423	4DH	13096	D13315H	7 seter åpen	Bernt Friele Lampe Jac M.H. Lindvig		
A1119 (senere A 9054)									
A1142									
A1189	1929		M				Johs. Myhre Grensevn 10 (1935) Christiania Spigerverk	Krislania Dampkøkken Torvgt 8 Automobilkorpset V kapt Bolling Automobilkorpset v/kapt Bolling	Forsyningskorpset (1935)
A1216									
A12266									
A1285									
A1290									
A1306									
A1309									
A1390	1922	100422		8133		åpen 7 seter	A/S Norsk Engelsk Mineralolje		
A1409	1917					7 seter åpen	Krislania Kommunale Brenselsentral Landbruksdepartementet		
A1436									
A17248	1927	60827	AA	82823	82857	4d sedan	Fru Elbjørg Esp, Briskebyvn 30ll		
A1965	1930						Axel Jensen Fredensborgv 24 (1935)		
A2024									
A20592 (tidl B689 og	1923	30423	H	4DH13080	D13313H	Åpen 5 seter	Morkfloss Solbergfloss Anlegget Askim	Signe Fagerholt, Hegdehaugsvn 31	
A22503 (tidl C 2715)	1919		?	1915		Åpen 5 seter		Thorleif Aas, Jon as Reinsgt 7	
A3022									
A3142							Herman Borsum		
A3192							Conrad Langaard		
A32411							Trygve Kristoffersen		
A32900									
A3363	1919	261019		3864	3671	åpent		Smed Ering & Alf Olsen, Eitersladgt 8	Smed Erling & Alf Olsen (1935)
A3369	1921	90523	H	8170		åpen 2 seter		Petter Thurmer, Leif Eriksonsgt 1	Erling Gundersen Malmogt 5 (A4535)
A3449								Karl Jespersen, Grønland 22	
A3689								Erling Gundersen, Industriktg 61	
A3900							Carsten Jahrmann		
A4141							A. Rohlf		
A4224 (tidl C 1416)	1920		G	G 3908					
A4225							Herman Anker		
A4320	1929						Halrajd Kristoffersen (1930)	Harald Kristoffersen Hegdehaugsvn 36	
A4341									
A4347							Fredrik Møller		
A4358 (Tidl C67)	1920	130429	G	4270	4082	5 seter åpen			
A4428	1920	140520	G	3717	3538	Roadster 2	Thorleif S. Corneliusen (1922)	Rolf Møllegaard, Kromgt 1	Alfred Rekan
A4443	1920	40320	G	4469		4 seter	E.B. Aaby (1922)	E.B. Aaby Skibsfreder, Krusesgt 11	
A4535	1921	90523	H	8170		2 seter åpen	Bjarne eriksen, Kongsberggt 12		
A4561							Motor Trading Co		
A4562							Fritjof Kristiansen, Nylandsvn 10		
A4661							Sigurd Siggerud		
A4789							Johan Thoresen		
A4794							Olaf Larsen		
A4953							Carl Stefan Bruell		
A522							Arild Berg		
A5711							Rolf Sørensen, Hegdehaugsvn 14		
A617			?	8181		åpen 7 seter	Disp. Harald K Johansen	Roar Olau, Bentzegt 4	
A6226 (tidl C18368)	1921	211021							
A678									
A6823									
A685							Hans Huiifelt		
A686							Fritjof Larsen Berg		
A706	1921	170321	H	8181	?	7 seter åpen	Einar Invald Skogstad	Polsemaker A Braathen, Drammen	Automobilfirma G. Paaske Oslo
A7289							Haakon Pettersen		





*nytt.*

**Sarpsborg politiskammer** politidistrikt  
**Asfald** fylke.

**Motor** vogn bestemt til: **Bokstav B**  
 Personbefordring, privat, offentlig

Kjenningsstegn: Nr. **689.**

Fabrik: **Stutz Motor Car**  
 Understellets nr. **14926-13080.**

Eierens navn: **Søllbergfossanlegget**  
 Erhverv: **Asfald**  
 Bopel: **Asfald**

Antall sitteplasser: **7**  
 Netto last: kg.  
 Karosseri: åpen lukket

Forbrenningsmotor *	Antall cylindre	diameter cm.	slag-lengde m.	Antall hestekrefter	Brennstoff: *	Tar i fullt lastet stand lengere stigninger på inntil:	Største vognbredde m.	Avgift kr.	Garanti
	4	11,1	152	50	Bensin	1-6	1,33	5746	20000
	Antall Motorer	Volt	Ampere	Skattehestekrefter (beregnet etter avgiftsformelen)	Beholder (liter)				
	4	19	21	22,42	60				5000

Vekt i driftsferdig stand	Pris kr.	Forhjul	Bakhjul
uten last kg	med full last kg	Akseltrykk ved fullt belastet vogn kg	Akseltrykk ved fullt belastet vogn kg
1850	2250	32x4 1/2	32x4 1/2
Pris for:	192	192	192
Sakkyndig attest	19	19	19
Godkjennelse	19	19	19
Plombert	19	19	19

Vegifl betalt for årene: \_\_\_\_\_ Avgifl resterer for årene: \_\_\_\_\_

**GUDBRANDSDAL** politidistrikt  
**Opland** fylke.

**Motor** vogn\*) bestemt til: **Bokstav E**  
 person-, last-, kombinert transport, til eget bruk, bevilgning til rute, drøye, leickjøring. Kjennemerke: **5377**

Eierens navn: **Harald Bjerkevald**  
 Erhverv: \_\_\_\_\_  
 Bopel (adresse): **Biri**  
 Herred (by): \_\_\_\_\_

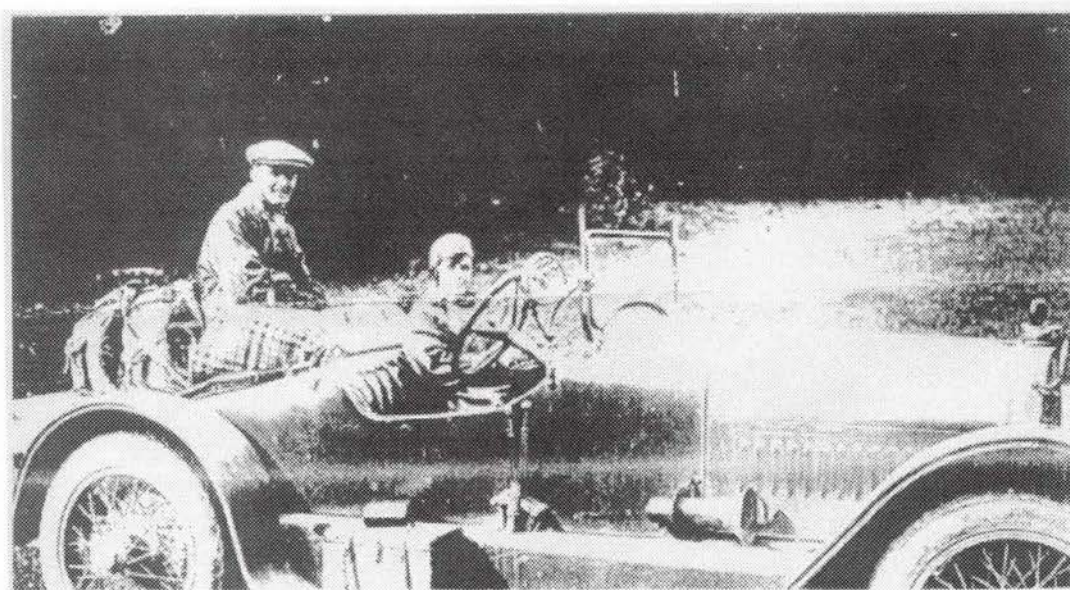
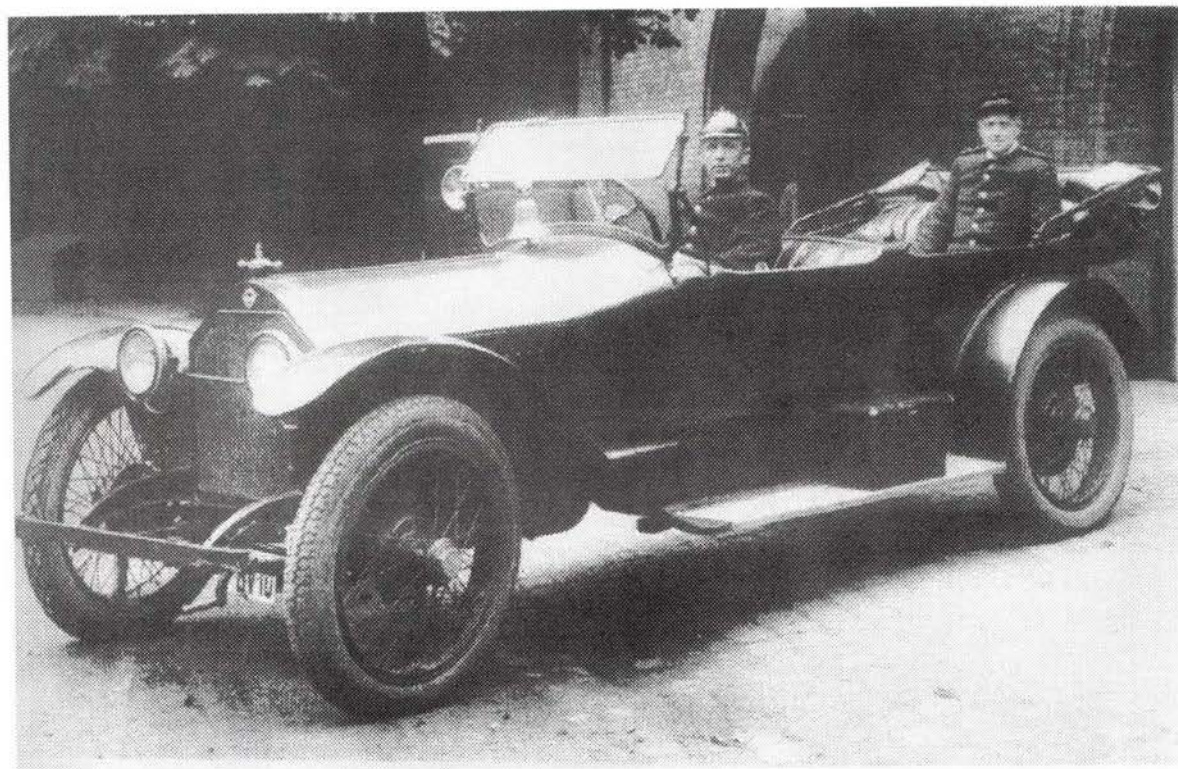
Antall sitteplasser inkl. fører: **7**  
 Netto last: kg.  
 Karosseri: åpent lukket  
 Pris ved første gangs registr. kr. **20.000,-**

Fabrikkerke: **Stutz**  
 Understellets nr.: **8102**  
 Motor nr.: \_\_\_\_\_  
 Årsmodell: **1920** HK: **50**  
 Typemerke: \_\_\_\_\_

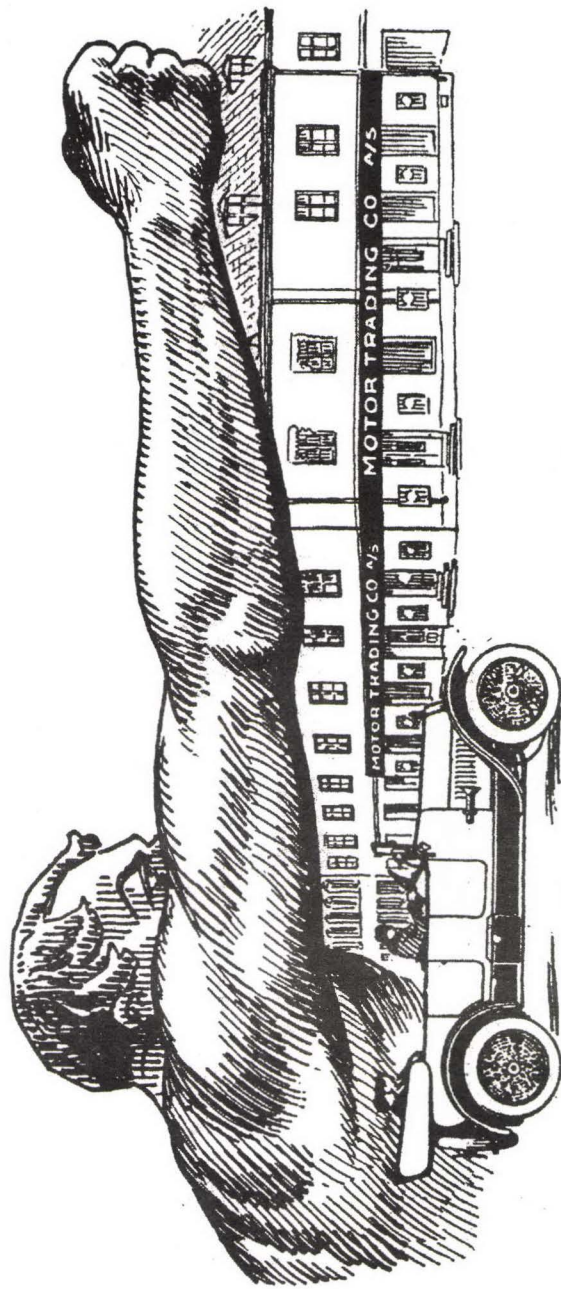
Forbrenningsmotor *	Antall cylindre	diameter mm.	slag-lengde mm.	Brennstoffs art:	Største vognbredde m.	Største vognlengde m.	Akselavstand m.	Garanti
	4	11,1	152	Bensin	1,74			
	Antall Motorer	Volt	Ampere	Beholder (liter)				Stillet av: <b>Harald Bjerkevald</b>
	4	19	21	60				Storrelse kr. <b>20.000,-</b>

Akseltrykk ved fullt belastet vogn kg	Ringenes art:	Akseltrykk ved fullt belastet vogn kg	Ringenes art:	Vekt i driftsferdig stand: Uten last	Veiavgift: kr.
1850	Luft	1850	Luft	1850	114,-
	Dimensjoner: 33 x 5		Dimensjoner: 33 x 5		Kontrollavgift: 10,-

Registreringsdato: første gangs (Kjøretillatelse utstedt) <b>26/8-20</b>	1929	1930	19	19	19	19	19	19	19
Kjennmerkene innlevert:	/	/	/	/	/	/	/	/	/
utlevert:	/	/	/	/	/	/	/	/	/



*Norsk Bearcat - 1917 modell eier Thomas Stang  
Reg.nr. C 2670  
Kjøpt av H.C.M. i 1919  
Bilde tatt i Gudbrandsdalen 1922*



**„STUTZ“**      Automobilen er :  
Driftssikker — Kraftig — Elegant

**MOTOR TRADING CO.**

AKTIESELSKAP

Raadhusgt. 17

Kristiania

## Cole & Crawford

We thank Mr. Leroy D. Cole, Editor of the *Cole Bulletin* for his permission to reprint the following article from Issue No. 4 of 1996 written by Ray Katzell, Stutz Club V.P. Publications.

### COLE & CRAWFORD

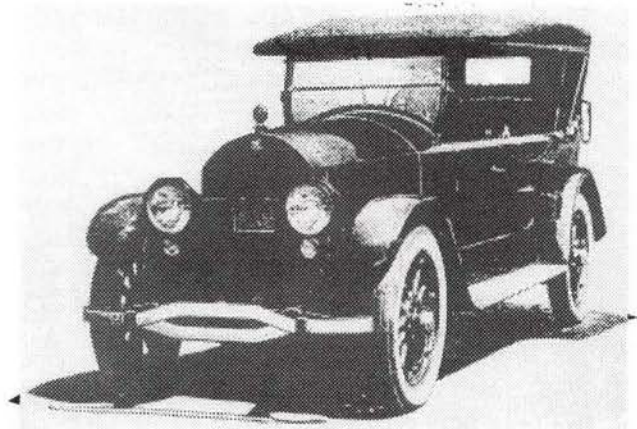
By Raymond A. Katzell

Ever since I was a pre-schooler, I was a car nut. My parents fanned my passion by often taking me to a nearby park where, seated on a bench, I would try to identify the various makes of cars passing by. Since that was in the early 1920's, and we resided in New York City, there was quite a variety of them to be seen (you can also now estimate my age)

I was especially excited when I spied one of the unusual makes. Fords, Chevrolets, Buicks, and even Packards became boring. But the occasional Flint or Locomobile or Stutz would really turn me on. And this brings me to another of my out-of-the-ordinary favorites--the Cole. Yes, I saw them too, not as antiques at car shows but as actual every-day transportation on the road.

The trick to learning to identify those various makes as they sped by, I now realize, was to spot some unique features as my father announced their names. Thus the Moon had its angular radiator shell, the Franklin had a horse-collar shaped front, the Stearns had white piping around the radiator, the Kissel had bullet-shaped headlamps, the Chandler had a bow-tie shape to its rear window, Buick and Packard had their particular fluted hoods and radiator shells, and so forth.

What about the Cole? Of course, it was a large and imposing car. A further distinguishing feature of the circa 1920 models was their unique headlamps, with seven sides to the frames of the main lamps and with the small "parking lights" (as they were called then) suspended below from what would have been the eighth side of an octagon. Incidentally, they were called "parking lights" because many localities in those days required cars parked on the street after dark to have lights on. Those models also had a distinctive Y-shaped bracket on which the spare tire was mounted.



Cole

Another tell-tale feature was the somewhat flat upper surface of the hood, making for an angular effect, especially on the models of the teens (remember, they were still on the road 8 or 10 years later). The radiator shells of those earlier models were also distinctive, being flattened at the upper sides to match the hood and having a wide horizontal band across the top in front. The hood and radiator contributed to a razor-edged effect.

All in all, the Coles made a rather majestic appearance. I suppose if I had the privilege of seeing some of today's survivors, I would recall more of their special features as well as feeling a warm glow of nostalgia!

Some seven decades later my path and Cole's passed again, but in a very different way. For the past several years, I have served The Stutz Club as Vice President of Publications and editor of its recently published book, The Splendid Stutz.

As many of our readers may know, Charles S. Crawford was Stutz's chief engineer after having served in that capacity with its Indianapolis neighbor, the Cole Motor Car Company. Since Crawford played a major role at Stutz, the book contains numerous references to him, mostly in sections written by one of its contributors, William J. Greer. What follows is a summary of Crawford's career as related there.

Charles S. Crawford was born in Indianapolis in 1883, and educated in Indianapolis and St. Louis public schools. He graduated from Manual Training School of Washington University in St. Louis in 1902. For his proficiency in the course, he was awarded a four-year free scholarship.

Following graduation, he entered business life as a locomotive engineer in the engineering department of the Big Four Railroad in Indianapolis. Later, he was chief draftsman for the Speed Changing Pulley Company, where he specialized on auto gas engine and carburetor design. In 1906, he affiliated with the Lozier Motor Works as draftsman in their experimental department, but in 1907, returned to the Speed Changing Pulley Company as chief engineer and designer.

From 1909 to 1916, he worked for the newly formed Cole Motor Car Company of Indianapolis. Crawford joined Cole as chief engineer, and moved up to factory manager and then special assistant to the company president, J.J. Cole.

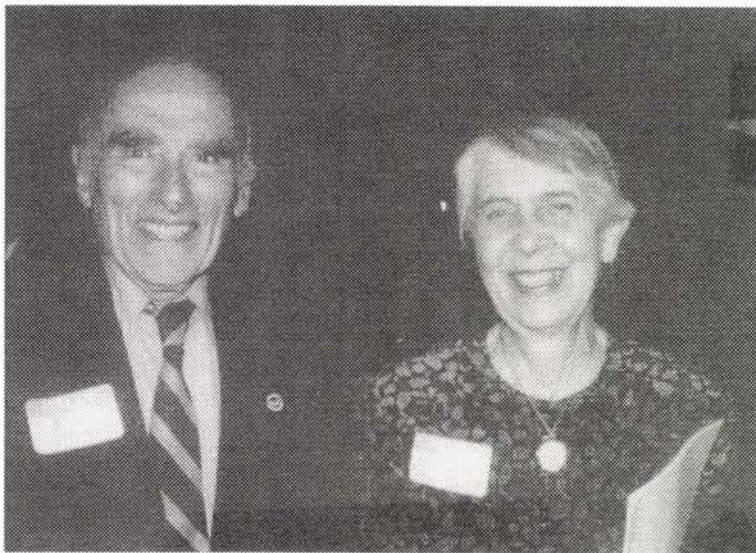
In 1916, Crawford left Cole to become an associate engineer with the Premier Motor Corporation. He became chief engineer and assistant general manager of that company in 1918, and a year later was made a director and vice-president in charge of engineering. In 1921, he resigned from Premier and had a consulting engineering practice until May of 1922, when he moved across town and joined the Stutz Motor Car Company as chief engineer.

Cole had been successful assembling what they called "Standardized Cars" for the luxury market, but the recession after World War I severely eroded their sales and

profits. Since the Cole Company had marketed a V-8 car beginning in 1915, employing an engine produced by GM's Northway Division, it was anticipated that Stutz might opt for a new V-8 type engine to replace its aging T-head four. However, although Stutz desperately needed a new series of cars for 1923, they realized it would tax the staff and plant to develop a new engine in addition to a new chassis design and body specifications. The Weidely Motors Company of Indianapolis (1914-1923) appeared to have the answer. George A Weidely (1870-1948) had just introduced a new 6-cylinder engine early in 1922. This motor was of monobloc design with overhead valve train, and was marketed to the trade as the "Forty-Point Bulldog." The specifications for this engine were well within the range Stutz was looking for and it was fully tested and available, so Stutz contracted to install them in their new series for 1923. Unfortunately, in July of 1923, the Weidely firm went bankrupt, so Crawford was required quickly to design a new motor. What he produced was an enlarged and refined version of the 6-cylinder Weidely engine that generated 80 brake horsepower compared to Weidely's 75. Crawford's engine powered the Stutz sixes of 1924 and 1925.

However, Stutz's sales began sagging.

A new president was brought in, Fredrick Moskovich, who had visions of a radically different car featuring a longer wheelbase, lower lines, and a more powerful straight-eight engine.



That engine, developed from one designed earlier by Charles Greuter, generated 92 b.h.p. As chief engineer, Crawford undoubtedly had a hand in its design, although principal credit is usually given to Greuter, Moskovics, and Paul Bastien. Called the Vertical Eight, that engine powered Stutz cars until the company's demise in 1934. It underwent various modifications that increased its power, culminating in the magnificent DV-32 that churned out 155 b.p.h. and propelled sporting chassis at a guaranteed 100 m.p.h.

Charles Crawford was a charter member of the Indiana Section of the Society of Automotive Engineers, and served as its chairman for two years. He also served as a councilor to the Society of Automotive Engineers. We have no record of when he ended his association with the Stutz organization, or where his career led afterward. If any of our readers could so inform us, we'd be most appreciative.

[N.B. The Splendid Stutz describes that marque's cars, companies, people, and racing in 392 pages with more than 500 illustrations. It is 10-1/2 x 8 inches in size, has hard covers and is available by check from The Stutz Club, 583 Main St., Wilbraham, MA 01095, at \$69.95 plus \$5.95 S&H. Published reviews report that the book "is monumental in

Continued on Page 5

## Cole & Crawford, Cont.

scope, depth, and impact," "provides a wide range of new and fascinating information" and "deserves the gratitude of all of us who have an interest in old cars and the history of the automobile."] 3

[ED. Note:]

Jan. 7, 1928 - Automobile Topics, notes Charles Crawford has resigned his position with Stutz and joined the General Motors Export Co.

Jan. 21, 1928 - Same publication, Crawford reportedly sailed for Berlin.

March 17, 1929 - He is reported at work in Berlin, Germany.

May 25, 1929 - He is announced as the Opel Chief Engineer. His brother, J.M. Crawford is at the same time Chief Engineer of Chevrolet. I loose track of Charles Crawford at this point.

Ed's Comments: Both the Stutz Club and the Cole Motor Club of America are interested in obtaining further pertinent information on Charles S. Crawford. We hope members will undertake some research to fill in the gaps in the life history of this important engineer. Your editor will share any additional information forthcoming from Mr. Leroy Cole.

# The new-car salesman was sorry he asked this hobbyist, "Can I be of assistance?" Tacoma moves forward on car museum

THE ASSOCIATED PRESS

TACOMA — The nearly 2,400 vintage cars collected by Harold LeMay won't be going anywhere soon, now that the wheels are in motion to find a site for a museum in which to display them.

The City Council voted Tuesday to approve an agreement with the Executive Council for a Greater Tacoma and the Lemay family to establish a task force on the project.

The collection ranges in age from a 1903 Oldsmobile to a 1975 Pacer. Most of the vehicles are from the 1920s through the 1960s. The Lemays have not placed a value on the collection.

"This project is about more than just cars," council member Kevin Phelps said. "This is about American history. Everything we've done since the turn of the century has been intertwined with the automobile."

LeMay, 79, owner of a trash-hauling company that bears his name, collected the vehicles over the past 40 years. He and his grandson, Eric, recently began looking for a way to establish a 200,000-square-foot museum for them.

Potential sites mentioned by city officials include the Thea Foss Waterway and near the Tacoma Dome.

Also yet to be determined are funding for construction and maintenance.

We thank member Lionel Stutz for these clippings on Tacoma's plans for Harold LeMay's gigantic car collection. Lionel's son lives in Seattle, WA.

him off. "And Cord, at about the same time. Barney Oldfield set a board-track lap record of 115 mph out in Maywood - back in '15 - in a front-wheel-drive Christie. He said it was a brute to drive, though. You know, no power steering."

"Well, this car does have power steering," the salesman said.

"My '54 Hudson Hornet had power steering," I answered. "And Hudson wasn't the first with it by a country mile."

By this time, a small crowd had gathered around the salesman. His ashen appearance had drawn the attention of the sales manager, who chimed in with, "Lifetime exhaust."

"American Motors' Rambler had a lifetime exhaust system guaranteed back in the '50s, was my response. "And I don't doubt that Chrysler Corp. isn't still paying off on that one, somewhere."

"Disc brakes?" questioned a voice from the back of the showroom.

"Crosley," I answered. "Built when Harry Truman was in office."

"Crush-resistant steel space frame," was boomed in a deep voice.

Looking up, I saw it was the body shop manager. "1934 Chrysler Airflow. And the Step-Down Hudson," I told him. "And any oval-track car built since the '60s."

By this time, the new-car salesman was lying prone on the carpeted showroom floor. He looked at me, with his eyes bulging. "We can make you a heck of a deal on this gem," he managed, while squeaking a price into my ear.

"I'll take it," came my reply. "I've always wanted a Stutz Bearcat."

a production car, though, you'd have to look back to '53 - when the Corvette was introduced with a fiberglass body - and then, of course, there was the Woodill Wildfire - and I vaguely recall the Muntz Jet using some impact-resistant fiber-reinforced plastic panels, and . . ."

My discourse ended as I noticed the car salesman's eyes glazing over.

"This car has an aluminum-alloy block with steel insert liners," he interjected.

"Good, good. Like a Phantom III Holls I used to own, many years ago," I replied. "Very dependable, when the electrolysis problem was controlled."

"This car has a high-mounted tail light . . ." the desperate salesman countered.

"Like a '46 Dodge, and I'll wager it wasn't the first car with that feature," I answered.

"Triple braking action? . . ." he said. "Hudson Terraplane . . ." I responded.

The salesman's smile tightened as he went on, "She's also got a transversely-mounted double-overhead cam engine."

I smiled back, then reminded him that Dario Resta was pounding the boards - in suburban Maywood, Ill., around about 1913, in a double-overhead-cam Peugeot.

Postulating further, I mentioned that one Roy Chapin personally drove a Curved Dash Olds from Lansing, Mich., to the New York Auto Show back about 1900, and that - if memory served me correctly - Mr. Olds' horseless carriage had a transversely-mounted power plant. "It was mid-engined, too, unlike your 'state of the art' economy car," I joked.

"Front-wheel-drive . . .?" the salesman came up with next.

"Ruxton, late '20s," I said, cutting

By John O'Halloran  
The salesman asked if he could be of assistance.

"Yes," I replied. "I'm in the market for a small, economical car - preferably domestic."

"Let me show you what we have," he offered, pointing towards a blue-green sedan. "She's state of the art, a real leading-edge machine," he stated, beaming.

I must have raised an eyebrow, because he continued, "Yes, this beauty has four valves per cylinder - 16 valves in all."

"Oh, like a Stutz Bearcat?" I replied.

His eyes tightened to match his smile. "We've also got, as standard equipment, a steel timing chain. It is much more durable than a rubber timing belt."

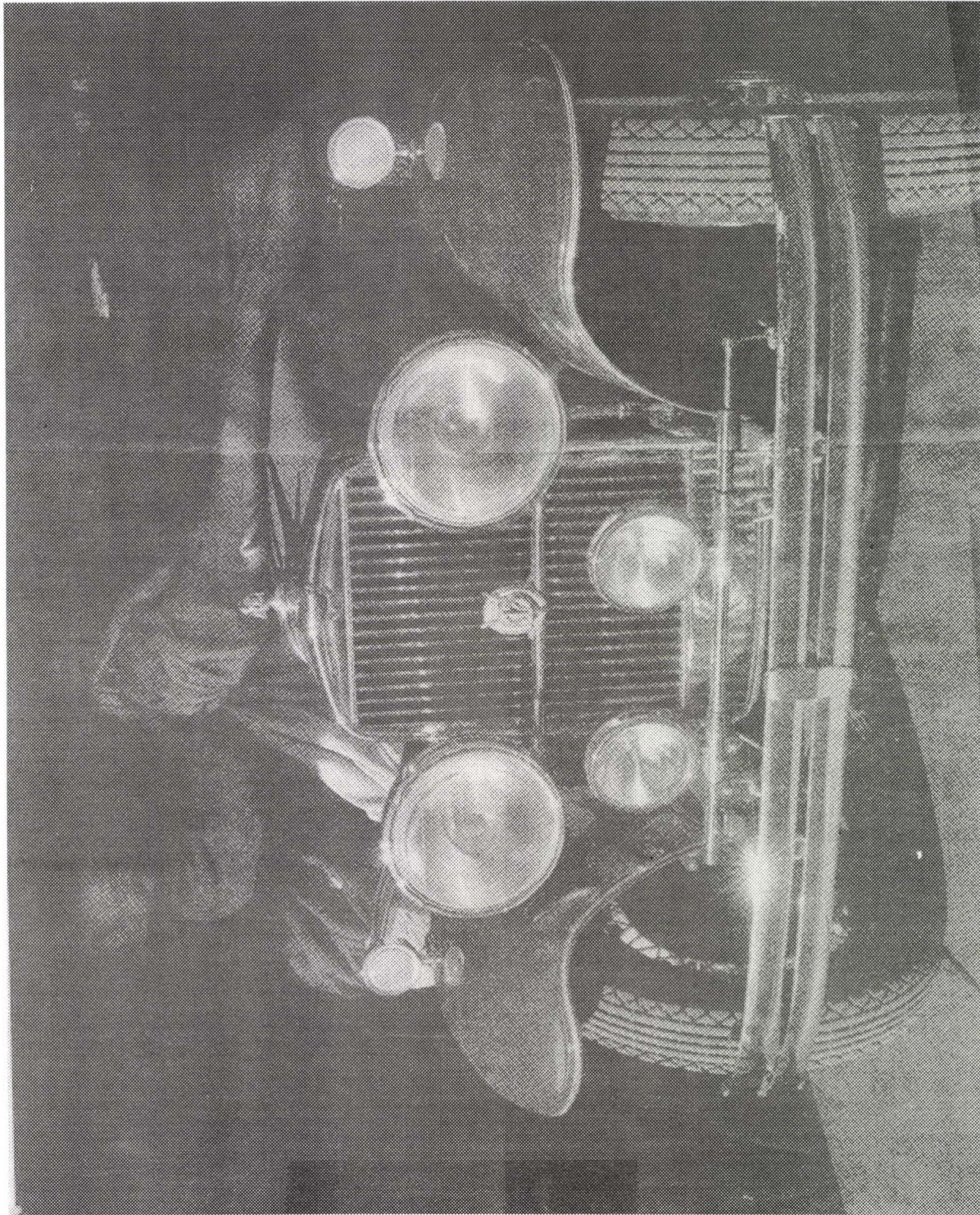
"That sounds very good," I admitted. "Just like a '28 Essex had. Wonderful car, that Essex. Too bad they don't build it any more."

The salesman's hand went towards his throat, and he was soon loosening his necktie.

"Our body panels are impact-resistant plastic," the salesman stressed. "That's really on the cutting edge of the new technology." As he jumped up and down on a door panel - which had been placed on the floor for demonstration purposes - he smiled at me and continued, "See? It returns back to its original contour. You won't be attracting any more parking-lot lings."

"I like it," I smiled in return. "It reminds me of a photograph of old Henry Ford wailing on a car door with an axe. It seems that photograph was snapped while Henry was showing a group of army officers what could be done with plastics. Hmmm, that must have been back about 1941. I think for

Eric LeMay uncovers a 1930 Stutz DV32, one of the more than 2,300 cars and trucks which "The Guinness Book of World Records" describes as the largest private car collection in the world. Eric's grandfather, 79-year-old Harold LeMay, below, is a prosperous Tacoma businessman who wants to donate the collection to the City of Tacoma so it can establish a unique automotive museum. LeMay points out he's not an antique car collector. He has bought hundreds of cars because they are part of the lives of people who are living today. "I like cars, and I guess I just don't like getting rid of them," he says.



JEFF LARSEN / P-I PHOTOS

# Car collector offers 2,300 keys to Tacoma



# The A.K. Miller Story (Why a Stutz) Perhaps the Final Chapter

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by Norman C. Barrs

Declining the offer to purchase a partially restored Railton that I'd gone to buy, the owner tried to interest me in a Bristol or a Donnet or perhaps a Renault that he had to sell, but I could not be persuaded to show any interest in the vehicles on offer. Determined to raise some cash he stated that he did have another car, or at least all of the parts of one, and lifting the tarpaulin in one corner of the barn he exposed a long chassis on four wheels together with an engine sitting on its pan on the floor. No ordinary engine, this I thought for I was actually seeing for the first time a Stutz vertical eight engine type M and the chassis was of course for the 1929 Lancefield Sports Sedan.

Fascinated by the story that Tony Evans described of the history of his ownership of the mortal remains of UK1747 I purchased the project and with it the history of the car. Amongst the paperwork were the photographs of the car being recovered from Bricket Wood, Watford, Herts by Malcolm Beak in 1964, together with the letters of that date from AK Miller. Having purchased the project, Tony Evans advised me to contact Colin Buckmaster and Terry Rogers, who were known Stutz enthusiasts and Colin put me in touch with the Toth family in the USA and the rest of the story of the restoration of this particular car is history.

Twelve years ago all Stutz conversations invariably at some time mentioned AK Miller, and reading his 1964 letters I decided to write to him and received a helpful reply. Mindful of his reputation as described by others, I decided to pay him a visit. In 1988 Mike Treutlein and I drove up to Vermont having visited Hershey and approached East Orange from Barre along various tracks, at times becoming hopelessly lost. Eventually we drove along the road with the Miller's residence on the right and noticed the Stutz sign screwed to the front of the shed on the other side of the road. Stopping the car and looking to the right, we knew that we had arrived because with the door to the six car shed open, the sight that we witnessed was of a DV32 Sedan emerging from the shed with AK vigorously cranking a hand winch and Imogene heaving on a rope. We parked our car, walked to the shed and introduced ourselves and immediately volunteered our services to assist in what-

ever duties would be of benefit and following that introduction, there followed several years of fruitful involvement with the Miller family. The car that was being hauled out was then attached to a tow chain to enable my hire car to haul the reluctant and well-seized chassis down the hill to the larger sheds opposite the house for someone to collect the following week. All went well, at least to get the car moving. And with Imogene at the wheel of the DV, all went well until the chain snapped and viewing the approaching DV I accelerated to get out of the way as the DV had no brakes. I must confess that Imogene stuck to her task and ran the brakeless car into the required space. I still wonder what the car hire company made of the strange marks across the back of the rental car. Having assisted, Mike and I were readily accepted by AK who proceeded to conduct us on a tour of the sheds to behold some of the delights of the collection. Each car had a history as far as AK was concerned, and I only wish that I'd taken a tape recorder with me. Of particular interest was the 1929 M Supercharged Lancefield two door coupe, since I was, at that time, restoring the four-door Lancefield Sports Sedan. His acquisition of this unique Stutz is covered in one of his many letters. The tour was interrupted by a call from Imogene that lunch was ready, and this was to be the first of several AK and Imogene meals of minced beef and carrot hotpot cooked on that quite unique and original wood burning stove in their kitchen. Somewhere outback there must have been a freezer because dessert consisted of ice cream and AK ensured that the half gallon container was empty at the conclusion of lunch.

The tour of the establishment then continued with the history of the 50 or so cars carefully explained. On entering the 20 car shed, Mike and I were instructed to look for a Stanley Steamer engine that he knew was there but couldn't find: We never did find that engine. He allowed me to take photographs particularly of the Lancefield car but he did insist that the photos were not published and I respected that request during their lifetime. AK was always anxious to trade, what Stutz parts were available in the UK. What parts was I looking for and could I sell his almost new

Rolls Royce cylinder head in the UK? Could I find parts to enable him to complete the two Bearcats under construction in the workshop? I explained to him that I was not a dealer but an enthusiast but although Rolls Royce cars abounded in the UK, I did not know any owners and that my then aim in life was to complete the restoration of a Model M Lancefield and then enjoy driving it. I did tell him that at Hershey I had tried to buy a Model 115 rear lamp for my 1914 Model T Ford Tourer and had been unsuccessful. Follow me he said. And taking us to the shed from which the DV had been extracted, he took a pole with a hook, stood on a step ladder steadied by Imogene and after a few moments, a brand new original surface rusted lamp appeared that he handed to me. Our tour completed, and with one eye on the clock to catch our flight from Newark, New Jersey, we returned to the house for a cup of tea and I carefully placed the lamp on the front porch. On saying our farewell, I picked up the lamp and told AK that I would like to buy it and he said make me an offer, luckily at Hershey I'd visited a vendors stall and found a damaged unit, however the vendor was not there and on our return the light had gone but the vendor was still there. He explained that he had just sold the damaged light for \$60 and this did help me to value the AK light and my offer of \$100 was accepted.

Two years later, I advised AK and Imogene that Mike and I would again be at Hershey in October 1990 and he wrote stating that we would be welcome and this time we stayed overnight and I slept under the goose feather quilt upstairs and Mike slept in the other bedroom. After dinner following our arrival AK produced some very rare and unusual brochures and manuals particular of early European cars together with much fine Stutz literature but sadly none of this was available at the Christies auction and I often wonder who acquired this and where it is now. On reflection, one of the reasons that I got along with AK was that both Mike and I were English and I was born a Protestant and brought up in the Methodist church so I was safe. Where as Mike admitted to being Catholic, consequently he was fair game for AK to try to convert. I still remember parts of my Bible but AK's knowledge and determination to save all Catholics and Jews for Jesus never ceased to amaze me. We always left with one Christian brochure or another to help us on our way. On our visits I acquired quite a number of parts etc. Prices

were in my opinion quite fair and reasonable but the early advice given to me by the Toth family was invaluable - never part with your money until you see the goods!

Little did I know that our visit in October 1993 would be the last time to see him; it was during this visit that he showed us some of his other treasures including one of the world's rarest mechanical music disk players. He had two auto change units and one of them had only one other known survivor in the world. A quite priceless machine but all enquiries following the house sale proved fruitless. My letter to AK on my return to the UK regarding a source of disks for his machine was to be my last for sadly he passed away in October 1993 following a fall from a ladder.

In my opinion, the world lost a real character when AK passed away, and we all lost a subject that was a topic of conversation where the Stutz people met. The real gain was of course from the vast number of quite original Stutz cars and many spare parts that would not have been available to us if AK had not squirrelled them away over 45 years ago.

## 11th Grand Stutz Revisited

*President Dale Wells presents "Long Distance Driven" Trophy to Bob Valpey and his 1912 Bearcat.*



## Editorial Comments

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The editor learned on December 19, 1998 that James F. Petrik (6/21/20 - 8/27/98), charter member No. 73, had passed away, too late to include a notice in the last issue.

### **In Memoriam**

Jim grew up in Davenport, Iowa and graduated from the University of Iowa with a BSME degree. He served in the South Pacific during WWII as Chief Engineer aboard the Destroyer USS Stevens. He located in St. Louis in 1947 and moved to Cincinnati, Ohio in 1964 where he retired in 1985. Jim and Elsie (Jean) celebrated their 50th wedding anniversary on July 19, 1997.

Jim's interest in Stutz began in 1926 when his father was Service Manager and head mechanic for the Stutz Agency in Davenport. During that period Jim had the opportunity to observe and take rides in a variety of Stutz cars although he never experienced the pleasure of owning a Stutz.

Jim participated in the car hobby through membership in The Society of Automotive Historians, the Classic Thunderbird Club International, the Cincinnati Special Auto Assoc. (secretary) and The Stutz Club. Jim was an avid reader and a writer

### T-Shirts

You're going to like our T-Shirts  
They have dignity and class  
They're very nice for walking 'round  
Or just sitting on your grass.

We've ordered them in different shapes  
To satisfy each buyer  
Some with one mound center front  
And some with two, up higher.

Some from neck to belt you'll find  
Are absolutely flat  
And some have more shape out behind  
In case your back is fat.

With logo inscribed upon your breast  
As you drive your car about  
Every one will know you are  
A great STUTZ nut, no doubt.

of note. He was the recipient of the SAH Carl Benz Award in 1989 and the Stutz Peter Helck Memorial Trophy in 1992. Jim made important contributions to Stutz News in a number of fine articles published in issues No. 6,8,11,12,14,16,and 18. He authored Chapter 10 "Custom Coachwork" in the award winning book The Splendid Stutz, pages 242-266. Jim was able to attend the 1st and 2nd Grand Stutz meets held in Indianapolis and at the Gilmore-CCCA Museum but his health in the 1990s did not permit much travel.

The editor has two overflowing file folders labeled Jim Petrik containing letters, literature, poems, cartoons, etc. spanning 11 years. These treasured inputs reflect Jim's fine character, his broad interests and great wit. The obituary instructs: "Beloved husband of Elsie (Jean), devoted father of Mary (Sue) and Robert J. and grandfather of Amy Susan Petrik.

Reprinted here are two of the poems from the Petrik files:

### **Car Dealer**

Bought a yellow Rolls in Texas,  
and a Jaguar that was green,  
And a shiny black Mercedes,  
the finest ever seen.  
Drove a Packard eight from Boston,  
that was about to die,  
But I like the Rolls the best because,  
my asking price is high.

When you see a car you fancy,  
and others think it's nice,  
If you really want to own one,  
you pay the going price.  
And my one life-long ambition,  
though most folks think I'm nuts,  
Is to be the first to sell someone,  
a million dollar Stutz.

We were pleased to note in the December 1998 issue of *The Classic Car* that several members exercised their Stutz on CARavans during 1998. John and Mandie Fossette of Sacramento, CA drove their 1927 Stutz AA Touring Brougham on the CCCA Pacific Northwest CARavan I held July 23rd - August 1st, 1998.

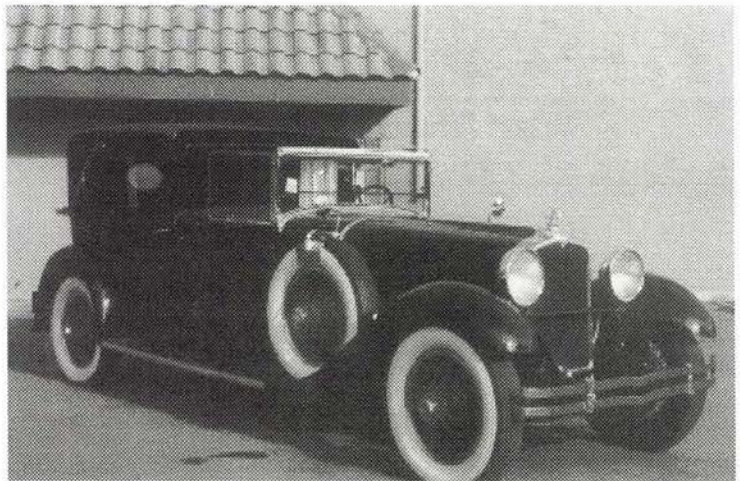
The following members participated in the CCCA Mountains to the Sea CARavan, September 10-18, 1998: George and Pat Holman of Wilbraham, MA in the 1928 Stutz Black Hawk 2-pass. BT Speedster, Raymond and Kitty Katzell, Medford, NJ in their 1928 Stutz M 4-pass. Speedster, Le Baron and Bill and Chris Snyder and Joan Virostek of Hudson, OH in the Snyder 1930 Stutz M Cabriolet.

On the auction scene we noticed that two Stutz were sold at the Kruse Scottsdale 1999 "Classics in the Desert." On February 4, OLD CARS on page 38 reported that the Condition #3 1928 Stutz BB Town Car was bought by Clive Cussler for \$46,000 and the 1930 Stutz M Sedan (Cond. 4) went for \$25,000. Here is a quote from Phil Skinner's article on the Kruse Auction in OLD CARS 2/11/99.

*"One of the highlights of the four-day came on Sunday afternoon from noted author Clive Cussler, creator of fictional Classic-car fan and adventurer Dirk Pitt. On the blue lane a very desirable Stutz Model BB town car rolled up, while on the red lane sat a near perfect Jaguar XK-120M roadster. With the same intent and determination that his character Dirk Pitt might exercise, Cussler proceeded to bid on both cars simultaneously. Two different auctioneers called the rapid-fire price numbers in excited tones as other bidders tried to get a foothold on these two cars. Just as Pitt wouldn't let his adversaries win, neither did Cussler. As the auctioneer on the Stutz called for a bid jump of \$1,000, Cussler would jump it by five times that amount. In a span of less than three minutes he was at the top of the heap on both lanes and happily signed two separate sales tickets."*

## 11th Grand Stutz Revisited

President Dale Wells thanks Lyle Patterson (Meet Coordinator) with a new Club jacket.



This photo was taken by member Bobbie'dine Rodda in 1984 at the restoration headquarters of the Imperial Palace Auto Collection in Las Vegas. Ed believes this is the 1928 Stutz towncard just sold in the subject auction.

The editor found it interesting that Thomas D. Murray featured members Richard and Linda Kughn's 1929 Stutz M LeBaron towncar in his article "The Foreign Cars in Middleton," published in the March 1999 edition of *CAR COLLECTOR*, pages 42-44. Quote: "We tended to believe that any town car or limousine of any kind was foreign made, since we were sure Duesenberg was from Germany. There was a local Stutz limousine, and since the name seemed to sound to us like another German car, we quickly categorized it as foreign."



## ONCE UPON A STUTZ -- -SV1654 Traveled North on Route 66

by Dale Wells

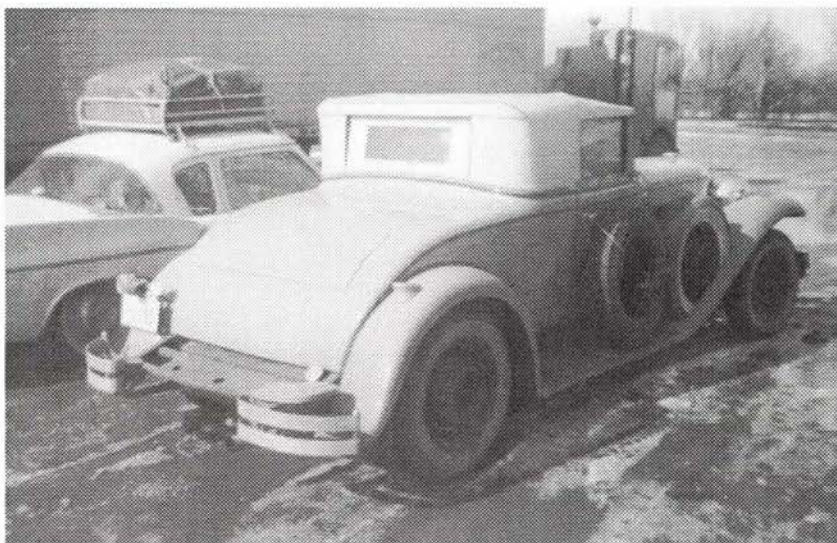
Not much going on with my old cars this winter as we spent a few weeks in January fighting heavy snows. We had a record breaking four foot snow fall in a three or four day period with bitter cold and blowing winds. All you snow birds and dwellers in milder climes will surely gloat and pride yourselves on the decision to be in the sun belt. However, there are many good sides to the winter scene besides just the beauty of fresh fallen snow.

One of the rewards of the winter season here is to relax, slow down a bit in outdoor activities' and quietly sit beside the fireplace to reflect on good things past and future dreams of new adventures. This all reminded me of the first great adventure in our 1934 Stutz Cabriolet SV1654. There is a lot of interest and nostalgia in traveling U.S. Route 66, and as a matter of fact four couples here in the Kalamazoo, Michigan area drove the "Mother Road" last May from Chicago to Los Angeles in antique cars (yours truly driving a 1971 Jaguar). However, the story I am about to tell goes back to 1964 when we drove Route 66 from Oklahoma to Illinois, and on to Michigan in the Stutz.

Having lived in Dallas, Texas four years where we bought the Stutz, I had accepted a job with Buick Motor Division in Flint, Michigan, and we were packed and ready to begin the trip north in January 1964. Car collectors were not shipping cars around the country very much then if the cars were driveable at reasonable highway speeds. Thus we found ourselves in an empty house after the moving van left that January afternoon, and after cleaning the house and packing the cars, decided to get a few hours on the road before checking into a motel for the night. Our daughter age five and son age two sleep well in the car, and we were young and adventurous (and foolish ?). By the time the cars were filled with gas, and we were outside the Dallas metropolitan area, it was 11:00 p.m. It was a chilly night, but the roads were clear

and dry under the bright star-lit sky as the Stutz rolled north followed by the family Studebaker Hawk, both cars packed full with suitcases, boxes, a few potted plants and the family cat.

We spent the rest of the night in Dennison, Texas at the Holiday Inn for a few hours sleep, and then continued on to cross the Red River into Oklahoma at high noon the next day. We reached Route 66 at Big Cabin and entered the turnpike about dusk. Clouds had been gathering to the northwest and the sky looked a bit stormy as we checked into one of those 1930s type motels in



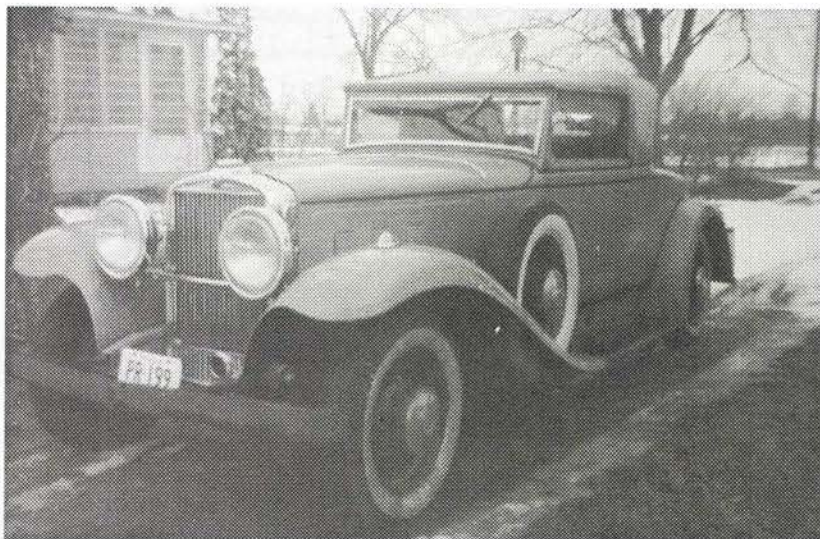
1934 Stutz Cabriolet SV1654 at lunch stop in Joliet, Illinois. One spare, spare-tire strapped on the running board.

Springfield, Missouri where we even had a garage between cabin units to protect the Stutz. The next morning we awoke to find two inches of wet, slushy snow on the ground, but loaded the luggage and family into the cars, and pulled out onto Route 66 north into the Ozarks. The engine provided reasonable warmth for driving comfort even though there was no heater. As we drove on towards the long hills and grades of old Route 66 (before the Interstate was built) the snow began to fall heavier, and the accumulation on the ground increased to five or six inches. The small wiper on the low Stutz windshield was hard at work trying

to clear the heavy snow that the faster cars and trucks were throwing back at us. Visibility was minimal at best, so I tried to drive a bit faster to keep so many cars from passing and splashing snow on the windshield. This was working reasonably well when we passed the Lebanon, Missouri turnoff from Route 66.

As I looked into the rear view mirror to see if my wife Bonnie was keeping up okay in the Studebaker Hawk, I saw her car doing a fishtail slide, and slip into the center median snowbank. I pulled the Stutz over to a stop on the shoulder, but had no place to turn around. As I jumped out to look back nearly a half mile to see if they were okay, a trucker who had been following them pulled up and said they gave him an okay signal as he drove past, and a highway service truck just happened to pull up to help them. I decided they would be okay until I could find the next turnaround and drive back. The problem was that there was no cross-over for many more miles, and on that stretch of the first four-lane Route 66, even the southbound and northbound lanes were often a half-mile apart through hills and trees. Even when I found the next crossover some six miles up the road, I couldn't see if they were trying to catch up on the other lane. When I reached Lebanon their car was no longer in the ditch, so I had to assume the highway truck pulled them out and they were on the road again. I returned to the north bound lane and sure enough, about eight miles later, they were in a cafe parking lot waiting for me. A passing highway patrolman had stopped to help while the Hawk was in the snowbank, and had advised her to pull in at the next station and they would put the word out to locate me and tell me where to find them.

We took a deep breath, and continued north through the Ozarks. The worst of the snow was behind us when we reached Rolla and took a lunch break. During the afternoon, light rain was mixed with snow, and it continued on to St. Louis. We crossed the Mississippi River on the old Chain-of-Rocks bridge as darkness and the temperature fell. Within an hour, we were driving in freezing rain and found traffic slowing to 25 m.p.h. When we reached Springfield, Illinois it was time to check into a motel for the night, and watch the rain turn to snow again. In the morning there was



*Stutz SV1654 arrives in Michigan after Route 66 adventure.*

a fresh, three inch cover of snow on the Stutz. Fortunately, morning brought clearing and sunshine, and we found Route 66 dry most of the way on to Chicago. After a lunch stop near Joliet, we drove on through Indiana to Michigan and the end of our adventure. The Stutz had performed admirably through all the rain, snow, and ice, averaging 9.5 m.p.g. and using one quart of oil.

On our nostalgic trip back west on Route 66 in May 1998 we found many of the stretches of old 66 were still there as state highways now. There are some excellent guide books available for finding the old highway through each state, and many of the old landmark restaurants and motels are still operating. It is a fun, relaxing trip to get off the Interstate where you are constantly dodging heavy trucks and speeding cars. Of course we drive the old two lane roads as much as possible whenever we take the Stutz out regardless of where we travel. It is obvious that new cars are being built faster than highways, and most cities are grinding to a near halt during rush hours. During those moments, our beloved automobiles seem to have out-lived their usefulness, and we long for a quieter day in the past when the open road was considerably more open. But whenever and wherever you drive, keep your Stutz on the road as much as possible. That is where these great automobiles can be enjoyed to the fullest.

# Treasurer's Report

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January 1, 1998 to December 31, 1998

Cash Balance on January 1, 1998 \$29,896.01

Income:

1999 Dues		\$ 120.00	
1998 Dues		6815.00	
1997 Dues		695.00	
Interest Income		1210.61	
Stutz Books Sold	\$14,042.73		
Mailing Expense	<u>633.10</u>	13409.63	
Donations		213.20	
Stutz News back issues sold		74.50	
10th Grand Stutz profit		812.81	
11th Grand Stutz profit		350.45	
Sale of Club Literature		120.00	
Advertising in Stutz News		<u>300.00</u>	
 Total Income			<u>24,121.20</u>

\$54,017.21

Expenses:

Administrative Expense		\$ 574.06	
Stutz News (print & mail)		4981.10	
Reimburse loans for Stutz Book		23153.34	
Debentures repaid		2000.00	
Directory Expense	\$1100.48		
Directory Income	<u>440.00</u>	660.48	
Treasurer's Expenses		55.19	
Stutz Jackets		<u>208.89</u>	
 Total Expenses			<u>31,633.06</u>

Cash Balance December 31, 1998 \$22,384.15

Life Membership Reserve \$14,835.00.

Debentures to be paid \$24,000.00.

We have now repaid Ray Katzell and George Holman in full for the loans they made to enable "The Splendid Stutz" book to be published.

Respectfully submitted,

*Ruth M. Toth*  
Treasurer

# Membership Report

by: John D. Kirkman, 4101 Lower Schooner Road,  
Nashville, IN 47448, USA, Tel: 812-988-9325

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## Membership Numbers

We have 361 members on our roster at this time. Around 50 of these have not paid their Dues for 1998. These individuals have been notified personally by letter from me of this deficiency.

We do not drop members from our roster unless we are certain they are no longer available to us for whatever reason. This is not a for-profit organization, but it is not a "lets-lose- money" organization either. Ideally, we pay the bills and keep a little reserve for the rainy day we know will come.

The membership renewals this year are coming in at a record rate. You were asked to be prompt, and are doing so. This simplifies the record keeping enormously, because it is always the details, the loose ends that eat up the time. Thank you.

The raise in membership dues was expected to bring some flak. So far there has only been one complaint and not one brick through the window. Thank you. Now we must deliver on our promise to work harder, to make this a better Club.

## Computer Communication

E-mail is the best way to reach me. It is quick and accurate. I check it almost daily and it gives us both information and confirmation. The new Membership Form has a line for your E-mail address. If you overlooked it, let me know at: [jkirk@kiva.net](mailto:jkirk@kiva.net). The fax is next in efficiency, but has it's problems. You can reach me there at: 812-988-8703. Don't forget the prefix numbers if you live elsewhere than the USA. Telephone calls are acceptable, but a letter is better. The Post Office change of address card works well for permanent moves.

## Stutz Vehicle Identification Numbers

Is it "Car Number," "FEDCO," "VIN," "Body Number," "Chassis Number" or "Engine Number?" It could be most, any, or none of the above, depending on where you live and the vehicle you own. The current method in the USA of using the VIN system was not around for the Stutz, and the several methods tried in the "old days" lead to confusion, even among the experts. The loss of many Stutz records in the confusion of the bankruptcy does not aid the situation.

Most of the Stutz vehicles have had bureaucratic identification imposed on them, but even that can be suspect. In Indiana, the VIN is based on the engine number, so if an engine is changed, the number can be left without a root source. A VIN can be changed, I'm told, but that might even make the water murkier.

I have thought of starting a Stutz Registry to keep track of all Stutz vehicles whether our members own them or not. The Club has some records on most of the Stutz extant, but our records vary in completeness, authority and accuracy. Absent the excellent work of Jorma Keto on the Stutz Series AA, this segment of Stutz knowledge needs considerable work. Any volunteers?

## Computer Internet Web Site

Our existence is known to very few people in the world. To gather new members and thus keep our Club viable, we need to rectify this lack of recognition. We especially need to attract younger people to fill the slots left by departing members. A Web Site on the Internet would help fill all of the above requirements. It would also be a great tool for communication among our membership.



## PLEASE WELCOME OUR NEW MEMBERS

Donald Sharp #0530  
Route 1, Box 308 AA  
Pauls Valley, OK 73075, USA  
Tel: 405-238-2505 (H)

Larry Preadmore #0531  
204 Folk Street  
Pottersville, MI 48876, USA  
Tel: 517-645-7860 (H)  
1929 Blackhawk L, 4 Pass Speedster

Clinton M. Bidwell #0532  
808 Old Pali Place  
Honolulu, HI 96817, USA  
Tel: 808-595-4899 (H)  
1927 AA 8, 2 Door Coupe

Richard L. Scott #0533  
670 Timberlen Trail  
Sidney, OH 45365, USA  
Tel: 937-492-2641 (H)  
1933 DV-32, Victoria Sedan by Rollston

John Davis #0534  
710 Margaret Street  
San Jose, CA 95112, USA  
Tel: 408-287-7028 (H)  
1931 SV-16, Cabriolet

Kevin Roskruge #0535  
"Hillside" 24 Colwyn Cresent, Rhos-on-Sea  
Conwy, North Wales LL 28 4RG, UK  
Tel: 01-492-547267 (H)  
1924 Cottin-Et-Des, Gran Sport w/Stutz engine

## Membership Directory

We expect to mail the Directory by April 1, so be sure to get your 1999 Membership Form mailed in as soon as possible. Any questions, contact me.

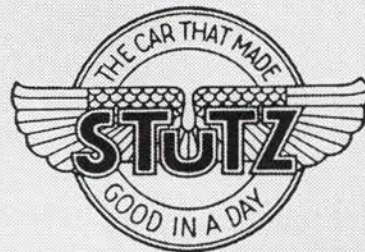
## Press Release

The Harry A. Miller Club is pleased to announce that our Fifth Annual Vintage Indy Car exhibition will be held on July 10th and 11th, 1999 at the "famed Milwaukee Mile racetrack."

Revvng up their engines at this unique exhibition event will be Pre-WWII Vintage Indy Champ cars and Post-WWII Indy Champ cars (up to and including 1952 - with engines in the upright position). Millers, Duesenbergs, Mercers, Alfa Romeo, Kurtis, Novi, Bugatti, Studebaker and more will be on hand to view.

Please come and join us to see these spectacular machines in action!! For more information, contact Judy Vingleman at (414) 253-2661, M - F, 8 to 5 p.m. centra.

See you July 10th and 11th!



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

Please send me \_\_\_\_\_ copies of *The Splendid Stutz*

Enclosed is a check for \$69.95 plus \$5.95 for shipping and handling for each copy.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Phone: (\_\_\_\_\_) \_\_\_\_\_

## Letter's to the Editor

From: Eleanor J. Howie

Moulinarn PITLOCHY, Perthshire,  
Scotland

Date: 28 October 1998

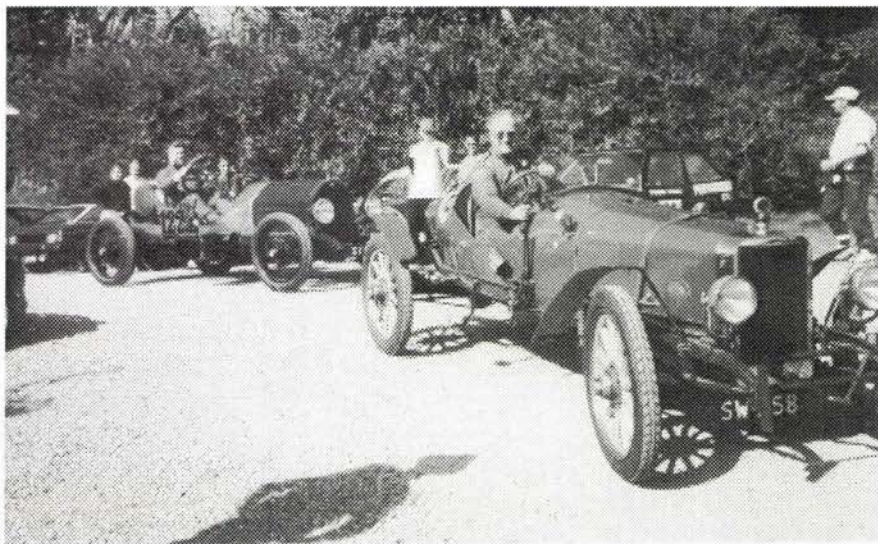
STUTZ HCS Speedster # 93

I thought you might be interested to hear about my Stutz's activities this year. In deference to the Stutz competition heritage, I thought it best to see how well my Speedster could perform after so many years of slumber. I don't have a race licence so I persuaded (without much difficulty) my long suffering husband Branislav Sudjic to drive "Harry" for me.

The first event was a Classic Sprint at Alford in Aberdeenshire. This was a bit of a disappointment as the only other prewar car was my own 1936 Hotchkiss - also driven by my husband. The Stutz came 2nd! However, it ran well and drove there and back, a round trip of 150 miles, with no trouble at all.

The next event was the Classic Hill Climb at Doune, the seat of the Earl of Moray. This is the longest hill climb in the mainland of Britain ( though only 1100 yards or so ). There was stiff competition here in the shape of a 1912 Coupe de l'Auto Sunbeam - an out and out racer. The Stutz beat this convincingly by a margin of 4 seconds.

*"Harry," the 1915  
Stutz HCS on the  
Promenade at  
Douglas, Isle of  
Man.*



*Hill climb at Doune, the seat of the Earl of Moray.  
Stutz beat the 1912 Coupe de l'Auto Sunbeam.*

The Stutz's last competition event of the year was on a trailer to the Isle of Man for the Manx Classic. We entered for the Pursuit Sprint and another sprint on the promenade on the seafront of Douglas, the main town on the Island. The Pursuit sprint was over a 3 1/2 mile course which followed almost exactly the 1907 TT course - all on public roads, closed for the occasion. Although officially a sprint, with the cars set off at 5 second intervals, in reality it was a thinly disguised race. Harry, the oldest car by 10 years, was last - though



not by much. The problem was lack of speed on the long 1 mile straight.

However, on the promenade sprint it was a different story. This was a 680 yard course with 3 artificial chicanes, with penalties for hitting any of the cones. Although not in the top 10, the Stutz managed to beat a number of younger cars including a Lotus Elan, an XK 120 Jaguar, a Morgan Plus 4 and other cars in the prewar class. This was due to the wonderful handling and steering of the Stutz - along with a good driver. This event was at night - so our recently fitted headlamps helped too!



*Start of Willaston Sprint, Isle of Man*

From: John E. Boyle  
4818 Musgrave Trail, Abilene TX 79696-4148

Date: January 10, 1999

Thank you for the Jan-Mar 1998 copy of the *Stutz News* that featured my letter to you about the Bearcat used on the 1971 TV series *Bearcats*. Club member Marshall Mathews who now owns the car used in the TV movie-pilot film for the series, *Powderkeg*, has contacted me. It was great to see a current photo of the auto and speak to its owner!

I'm still looking for the three Bearcat replicas made by George Barris for the series. Following up a suggestion you made during a recent telephone conversation, I contacted Paul Freehill who said someone who was offering one of the cars for sale had contacted him in the Fall of 1998. Unfortunately, he did not keep the letter or recall the sellers name, so I'm back where I started.

I would appreciate if Stutz Club members would let me know if they learn of the whereabouts of one of the Barris replicas. I'm interested in purchasing an auto and would be pleased to reimburse any costs someone may incur in contacting me.

In the meantime, I've been offered a V-8 powered replica of a 1912-13 Bearcat. Unfortunately its owner knows nothing of the cars structure, history or origin, except that he's owned it for about 10 years. Again at your suggestion, I contacted a pair of club members asking for informa-

tion on this car, and whether it could be a Barris replica (it turns out it's not). Mr. Freehill thinks it may be one of the prototypes for a replica or kit car that was produced in Ohio about 10 years ago. Any information on this car (a very attractive and authentic replica) would also interest me.

I've been very impressed with the friendliness and cooperation offered to me by club members. They have been very patient with answering the questions of this Stutz neophyte. Again, thanks for your help.

John Boyle, e-mail: john.boyle9@gte.net  
(915) 793-2179 home (call collect)  
(915) 696-2161 Work

From: John Seidel, Ft. Lauderdale, FL

Date: January 13, 1999

I recently purchased a 1929 Stutz Model M 7-passenger Fleetwood Town Car Serial No. M8PCCY03Y, Motor No. 30045. According to *The Splendid Stutz*, page 245-last paragraph there was only one of these produced (Model 80). I was told by the previous owner, who purchased the car in 1970, from New York, that his car was the Show Car for the Stutz at Paris France Auto Show and at the International Auto Show in New York. Is there anyone familiar with this Stutz or does anyone know where I can find additional information on it.

The car is complete and is restorable condition. In fact the Stutz is going into the shop for media blasting of the aluminum body. The present paint is dark green upper with light green lower and black frame and fenders.

Please send me information on joining the Stutz Club and any information you can provide me on this particular car. Your help is appreciated.

## **ALEXANDER** **YACHT BROKERS**

2150 S.E. 17th Street, Suite 121 • Ft. Lauderdale, FL 33316

Office (954) 763-7676

(800) 435-9149

Fax (954) 763-7758

**JOHN SEIDEL**

President/General Manager

Residence (954) 587-8091

Mobile (954) 224-4373

From: Norman C. Barrs, London, England

Date: January 21, 1999 (in part)

I enclose some December 1998 photo of the complete engine and supercharger and of the framework for the 4-seat Weymann body. (pertaining to the 1929 Stutz Black Hawk Supercharged 4.9 litre LeMans car now being reproduced. Ed.)

The bodywork, fenders and hood are now complete and we shall start the final work on lights, instruments, fabric and leather early in February and hope to complete the car by summer.

The car has been designed to race and my brief was to ensure that the car can be driven for at least one (1) hour at maximum racing speed but also be user friendly to enable me to drive it on the road.

From: Jean Gorjat, Harrisburg, PA

Date: 1 November 1998 (in part)

As I travel about, I will find more material for the Club. Enclosed are two photos of a 1928 Stutz BB which is currently being rebuilt in Buenos Aires. The current owners (see card) told me the car was originally raced here in Argentina - where other sources have indicated it was a hearse not long ago, and a "six lights" sedan.

I had dinner at the Club Automoviles Clasicos with Roberto Senerchia who is a charming man (and a Stutz Club member too, Ed.) I have just finished the preparation of my 1936 Plymouth roadster for the rallye through the Andes from Buenos Aires to the Chilean coast organized by another club. So far, the weather has been excellent so we should have a wonderful trip.

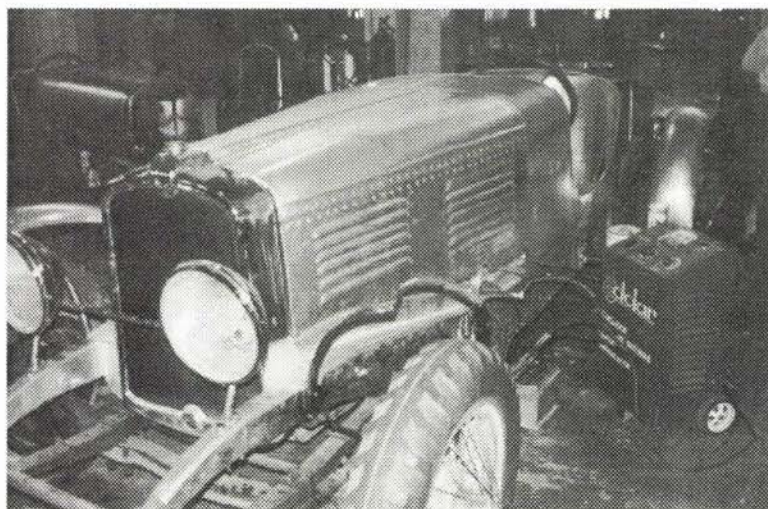
Emilio Buis

## **BAUER & BUIS**

Importación - Exportación

Humberto 1° 476/78  
(1103) Capital Federal

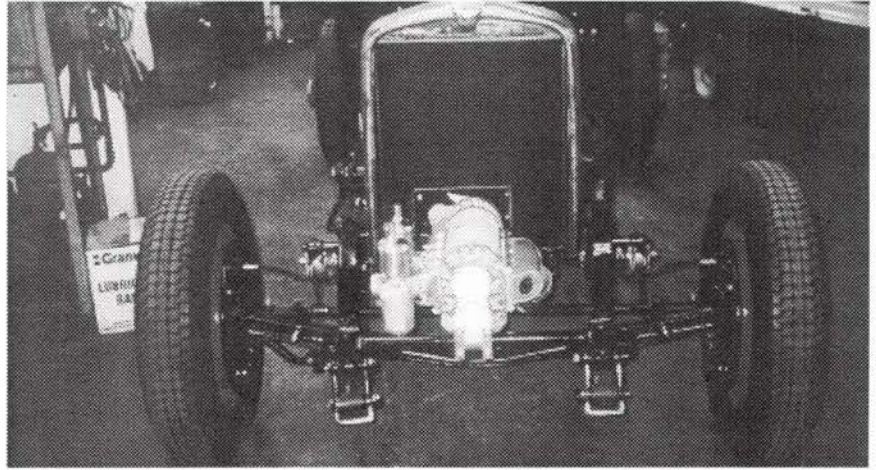
Tel/Fax (00541) 361-1940



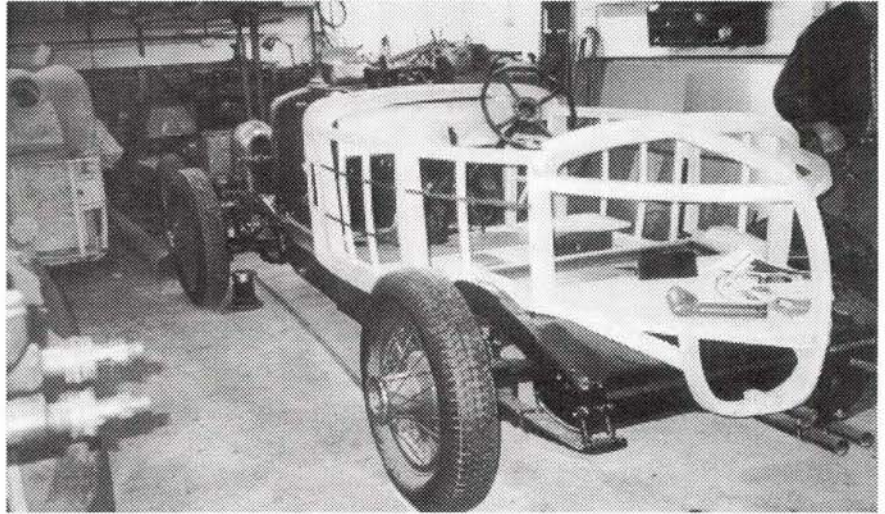
1928 Stutz BB Race Car?



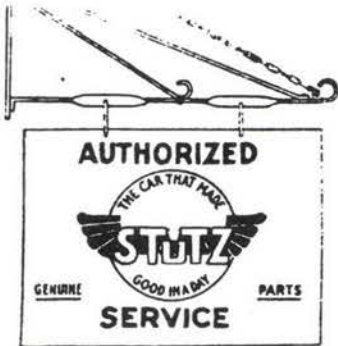
Weymann body frame fabricated to original design taken from the Harrah photographs of member Dr. Fred Simeone's original Watney-Eyson car entered at LeMans 1929 by Warwick Wright. Chassis No. 16729, 127 1/2" wheelbase.



Rootes Supercharger driven at crankshaft speed. Engine No. 90556, 4.9L



Ed.'s note: Norman telephoned on February 7th and confirmed the project is on schedule and that he will give us a full account of it in a story for publication in future issues of Stutz News.



## Classifieds

### FOR SALE:

#### New Reproductions

Stutz Automobile Service Porcelain Double Sided Sign \$200

Symbol of Safety Porcelain Single Side \$45.00 Double sided \$75.00

Factory Worker Pin \$45.00

B&W 8 x 10 Photos 1926-1933 Cars

Ernie Toth  
8153 Cloverdale  
Chagrin Falls, OH 44022

440-338-3565 eves.

Stutz News/ JANUARY - MARCH 1999



### Parts Wanted

Keith Sparks  
7646 Mt. Chestnut Rd.  
Roanoke, VA 24018

540-774-8145

### HCS parts needed:

Script HCS tail light

1920-22 Ring and pinion gear

Set of solid top sockets

Other asst. parts -

1916 Stutz Mechanical and other parts also wanted

**Free:** copies of HCS related literature upon request

### Wanted

Brian Hall  
5007 W. 80th Ave.  
Anchorage, AK 99502

Home: 907-248-2564

Need two (2) Houk No. 5 wheels or rims for 1918 Bearcat.

### Wanted

David H. Underwood  
11520 W. Clearwater  
Kennewick, WA 99337

Tel: 509-627-2820

1920 HCS Wire Wheels

### For Sale

A.C. "Chic" Postier  
2345 Ellis Rd. NW  
Kennesaw, GA 30152-4100

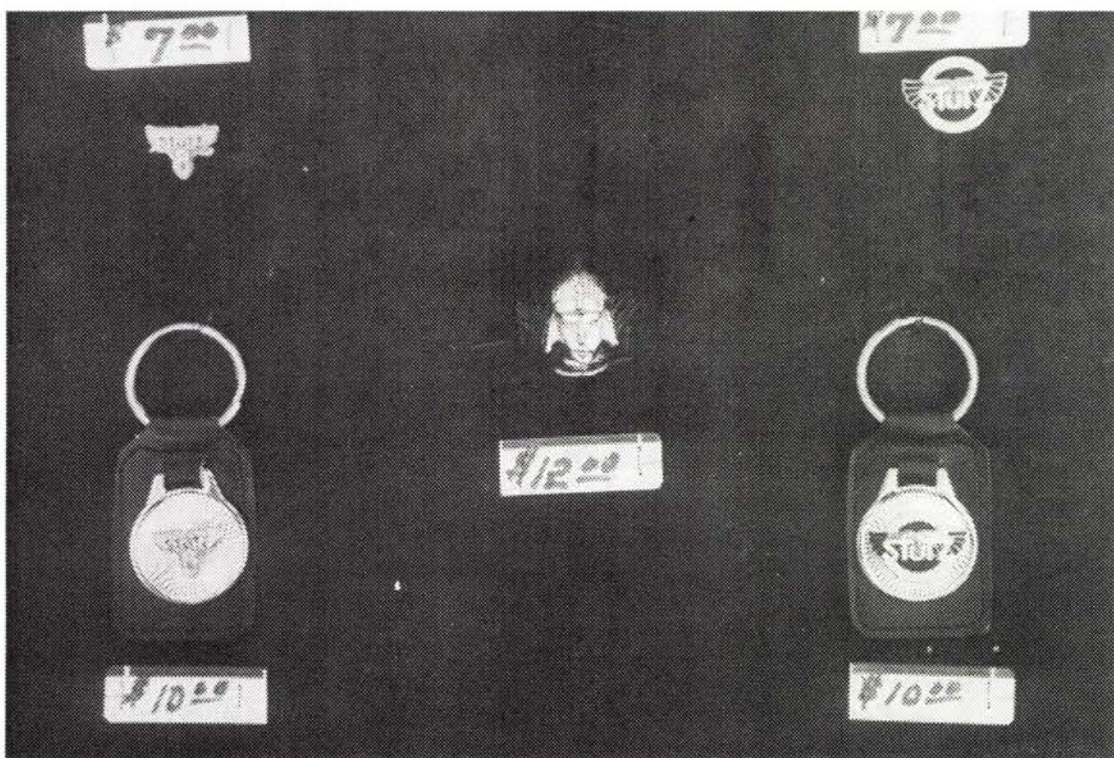
Phone: 770-421-0446

FAX: 770-420-7318

### Cloisonne

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

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

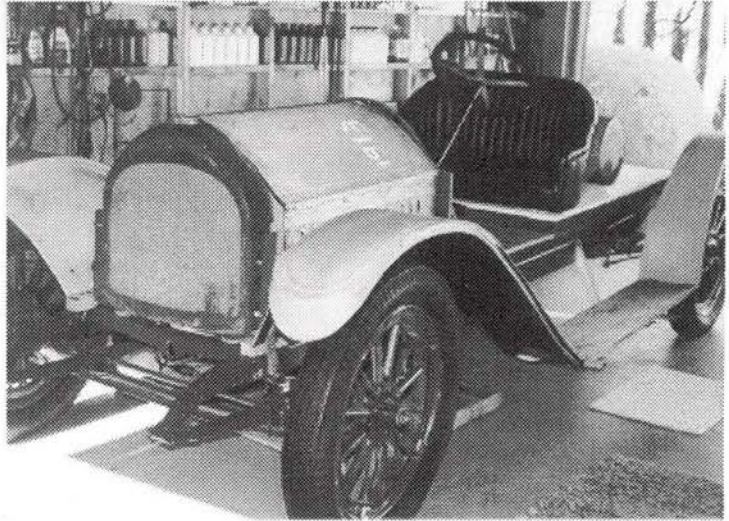


### **For Sale:**

Jerry Bauges  
63016 Terry Drive  
Bend, OR 97701

Tel: 541-783-3563

1916 Stutz Bearcat derived from a 1923 Bearcat Speedway Four. Stutz Series KLDH 4-cylinder engine with the rear axle/transmission system. 130" wheelbase. All the information is on page 110 of The Splendid Stutz book. Engine runs, some extra parts. \$21,000.00



### **Literature for Sale**

ORIGINAL STUTZ LITERATURE! Good selection of Stutz sales brochures, factory manuals, etc. for all models. Send stamped envelope with year(s) for free list. Please specify Stutz as I have lists for all cars/trucks/motorcycles, worldwide, Walter Miller, 6710 Brooklawn Pkwy, Syracuse NY 13211, 315-432-8282. Fax 315-432-8256. web: www.autolit.com

### **For Sale**

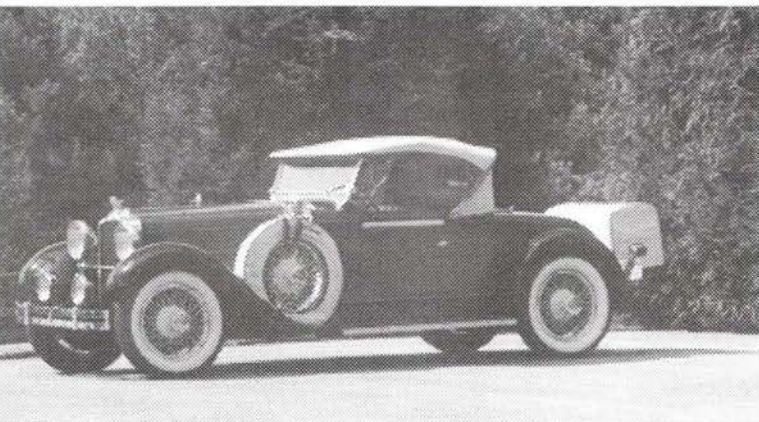
H.D. Johnston  
RR2 Box 230  
McConnellsburg, PA 17233

717-485-4613 eve  
717-485-4611 day

1928 Stutz BB Blackhawk Roadster. BA40S90268

New brake shoes and new wiring (whole car) in 1995. Total mechanical check in 1998. Nice original car. Drives great. Asking \$82,500.

Harry explained that word "Blackhawk" appears on the original title pertaining to this Stutz.



### **Wanted**

Len Harvey  
8 Beacon View Rise, Pakuranga, Auckland, New Zealand

Phone Home +64 9 576 8599

Phone Work +64 9 837 0510

Fax +64 9 836 7480

Email len.harvey~polarcup.co.nz

### **For a 1929 Stutz M 8 cylinder**

Delco Remy Model 4028 Distributor - either complete ready to fit or the internal workings of one to place into a new body.

Distributor Cap and Rotor for the above Distributor

Pair of original Model M Cowl Lights

Rear Seat Reading Lights

Exterior Locking Door Handle

Interior Locking Door Switches with surrounds (or one to copy off)

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February 11, 1999 OLD CARS

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**STUTZ 1925 M695 Conv. Roadster with rumble seat only, Weymann bodied, 695 knonn. red with black fenders, strong runner. Tires, top interior like new, four wheel hydraulic brakes, \$67,500, OBO. Trades considered for very early car, 954-728-9057, FL.**

# 9 CHANCES OUT OF 10 STUTZ IS NOT THE CAR FOR YOU....

*Even when they can afford a Stutz, nine people out of ten would never think of buying one*

- ▶ their Stutz-owning friends are few and far between
- ▶ they much prefer to buy the car they meet more frequently
- ▶ they dislike being different; conventionality means more to them than personality
- ▶ they'll even sacrifice performance to own the car that's "standard" in their set
- ▶ the Stutz is not for them.

*But for those very few who choose a car for what it does*

- ▶ who know what they want and why they want it
- ▶ who purchase for themselves and not their friends
- ▶ who are individualists, in the minority, and proud of it
- ▶ here is the Stutz story:

*Stutz has specialized in original engineering and individual design for twenty years.*

- ▶ Stutz is one of the fastest stock cars in the world.
- ▶ Stutz is the safest car in the world.
- ▶ Stutz holds stock car records that have never yet been broken.
- ▶ Stutz sells more custom-built cars in proportion to its production than any other company (excepting Rolls-Royce and Duesenberg).
- ▶ Stutz sells more cars in Lake Forest, Illinois, than in Montana and both the Dakotas.
- ▶ Stutz is now ready with the DV-32—an eight with sixteen-cylinder power and smoothness, without the complications of the extra cylinders—the world's first stock car under \$10,000 employing the dual valve, double overhead camshaft principle.



*If you're "one out of 10," here's news—the Stutz "Bearcat" returns. It's the DV-32 Sports Roadster, shown above. Guaranteed by affidavit to do at least 100 miles per hour*

.....  
*Send for the DV-32 Story*

STUTZ MOTOR CAR COMPANY OF AMERICA, INC.  
Indianapolis, Ind.

Please send me, without charge or obligation, full information regarding the new Stutz DV-32.

Name.....

Address.....

City.....  
.....

STUTZ MOTOR CAR COMPANY OF AMERICA, INC.

The advertisement above appeared in the October 19th, 1931 issue of *Time* magazine. It was submitted by Karl Zahm of Rockford, Illinois who provided these interesting comments: "A negative motif such as this has always been rare in advertising, particularly in the auto industry. That Stutz would select this novel approach at a time when company sales were at their lowest ever seems odd. Obviously, this ad (and another in the same vein) failed in its intended purpose." More's the pity.