

Vol. XVI No. 59 (January - March 2002)
 The Stutz Club, Inc.
 William J. Greer, Editor
 7400 Lantern Road
 Indianapolis, IN 46256

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TO:



Announcements

▶ **Grand Stutz 2002 at Kalamazoo is scheduled for May 30 to June 2, 2002**

Members are requested to make the Club's Grand Stutz 2002 their priority event of the year. Pages 2 through 7 herein are devoted to this upcoming treat. Bring your Stutz and enjoy.

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

GRAND STUTZ--KALAMAZOO

May 30-31, June 1-2, 2002

As announced in previous issues of The Stutz News, our annual meeting will take place on the above dates near Kalamazoo, Michigan. We are invited guests of the Classic Car Club of America Museum to participate in their special combined Grand Classic and Concours weekend. Franklin, Marmon, and Stutz are the featured cars at these events, and certain rules may be confusing because of the various clubs and organizations involved. The above registration form is for STUTZ club activities only. You will find enclosed, separate invitations for the CCCA Museum Concours on Sunday. (CCCA members will receive registration information for the Saturday Grand Classic in the next Bulletin.) You must read those applications carefully and apply for their events directly to those organizations. If you do not wish to register for any of their events, you are still WELCOME AT THE MUSEUM AT NO CHARGE to display your car on the exhibition field, but WILL NOT be judged or eligible for awards.

Classic Car Club and Museum Activities will conclude the weekend as follows:

June 1, Saturday. Breakfast on your own, or optional pancake breakfast at the museum. PAY AT THE BOOTH.

Optional: Register to show your car at the CCCA Grand Classic if you are a CCCA member and your car is a recognized FULL CLASSIC™. See their invitation form in their next Bulletin. Otherwise park your car in the exhibition area at no charge, tour the museum, and watch the judging competition. Lunch and food vendors will be on the grounds.

Optional: Tour to Grand Rapids for visit to Gerald R. Ford Presidential Museum and Meijer Gardens. See enclosed museum form.

Saturday evening optional banquet and art auction at the Radisson Plaza Hotel in downtown Kalamazoo. See their invitation form for reservations. Otherwise, dinner on your own and relax back at the Comfort Inn to get ready for next day Concours show.

June 2, Sunday. Breakfast on your own, or pancakes back at the museum. Show your Stutz, Blackhawk, or HCS car in the museum Concours--advance registration required with CCCA Museum invitation form. Otherwise, park your car in the visitors exhibition area. Lunch and food vendors on the grounds. Concours drive-by at 2:30 p.m. will conclude the weekend.

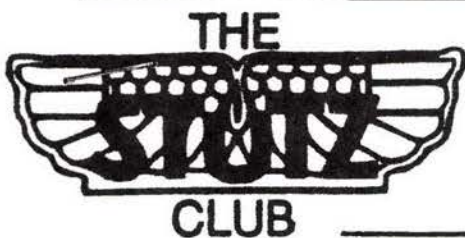
WE WILL BE LOOKING FOR YOU IN PLAINWELL, MICHIGAN AND AT THE CCCA MUSEUM. Call 616-375-4844 if any questions. Send your Stutz Club reservations and payment to address above, and other activity reservations to CCCA or CCCA Museum as instructed on their forms.

Ample RV and trailer parking is available at the Comfort Inn, or at the CCCA Museum.

Grand Stutz 2002 - Kalamazoo May 30 - 31, June 1-2, 2002



The photo above shows two of the ten fine display barns situated on 90 acres at the Gilmore Museum Complex, one of the top 10 large automobile museums in the USA. The Museum was founded by Donald S. Gilmore and opened to the public on July 31, 1966. The Classic Car Club of America Museum was dedicated June 20, 1987. The Pierce Arrow Foundation Museum was established May 1, 1990 and the Tucker Automobile Club of America Archives Library was dedicated September 30, 2000. Over 140 vintage and classic cars are displayed.



GRAND STUTZ--KALAMAZOO
May 30-31, June 1-2, 2002

The Stutz Club headquarters hotel will be The Comfort Inn at Plainwell, Michigan, a small town about 20 miles north of Kalamazoo on U.S. Highway 131 and State M-89. It is about 15 miles from the museum on two lane state roads, and avoids the city traffic in Kalamazoo where the CCCA headquarters will be at the downtown Radisson Plaza. You are welcome to stay at either place, but the only activity at the Radisson is the Saturday night CCCA banquet and art auction which you are welcome to attend if desired.

For reservations at The Comfort Inn, please call 616-685-9891 before April 30th and ask for the Stutz Club block of rooms. Check in time is 3:00 p.m. each day. Wednesday and Thursday night rates start at \$71.10 plus tax. Friday and Saturday rates start at \$89.10 plus tax because the regular summer tourist season starts each year in June. Be sure to clearly specify your date of arrival and departure to make rooms available to others.

NAMES _____ PHONE _____

ADDRESS _____

Bringing antique car? Yes _____ No _____ Registration fee: \$ 10.00

May 30, Thursday. Warm up area tour and visit to Michigan's oldest winery.

Lunch en route @ \$9.00 per person: \$ _____

Dinner back in Plainwell @ \$18.00 per person _____

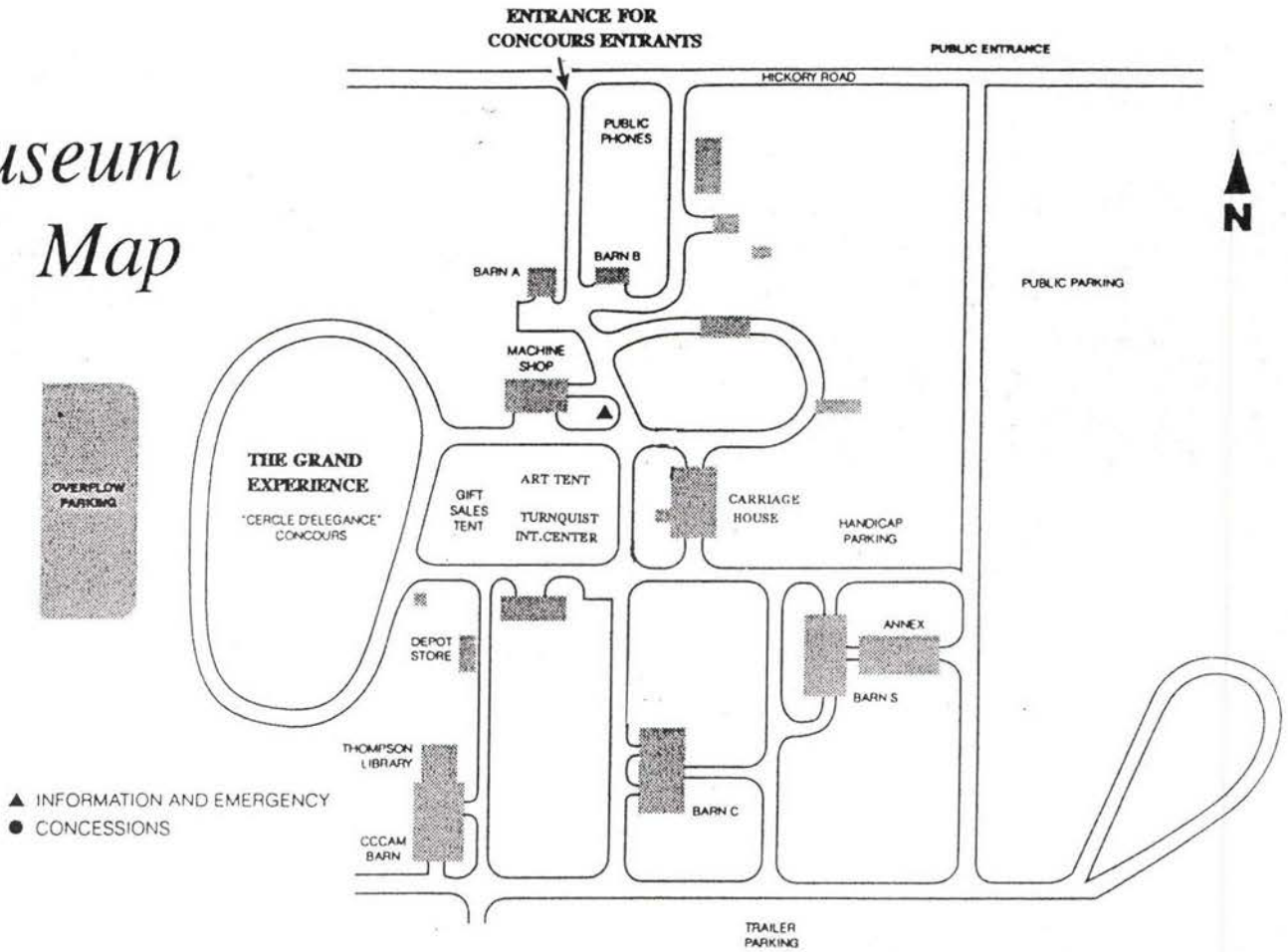
May 31, Friday. Tour of Gull Lake area with visit to the Kellogg Manor House, home of the Battle Creek, Michigan cereal family, and lunch at The Michigan State University Biological Station cafeteria next door @ \$10.00 per person: _____

Late afternoon, arrive at CCCA Museum for Stutz Club annual business meeting and evening Bar-B-Que hosted by CCCA. MAKE YOUR RESERVATIONS AND PAYMENT FOR DINNER ON THE CCCA MUSEUM FORM.

TOTAL ENCLOSED. CHECK PAYABLE TO THE STUTZ CLUB: \$ _____

Send this to Dale Wells, 7906 S. 10th St., Kalamazoo, MI 49009-8952

Museum Map

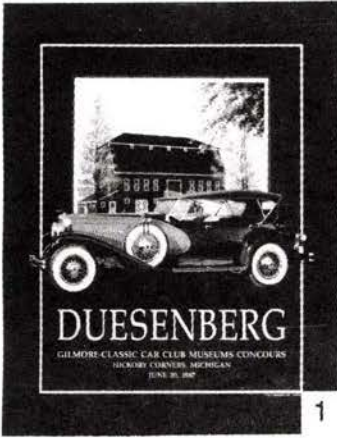


Gilmore - Classic Car Club of America Museum

Museum Location



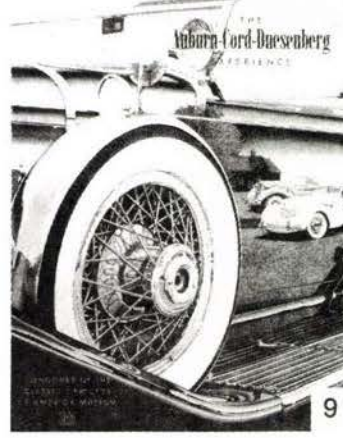
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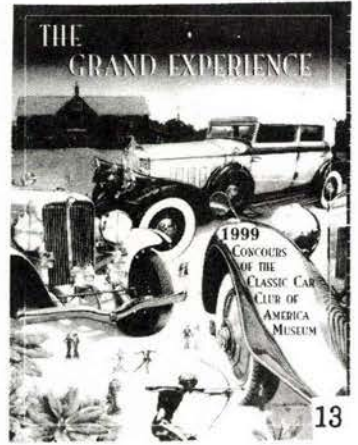
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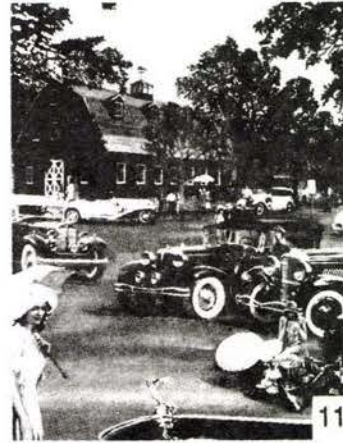
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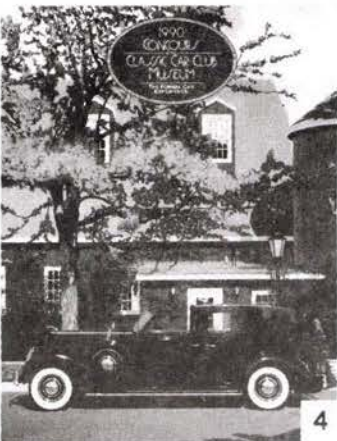
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12

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Order by number beside poster, send check or money order to: Gilmore-CCCA Museum, 6865 Hickory Rd., Hickory Corners, MI 49060.

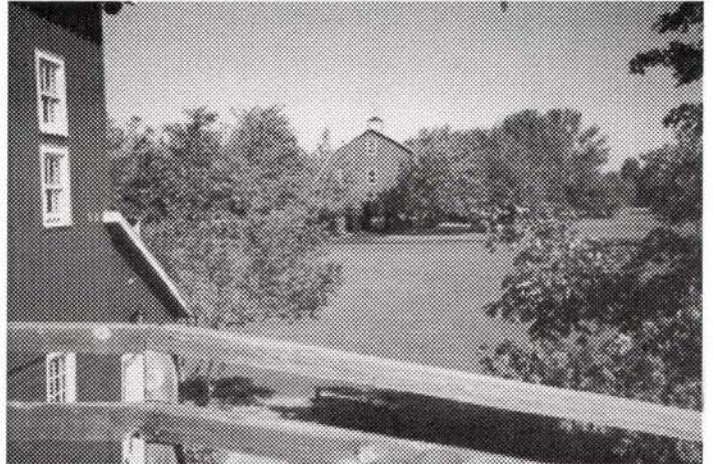


Our newest addition: 1932 Shell Filling Station

"One of the ten best large automobile museums in the country." *Car Collector Magazine*

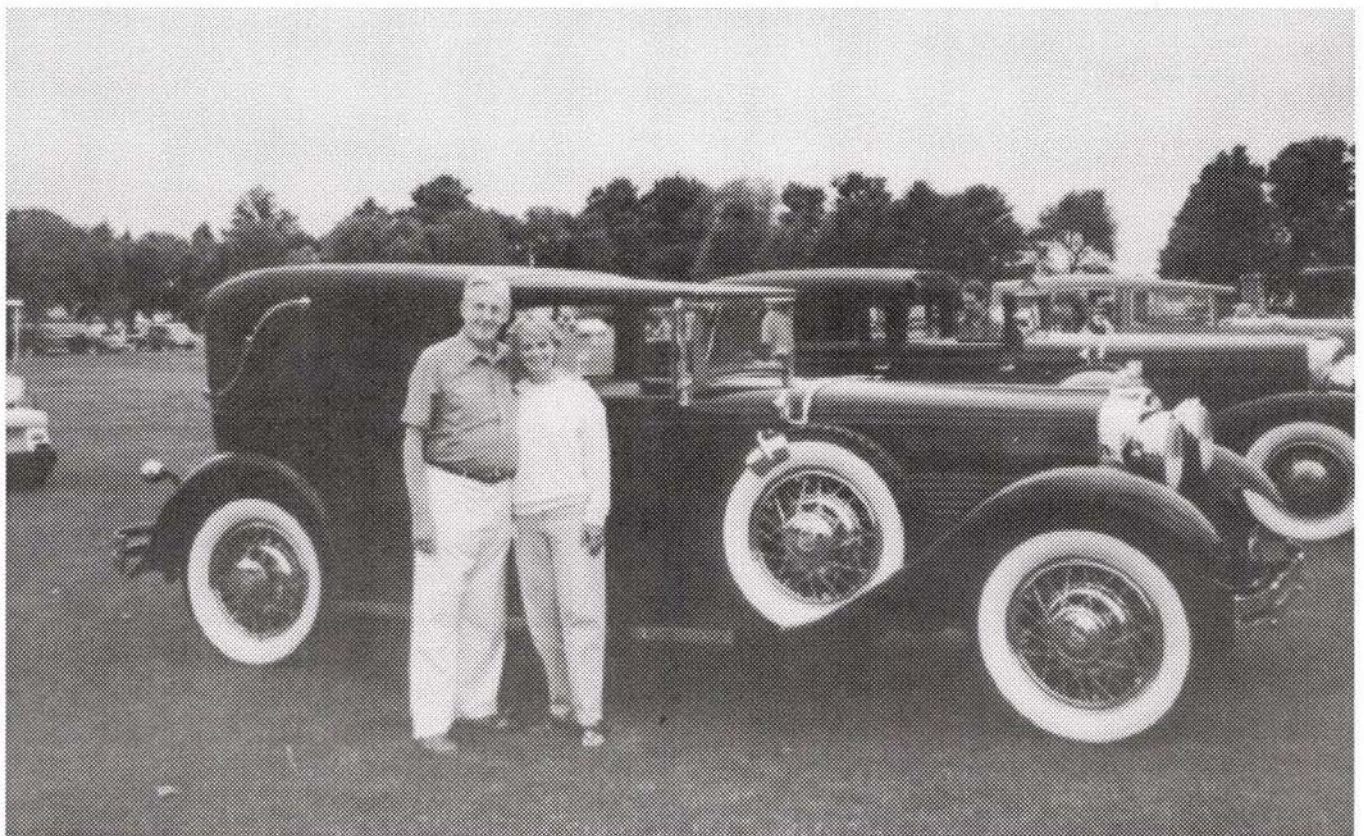
140 Cars from all eras displayed in eight antique Michigan barns situated on 90 acres of beautifully landscaped grounds.
Open every day, 10 a.m.-5 p.m. May 5 through October 28

GILMORE CAR MUSEUM
Look for the red barns at the north end of Gull Lake, M-43 & Hickory Rd.
6865 Hickory Road, Hickory Corners, Michigan
(616) 671-5089
www.gilmorecarmuseum.org



Another view of the Gilmore Museum Complex

Richard and Linda Kughn (#240) with their 1929 Stutz M LeBaron Town Car at a previous Grand Experience.



James William (Jim) Parsons - Part IV

As we ended Part III in the last issue, Jim had just married Peggy in the morning hours of April 1, 1916 and was back at the office of the Stutz Motor Car Co. of Washington a little after 11 a.m.

“George had stayed at the office. When I came in he said, “Well, did you get hitched?” I said that I had. Then he said, “Who do you think was sitting in your chair, waiting for you?” I asked who and he handed me a card. It was from Ernest Lister, Governor of the State of Washington, Olympia Washington. George said that he came in at about ten o’clock and asked to see me. The Governor waited thirty minutes and then told George to give me his card and to get in touch with him as soon as I could.

I went to Olympia the next day to see what he wanted. He wanted to trade in his 1914 Stutz touring car for a new 1916 Stutz. He wanted too much for the old one and I could not make a deal that day. He told me that if I could up my offer some to come back to see him. I bragged for a long time that I was the only guy that had the Governor of the state waiting in his office while he was getting married. Even the big shots could not say that!”

Ray Cooper, Earl’s brother who lived in Fresno and was head of the Racing Association there, wired Parsons to bring his ex-Cooper Stutz for the 300 mile race to be run on April 29th (see Stutz No. 8 photo page 15 of last issue No. 58 Ed.) Earl had won the 1914 race in this Stutz and Jim won the 1915 race in it. That’s why the Fresno group guaranteed Parsons \$250 to bring it. Jim and Peggy put the Stutz aboard and sailed to San Francisco on the SS President. It only cost \$20 for the Stutz, a special rate for race cars. Jim found Bill Odgen in San Francisco who went on to Fresno by train while Jim and Peggy rode in the race car by way of Gilroy and Pacheco Pass to Los Banos to avoid the cop in Tracy.

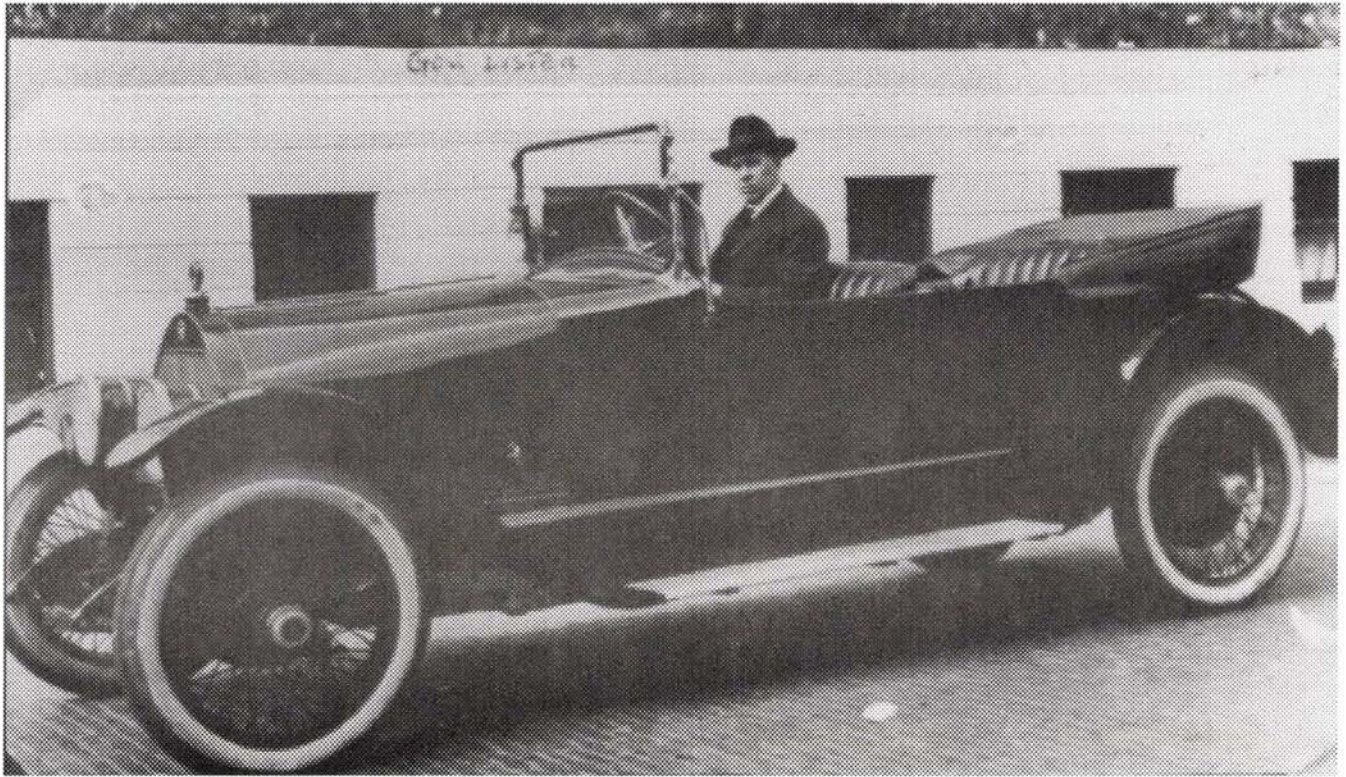
The Fresno race course was seven (7) miles around with long straight 3-mile stretches front and back. During try outs they found that new spark plug wires were needed. After rewiring the Stutz rolled at 107 mph on every run, the fastest it ever ran.

“When Eddie O’Donnell came to Fresno, he said “For God sake, Jim, where did you hide? I looked all over for you. No one seemed to know where you were. The next day after you came to see me, Daddy MacKee and I got our deal straightened out and I could not find you, so I drove my own car. There was no one else that I would let drive it.” I said, “Well, you won the Corona race in your own car , what more could you ask for? (Bob Burman had hit a tree in this last Corona race and both he and his mechanic had been killed.) Hold it or you will get me thinking that I am a race driver.” He said, “Fred Duesenberg was watching you hold your car on the track with two blow-outs at once and he asked me to put you on the team for 1916.” I would have given ten years of my life for an offer like that one year ago. Now I said “Eddie, I will think it over and let you know before we leave Fresno.”

I told Peggy about the offer and she said that if I wanted to, take it, and if not, she was sure that I could make good in my business in Seattle. I wished that Eddie has not told me about the deal until after the race.

I asked Bill Odgen what he thought of the offer. I felt that Bill had more nerve in a race car than anyone I knew. He said, “Jim, if you want to be a race driver all your life, take it. You might live a long time and then it could be, as Frank Stevens told you in Centralia, they might plant you.” He said that as for him, this would be his last race.”

The 300 mile race on April 29 began at 10 a.m. and Parsons led for fifty miles. MacKee’s Duesenberg was driven by Hughie Huges and Cooper’s spare Stutz was driven by Reeves Dutton (Earl’s earlier riding mechanic who lived to the age of 101 years. Ed.) With Dutton, Cooper, O’Donnell and Waterman close behind Parsons found he could not shift gears and was forced to stay in high. Soon Dutton was out with a broken valve and Waterman going too fast lost it in a turn and left the track but got back on without hitting anything. Jim came in for gas, oil and tires at 175 miles but the new right front only



Jim Parsons, 26 years old, in a 1916 Stutz. Taken in 1917.

lasted 50 miles before blowing out. Jim drove about 6 and 1/2 miles on the rim before getting to the pit for a replacement. He noticed Cooper's car off the track and learned from Bert Lathem that Earl had been disqualified. Lathem said, "You are the only Stutz left. Win it if you can. You will make Harry Stutz happy, if you do."

O'Donnell lost about about five minutes repairing a gas line and Parsons was well out in front with only 50 miles to go thinking how nice it was to win \$3,500 when the rattle started in the motor, a broken intake valve.

"These were solid T head motors. We took out the port plug; the head of the valve was lying there. I flipped out and Bill had taken out the broken stem and valve spring. I had a new valve and wired-up spring under the seat. I slipped in the new valve while Bill set the spring and cut the wire. It snapped into place. I put back the port plug, along with the spark plug, hooked on the wire and jumped in. Bill cranked it up. We had put in a new valve in just five minutes. I don't believe that anyone ever did it faster and, with detachable heads, no one ever will."

By this time O'Donnell was leading by less than half a mile and Parsons went after him, still unable to shift. Jim kept gaining but was still a city block behind at the checkered flag. His second place paid \$2000 plus \$150 from Firestone Tire Co. The drivers in third and fourth places wanted Jim to help protest the fact that O'Donnell had backed up about 100 feet after passing the finish line AAA rules only allowed 50 feet. However, Parsons refused as Eddie had won the race fair and square and was a close friend. Harry Stutz would have to be happy with a second place. Earl Cooper was disqualified because he dropped his mechanic Bob Alrick and took Reeves Dutton with out permission.

Eddie O'Donnell had a champagne party for Jimmie Murphy who was riding with him and who later became a world famous racing driver. At the party Eddie asked Parsons if he would be the third driver on the Duesenberg team. Jim said, "No, Ed. I have made up my mind to quit soon." Ed said, "You are making a mistake but it is up to you." (Tom Milton got the Duesenberg that Parsons would have had and he won the Indianapolis 500 twice and many others.)

The reader should know that Harry Stutz asked Milton to drive his HCS Special in the 1923 "Indy 500." The HCS Special was entered as Car No. 1, sat on the pole and won the race going away. Ed.

Odgon drove the Stutz to San Francisco and was stopped by the same speed-cop around Tracy. Jim had told Bill to be careful and if caught to tell the cop it was Cooper's car and that he didn't know anyone by the name of Jim Parsons. The cop told Bill he would put Parsons in jail for keeps for smoking him off the road previously.

Jim and Peggy went to San Francisco by train, spent two days there, loaded the Stutz on the SS Governor and sailed for Seattle. Meanwhile, George Parsons had sold the third Stutz and Jim ordered another, this time a red roadster.

"I wonder how many auto dealers know these days what it was like selling cars fifty-two years ago. There was no time payment plan, no finance company, no bank that would loan you a cent on an automobile. You could not get any help from banks to "floor" new cars. If you tried to get a loan on a used car, they would laugh you right out of town. If a rich man wanted time on the purchase of a car, you could take his note to the bank and discount it, but he had to be rich. It took a lot of money to handle a high-priced car.

I wanted to "floor" two or more cars at a time, so I went to the bank that I was doing business with to see how much I could borrow. They would loan me \$3,000 on a note, if I got Mr. Waldrip to co-sign it with me. Mr. Waldrip co-signed and, with the \$2150 brought back from Fresno, I ordered another car."

To fill in between races Jim got together with Herb Munter for another plane-car race at the Tacoma Speedway. Herb was teaching William Boeing to fly. Boeing had built a hangar on Lake Union and had purchased two Martin airplanes. Jim knew Glen Martin in LA and Glen showed him his factory and suggested that Parsons should take up flying (Little did anyone know then what Boeing would be in the World today.) The races consisted of two runs of five miles with Herb dropping down over Parsons head on the home-stretch in front of the grandstands. The crowds loved it.

Jim took home over a thousand dollars by running two 50-mile races against a new Mercer driven by the son of Mr. Aubry who owned the Aubry Iron works. He then sold the Parsons Special to a young Tacoma fellow for \$1200 cash to put in the business now relocated to a building on Broadway, heart of auto row. With the purse from Fresno, the Tacoma winnings, along with the \$3000 credit at the bank and cash from the race car Parsons was now in good shape to operate his business.

Parson's mother wanted to make another visit to Muscatine, Iowa so Jim bought her a ticket. He and Peggy rented a house for themselves and the three boys rented a furnished apartment. George worked for Jim, Bill had his paper corner and Ed a paper route so they were getting along fine.

The next race was at Waterville, Washington and the cars were shipped by freight to Wenatchee and then driven to the track. The Parsons Special now driven by Gus Duray had been renamed "Graham Paige Special." The Romano was driven by Henry North and Jim's Stutz of 1913 was driven by Harry O'Brine. There were eight cars to run on the half mile dirt track. During the warm up O'Brine slid off on the first turn as the track was still a little slick from rain. Parsons rolled around two or three laps and was just passing the Romano on the back turn when North let his car slide out wide. Jim's left front wheel ran over his right rear and both front wheels went high in the air. I quote Parson's words: "I found out you cannot steer a car with both wheels off the ground. It ran on its back wheels right off the track. As it went off, the front end dropped down and threw me high in the air. If you ever saw the circus act of the man being shot out of a cannon, that was the kind of dive I took. I could see the car rolling along, fifteen feet below me. There were some horse barns close by and they had wheeled out the horse manure and made a big pile of it. I fell right in it. Had I hit the ground or anything hard, I would have been smashed. The manure pile broke my fall. I got up, ran over to where the car had stopped rolling, cranked it up, got in, and drove it back on the track."

With Jim's side hurting and the car handling badly he proceeded to drive the race and got second.

In the last race with the car worse and Parsons hurting very badly he still managed a second place even with a flat tire. After the race a doctor found two broken ribs and taped Jim up. They returned home by train the next day.

Parsons was scheduled to run a 100 miles match race at the Tacoma Speedway with Aubery on the 4th of July with the winners taking \$3000. But, on the last test run of 10 miles after clocking 95 mph average, Jim's motor flew apart. This match race was then rescheduled for Labor Day, 1916.

"I got a wire from Harry Stutz requesting that I come to the factory. I took the train about July 15th. At the factory, Mr. Stutz had a long talk with me. First he wanted to know how soon I would be through racing. I told him that I had just one more race at Tacoma and then I would give him my word that was all. We had sold six new cars in the five and a half months we had been operating. I brought along a picture of our new building and he was pleased with it. He asked me to change the name of my company from Stutz Motor Car Company of Washington to Parsons Motor Co, which I did. I still did not have enough working capital but I told him that I had it all lined up and I assured him that I could take two to three carloads of cars at a time, three in a carload. I was not really sure but I bluffed it through. He signed me up as Distributor for Stutz Cars for the State of Washington with no date of expiration. I put up the \$1000 deposit and factory sent Lathem & Davis a wire that I was now a direct factory dealer and we closed out my deal with them.

I went back home elated but with much pain in my back. I went to a doctor in Seattle who I knew real well - he was a Stutz owner - and he x-rayed me. He found that my kidneys had shaken loose. He had a special corset made for me and I wore it for two years."

Jim recalls that in late July or early August 1916 the US Army put on a pony express run from Plymouth Rock, Mass. to Fort Lawton, Wash. supported by automobile dealers from coast to coast. The cars carried the sealed message from North Bend to Lawton. He had a Bulldog Special and took along Ted Martin, his new shop foreman in a 1914 Stutz Touring

as a back up car. They waited for the team from Ellensburg but they were overdue so Jim drove down the road and found a messenger running down the road with the message and American flag. One car had broken down and the other one ran off the road. Parsons made the 58 miles in 1 hour and 12 minutes. The message had been on the road for 8 days and 6 hours. As far as Jim knows, this was the only cross-country relay ever run by automobile.

In August 1916 Ulysses Aubry was killed in a race in Portland so the 100 match race was never run.

Some of the early Stutz owners were well known industrialists. One was C D LaMount, a shipyard man. Another was Mr. A H B Jordon owner of a paper mill who came in and ordered a new 1917 Stutz Roadster. He had owned a Stutz since 1913 and befriended Parsons by loaning him \$7000 to floor new cars. This allowed Jim to stock up to six new cars at a time.

Parsons sold his Stutz race car (the ex-Cooper No. 8) to Rolston Wilber of Spokane who had married a widow Sara Smith, a big stockholder in the Sunshine Mine of Wallis, Idaho reportedly worth \$30 million. Sara Smith Wilber later divorced Wilber and married another good looking guy who murdered her for money and was sent to Walla Walla prison.

Jim was selling three or four 1917 Stutz cars a month. George left the Parsons Motor Co. and Peggy who had been on the stage and in movies came to do all the office work. She and Jim worked together for 17 years. Some years they made good money and other years they lost.

War was declared in April 1917. Jim got several letters from Eddie Rickenbacker who was trying to form a flying squad of race driver, the way they had in France. When President Wilson put the "kibosh" on his plan, Eddie used "pull" to get appointed General Pershing's chauffeur, went to France with the General and got into flying in France. Jim's friend, Herb Munter, who had been flying since 1912 and was Boeing's top pilot, could

not get into the Air Force either. They took only very young boys with at least two years of college. They were killed by the dozens learning to fly and few ever got to France. Parsons was still wearing his special corset. He registered, got a 4A card and was never called up. George was not called to duty until August 1917 and Bill about July 1918. George got to France but not to the front and Bill got no further than Vallejo, California.

Parsons has more luck in 1917 when C B LaMount called and asked him to come to the office where he ordered new a new Stutz Bearcat. During the visit La Mount said he was director in the National City Bank and would set Jim up with a \$20,000 line of credit. He called the bank president, J W Maxwell, and told him Jim would be right over. Jim opened the account with National City by depositing C B's \$500 deposit on the Bearcat plus the fund he had in other bank. Now his brag to Harry Stutz that he could stock eight to ten cars was for real.

On April 29, 1917 Jim and Peggy made a trip to eastern Washington to open up a dealer in Walla Walla and Spokane. Snoqualmie Pass had ten feet of snow so they went down to Portland and up the Columbia Highway to Walla Walla. At Kalama they found the road to Vancouver, WA closed and had to use a tugboat to get the Stutz across the Columbia River. From Cascade Locks, Oregon to Hood River they had to drive in low gear as the new road was

graded but not yet gravelled. The road was bad on to Dalles but they made it.

After getting the dealers started in Walla Walla and Spokane, Jim and Peggy drove the Stutz demonstrator back through Yakima where they looked over the 160 acres of land they bought from Peggy's mother. They kept the land for 20 years but then sold it due to lack of water supply. They returned over Snoqualmie Pass as the snow had been cleared.

Mr. Delaney who had bought the Parsons Special asked Jim to drive it in the upcoming race on July 4th 1917. Jim had told Harry Stutz that he had ome more race to drive at Tacoma. He had said it was alright so this would be it. There were about ten cars entered in the 150 mile race including a Stutz driven by Cliff Durant which he called the Chevrolet Special. Jack Patterson and Con. Hanson both had Hudsons, Con. Hanson and his mechanic were killed when they went off the track at about 100 miles. Parsons, while in second place at 130 miles burned out a connecting rod and was out for the last time. Jim never raced again.

Parsons stated, "I had started in seventy-six (76) races, all told. I was first in thirty nine (39); second in twenty-two (22); third in three (3); fourth in one (1); fifth in one (1); and out with mechanical failure in ten (10).

Your editor will conclude the Jim Parsons story in the next issue, No. 60. Thanks for your patience.

Have Something to Sell?

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2001 Australian National Motoring Tour

Please refer to Hugh and Rayna Guthrie's coverage of this tour, pages 7 to 11, of the October - December 2001 issue of Stutz News, No. 58.

Hugh and John Duke in the 1916 Stutz Bearcat en-route to Canberra.



The Guthrie 1916 Bearcat enjoys a rest stop on the Federation Rally from Dandenong (near Melbourne) to the national Capital Canberra.

Participants John and Ann Duke (left) and Rayna and Hugh Guthrie (right) were in the 1901 to 1925 group consisting of some hundred cars out of the 1300 or so entered. Note the Stutz patches. (Ed.)



Out of the Woodwork or The Second Coming of a Mystery Car

by Keith Marvin

The old adage "Time waits for no one" may be true enough. And if we spin it around and bank on time, sometime it does wait.

My story "A 1936 Stutz: Legitimate or Bastard?" published in the April - June 1992 STUTZ NEWS showed a picture of a mystery car built by Stutz showing sedan coachwork probably of the late 1930s had appeared in OLD CARS WEEKLY NEWS 7 MARKETPLACE for May 17th, 1984. But what was it? OLD CARS WEEKLY didn't know. The wire wheels and hubcaps were "Stutzish" but the streamlined body was too advanced for even the last Stutz cars which emphasized more formal lines, even in its final models of the mid-thirties. I couldn't fathom such a car and wrote OLD CARS WEEKLY. They didn't know either.

Thus I wondered if it might have been a one-off car Stutz had put together on special order for a buyer as late as 1936. As far as I knew the last Stutz cars dated to 1934...1935 in England.

And then out of the blue the pieces fell together thanks to Stutz Club Members Thomas L. Eschweiler of Milwaukee *1 and Jason W. Gehring of Stow, Ohio. Tom sent me an article from the February - March 2001 number of GERMAN LIFE containing a story by OLD CARS WEEKLY editor John Gunnell entitled "Das Auto German-American Adolph Schneider restored Many Classic Vintage Automobiles." On its title page was a photo of an exceedingly handsome two-door sedan of the 1936-40 era. Exceedingly handsome? You bet!

But what was it?

A letter had appeared in the following number of the Stutz News (July - September 1992) in which

a Stutz Club member had identified the "mystery car" as having been the custom body work of Mr. Schneider, his source: the late AK Miller) and for some unaccountable reason, I hadn't seen that letter.

Hard on the heels of the GERMAN LIFE story, came Mr. Gehring's letter which identified the car as a Schneider-built body on a Blackhawk chassis. As he noted, "I thought you would like the 'rest of the story.'" With his letter he'd enclosed the same article from GERMAN LIFE.

I checked back on the letter I'd missed eight years ago in Stutz News and learned that this indeed, was the mystery car which Mr. Schneider had re-bodied around 1940. Further checking on the original 1984 OLD CARS WEEKLY photo, this proved to be so.

Why then hadn't I realized this the instant the GERMAN LIFE story came to my attention? First, the OLD CARS WEEKLY clipping of 1984 showed the car from a 3/4 angle and secondly, the photo in GERMAN LIFE showed the side view of the car with full hubcaps which, of course, obscured the wire wheels of the earlier shot.

I learned two lessons from this - be sure and read ALL of the STUTZ NEWS - especially the letters column and not to overlook such changes as hubcaps.

I am most grateful to Tom Eschweiler and Jason Gehring for their input as well as the writer of that letter which I had stupidly and inadvertently overlooked eight years ago.

*1 - Author of "From East to West - Stutz was the Best," STUTZ NEWS, Oct - Dec. 1992

DAS AUTO!



German-American Adolph Schneider Restored Many Classic Vintage Automobiles

by John Gurnell

It takes a rare individual to work at a single profession for 75 years. German-born American craftsman Adolph Schneider was such a person. Born in 1896 in the town of Torun, Germany (now part of Poland), Schneider began working in the auto-body trade in 1914. He was still handcrafting bodies for show-winning classic automobiles in 1986, at 90 years of age.

Schneider's parents were farmers in Torun. He attended grammar school in the German town, but by age 17 was ready to try a new life in America. He had two sisters who had already sailed to the "New World." Now, Adolph was ready to follow them.

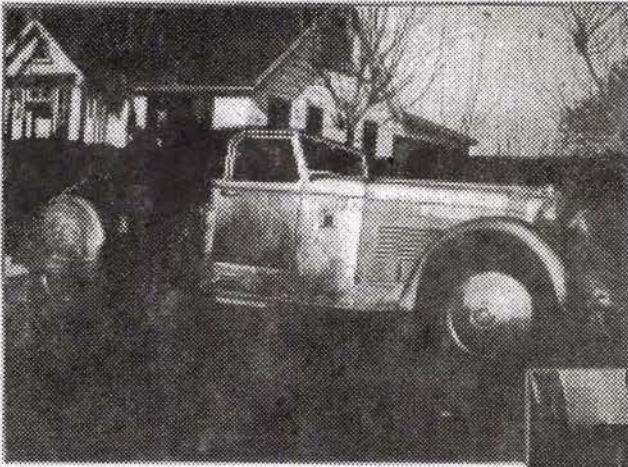
After reaching the United States, Schneider settled in Brooklyn, New York, where he lived for some two years. He obtained work at a Domino's Sugar Co. factory as a laborer. Being bright and conscientious, he was soon promoted to syrup sampling and then to the sugar-pumping station, which pumped liquid sugar from one factory to another.

The factory job lasted about a year. Then, at 18, Adolph went to work for a friend involved in the automotive trade at a company named Sharebolt Manufacturing. It was 1914, the boom in automobile sales was on and Schneider began to learn the art of building car bodies.

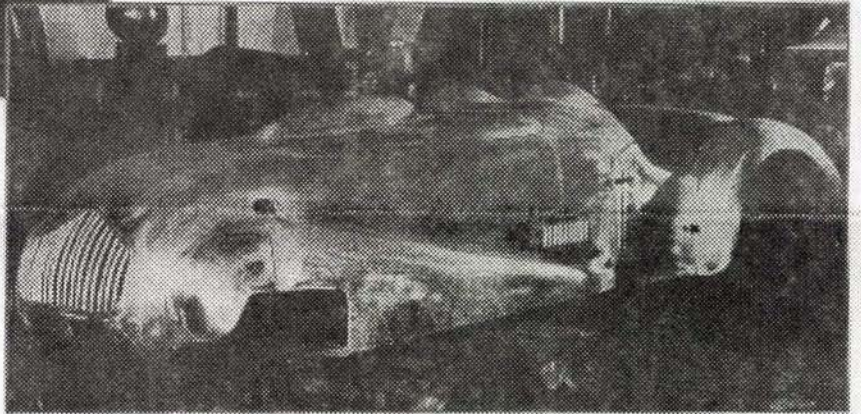
Starting as a helper, Adolph was soon performing the duties of an accomplished tradesman. In those days, building the body of an automobile included the construction of a wooden framework, the "skinning" of the frame with metal and the use of blacksmithing techniques to shape the metal parts.

Back then, cheap cars had factory bodies and luxury cars were sold as a chassis for which the customer would then purchase a custom body made by an independent body builder. Schneider worked for a custom-body-building shop that turned out bodies for both private customers and automobile dealers.

Custom bodies were works of art,



Opposite Page: Adolph Schneider loved the Stutz chassis and made this streamlined sedan based on it during the late 1930s. Far Left: Schneider poses with the first car he customized—a Stutz Coupe that he built for himself around 1935. Right: Adolph Schneider at a young age. Below: This race car body was formed and shaped in Schneider's shop in the Bronx shortly before he closed it in 1972.



but Adolph Schneider's name did not appear on most of his work. He was an unsung hero of the trade and was responsible for many of his own creations, as well as for work commissioned by companies like Locke Body Co. and Mack Truck. Schneider even stepped outside the automobile industry, in one case, to do some custom-fabrication work for American Airlines.

Although some of the beautiful bodies he crafted bore the tags of the firms he worked for, rather than Schneider's name, the German-American artisan left his mark of excellence on all that he touched. He was, without a doubt, a master craftsman.

The job at Sharebolt Manufacturing Co. lasted through World War I. Schneider received a military deferment after his marriage to Anna Harbart of New York in 1917. However, during the war, Adolph made military trailers with extra-wide wheels that were suited for use on the sandy beaches of Europe.

When the war ended, there was a strike in the body-building business, so Schneider took a job with the DeRosa Bus Company in Brooklyn. He worked there for several years building bodies for buses and Anna gave birth to a son they named Oswald.

When the stock market crashed in 1929, the job market tightened, forcing Schneider to look for new work. He was hired by Locke — a famous coach builder best known

for its custom bodies on the Lincoln chassis — which was located on West 57th St. in Manhattan at that time. Unfortunately, the company later moved its plant to Buffalo and the Schneider family was not inclined to relocate.

Adolph decided that he had enough training and experience to start his own sheet-metal fabricating business. His company opened on DeVoe Avenue in the Bronx, not far from the old New York City Coliseum where the famed six-day bicycle races were held.

Initially, Schneider had a working partner in his new business, but that changed after one year. His partner left to start an auto-body repair shop, while Schneider stayed more involved in making new parts for the industry. For awhile, he produced replacement fenders for Mercedes-Benz. Soon afterwards, a steady stream of work started to come in from the Mack Truck plant in Long Island City.

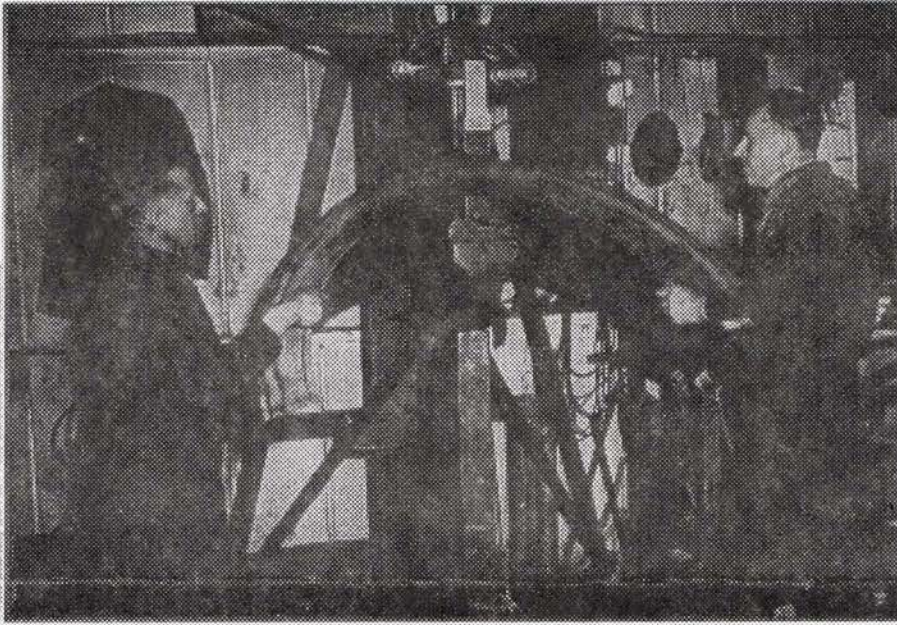
Mack supplied so much work that Schneider soon had four employees. They were building roofs and compartment doors, mostly for fire trucks. The craftsmanship associat-

ed with Schneider's shop kept the contract with Mack in effect for 40 years, until 1971.

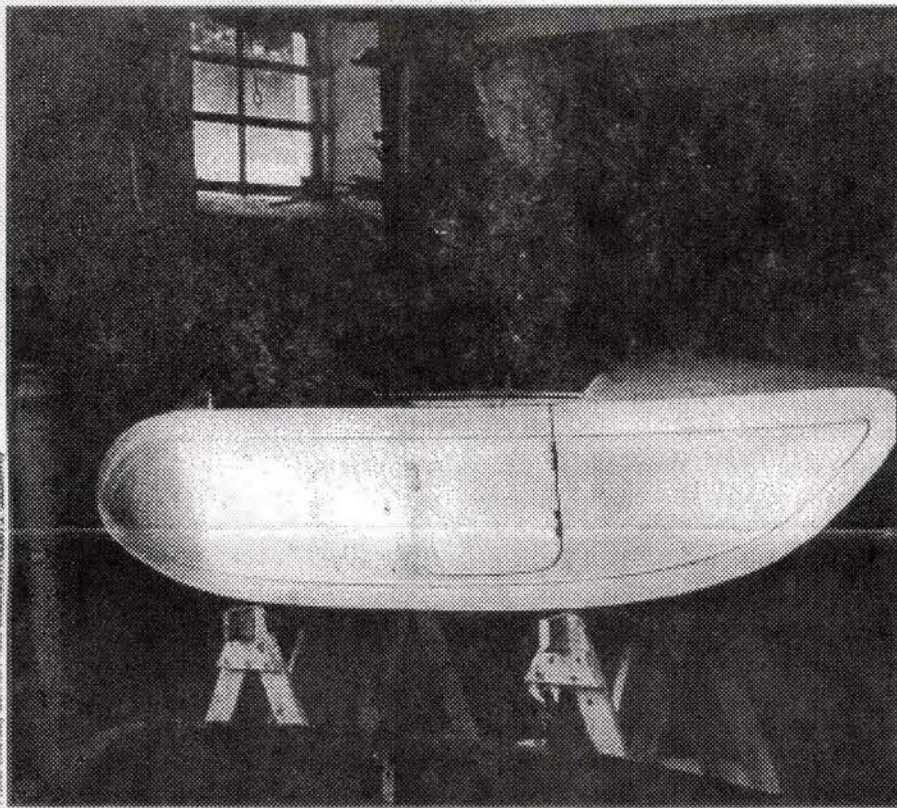
Schneider also built parts for Stutz-Package-Cars, which were made for a short time around 1935 and 1936. These were small, parcel-delivery trucks built in an attempt to save Stutz Motor Co., a former luxury-car-maker that was ruined by the Depression. The effort was short-lived and Stutz closed its doors soon thereafter.

Anyone interested in aviation history will remember the Link Trainer, an early flight simulator, that the Armed Forces used for pilot training. Schneider's company built the bodies for these machines, which led to contracts with American Airlines, Pan American Airways and some smaller private aviation concerns to fabricate aluminum nose cones, cowlings and wheel fairings.

One of the jobs that Schneider took on involved taking sheets of magnesium that were 3/16-inch thick and four feet by eight feet in size and annealing them and stretching them in a Pettingale hammer (hammering machine) until they



Above: Schneider (on right) and one of his employees shape a fender on the Pettingale hammer machine. Below: After his contract with Mack Truck ended, Schneider—who was nearly 80 years old—made motorcycle sidecars like this one.



were perfectly compound-curved for use as airplane wing panels.

After Schneider learned such a wide variety of skills for use in the automobile, truck, bus and aircraft manufacturing industries, he felt the desire to design his own cars. Around 1935, he acquired a Stutz

chassis and proceeded to design and assemble the first of three custom-bodied automobiles he would make for his personal use. The first was a coupe, the second a sedan and the last another coupe. At least one of these cars still survives and has been restored.

When his contract with Mack Truck ended in the early 1970s, Schneider worked on a range of different projects including midget race cars, sports cars and motorcycle side cars. However, in 1972, he was forced to close up his shop in the Bronx and sell the old machinery he had used, such as his Pettingale hammer.

As it turned out, the buyer of this machine was Bob Gassaway, who then operated a nationally-known classic-car restoration shop in South Amboy, New Jersey. When he went to pick up the hammer, Gassaway heard Schneider's life story and invited him to use his skills in the restoration of priceless automobiles.

Schneider accepted a part-time job at the restoration shop. He would travel from New York to New Jersey early Monday mornings and work for three days each week, lodging at the New Jersey home of a second son, Ozzie, for two nights. He then returned to New York on Wednesday afternoon. This was quite a schedule for a 76-year-old man and he maintained it right into his 80s!

"Many of the prize-winning vintage cars that were restored during that period of time would not have fared as well were it not for Adolph Schneider's magic touch," Gassaway said years later. "I feel extremely privileged to have known and worked with Adolph over 20 years, because he was a very private, sensitive and extremely-talented artist."

In 1981, Gassaway closed his business and Adolph Schneider retired to a modest home in East Chester, New York. Thereafter, people riding down a certain Westchester County street, on a quiet afternoon, might have heard a hammer pinging softly as Schneider whiled away the hours in his basement building lamps, candlesticks and other *objets d'art*. **GL**

John Gunnell, editor of Old Cars Weekly and member of the Society of Automotive Historians, has authored over 30 books on automobiles. He writes from Iola, WI.

Clippings of Note

It is a pleasure to reprint this fine article by Phil Skinner published in the January 24, 2002 issue of OLD CARS. If you have not been fortunate enough to meet Bobbie 'dine Rodda, special member 8014, you have missed a bundle of energy. We could not attend her 80th birthday celebration but did send our best regards.

As pointed out in the article, Bobbie 'dine is distinctly known for her photography and the Stutz Club has been the happy beneficiary of her work over the years.

Our many thanks to Bobbie 'dine for her contributions and friendship.
(Ed.)

Bobbie 'dine Rodda hits 80 years in style

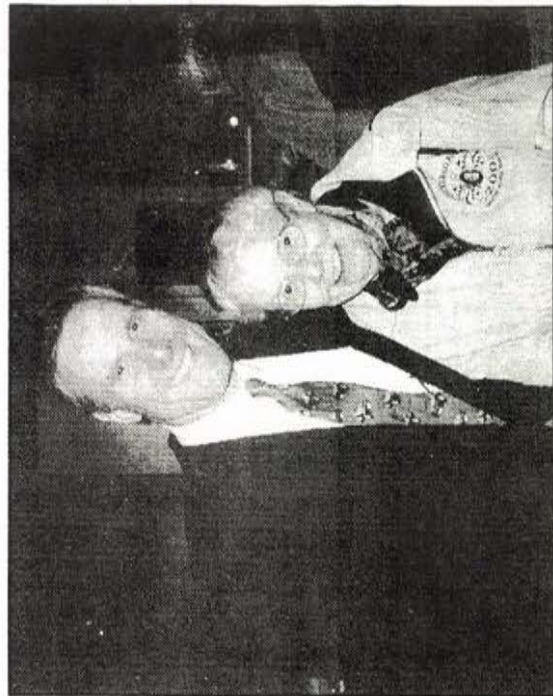
By Phil Skinner

It was a veritable "Who's Who" of the collector car world in Southern California on Monday, December 10, 2001, when dozens of dedicated hobbyists gathered at the Petersen Automotive Museum to celebrate the 80th anniversary of the birth of Bobbie 'dine Rodda. Friends and fans also gathered to recognize Rodda's love of vintage cars and the people who collect them. Benefitting from this party-of-a-lifetime was a project that Rodda has her heart set on, the Library Fund for the Petersen Automotive Museum, a repository for some

of the most historic and beautiful cars in the world. In attendance were nearly 200 friends of this special lady who is known worldwide for her contributions to the hobby. Those contributions, which include Rodda's work as the founder of the publication *Automotive Calendar of Events*, earned her the nickname "Miss Information."

Rodda is also involved with several magazines published by the Classic Car Club of America and has contributed to several periodicals, including *Old Cars Weekly*.

made substantial financial contributions to the evening's event. Also helping to make this a very special event were several local automotive authors who set up tables where special autographed editions of their most recent works were offered. Portions of the proceeds from their works went to the museum's growing library fund. Among those writers in attendance were Louise Ann Noeth and World Land Speed Record Holder Don Vesco. Harold Osmer, a popular chronicler of long-forgotten historic Southern California area race tracks and the current chairman of the Southern California Chapter of the Society of Automotive Historians



Petersen Museum board chairman Bruce Meyer congratulated Bobbie 'dine Rodda on the eve of her 80th birthday.

(SAH) attended. Rodda herself is active with the SAH organization as well.

"When people think of Southern California and old cars, they think of Bobbie 'dine Rodda," proclaimed Osmer as he presented Petersen Director Richard Messer with a check for \$2,000 to honor special guest Rodda.

"Bobbie 'dine is an inspiration to all who meet her," said Bruce Meyer, chairman of the board for the Petersen Museum, "She is a major part of our organization here, and always a joy to be with."

Over 200 people were in attendance to celebrate such a full and meaningful life, one that many agreed upon has many more years ahead of it. As Director Messer summed up, "Bobbie 'dine is a treasure."

Cited as one of the most successful birthday bashes ever seen at the Petersen, a total of over \$14,200 was raised for the Petersen Museum's Library fund, all in honor of a woman who had given so much of herself to our hobby.

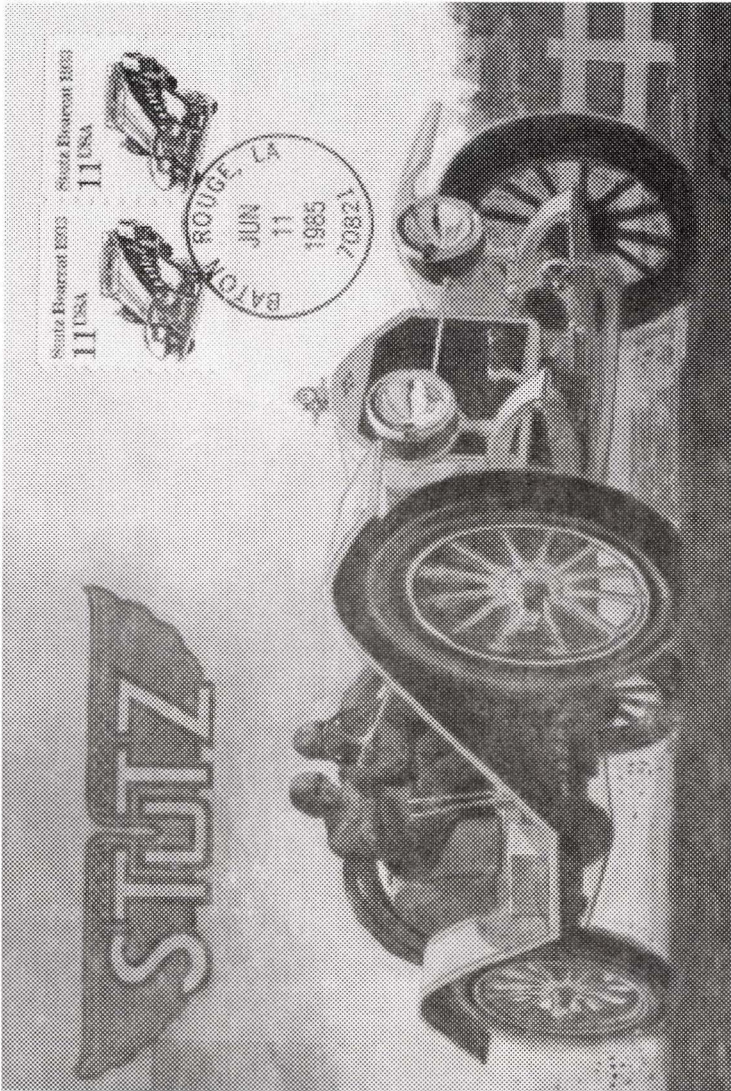
Helping to organize this party was John C. Meyer III, who has been associated with Rodda for over 20 years.

"I find her to be one of the most remarkable people I have ever met," said Meyer of Rodda, "She has more energy and 'get-up-and-go' than most people I have met half her age."

Known for always having a ready camera, Rodda can often be found roaming the aisles of the Hershey Swap Meet while looking for parts for her 1931 Franklin. She can also be seen talking with long-time friends, or as the center of attention on the hallowed display field at Pebble Beach, a place where it seems she knows everyone and everyone knows and adores her.

Donations for the library fund on behalf of Rodda came in from around the country once those in the hobby found out about the event, showing the wide-spread fame and friendship that she has developed over the years. Several commercial concerns, most notably Meguiar's Car Care Products,

Clippings of Note



STUTZ BEARCAT

First Day of Issue: June 11, 1985

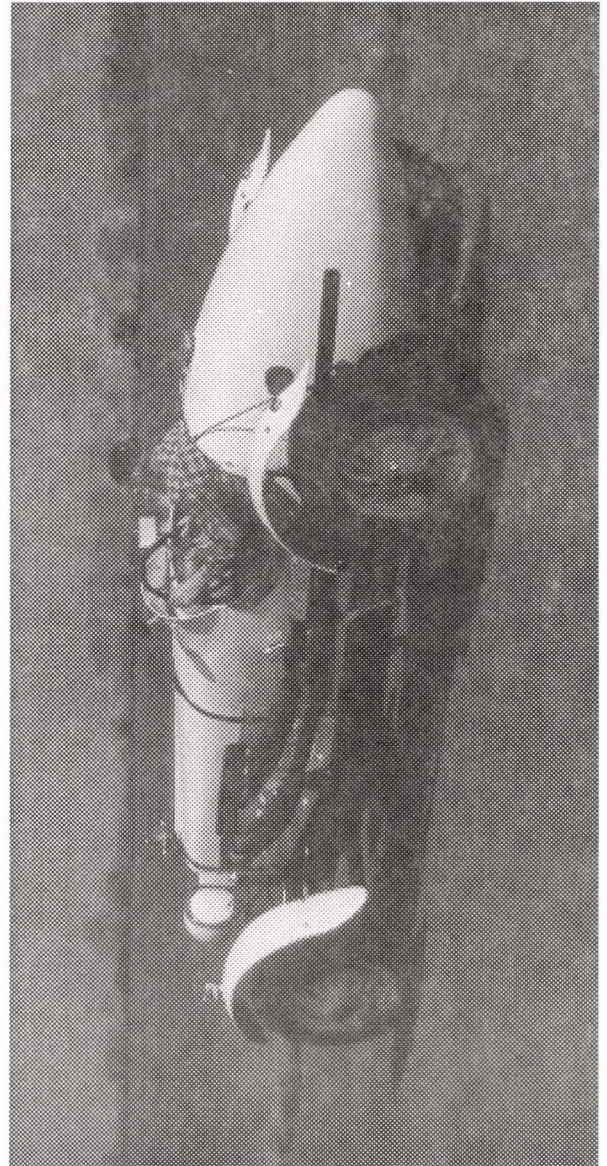
First Issue Location: Baton Rouge, LA

Harry C. Stutz had designed automobiles for fourteen years before starting his own car company in 1910. The first automobile Stutz produced was a racing car that he built in only five weeks and entered in the first Indianapolis 500 auto race in 1911. Although the car did not win the race, it averaged almost seventy miles-per-hour and required no mechanical adjustments during the entire race. In 1914, Stutz introduced the legendary "Bearcat" model which became one of the best known sports cars in America. The Bearcat featured a low chassis, raked steering column, two bucket seats and a three speed gearbox. While Stutz knew the quality of his cars, he also knew the value of publicity. Therefore, when a customer brought back his newly acquired Bearcat, proving that its performance was below standard, Stutz handed the car over to the famous driver E. G. "Cannonball" Baker, who used the very same car to break the trans-American speed record. This feat helped secure the reputation of the legendary Stutz Bearcat Sports car.

No. 85-38



©1985 The Maximum Card Collection
A Division of Unicolor Corporation • Cheyenne, WY 82008-0007
Original painting by Dick Simms.



Above: Postcard commemorating the Stutz Bearcat 11 cent stamp. The Bearcat was introduced in 1912 not 1914 as stated. Also, Harry built his first car in 1897 not 1911. The Splendid Stutz book is a source of truth. Ed.

Below: A photo of the Stutz previously owned by member John Guyatt and formerly known as the Stutzenberg Cameron Special. The Duesenberg engine was later replaced by a 1917 Stutz engine and a new racing body fitted. Christies listed this Stutz in its 4 December 2001 sale in London (est. \$59 - 74,000). Did it sell?

Editorial Comments

The September - October 2001 issue of the VMCCA's Bulb Horn contained a feature article on the California Region's Nickel Age Touring Club's summer tour held July 13-15. Members John and Many Fossette (No. 77) drove their 1927 Stutz AA Brougham while John Bertolotti (No. 178) and son Ken toured in a 1915 Buick Touring and Marshall and Nancy Mathews (No. 99) drove their 1917 Packard Twin 6 Phaeton. These are charter members of the Stutz Club. Members with numbers 244 and under are considered Charter Mmembers.

It was great to see a Safety Stutz ad from 1926 on the cover of the October 2001 CCCA Bulletin edited by member Beverly Rae Kimes (No. 25). The ad was submitted by ex-member Henry Uhle of Allenton, PA. Bev raised questions about this ad as to what were the safety features being promoted and what company offered such features first. Perhaps we can give you the answers in our next issue.

Did you know that the Stutz Motor Car Company of America, Inc. offered Safety Stutz Models for 1935 and 1936? The editor now has on file copies of the "new releases" giving the features of the 1935 and the 1936 models thanks to Ernie Toth, Jr. The 1936 announcement post marked February 22, 1936 states that the company has made little change from its 1935 models either in general appearance or basic mechanics but pointed out a long list of basic mechanical and design features that give Stutz "Performance with Safety." This is interesting historically as Stutz automobile production ceased in 1934 with only six cars produced that year.

From the November - December 2001 issue of the AACA's Antique Automobile we note that

member Drew Lewis (No. 539) of Lederah, PA took several cars to the 2001 Grand National Meet held August 16 - 18 at Moline, ILL. His 1914 Stutz 4E 6-passenger touring garnered a First Preservation (repeat) in Class 15. He also took a First in Class 18-D with his 1927 Minerva and a First in Class 20-F with his 1941 Buick. We hope to see the 1914 Stutz at the 2002 Grand Stutz, May 30 - June 2.

Did you see the 1925 Stutz Speedway 6 Speedster advertised by Bumper to Bumper Inc. (Feb. 21, 2002 OLD CARS, p. 32) at \$8,500. Restored with over \$125,000 invested. Now thats a bargain!

RM Auctions, Inc. listed two Stutz for sale at the Arizona Biltmore on January 18, 2002. Who purchased the 1927 Stutz AA Balck Hawk Speedster and the 1933 Stutz DV-32 Dual Cowl LeBaron Speedster? (Ref. Jan. 10, 2002 OLD CARS).

We refer you to the October - December 2001 issue of Stutz News page 24 for information on a new book by member Richard Rush (No. 248) titled COLLECTOR CARS: Classics for a New Century. The editor has found this book to be a great value. It contains 30 well written and illustrated chapters and 326 pages of good information. Your editor has especially enjoyed the photos, price trands with charts, the 4-page listing of Mr. Rush's cars with prices paid and their value today. Member Richard and Julia Rush are donating \$10 in memory of Honorary Member Smith Hempstone Oliver (deceased) for each book purchase by a Stutz Club member. You can enjoy a great book and help the club in one package.

Thanks to Chic Postier (No. 64) for this cartoon



President's Message

by Norman C Barrs

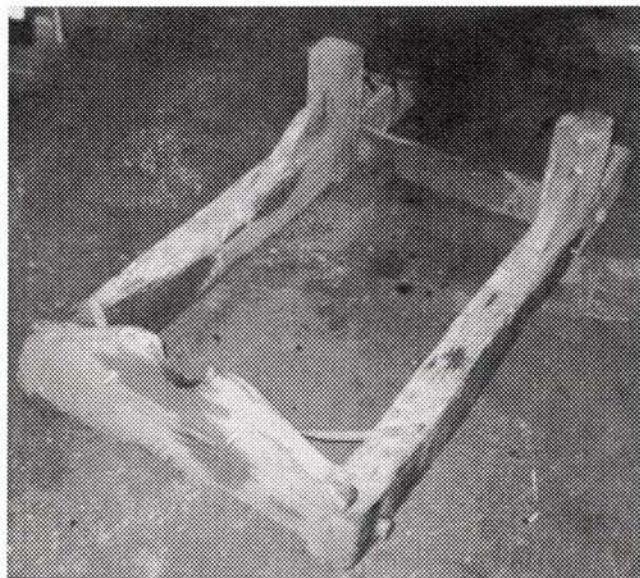
Here is another item of some interest to our members I believe. When I first got involved with Stutz back in the mid '80s, some spares were put on the market by J. Brakewell who had sold his 1928 Phillips bodied BB convertible sedan. This was the car which had the Berlin agents plates on it, but the spares which he had did not sell at auction were offered to me and I purchased all of the spares which included a complete engine, transmission and various other bits and pieces.

The complete transmission was used by our member John Guyatt for the Cameron special, but the engine I kept and put it to one side in the stores, the engine being transported on the largest heaviest timber framework I have ever seen and on close examination this unit was manufactured specifically to transport a Stutz vertical 8 engine. I enclose some photos.

It is only of recent times that we have stripped this engine down in order to develop a non-supercharged 4.9 litre engine, the engine no. is 91966 which is much higher I believe than one would normally find with BB engines, the fly wheel is 70 pounds lighter than normal and is steel banded.

On removing the crankshaft we found that one of the centre main bearing had been seriously damaged in the past, this was obviously the reason that the engine was taken out of service, but the most important change from normal is the crankshaft which is far more radical than anything we have come across in the past, including BB, M and DV32 engines. We always send our camshafts to Ree's Cams, they do keep records of everything and in their own words, this is the most radical Stutz camshaft they have very come across.

The only other BB engine I have is the block that is in the supercharged car, this is 90556. Have any of our members got a very high number BB engine and if so, what it is currently fitted in. I think most authorities agree that the BB engine number started around 87226, I wonder if they did make more cars in 1928 since my number would indicate a total



of 4,400 engine constructed, perhaps our members can help.

It has become more apparent over the years that certain parts of our Stutz mechanical equipment is not suitable for re-use during re-builds, such items as pistons, piston rings, gaskets, etc. are reasonably well available. But when it comes to suitable valve springs, camshaft metering pins, valve guide piston nuts, this is the hardened part on which the camshaft operates, these parts have become unavailable. With the development of the supercharged engine, and now with my ongoing development with a non-supercharged high performance engine, we have had to identify sources in the UK to manufacture these parts which we have been able to do, including now the complete re-build and re-fabrication of various parts of the distributor used in the 8 cylinder cars. I am more than prepared to offer the services and spares to our members and for those of you in America, supply would be through our member, Ernie Toth Jr.. Ernie of course has been able to provide many of the parts which were required to put my cars on the road, similarly other members have performed a wonderful service, Norman Miller providing the DV32 exhaust manifolds, just to name one example.

Finally it will not be long before I am able to meet all of you again at the 2002 Grand Stutz at Kalamazoo, I am really looking forward to this, not only to meet you, but to see for the first time some of the wonderful cars that many of you have got stored away and I know I can rely on you to bring them out for this occasion.

Membership Report

By Mike Barry, VP Membership

Membership Rosters are the hottest new item for 2002 and are going fast! Only members who renew in 2002 (new members also) are eligible to receive this benefit from the club. At the time of this report we have sent out over 225 rosters. Thankyou for your continued support of the Stutz club.

We are saddened by the death on Feb 14/02 of long time member Arthur Kracow in California and offer our condolences to family and friends. His son Jerry will continue his membership.

WELCOME NEW MEMBERS (especially Mark Desch-#602 who was missed last issue)

602 Mark and Gloria Desch
9985 Arcola Court
Stillwater MN 55082
USA
Home: 651-439-9479
Bus: 651-439-7098
Fax: 651-439-0200
Email: marKd@sas_mn.com
1932 SV16 Special Body
33203HC SV2L1496

609 Ray & Jayne Belsito
96 Lake Street
Webster MA 01571
USA
Home: 508-943-6565
Bus: 508-943-9883
Fax: 508-943-9896
Email: jcaccia@aol.com
1931 DV32 Boattail Speedster,
DV33050, DV211497

606 Larry & Doris Bailey
131 Mill Creek Trail
Cleveland GA 30528
USA
Home: 706-865-1024
Bus: 706-348-6226
Fax: 706-348-6226
1929 M 4 P Boattail Speedster,
Weymann 32974, DV-86281HC,
Chassis SC3220

009 Jerry Kracow
18846 Clearbrook St
Northridge Ca 91326-2154
Home:818-368-8029
1932 Stutz Blackhawk DV32
4 Door Convertible Sedan

607 Jerry Joyce
8101 "O" St., Ste 100
Lincoln NE 68510
USA
Bus: 402-489-3387
Fax: 402-489-0674
Email: chmatt@cornhusker.net

608 Robert & Diane Brown
635 Eastwood Rd
Hinckley OH 44233
USA
Home: 330-278-4318
Bus: 330-278-3641
1926 AA DR 84364

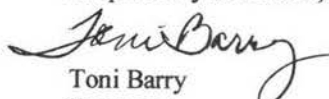
Treasurer's Report

Treasurer's Report

January 1, 2002 through February 28, 2002

CASH BALANCE AS AT JANUARY 1, 2002				11,742.36
INCOME				
DONATIONS			30.00	
INTEREST INCOME			30.24	
MEMBERSHIP DUES				
	2001	35.00		
	2002	<u>6,610.00</u>	6,645.00	
STUTZ NEWS REVENUE			50.00	
SPLENDID STUTZ			<u>74.95</u>	6,830.19
EXPENSES				
ADMINISTRATION			71.38	
MEMBERSHIP & ROSTER EXPENSE			664.33	
STUTZ NEWS			1,570.96	
WEBSITE			75.00	
MISCELLANEOUS			<u>10.00</u>	<u>-2,391.67</u>
CASH BALANCE 02/28/02				<u>16,180.88</u>
CERTIFICATE OF DEPOSIT				14,000.00
CASH ON HAND FIFTH THIRD BANK				16,036.16

Respectfully submitted,


Toni Barry
Treasurer

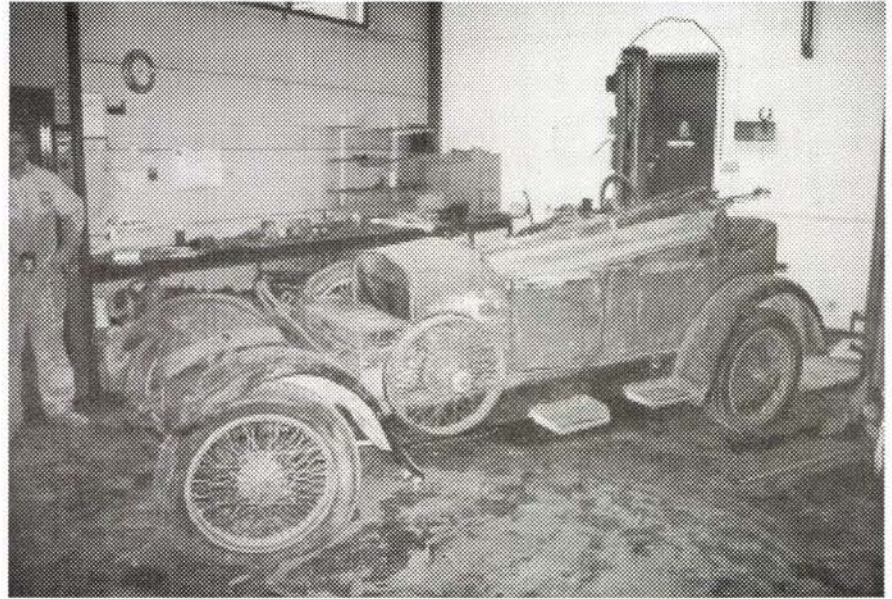
Letters to the Editor

From: Dag Oppegaard, Vestby,
Norway

Date: 18 December 2001

What kind of Christmas Card is this? The photo is of the newly uncovered 1920 Series II HCS touring found in a barn in Norway. We have heard rumors about it for years, but we finally got to see it "looking terrible" but is complete and will be restored.

I missed Hershey this year but will be back in 2002. My 1928 Stutz BB is nearing completion and will be back on the road in the Spring 2002, ready for our club's 50th anniversary. I'm really looking forward to that event.



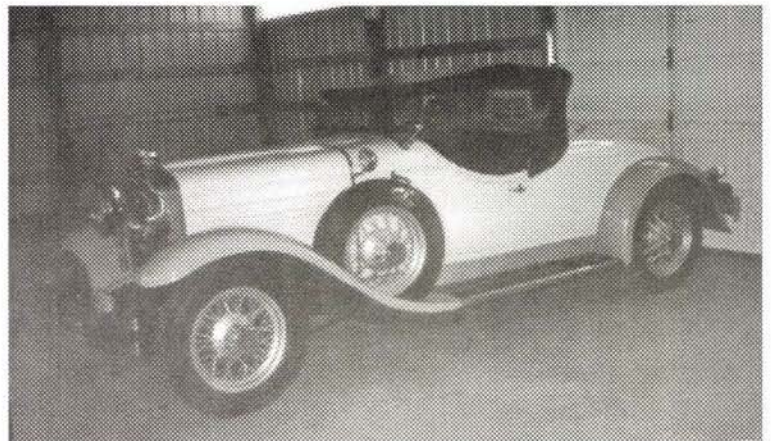
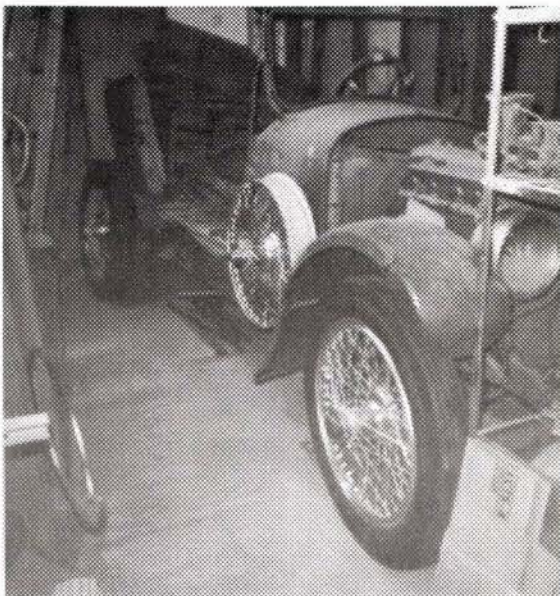
I wish yo all the best, and am looking forward to see you all again next year.

From: David H. Underwood (#523) Kennewick, WA

Date: January 24, 2002

I was amazed to see the HCS 4 -pass phaeton in the Oct-Dec. 2001 issue of Stutz News! Somehow I

had missed it in my OLD CARS WEEKLY - probably didn't receive that issue. My HCS is not quite in that condition (see page 27 of No.58. Ed.) and has been waiting for mo restore for 20 years. I bought it in 1982 from Bill Anderson, Lake Tahoe, CA who pruchased all the remains from Bill Harrah's collection. I bought a 1928 Blackhawk Speedster from Terry Weber in 1998. It sold new in Argentina in 1931. A lot of expensive cars like this didn't sell here in the early depression years and were sent to other countries in South America, to Australia, etc. With this



car at about \$5,000 versus a Model A Ford roadster at less than \$450 its no wonder some cars were not sold here in the USA during that time. Keep up the good work Bill.

From: Kitty Katzell (#62) Medford NJ

Date: January 26, 2002

Ray and I spent some time yesterday going through some accumulated pieces of paper. One of them turned out to be a note about a tale that had been told us by one William Park at the Radnor Hunt Concours d'Elegance on Sept. 16, 2001. We intended to pass it along to you, so here it is.

Bill Hubbs, a friend of Park's, was taken by a friend of his to New York, where the friend had business to discuss with Moskovics. Moskovics was president of Stutz at the time this happened. They arranged to meet at the Waldorf for dinner. When they arrived, Moskovics excused himself, saying: "I must talk to Oscar (Oscar at the Waldorf) about a dinner we're ahving here next week." When he returned to the table, after talking to Oscar, there were waiters all over the place and Bill Hubbs said, "Every time I put down my fork, a waiter replaced it with a clean one." Apparently, if these people knew Oscar, they should get special service.

Mr. Park was at the Radnor Hunt show with his Invicta.

From: Mark L. Desch (#602) Stillwater, MN

Date: January 28, 2002

I have wanted to write to let you know I received your letter in December regarding the newsletter. There is no problem with the oversight in not including my membership in the newsletter. You do a great job in putting the publication together and I appreciate all the information. It sounds like some of the club members had a great time in England.

I am a recent owner of a 1932 SV 16 Stutz. The car was restored some years ago using a fiberglass body of an Auburn Boattail Speedster. I am now trying to determine what I want to do with the car. Try to find a body appropriate for the car, or use the Auburn replica body and restore it with the body it has. I have some research to do into the car's history to find out more about it's past.

I also own a 1931 Auburn speedster and a 1937 Cord Beverly. Plenty to keep me busy. Unfortunately I haven't found time to play a lot with my toys. I still have a business to run and other interests. Retirement is a ways off.

I would like to make it to the Kalamazoo meet. It is a busy time for me, but I am going to do what I can to be there. I have toured the Gilmore Museum several years ago and it would make a great place for a meet. Hopefully I will see you there.

The Splendid Stutz

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 shipping and handling for each copy:

Name: _____

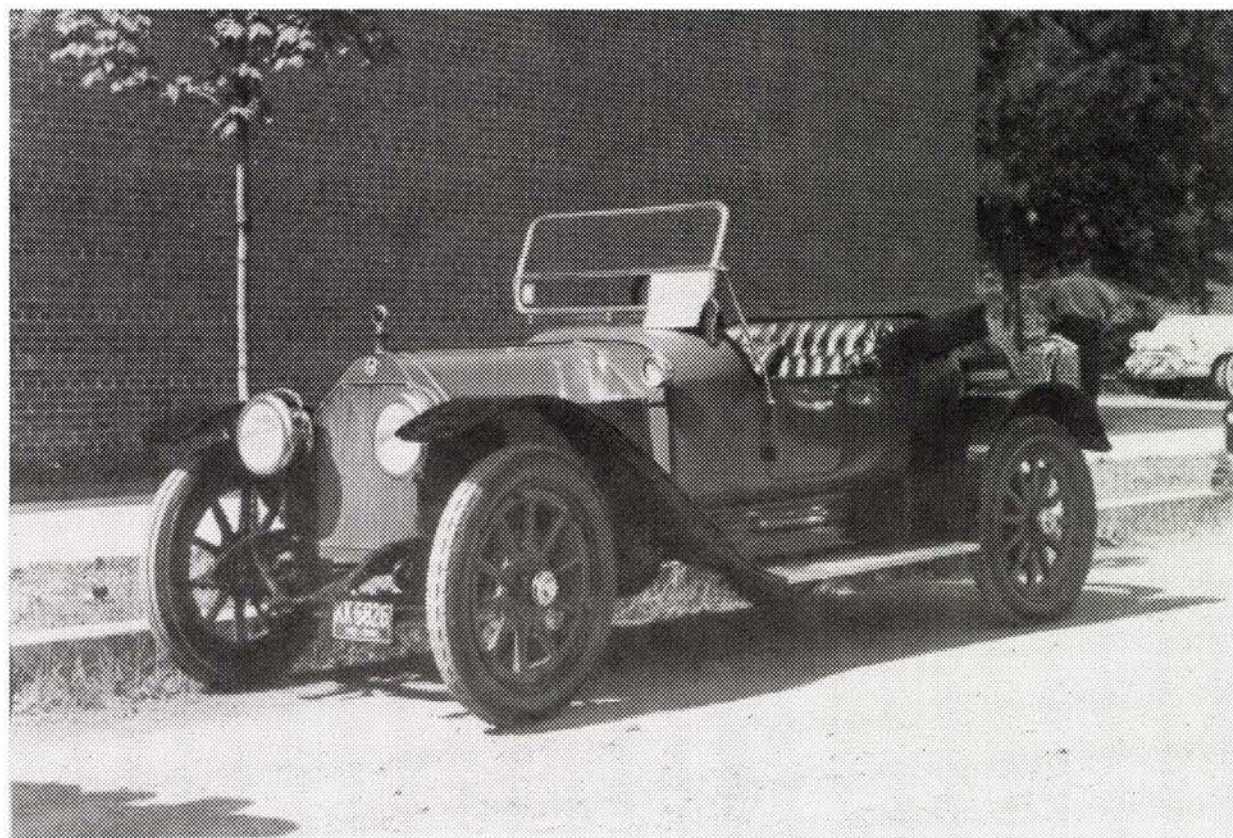
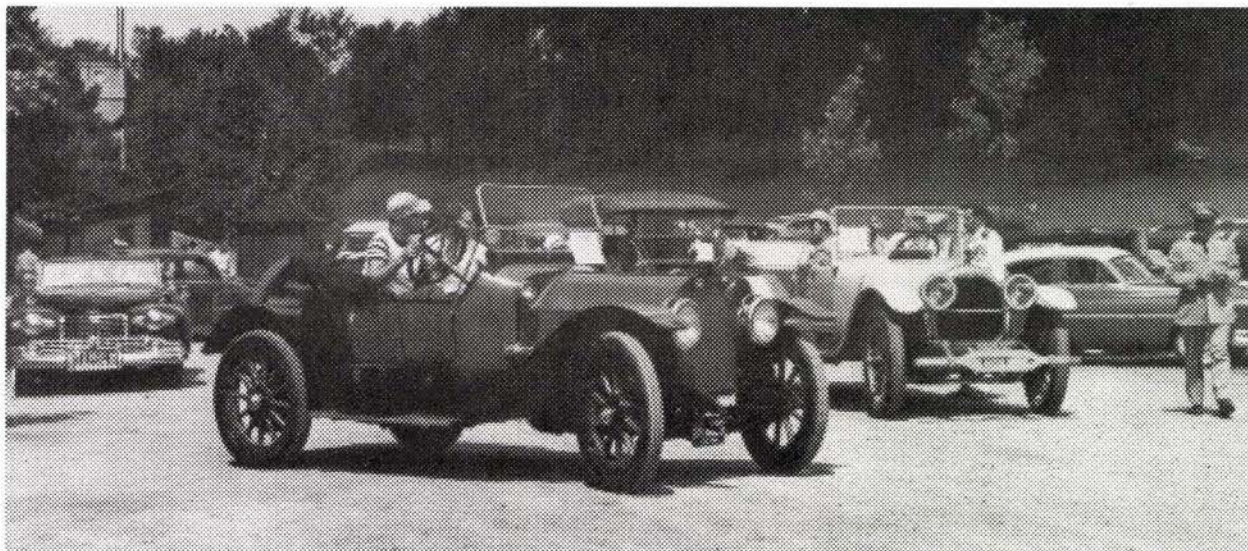
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Looking Back

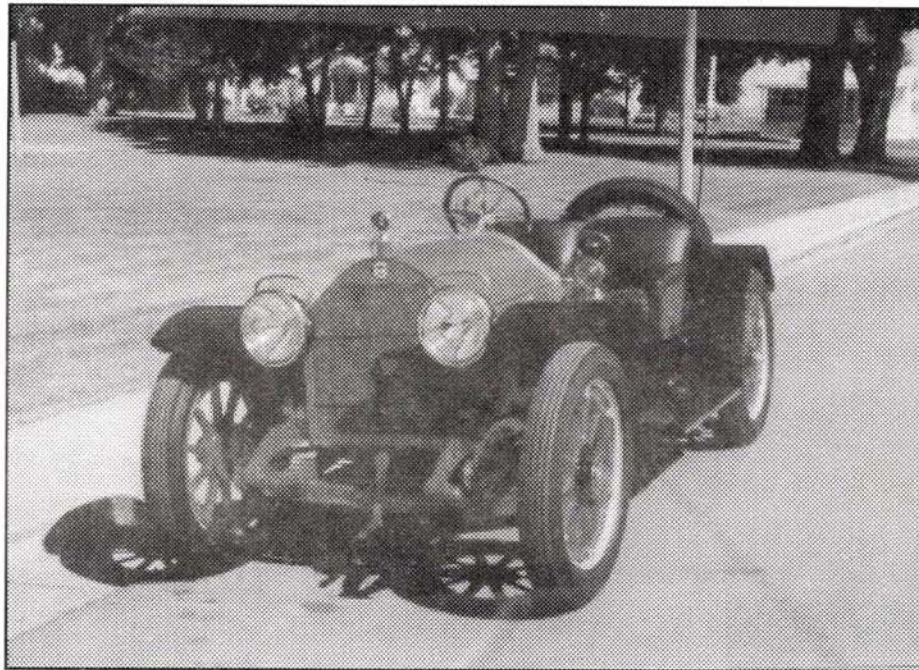
by Cornelius W. Hauck (No. 22)



Some rooting took me back to the 1952 Ohio Region AACA annual Granville (Dennison University) meet. These two shots are of Thompson Products Museum's 1914 Stutz roadster. In the "crowd shot" the other car next to it was interesting too - a 1915 Crane-Simplex restored by Bob Kimes of Dayton, Ohio. Note the regular license plates - the historic plates didn't arrive until - I think - 1954.

1913 Stutz

1913 STUTZ
MODEL: B "BEARCAT"



BODY STYLE: "BEARCAT"
WHEEL BASE: 120"
TIRE SIZE: 34 X 4 WHEEL SIZE: 26"
BORE" 4.75" STROKE: 5.50"
CUBIC INCH DISPLACEMENT: 400"
TRANSMISSION: 3 SPEED & REVERSE STANDARD PATTERN
COST NEW: \$2000.00

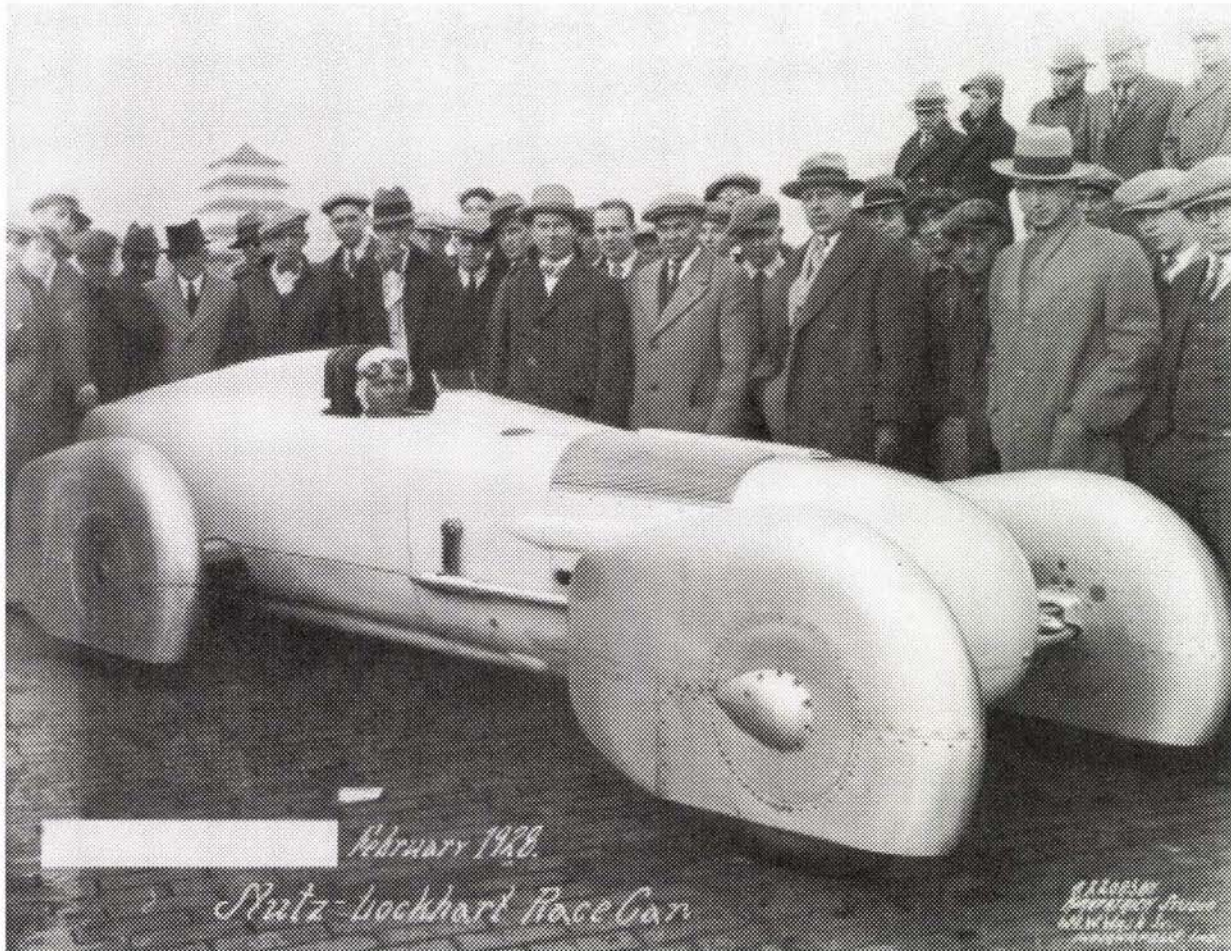
FIRST STUTZ "BEARCAT" BUILT, RACED AT "INDY 500", MAY 30, 1911. DRIVER "GIL" ANDERSON DROVE "500" IN 442 MINUTES, AVERAGING 88.40 MPH. 13 PIT STOPS, BUT NO MECHANICAL ADJUSTMENTS NEEDED. PLACED 11TH. WAS BEATEN BY LARGER DISPLACEMENT CARS. FIAT, MERCEDES, ETC. TIRES OF COLD RUBBER FORMED ON COTTON CANVAS, DISINTEGRATED RAPIDLY AT HIGH SPEED, CAUSING MANY TIRE CHANGES! CHANGING TIRE/RIM REQUIRED REMOVAL OF 6 LUGS/NUTS. NO SPEED CHANGE WHEELS YET! PROBABLY DROVE OVER 100+ MPH TO AVERAGE 88 MPH.

THIS STUTZ PURCHASED FROM A MAN IN PA WHO DISASSEMBLED CAR. BEGAN COLLECTING NEEDED REPLACEMENT PARTS. LACKED CAPITAL, LOST INTEREST. HE SOLD DISASSEMBLED "PILE" TO BOB RANDOLPH. RESTORATION TOOK 10 YEARS.

ONLY 12-15 STUTZ "BEARCATS" SURVIVE TODAY!~

OWNER: BOB RANDOLPH
910 5TH AVE. LONGMONT, CO 80501 303 776 4205

A Tire Test by Frank Lockhart

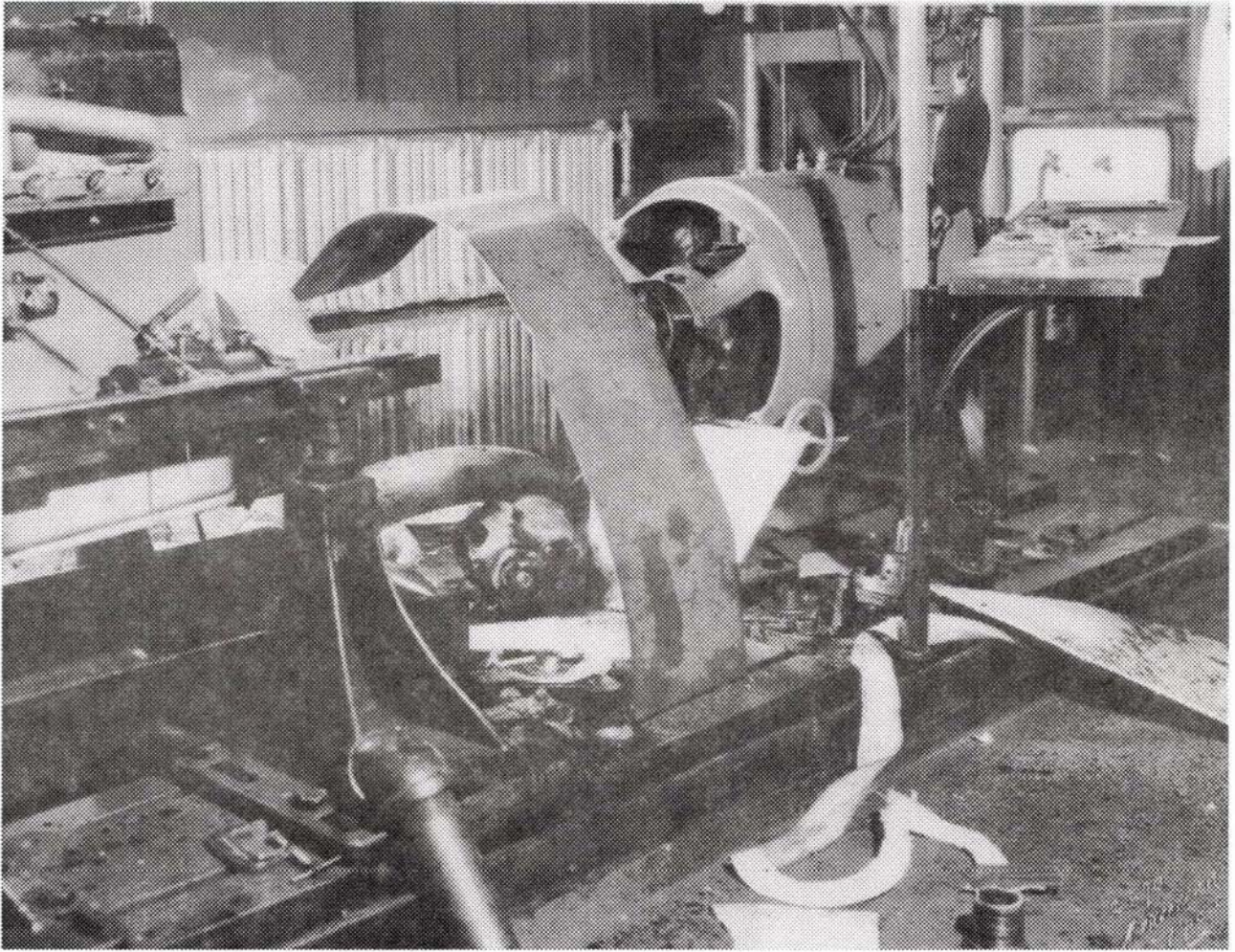


Member Tom Kinney (No. 392) of Speedway, IN with the help of member James Hoggatt (No. 3) of Indianapolis has brought you the following account of a tire test performed by the famous race car driver Frank Lockhart during 1927 while his "Stutz Black Hawk Special" was under construction. You will recall that Lockhart lost his life on April 25, 1928 while making a Land Speed Record attempt at Daytona Beach. Frank reportedly was going at least 220 mph on his way to a new LSR record when his right rear tire blew. Photo 22085 above shows Lockhart in the LSR car at the Indy 500 track in early testing.

Photo 21879 shows the test stand in the Stutz factory following the "tire test". A quote from a Firestone report describes the test. "110 lbs. inflation pressure; ran at 3000 R.P.M. A 12 gauge

gun was fired at the tire which tore a hole in it from bead to bead and the tire was ripped right off the beads, leaving one intact and unwinding the braid in the other. When you go out there you will undoubtedly see the holes in the windows and the pieces of concrete out of the wall where the transmission flew to pieces. The object in making this test, according to Mr. Lockhart, was to find out what would happen if he had a blow-out. Of course it just showed him that it would be fatal".

The photo on the next page came from the files of Jim Weisel, son of John and nephew Zenas Weisel, the engineers who designed the Stutz Black Hawk Land Speed Record car.



Membership Statistics

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
IX	1996	447	23	23	289
X	1997	505	58	26	321
XI	1998	529	24	24	321
XII	1999	547	18	19	320
XIII	2000	566	19	34	305
XIV	2001		32	22	315

*The first 244 members are charter members.

(1) Club's membership year ends on September 30.

Classifieds

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 Parkway, Syracuse, NY 13211
Tel: 315-432-8282 Fax: 315-432-8256
www.stutolit.com

WANTED

2 - 18" bolt on wheels for 700 x 18 tyres as used on SV16 & DV32 Models. Norman Barrs

London England
Phone: 0207.226.2823
FAX: 0207. 359.6812
or Ernie Toth (USA) 440.338.3565

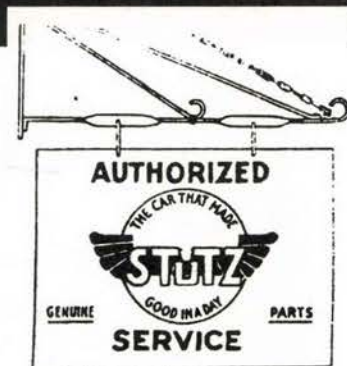
WANTED

Two (2) 23" diameter rudge Whitworth Wire Wheels with 62 mm hubs - will buy or trade 2-23" R.W.'s with 72 mm hubs.

David Underwood (#523)
11520 W. Clearwater Ave.
Kennewick, WA 99338
Home: 509-627-2820

WANTED (FOR 1928 STUTZ BB 5 PASSENGER SPEEDSTER)

Victor Milke G. (#580)
Paniplus SA de CV, Poniente 140 #493
Col Industrial Vellejo Me
Mexico, DF 07729, Mexico
Tel: 011. 525.5719.0146 ext. 124
Email: vmg@paniplus.com.mx



Body parts: Taillight, left side nuts for Buffalo wheels, crank cover, Dawson plugs (body parts to fit the side curtains, both the ones that go on top of the door and on the side), 4 diamonds for holding the stainless mouldings in the bumpers.

Mechanical parts: Siphon (Vacuum tank? Ed.) or whatever they originally used for the fuel systems, Rods (controls, Ed.) for the manual throttle and spark advance on steering column including whatever holds them to the steering column.

Interior parts: Horn button - the complete assembly (I don't know how it looks as my Stutz has a chrome metal plate with a finely threaded tube protruding. I need whatever screws in there and up till and including the button itself), clock, switch for the key in gearbox lever, interior door handles.

Owners manual, shop manual or mechanical repair information.

Any information or leads to where to look for these parts would be appreciated.

John E Ryder
PO Biox 187
#338 Oxley Highway
Coonabaraban NSW 2357
Australia
Phone/Fax 0268.421.556

WANTED: (For 1924 Stutz Series KDH Chassis)
Complete body 4 passenger close coupled special or a coupe or roadster with mud guards, bonnet, doors, cowl, etc.

OTHER parts needed include: Radiator with shell and base, windscreen pillars and frames, headlights with correct mounts, complete steering unit including column, wheel, levers and quadrant. Instruments (except air gauge), Generator Model Remy OF, Trunions that sit rear springs on back axle, tail light glass especially oblong "STOP"

HAVE parts available for American makes ie. Buick, Cadillac, Chrysler, Ford, Marmon, Oakland and a Stutz 8-cyl. cylinder head-year unknown.

Layden F. Butler Jr. (No. 40)
107 St. Jean Court
Danville, CA 94526
Tel: 925-820-4742
Email: laydenandjean@aol.com

FOR SALE

Stutz 6 sales catalog \$85 and original dash plate for same \$50

1913 and 1915 sales catalog \$275each

Weymann Bodies advance catalog \$125

John B. Greenleaf (No. 357)
174 King Street, Orford, ME 04270
Home: 207-539-8142

WANTED (FOR 1932 STUTZ DV-32 ROLLSTON CONVERTIBLE VICTORIA

2 headlight lens, scratch free for Ryan-lite headlamp,
11" diameter WD-AR 2039-107 on outer edge

1 outside door lock, YALE with lift door 3/4 " diameter

1 complete firewall junction box

1 original RA mascot

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Specializing in Wax, Plaster Molded and Dry Sand Quality Castings. Complete Tooling Support, Castings and 100% Machining Capability, Chrome Plating; OEM & Custom Mfg. Motor Blocks, T, L, F-heads, Single, Twin and Triple, OHV & Flat Heads, Water Pipes, Exhaust Manifold, Single, Double and Triple Chamber, Water Pumps, Transmission Casings, Differentials, Hubs with Logo's, Brake Drums, Tail Light Brackets L & RH, Grills, Gearboxes, Steering Wheels, Specialty Castings. Alloys: Cast Iron, Ductile Iron, Steel, Stainless Steel, Aluminum, Brass/Bronze and Zinc.



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