

Bulk Rate  
U.S. Postage  
PAID  
Indianapolis, IN  
Permit #9974

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

# Stutz



TO:

1992  
James P. ...  
710 ...  
Main ...

STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

## ATTENTION MEMBERS

Dear Member:

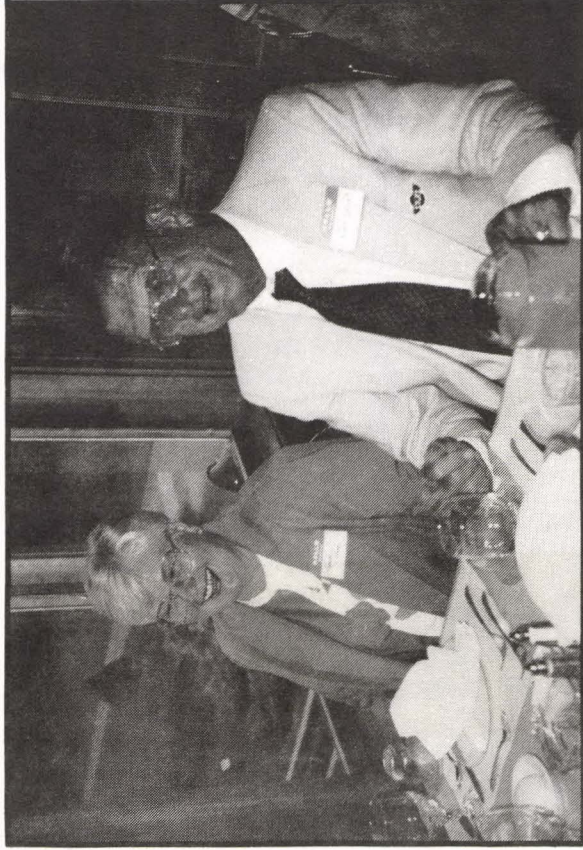
As this issue goes to press, the First European Grand Stutz Picnic, being held 23rd August, 1992 at Oulton Park, Cheshire, England, is just around the corner. Also, the First West Coast Stutz Meet to be held September 19, 1992 at the Yolo Flyer's Club, Woodland, CA is coming up. It is hoped that many members will be able to participate in the camaraderie of these fine Stutz events.

Then to, the big Annual AACA Hershey, PA Meet, scheduled for October 7-10, provides yet another opportunity for Club members to meet. Ernie Toth, Jr. has just advised the editor that this year's Stutz get-together is planned for Friday, October 9 at 4:00 p.m. in Space GAM-83. That's the same place as last year. Fortunately, the preliminary weather forecast calls for a dry field. Family plans prevent our attending the Hershey Meet this year after many successive years of participation.

We hope you will enjoy the extensive coverage we have given to the FIFTH GRAND STUTZ hosted by Ray and Lou Bowersox at Milton, PA June 11-14, 1992. This provides the entire membership the opportunity to share a little in the pleasure of this great event. Please, don't miss the announcement of the Special Silent Auction on pages 11 and 12 of this issue.



## FIFTH GRAND STUTZ



On Thursday, June 11, 1992 members began arriving at the Comfort Inn near Milton, PA from around the globe to enjoy a great Stutz weekend. Ruben and Eileen Roges of Buenos Aires (Top L.) make sure their trip to the U.S. again included the Stutz Meet. Donald and Lynette Short (Top R.) came all the way from Blaine, WA. Thomas and Madeline Cox of Richmond, VA enjoy the Freehill's beautiful 1926 Stutz AA Sedan. Wayne and Mary Saunders of Dorchester, Ontario (seated left) enjoy dinner with Gustav and Ruth Ludwig of Middletown, CT.



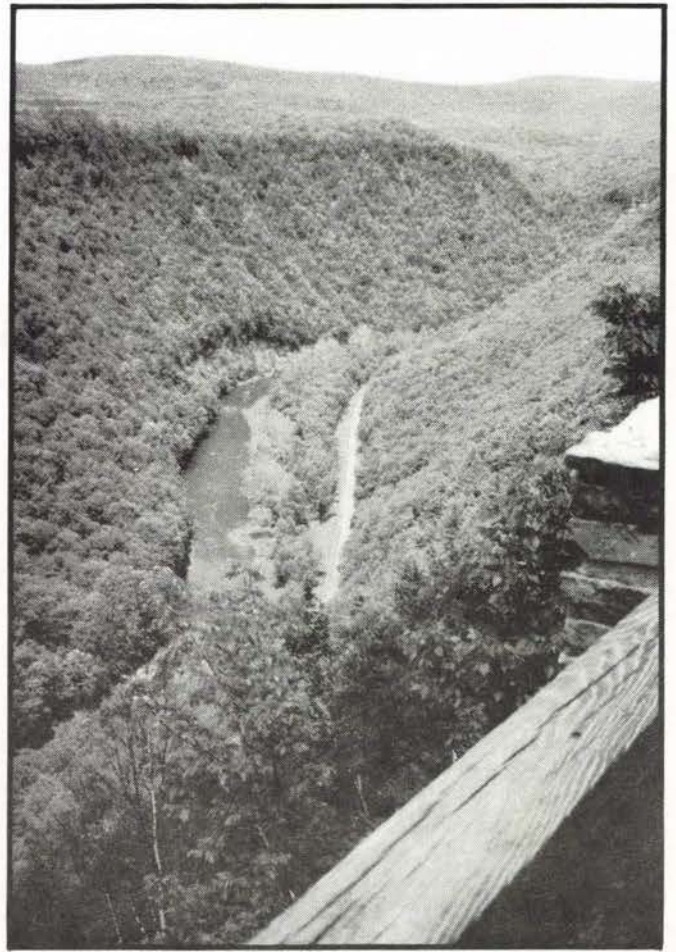
### FIFTH GRAND STUTZ



On Friday morning, June 12, Ray Bowersox led the tour to the Pennsylvania Grand Canyon in his 1937 Cord 812 Sportsman conv. coupe (his 1932 DV-32 Bearcat Boattail Speedster is not quite ready). A few miles out from the Comfort Inn we discovered that a Stutz would not run on air alone. The good running 1927 AA Sedan owned by Dr. J. Otto Lottes (in cap on right) quit on a long grade and it took awhile to diagnose the problem. Ray, by the gasoline pumps, is discussing the situation with Gus and Ruth Ludwig who are driving their sporty 1928 BB Black Hawk Boattail Speedster. Uncertain as to whether lack of gas was the only problem, it was decided to leave the Stutz AA Sedan in a lane by a house near the filling station. On the way back from the Grand Canyon, one of Dr. Lottes friends retrieved the Stutz Sedan, which performed wonderfully on gas during the rest of the meet.

We are indebted to Max Triplett of Staples, TX for the above photo and some of the others used in this coverage. Ed.



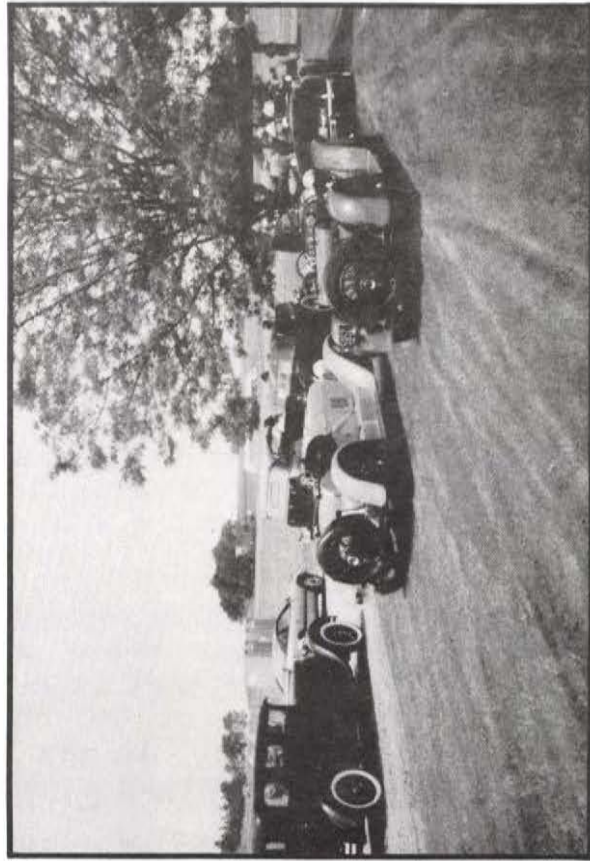
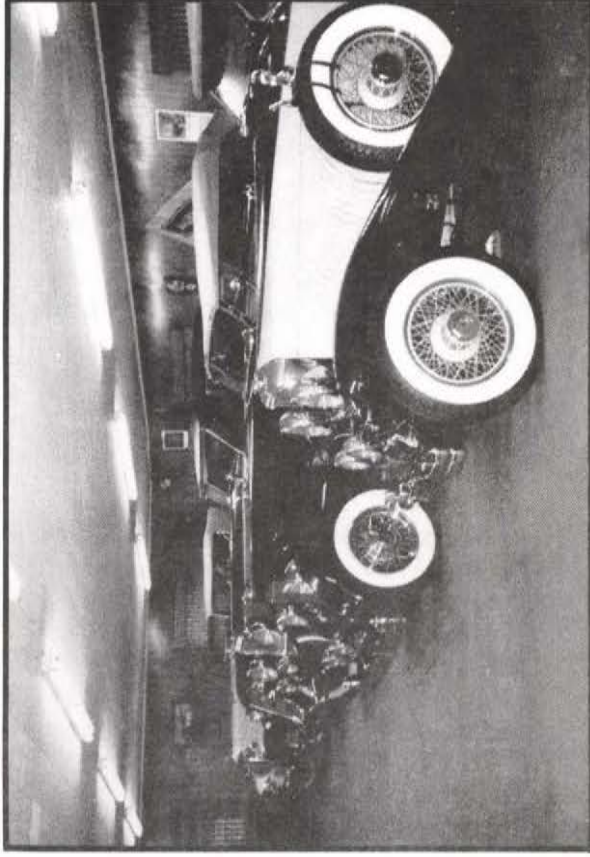


Yes, there is a Grand Canyon in PA, a grand green one. Its spectacular beauty prevails year round and is the highlight of the Endless Mountain area. The canyon is some 50 miles long and up to 1,000 feet deep. It was formed by the Pine Creek River which can be seen and heard rushing through the vast canyon. This Grand Canyon, some 60 miles from Milton, can be viewed free of charge.



We enjoyed a delicious box lunch at the park nearby in a delightful pavilion which the Bowersox had reserved. Carolyn Greer attempted to synchronize her photos to get us all together in the pavilion and she did it pretty well. Ray and Kitty Katzell drove the Bowersox Blazer loaded with the food and refreshments, rather than put their "Kismet" the 1929 Series M 4-pass. speedster, back on the road again following the long trip in from Medford, NJ.





On Friday evening, we enjoyed a superb barbecue. Both the prime rib and chicken breasts were outstanding. The feast was held in a Pavilion Ray had constructed near a lake he created on the farm. In the photo (upper right) is the Katzells' "Kismet," the 1929 Series M Speedster, which won the award for being driven the longest distance to the Meet. Sandwiched between "Kismet" and the Bowersox 1937 Cord is the freshly restored 1930 Series MB Cabriolet which Wayne and Mary Saunders trailered in from Ontario. Parked next to Dr. Lottes' 1927 Sedan (lower left) is new member John Rendemonti's 1920 Series 5 Mercer Raceabout and to right of it is the 1918 Mercer Model 22-73 Raceabout owned by Stanley and Darlene Smith of Boalsburg, PA. On the hill above you get a glimpse of the Bowersox garages where the finest of classics are displayed, some of which are shown in the next photo (lower right). We spent most of the day on Saturday admiring the great collection of cars and the special facility constructed for them.



---

## MINUTES OF FIFTH GRAND STUTZ BUSINESS MEETING

1. The business meeting of the Fifth Grand Stutz was held at the Blue Tee Country Club in Milton, Pennsylvania, on Saturday, June 13, 1992. Bill Greer called the meeting to order at 9:25 p.m. Of the 50 who attended the Grand Stutz, 40 were present for the meeting.
2. Bill Greer thanked Lou and Ray Bowersox for the excellent job they did hosting the Grand Stutz. He also thanked the drivers of the Mercers for attending.
3. Ray Katzell, Secretary, moved approval of the Minutes of the Fourth Grand Stutz business meeting, held in 1991, as published. The motion carried.
4. Dale Wells, Chairman of the Nominating Committee, reported the results of the election of officers. 126 ballots were returned. The following officers were declared elected: Bill Greer, President; Dale Wells, Membership Vice-President; Ray Katzell, Publications Vice-President; Paul Freehill, Technical Services Vice-President; Ray Bowersox, Programs and Publicity Vice-President; Kitty Katzell, Secretary; Joe Folladori, Treasurer; Stephen Dean, Archivist.
5. Dale Wells reported, as Membership Chairman, that the Club currently has 345 names on the member roster; we have lost 33 members, who have either died or lost interest. 83 of those on the list have not yet paid their dues for 1992.
6. Ray Katzell reported on the Stutz book project and other publications. He announced that Bill Greer is continuing as editor of *Stutz News* and that *Stutz News* had again won the Golden Quill Award from *Old Cars*. Ray also presented a status report on the Stutz book. A list is appended to these Minutes of the authors who have agreed to cover the various topics in the book. Ray reported that manuscripts have already been received from Beverly Kimes Cox, Charlie Betts, and Jim Petrik. He also asked that other authors make every effort to submit outlines or drafts of their chapters by the dates that have been designated to them.
7. Paul Freehill was called on for comment on Technical Service. He asked members who have any technical questions to feel free to phone him for information, since, in his own words, he is "not a letter writer."
8. Joe Folladori was unable to attend the meeting. On his behalf, Bill Greer reported that there was \$18,253 in the treasury in April, but only \$9.14 of that is available for operating expenses; the rest is in reserve for the book fund, life memberships, the Purdy Memorial Fund, etc. It may be necessary to raise Club dues to cover continuing operating expenses.
9. Bill Greer reported, under unfinished business, that the attorney who go the Club incorporated as an Indiana not-for-profit corporation is now trying to get the Club designated as U.S. tax-exempt, but that may prove not to be possible.



## THE STUTZ BOOK

Roster of Authors of Stutz Book as of 6/92

Editor: Ray Katzell

Chapter 1. Harry C. Stutz: Charlie Betts

Chapter 2. The Company, 1911-16: Alan Conant

Chapter 3. The Company, 1917-25: Bev Kimes, Bill Greer

Chapter 4. The Company, 1926-39: Wayne Saunders, Bill Snyder, Keith Marvin

Chapter 5. The Early Cars, 1913-23: Paul Freehill, Dave Emanuel

Chapter 6. The Speedway Cars and Special Six, 1923-25: Bill Greer

Chapter 7. The Eight-Cylinder Cars: Steve Pugh, Wayne Saunders, Bill Snyder

Chapter 8. The Blackhawk and Model LAA: Dave Braun, John Grunder

Chapter 9. Coachwork: Jim Petrik

Chapter 10. The Pak-Age-Car: Jim Dougherty

Chapter 11. The Stutz in Competition: Charlie Betts, Dave Braun, Joe Freeman

Chapter 12. Harry Stutz and the H.C.S.: John McAnlis

Chapter 13. The Stutz Fire Engine: Rodger Burchfield

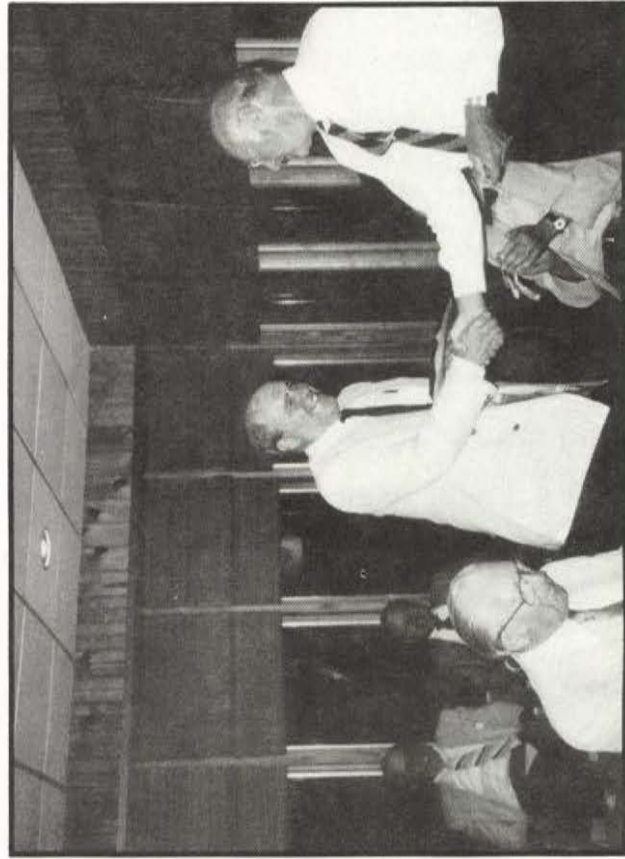
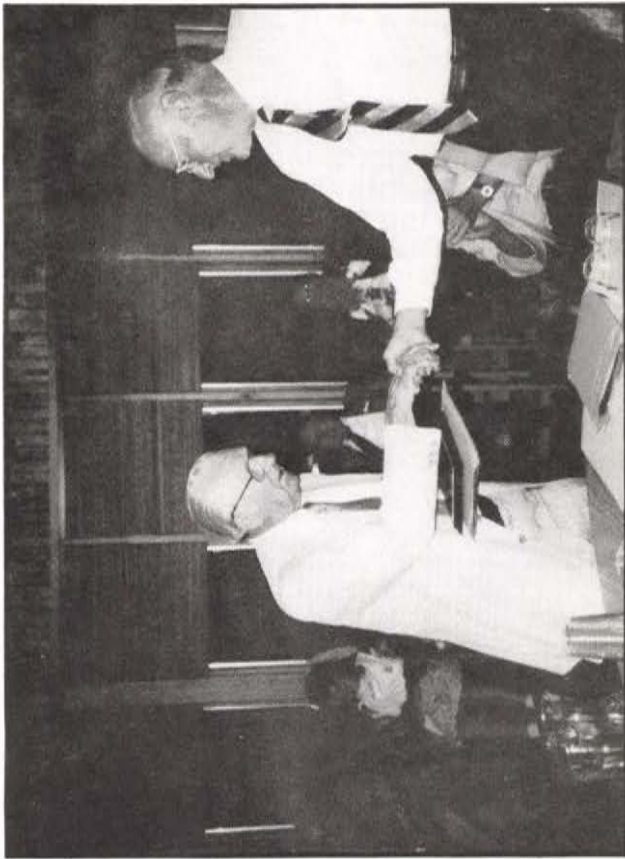
Chapter 14. Stutz Bellanca Airplane: ???

Chapter 15. Stutz Literature: Fred Simeone

Chapter 16. Stutz Today: Dale Wells

Appendices: Various





Five trophies were awarded at the Business Meeting. As previously mentioned, the "Longest Distance Driven" award went to Ray Katzell, Publications V.P., who drove "Kismet" all the way from Medford, NJ. In photos above (left to right) President Greer presents the "Longest Distance Traveled" award to J. Otto Lottes, St. Louis, MO. The "Oldest Stutz Present" award went to Paul Freehill, V.P. Technical Services. Seated in the foreground (left) is Ray Bowersox, V.P. Programs and Publicity, and Dale Wells (right), Membership V.P. In photo (lower left) Wayne Saunders of Dorchester, Ontario receives the "Best Restoration" trophy and the photo (lower right) captures Ray presenting the "Hard Luck Trophy" to Gus Ludwig of Middletown, CT.









In the photo (above left) Ray Katzell reported on the status of publications. He also shared copies of the Roster of Authors of the Stutz Book as of June 1992. The Roster is reprinted herein on page 7 for your perusal.

In the photo above right, Anthony J. (Tony) Koveleski standing between Ray and Lou Bowersox had just finished presenting them with some tokens of appreciation. His gift to Lou was a most interesting set of three Psycho Cycle puzzle/charms which he designed and handcrafted. He presented Ray with a stereo album of 16 songs named "Grandpa Smith's Ukulele Concert" which he cut back in 1967. In 1981 Tony wrote a song which he called "18 Wheeler With A Load" and has since written a large number of songs, some of which he shared with us after the business meeting. He also gave Ray, who owns the Milton Transportation Company, a tape of "18 Wheeler." Everyone fully enjoyed the entertainment Tony and his ukulele provided.



During the course of the weekend, Oscar and Elaine Koveleski collected the signatures of attendees on a fine silk tie decorated with old automobiles and people dressed in fashions of the period. At the Business Meeting Oscar presented the autographed tie to the Club and it was auctioned off to the members present. Jim and Beverly Kimes Cox were the highest bidders at \$85.00. Carolyn Greer caught Beverly trying it on.



## CLUB SPECIAL SILENT AUCTION

At the Business Meeting held on Saturday, June 13, 1992 we called upon Tony Koveleski to share with us some of his fond memories of Peter Helck, the renowned automotive artist/illustrator/author. This was to provide some background as to why Tony generously donated the Peter Helck Stutz Club Memorial Trophy to the Club back in October 1989. Tony recalled for us that his friendship with the famous artist (deceased) began some 40 years ago at a car function which he was participating in with his 1914 Bearcat.

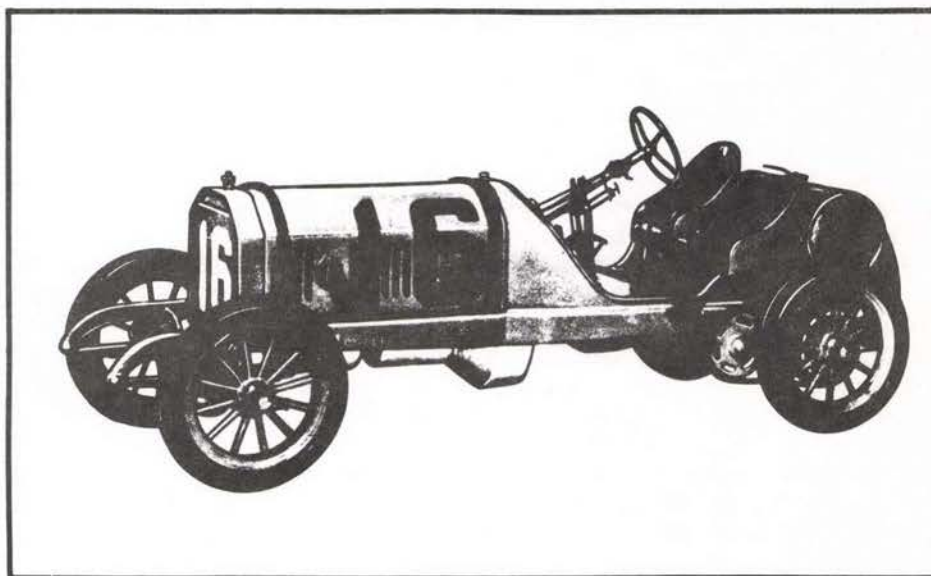


Koveleski presents Peter helck painting to Greer

Peter noticed the Stutz and came by to admire it. Tony offered Peter a ride and later Helck enjoyed driving the Bearcat. The story of the Helck painting of Tony's Bearcat is so well told by Hemp Oliver in "Peter Helck Postscript No. 6" that we have reprinted that article from the VMCCA's *Bulb Horn* on the following page.

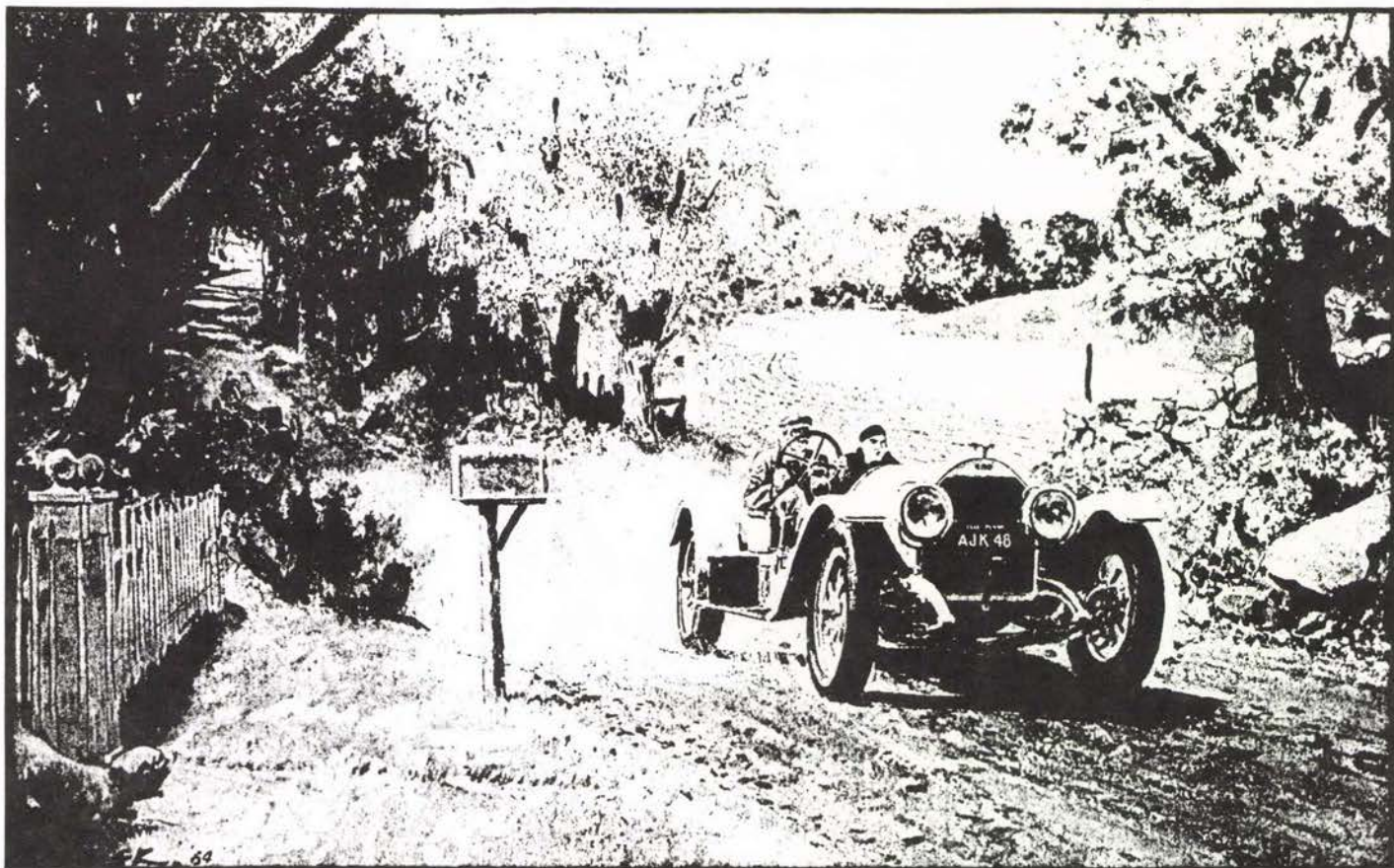
At the conclusion of Tony's comments he delighted the members present by donating a full 18" x 28" color reproduction of the original Helck painting destroyed in a tragic fire in 1968. In the photo above your president accepts this unique work on behalf of the Club for silent auction to all members. The work captures the brilliant fall colors and the thrill of the road as the Bearcat speeds by the Helck home at Boston Corners, NY.

If interested in adding this unique work to your collection, send your signed bid to Mrs. Ernest J. Toth, 3301 S.O.M. Center Road, Chagrin Falls, OH 44023. The auction closes on October 31, 1992 and all proceeds go to the Stutz Book Fund.



The 1906 Locomobile now owned by Peter Helck's son, Jerry.  
Copy of Illustration prepared for Hudson Miniatures Old Timers kit.





## Peter Helck Postscript No. 6

by Smith Hempstone Oliver

In line with the Managing Editor's desire to continue publishing various Peter Helck "Postscripts," and following my own contribution which appeared in *The Bulb Horn* of July-September 1987, I should like to share another interesting anecdote with our readers. This involves a Helck painting that, alas!, no one will ever again see. Fortunately, however, a color photograph of the painting does exist.

The story goes like this. Some time after our esteemed VMCCA member A.J. "Tony" Koveleski of Scranton, Pennsylvania, originator and producer of the famous Hudson Miniatures Old Timers kits, had met Peter Helck at a car function about 40 years ago, Peter produced and presented as a gift to Tony a lovely painting of Tony driving his famous yellow 1914 Stutz Bearcat. Peter, with his ever-present dark beret, is depicted as Tony's passenger. Seen in the background chasing the Stutz is Peter's own No. 16 Locomobile racing car of 1906, driven by his son Jerry. This painting was produced in 1954, according to Tony, even though the date seen in its lower left corner appears to be '64. After all, Tony should know when he got it.

Shortly after receiving this beautiful 18-by-28-inch painting, Tony thoughtfully had a Scranton photo studio make a small color transparency of it so that he could send a 3-1/2 x 5-1/2 inch color print to Peter.

The original painting hung in Tony's office from 1954 until 1968. Then tragedy struck! Fire destroyed the entire building, and the Stutz painting and another one by Peter showing a European road race were consumed by the flames! Back to the photo shop went Tony, this time to have six larger color prints made for himself, his family, and a few friends. Only these six prints were made, and I feel fortunate to be the owner of one of these six. Accordingly, I hereby take pleasure in sharing it with our *Bulb Horn* readers. The image area of the print is 9-5/8 by 15-5/8 inches, about half the size of the original painting.

Why cannot more identical prints now be made? By a strange quirk of fate, about a year after the six prints were made, another large Scranton fire destroyed the photo shop! As Tony's original color transparency was still stored in the studio's files, this would seem to be the end of the story, although I realize that a second-generation color photocopy could now be made of one of the existing six photographs. Regardless of that possibility, at least we now have the means of presenting here—in color for the first time on the cover (cropped) and in black and white (full image) above a reproduction of the original painting even though the painting itself is lost forever. ●



---

## MEMBERSHIP REPORT

By Dale K. Wells  
Membership V.P.

The Fifth Grand Stutz is now history, and a wonderful time was had by all who attended the events hosted by Ray and Lou Bowersox in the Milton, PA area. The full details are reported elsewhere in this issue, but I must extend my personal compliments and thanks to our hosts for putting on a great weekend event, with perfect summer weather.

This writer had the pleasure of an extended vacation in the area after the Stutz weekend, as we camped throughout central Pennsylvania and back into Ohio with our travel trailer behind modern car. My schedule for the month did not permit me to take my Stutz this time. Somehow, being a semi-retired grandparent just is not giving me all the time I need to enjoy the old cars, and get all my writing chores done. I am late in getting my first draft outline of a section of the Stutz book to Ray Katzell, and apologize for same. It is getting close to the top of the pile, Ray, and I have voluminous notes in the process of sorting, so assure you we are still working on it. This Stutz book project is to me one of the most exciting things I have been involved with, and I hope all members will search their files for any unique and unusual Stutz information that should be in the book. By all means, send us a list of all advertisements you have, describing the year and headings so we can reproduce as many types as possible. I am sure it will be a great book, and with everyone's help, we will get the job done.

Now, here are the NEW MEMBERS joining since our last newsletter:

|       |   |  |
|-------|---|--|
| #342  | Gary Handwerker<br>c/o Midwest Canvas<br>4635 W. Lake Street<br>Chicago, IL 60644 | Bus: 312/287-4400  |
| #343L | Francis G.L.F.. DePrins<br>La Juillarde<br>84220 Goult<br>France                  | Home: (90) 723746<br><br>1915 Stutz Bearcat                    |
| #344  | Richard Clapper<br>248 Daffon Drive<br>Indianapolis, IN 46227                     | Home: 317/283-1835<br>Bus: 317/849-5601                        |
| #345  | John C. Klein, M.D.<br>2727 N. Pennsylvania St.<br>Indianapolis, IN 46205         | Home: 317/283-1835<br>Bus: 317/925-1665                        |
| #346  | William W. Wirthman<br>3515 E. Main St.<br>Columbus, OH 43213                     | Home: 614/837-5758<br>Bus: 614/231-4200<br>1924 H.C.S. Touring |
| #347  | Lionel H. Stutz<br>1645 Scott Road<br>Canton, GA 30114                            | Home: 404/720-7698<br><br>1926 Stutz AA Coupe R.S.             |



- #348 David W. Weber Home: 314/843-5709  
2720 Market Street Bus.: 314/534-4500  
St. Louis, MO 63103 1929 Stutz Speedster Roadster
- #349 John J. Rendemonti Home: 215/446-0138  
414 Lincoln Avenue  
Havertown, PA 19083
- #350 Ben W. Bronk Home: (075) 305969  
10 Warrambeen Place  
Mudgeeraba, Qld. 1922 Stutz Speedway Roadster  
Australia 4213 1928 Stutz BB Weyman Sports Tourer
- #351 Constance S. Lindeman Home: 608/985-7877  
S. 234 Springer Rd. Bus.: 608/985-7877  
LaVille, WI 53941 1932 Stutz DV LeBaron Custom Sedan
- #352 John Courtney Home: (09) 8178313  
11c Huia Rd.  
Titirangi 1928 Stutz Dual Cowl Phaeton  
Auckland 7, New Zealand 1922 Stutz KLDH (chassis)

**WELCOME, AND THANKS, TO NEW LIFE MEMBER:**

#343L Frances DePrins -- Mr. DePrins is our 36th Life Member.

**WELCOME, AND THANKS, TO NEW ASSOCIATE MEMBERS:**

- |   |   |
|---|---|
| #59A Alyce Turek<br>9956 Willow Pt.<br>Sun City, AZ 85351<br>Home: 602/974-6263 | #239A Adele Chenier<br>600 Brighton Rd.<br>Pacifica, CA 94044<br>Home: 415/355-2573 |
|---|---|

**CHANGES FOR YOUR RECORDS:**

- |   |   |
|---|---|
| #110 Joseph Clampitt<br>3600 W. Co. Rd. 100 S.<br>New Castle, IN 47362                          | #133 Jerry Hanauska<br>7685 S.W. 84th Avenue<br>Portland, OR 97223  |
| #094 Guy Davis<br>Box 287, RD1<br>Bear Cave Road<br>Ligonier, PA 15658                          | #036 Jack L. Martin<br>6760 E. 800 N.<br>Brownsburg, IN 46116   |
| #176 Stephen P. Dean<br>3999 N. Chestnut, Suite 2327<br>Fresno, CA 93726<br>Phone: 209/291-6541 | #47 Norman Miller<br>New phone: 908/273-4802  |
| #262 Murray Eiland<br>New phone: 510/655-9724   | #145FL William B. Ruger<br>200 Ruger Rd.<br>Prescott, AZ 86301  |
| #242 Joseph S. Freeman<br>121 Mt. Vernon St.<br>Boston, MA 02108<br>617/723-2661                | #267 Robert J. Shula<br>111 Monument Circle #4600<br>Bank One Tower<br>Indianapolis, IN 46205-5146                  |
| #127 Michael J. Gertner<br>4340 Campus Drive<br>Newport Beach, CA 92660                         | #143 David V. Uihlein<br>c/o Banner Welder, Inc.<br>P.O. Box 1008<br>N117 W18200 Fulton Dr.<br>Germantown, WI 53022 |
|   | #14 Donald R. Vesley<br>New zip: 34487-0258   |



---

## STUTZ CLUB

### PETER HELCK MEMORIAL TROPHY

One of the pleasures the president had at the 5th Grand Stutz was to announce the member selected by the Executive Committee to receive the coveted Peter Helck Memorial Trophy generously presented to the Club by A.J. (Tony) Koveleski in 1989.

The photo shows the trophy with Helck's famous 1906 Locomobile and Tony's 1914 Stutz Bearcat made up from Hudson Miniature kits created by Mr. Koveleski.

This year the Peter Helck Memorial Trophy was awarded to James F. Petrik, Maderia, OH to acknowledge his many fine literary contributions to the Club since its founding. Jim has been a Stutz enthusiast since boyhood at which time his father ran a Stutz agency.

Jim, who was unable to attend the 5th Grand Stutz, requested that we put the following notice in *Stutz News*: "It was with humility and deep appreciation that the Peter Helck Memorial Trophy was received. The initial surprise came when Bill Greer phoned me one evening to tell me the good news. My wife (Elsie) and I wish to thank all of you for your kindness and consideration."



The name, James Francis Petrik, will be enscribed on the base of the trophy, joining distinguished members Smith Hempstone Oliver, recipient in 1990 and William Batterman Ruger, who received the trophy in 1991. The large silver cup shown in the photo is retained at Club headquarters and a smaller 10½ inch special trophy is provided to each awardee. You will find further information about this trophy on page 13 of the July-Sept. 1989 issue of *Stutz News* Vol. II, No. 9.



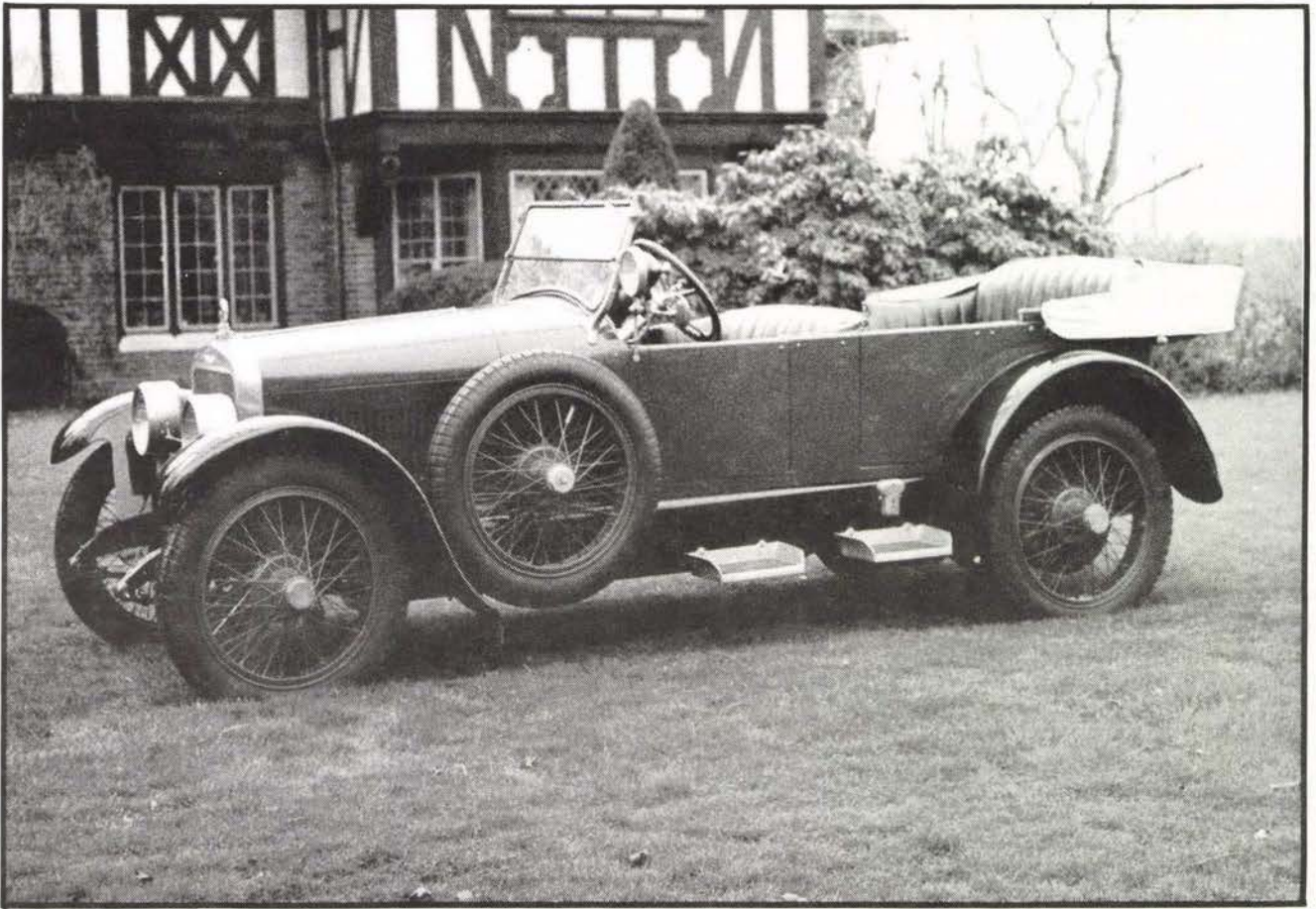
### ITEMS FOR SALE

1929 Blackhawk. Needs restoration: Robt. Adams, 525 Rock Hill Rd., Sellersville, PA 18960. 215/538-2425

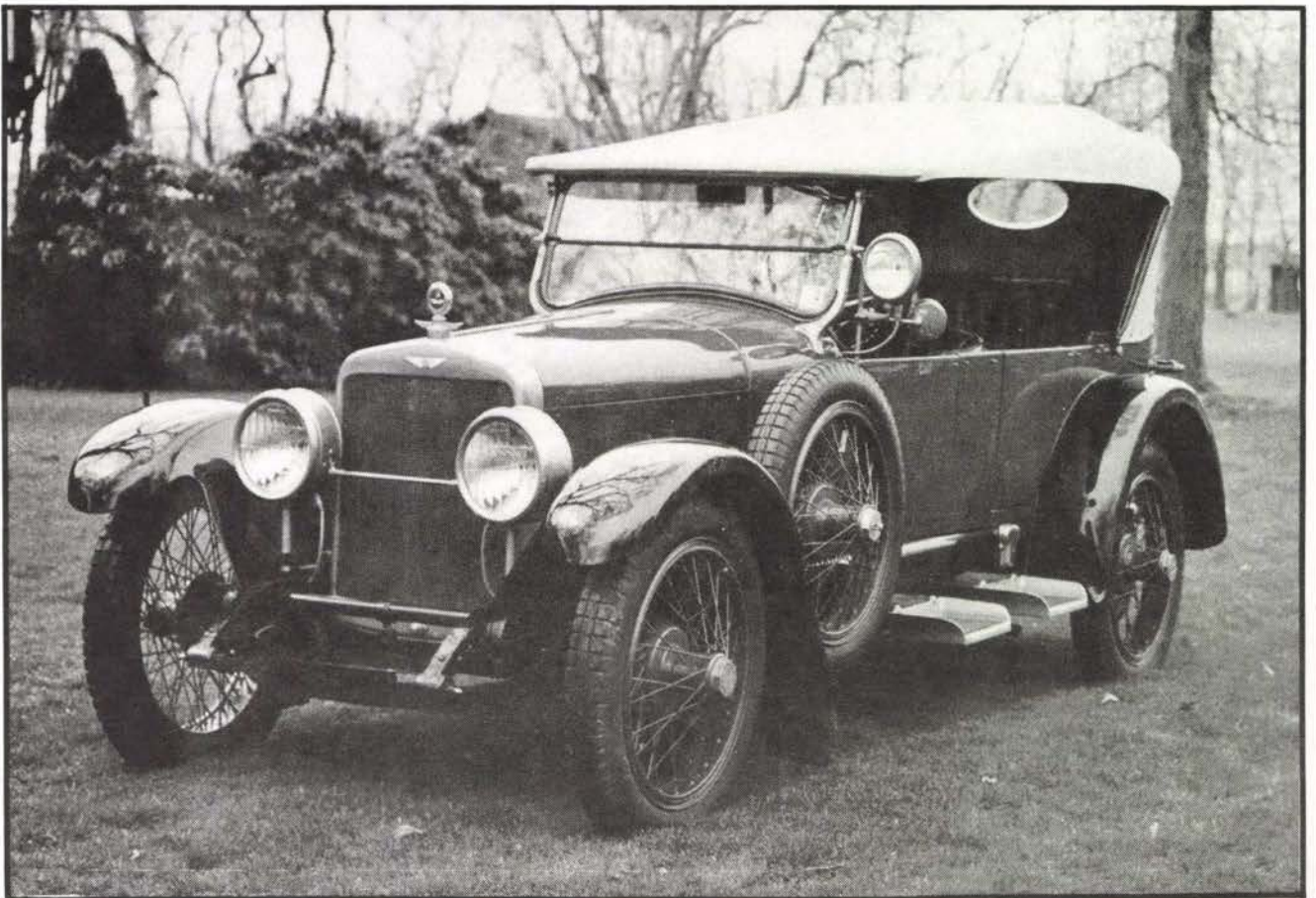
Wagner-Lockheed brake service manual reprints. 40 pages including Chilton 1929 Stutz supplement, BK Booster, and Hydrostatic units. \$8.00 per copy postpaid. D.K. Wells, 7906 S. 10th Street, Kalamazoo, MI 49009. 616/375-4844.

Instrument dial glass faces, new reproductions, set of six for late 1932, 1933, 1934 Stutz dash boards with full sweep, aircraft type gauges mounted on either side of center glove box. \$325.00 per set. Frank Heise, 362 Kings Highway, Thorofare, NJ 08086. Phone 609/848-8609.





The 1921 H.C.S. Touring top down and up, which took Joan and John McAnlis to the top of Pike's Peak on the 1990 Glidden Tour.





Reprinted from the April 1991 issue of SPARK PLUG, Ohio Region, AACA. Our many thanks to member Dr. McAnlis for his help in the reproduction of this interesting experience involving his 1921 H.C.S.

## PIKES PEAK, A MOUNTAIN TOP EXPERIENCE

BY JOHN McANLIS

Pikes Peak, as in "P.P. or Bust", has been an excitement in my imagination ever since I first studied geography and history as a youngster. When we started in the hobby in 1965 and met Paul and Beulah Beechy, they has a licence plate on the front of their 1928 Packard that said "1954 Glidden Tour, Broadmoor Hotel, Colorado Springs", and they had driven that car to the top of Pikes Peak'.

We were real toads in believing in actual long distance touring. Finally, in 1974, Paul Beechy and Jim Moffett coaxed us to do the Glidden at St. Petersburg, Fla. in our 1931 Lincoln with four kids, five flats, and a constantly boiling radiator. The next year the Glidden was in Canadaigua, N.Y. with the 1921 H.C.S., lots of rain, lots of hills, and no brakes. This was what I wanted to do for the next twenty-five years. But, the next year, the 1976 Glidden was at Colorado Springs and it was rationalized as too far away and a lot of other excuses. Thus the Presslers, the Beechys, and the Moffetts took off without us.

On GliddenThursday, of 1976, I was doing some surgery ar Wadsworth Hospital and I mentioned that the next day my friends would be driving their antique cars up the 14,000 feet of Pikes Peak. Someone said "Don't you wish you could be there?". And I wished that I could be there - and, with a little encouragement, I decided that I would be there! I did two more cases at Barberton, grabbed the "Spirit of 76" flag off of my Packard, stuffed my winter coat into my suitcase, and got to Colorado Springs, via Denver, by mid evening. At noon the next day, having hitched a ride with the Beechys in their Packard, I was standing on top of Pikes Peak, in a chilling blizzard, waving my "Spirit of 76" flag. But a cloud of regret slowly slithered into my mind that I had not driven my car up there, and that regret haunted my for the next fourteen years.

Another ten or so Gliddens provided an abundance of fine touring and great fun,



but none had the thrill that I had anticipated accompanying the challenge of Pikes Peak. For the 1990 Glidden, once again at Colorado Springs, I selected our H.C.S. because of it's medium weight and it's spunky reliability. I did a lot of work on it's poor brakes and general maintenance, but I still had a mind boggling reservation about getting up the big hill. We did trailer out, through the thousand miles of Kansas, and finally arrived at Colorado Springs for a very enjoyable week of fine touring and the ultimate Friday challenge.

At your basic five thousand feet (Colorado Springs), eastern standard cars just don't run right. The gasoline has to be leaned by trial and error and advancing the spark makes all of the difference in the world. As we toured through the week to the Garden of The Gods and the Air Force Academy, one of my valves stuck. Being of the overhead type, it was not too difficult to release. As a preventive measure, I recalled that one should add oil to the gasoline, so I poured in two quarts. The next day, on the way to Cripple Creek, my engine became intermitently and finally totally crippled, and I drove the last fifteen miles thinking that I had burned a valve. The owner of the Cripple Creek Garage asked me to check out a few things before removing the head and I



found that #3 sparkplug was fouled with too much oil.

All was well and we zoomed through Victor and up over a thousand foot test. Returning to the Sheraton, I overfilled my gas tank and found that I had a high level leak in my pressurized tank. Joan got some epoxy while I scraped off the old paint. finding the old repair! A surgical towel soaked with the five minute mix reduced the leak to a workable minimum.

Friday dawned dark and wet, but about ten A.M. we were off, top down. Droning up the foothills to the P.P. Park entrance was like increasing angina in a stress test, and several other antiques whizzed passed us. The entrance was shrouded in fog and some of the whizzy cars were already in trouble. So, we started up, the first eight miles paved and the last twelve frequently wet red mud. As long as I kept my engine speed up (like B.C. Hartline told me to do) we got along fine, and even passed a few of the stragglers, becoming drop-outs. The mid mountain was clear, the sun bright, and my hands were clenched to the wheel. I even got into second a few times, but returning to low the carburetor balked taking anxious moments to clear and teaching me the Hartline lesson each time.

Spectacular blue sky elbows came in lefts and rights, each almost straight up. On one left, I was well to the inside when we saw a big Auburn coming down, and supposedly to my inside! But he was in trouble in a four wheel straight ahead skid and instantly he was passing in front of me and on to the blue sky edge. So on we went. The last mile marker that I recall was about four to go and it was becoming very difficult to see the again foggy roadway. I edged past more stragglers, determined not to drop my revs and damning the fog. Then I was caught behind a equally struggling Model T and I began to slip my clutch to stay behind him. Finally, I just had to quit or pass -and we did- to find a foggy confusion of people which we thought represented an accident. One pointed one way and

another the other - and, with a burst of profanity, I realized that we were at the top. After fourteen years, we were shaking, cold, and relieved.

Inside the lodge we warmed to coffee and souvenirs. I called our son Mac, and he called Bob, as they were as much a part of us being there as I was. Outside, in the air so rare that Randy Hall couldn't blow his bulb horn, so we posed for some pictures at the summit. This time I waved the Ohio State flag where I waved my "Spirit of 76" flag with Beulah and Paul Beechy.

Going down was a piece of cake, having also worried about that for fourteen years. In low. I didn't even need the brake, and in second everything was fine. It was a good day for shifting and I had done a lot of it. Finally we were at the bottom. As we left the park, I was suddenly without power. Stopping and then starting, my gear shift was locked. The second to high shifting yoke had broken off, but no damage was done. We simply brought the rig and loaded for Wadsworth, mud and all.

Driving up Pikes Peak was a great experience, culminating a lot of enjoyment and a lot of learning in the hobby. We are so fortunate to have known so many nice people, so fortunate that our family enjoys the hobby together, and fortunate to be able to anticipate that our younger generation will one day soon be conquering their Pikes Peak challenges too.





# THE PUT DOWN

by John McAnlis

Ever since I drove my H.C.S. to the top of Pike's Peak, last September, I have basked in that euphoria of my accomplishment, perhaps enhanced by the very rare air and the snow at the top of that lofty peak of fourteen thousand feet. After all, I had honed my mental and mechanical preparation for some fourteen years, and celebrate? Why not?

Thus, very recently, I was showing a forty-ish young couple through my barn, beaming the attributes of each of the vehicles. "And this is a 1921 H.C.S., made by Mr. Stutz after he left the Stutz company. Last fall we drove it all of the way to the top of Pike's Peak!" I awaited the usual exasperation and commentary acknowledgable of a superb and fantastic effort. There was a little laugh and the modest response, "We run up there!".

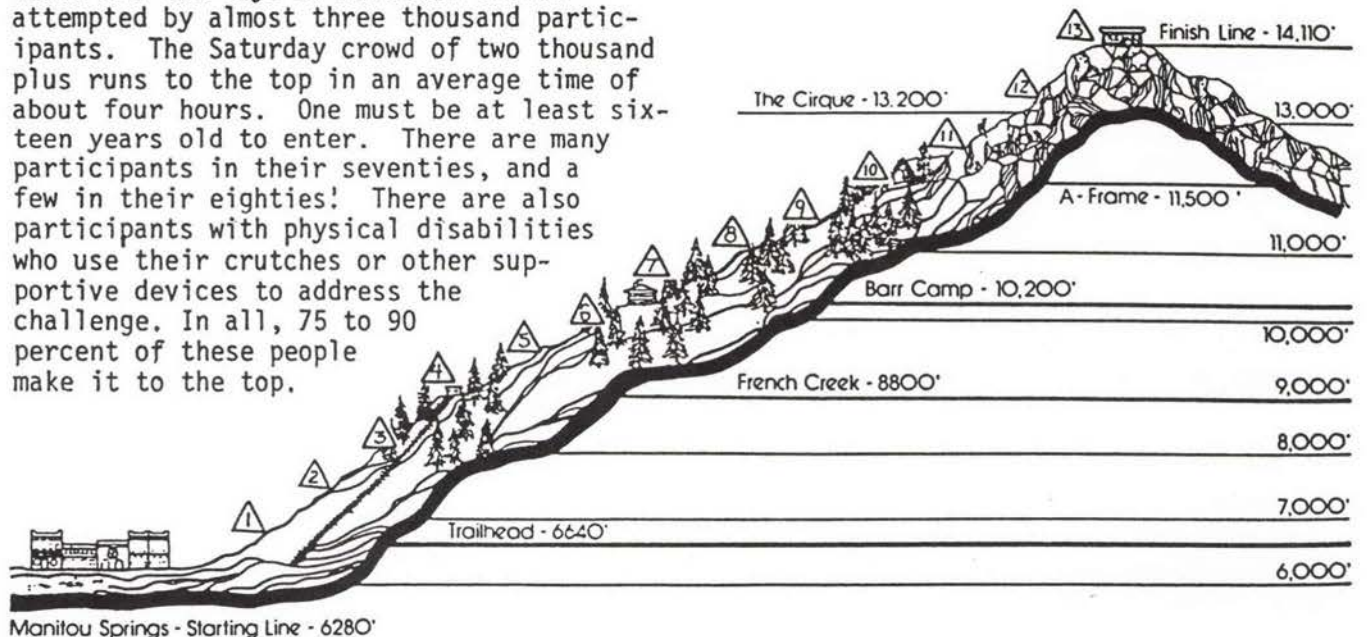
The event is the Pike's Peak Marathon and it happens every August, in the hottest part of the year. Cars begin at the North Pole and stretch their ascent over twenty miles to the top. The runners begin at Manitou Springs and ascend more directly over a trail of only 13.4 miles with an altitude gain of 8,000 feet.

There are two days of marathon events attempted by almost three thousand participants. The Saturday crowd of two thousand plus runs to the top in an average time of about four hours. One must be at least sixteen years old to enter. There are many participants in their seventies, and a few in their eighties! There are also participants with physical disabilities who use their crutches or other supportive devices to address the challenge. In all, 75 to 90 percent of these people make it to the top.



On Sunday, the real pros take over, in excess of six hundred runners. These people run to the top and back down again, with a winning time of about three hours and forty minutes, and a first prize of five hundred dollars.

Well, if I wasn't deflated, I was astounded. To each his own hobby. I put a lot of effort into the preparation and a lot of emotional energy into my challenge with my little H.C.S. But, my effort pales on the contrast to these people. Maybe there is a new challenge. It took me fourteen years to get to the top with my auto. Perhaps in the next fourteen years that I may have left, I can do it on foot. Anyone game?







## FINANCIAL REPORT

by Joseph B. Follardori, Treasurer

This report covers the three month period of April 17, 1992 through July 17, 1992.

|  |                   |                    |
|--|-------------------|--------------------|
| BALANCE as of April 17, 1992               |                   | \$8,262.27         |
| INCOME                                     |                   |                    |
| Membership Dues (4/17/92 - 7/17/92)        | \$2,112.00        |                    |
| 5th Grand Stutz Fees                       | \$ 450.00         |                    |
| Interest Earned (CD \$98.86, M/M \$68.3\$) | 167.17            |                    |
| Donations (see below)                      | <u>\$ 262.00</u>  |                    |
|  |                   | +\$2,991.17        |
| EXPENSE                                    |                   |                    |
| Administrative                             | \$ 154.02         |                    |
| Election Process                           | \$ 210.10         |                    |
| Fifth Grand Stutz                          | \$ 310.32         |                    |
| Membership Costs                           | \$ 118.38         |                    |
| Photo Reproductions                        | \$ 49.44          |                    |
| <i>Stutz News</i> , Vol. V, No. 20         | <u>\$1,473.38</u> |                    |
|  |                   | <u>-\$2,315.64</u> |
| BALANCE at July 17, 1992                   |                   | <u>\$8,937.80</u>  |

FUNDS are held in the Treasury as follows:

|  |             |
|--|-------------|
| 1 year CD #44845106 @ 4.05% to 1/17/93 | \$30,000.00 |
| Money Market Acct. #44845149           | \$ 8,937.80 |

| DONATIONS               | <u>Stutz Book Fund</u> | <u>Cordy Purdy Fund</u> |
|-------------------------|------------------------|-------------------------|
| M. B. Tidmore           | 10.00                  | --                      |
| 5th Grand Stutz         | <u>170.00</u>          | <u>82.00</u>            |
| TOTALS @ July 17, 1992: | \$3,043.25             | \$1,021.88              |



# LETTERS TO THE EDITOR

From: Peter Leonard Brent Boyland (#321), Dorset, England dated 20th May 1992 to Dale Wells:

Many thanks for your letter of 5th May and for the names of members who may be able to help me with technical problems.

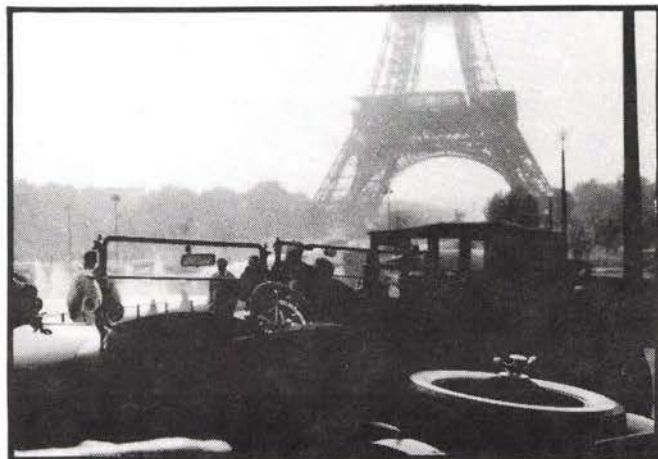
Luckily the car is running well at the present time, thanks to a new set of pistons from the Egge Machine Shop in Los Angeles.

I am in touch with other Stutz owners in the UK, particularly Mike Holt, who is trying to organise a UK Stutz get-together this summer.

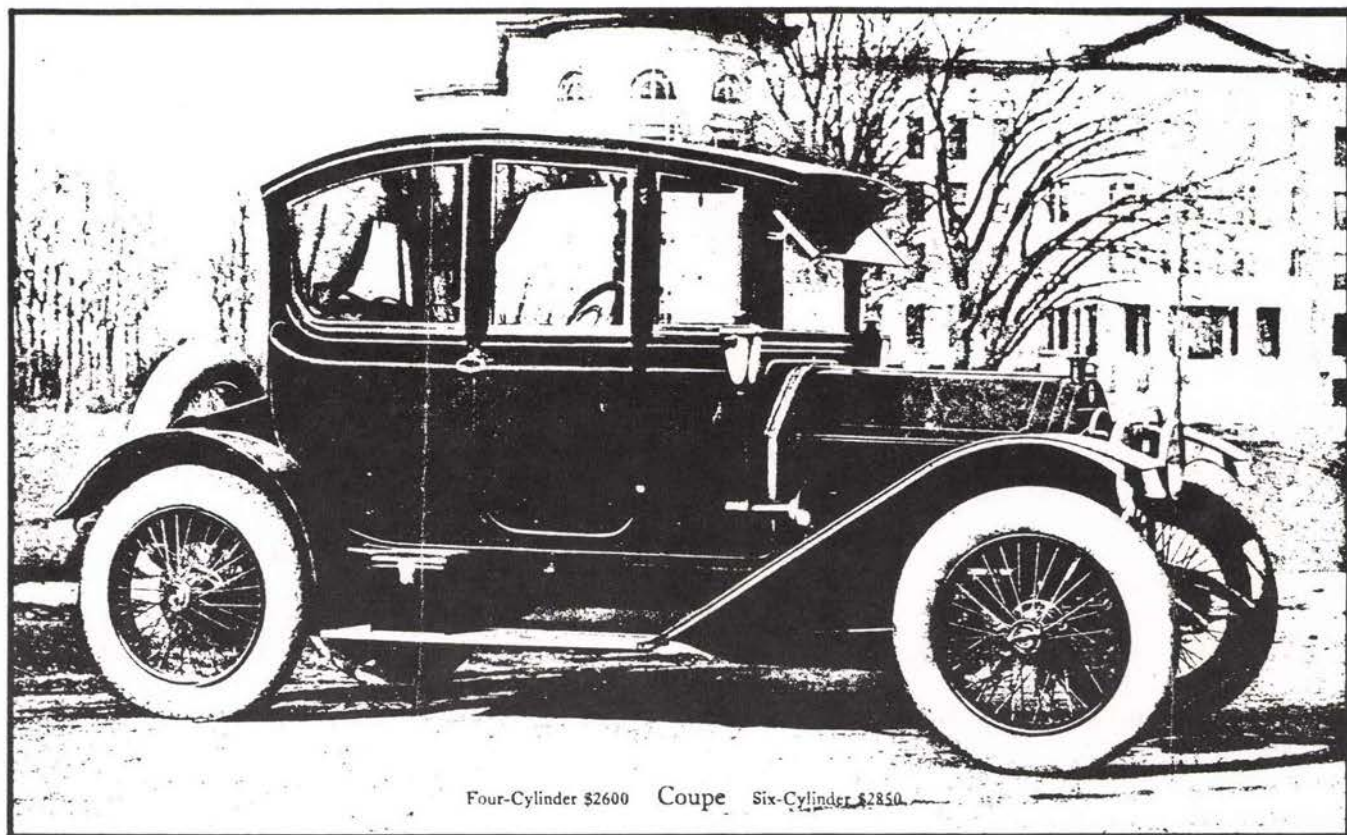
P.S. I thought you might be interested in some photos of my 1918 S series Stutz roadster in Paris last August. The event was the start of the Paris/Deauville Rally.

From: Smith Hempstone Oliver (#97H), Tarpon Springs, FL dated June 3, 1992 (in part):

As requested, I have had the 1914 Stutz coupe illustration copied,



and you'll now find it below. I hope you can use it, if that is your desire. Is it not a beauty? I'd love to have it to drive around



Four-Cylinder \$2600 Coupe Six-Cylinder \$2850



in. Perhaps there is one stored in a barn somewhere in or near Indianapolis. Why not ask around? (Keith Marvin questioned whether a closed Stutz car was actually produced (although offered) before the interesting coupe of 1921. My wife, a native of Indianapolis, examined the illustration Hemp copied and discovered that the building in the background is the former St. Vincent Hospital on Fall Creek Boulevard between Illinois Street and Capitol Avenue. She believes this to be a photography as it would be unlikely that someone would take the time to fully sketch the detail of the hospital in the background. Ed.)

From: Cornelius W. Hauck (#22), Cincinnati, OH dated June 22, 1992:

I was interested in your "Harry's Cousin Charlie" article and particularly the photos of the two Bearcats on page 19. Clearly two entirely different cars. The top car is the first 1917 Bearcat revival on the "R" chassis, with "R" radiator, hood, cowl, 25" wheels &c. The English Bearcat is a later series -- body and chassis entirely different: I'd guess a Model "G" (overlooking the modified or switched headlights). Maybe someone thought that Charlie's idea was good enough to duplicate on some "specials" later -- but where did Charlie get the idea? Locomobile? Some custom builder? Curious.

From: Mark L. Dees (#258), Moorpark, CA dated July 17, 1992:

Very surprised you or someone back there didn't spot the LeMans Stutz on page 12 of the April-June *Stutz News* as the Brisson-Cattaneo entry of 1931, a DV-32, which lost its oil pressure during the race.

There are real questions about the history of the various LeMans Stutzes, particularly as to the history of each chassis which appeared or reappeared from year to year, and the various modifications. They

were very wild cars, probably the most interesting of the racing Stutz eights, yet we know so little about them and their ultimate fate. I will turn out an article on them if you wish, but it will be notable as much for what it necessarily leaves out as what it contains.

The carburetor which so puzzles Ronald Blair is a Miller, manufactured in Los Angeles by the same man who produced the famous Miller racing cars and engines.

From: Stephen P. Dean (#176), Fresno, CA dated July 31, 1992

I refer to the photo on page 19 of the Apr.-June 1992 issue of *Stutz News*. I believe the carburetor is a "JUHASZ", made in N.Y. Although no dimensions are given, the "give-away" is the comment about the "5 jet thing."

I have a carb that looks nearly identical, with 4 venturi's and a rotating barrel. Cast into the float bown cover, which by the way, is flat as opposed to the dome shape in the photo, are the words "JUHASZ, N.Y." I can't tell from the photo if that is a replacement cover, or just a different design. Since there are no dimensions given, the only principal difference I can tell from the photo and my carb is the mounting flange.

Enclosed is a photo and I've sent one to Mr. Ronald Blair in England. This carb is a late 1920's after market carb. It, like the one shown in Vol. 5, No. 20 is a single throat.

Mr. Hempstone Oliver states in *Stutz News* (Oct.-Dec. 1989, p. 14) that he had a barrel valve Juhasz on his 1920 Bearcat. There is a photo of it on page 14. Since he owned this car in 1933, and states that the carb was purchased used, this might also serve to confirm that this is a later period carb, circa late 1920's. Unfortunately, I do not have any literature on



Juhasz. If anyone does, I would like to hear from them.

To: Keith Marvin on July 31, 1992:

I refer to your article "1936 Stutz? Legitimate or a Bastard," April-June 1992 *Stutz News*.

I think I have the answer for you. It is your choice #3 on page 12. Or, it is a "Bastard," given the two choices.

Last October I visited Mr. A.K. Miller in New Hampshire and he showed me a substantial number of original, period photos of various Stutz cars. One photo shown me was undoubtedly the car in the April-June 1992 *Stutz News*, reprinted from Old Cars Weekly.

Mr. Miller told me that this car was a 100% re-body by Mr. Adolph Schneider, done for himself, in the 1940's if memory serves, on a 1929 or 1930 Blackhawk chassis. Mr. Schneider was described as a German craftsman living in the New York city area. (It may have been Brooklyn? Mr. Miller could confirm this.) Mr. Miller told me that he had a lot of metal work done by Mr. Schneider, who at one time had a shop, but at the time of the re-body was working out of his garage at home (possibly semi-retired). The photos of the car were taken in front of Mr. Schneider's home. There were several period 8x10 photos showing the really fantastic work and craftsmanship of Mr. Schneider. From what Mr. Miller relayed, and what the photos showed, Mr. Schneider indeed was a master metal fabricator, dare I say "of the old school." In particular, I recall that the hood ornament and door handles were the "Blackhawk feather," through a circle, like that seen in Blackhawk literature. Fantastic details of the feathers were visible, all done in metal.

It is not clear from the Old Cars Weekly photo whether or not that

was an old photo of a "mystery car," or a contemporary (1984) photo. Mr. Miller told me that the car had reappeared some years back, and that the owner had died and the project gone to the son. Further, that the last he knew, the body was completely disassembled. I don't believe the time-frame of last ownership was stated. (It may have been several decades ago.) At any rate, I wrote to them, but the letter was returned marked "unknown." As it was in a small town, I contacted the Chamber of Commerce and to my disappointment, they too were unaware of any such person or family. Either they are deceased or they moved a long time ago. Perhaps it still exists "somewhere?" Perhaps the son that inherited the pieces "trashed" it. That is as far as I pursued it.

Subject: The Stutz at the LeMans photo, page 12 of the April-June 1992 issue of *Stutz News*, Vol. V, No. 20.

that is the 1931 entry by Edouard Brisson. Joseph Cattaneo was the co-driver. The car was black. It retired on the 19th lap. Off and on, I have spent the last three years researching this car. Thanks to the contacts through friends I have made contact with the appropriate people at the Automobile Club l'Ouest (ACO) the organizing body of LeMans and have collected all that they have on Stutz. I went to the RAC library in London and came up with quite a bit of information. My trip to the Detroit library was not very successful.

I am in the process of an indepth article on this car. However, it is related to so many other subjects it keeps growing and it has gone slower than hoped as every "answer" raises more questions to be researched. Since Brisson drove in each of the 5 years that a Stutz ran at LeMans (1928-32) you can imagine how there is an overlap with other years.



## STUTZ AT 1992 EASTERN CONCOURS D'ELEGANCE

The third annual invitational Eastern Concours d'Elegance, sponsored by the Burn Foundation, was held on May 16, 1992 in Reading, Pennsylvania, on the Penn State Berks Campus. This year's theme was "Fabulous Cars of Famous People."

Only one Stutz was included among the 81 spectacular cars that were invited. Ray Katzell's 1929 Series M 4-passenger speedster, which club members know as "Kismet," was invited because she was once part of the collection of William F. Harrah. Parked alongside Ray's Stutz at the Concours was John Rendemonti's 1920 Mercer Series 5 Raceabout, which had been owned by Buster Keaton and used in some of Keaton's movies; those attending

the Fifth Grand Stutz met John and his Mercer there.

Among the other Stutz Club members whose cars were featured in the Concours program were: Bernard Berman's 1910 Austro-Daimler and his 1962 Dual Ghia L 6.4; Ray and Lou Bowersox's 1929 Duesenberg J; John E. Morgan's 1940 Packard; and three of Noel Thompson's cars, the 1934 Delage D8-SS, 1937 Bugatti 57-S, and 1940 Buick Brewster Town Car.

The blue-ribbon panel of judges was again headed by our own Beverly Rae Kimes, who presided over the parade of cars and announced the various prize winners.

\*\*\*\*\*

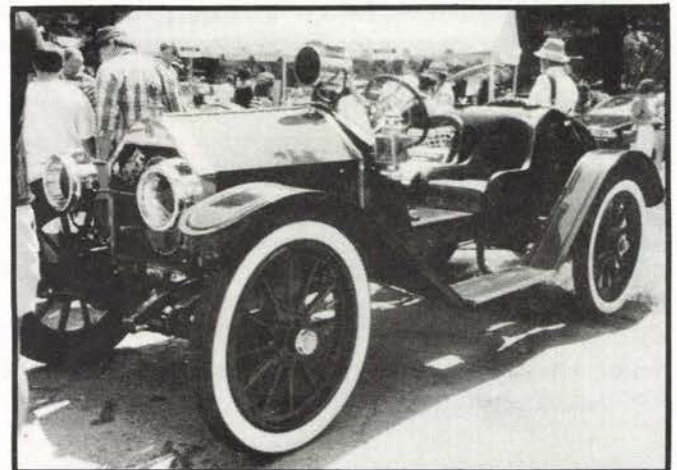
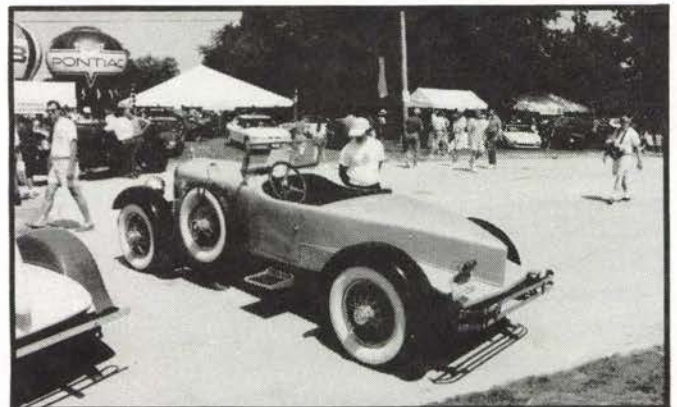
## 1992 VINTAGE GRAND PRIX FESTIVAL

On June 28, the 1992 Vintage Grand Prix Festival was held in Philadelphia. The event took place in Fairmount Park, which from 1908 to 1911 had been the site of a prominent 200-mile road race for stock chassis and witnessed by many thousands of spectators. The major marques of the day participated, including Locomobile, Lozier, Mercer, Mercedes, and, in 1911, Stutz. Relevant is the following excerpt from the Stutz catalog of 1912: "A further proof of the consistent performance of the sturdy Stutz was the only car, regardless of class, that went through the race -- two hundred miles -- without a stop."

The 1992 re-run was held for the benefit of refurbishing the Park's magnificent Memorial Hall. Entries consisted of vintage racing and sports cars selected by the sponsoring organization. Although Ray Katzell's 1928 BB 2-passenger boat-tailed speedster was the only Stutz, another Stutz-related participant was a 1912 Marion Bobcat. Harry Stutz undoubtedly had a hand in designing that car when he was with Marion just before founding his own company.

The entries in the 1992 event were

grouped into classes according to age. As an exhibition rather than an actual race, the cars in each class completed several laps along a 1.8 mile winding course to the applause of the numerous spectators.





## STUTZ MEMORIES OF 60 YEARS AGO

by Smith Hempstone Oliver

At this time I should like to share some Stutz memories of mine with my fellow Stutz Club members so that they can see what was like in the "olden days" of looking at cars in the streets of a big city, Washington, D.C., in this case.

As related in an earlier issue of *Stutz News*, I set up residence there in September 1931, living with my uncle Smith Hempstone and my aunt Betty while attending George Washington University. My beloved 1916 Stutz Bulldog was resting peacefully for the winter in Newport, R.I., at Max Agassiz' home, Castle Hill.

In Washington I had the use of uncle's 1931 Packard 845 7-pass. sedan, driving him to the Navy Department each morning and continuing a few blocks north to park in the streets around G.W.U. Yes, I was able to find places to park there at that time, but I know that it is a much different matter today.

After classes I drove around town to junkyards and garages, all the time keeping my eyes peeled to spot unusual parked cars. This, mind you, was 60 years ago, a wonderful period in automotive history. Occasionally I had my trusty camera with me, but not always so.

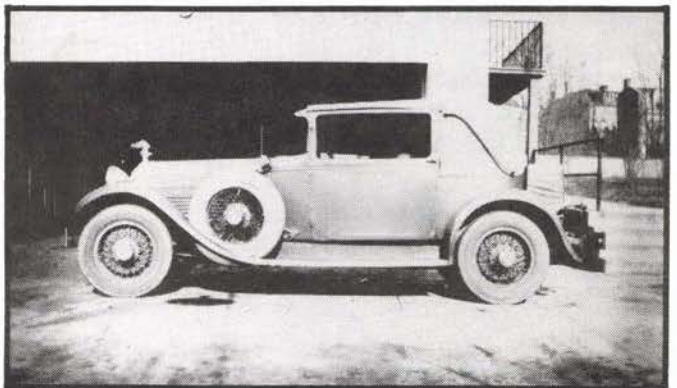
The first Stutz I saw was a relatively new Model AA phaeton parked on the south side of Massachusetts Avenue just west of the western end of Florida Avenue, N.W., only a few yards away from the Legation of Luxembourg (today, it is an embassy!). Braving the traffic of late 1931 I stood in the street and took one photo, shown here. I never saw it again.

Near my residence, at 2301 California Street, N.W., there lived Hugh D. Auchincloss in a mansion on

The Stutz AA Speedster (Phaeton) spotted on Massachusetts Ave. follows.



Massachusetts Avenue near the present site of the Japanese Embassy. Readers of *Stutz News* will remember that he was born in 1897 and was the original owner of my 1916 Stutz. Well, he owned a Model BB Stutz with a 2-door convertible Weymann body that was kept at his Washington address. I soon made the acquaintance of his chauffeur, a friendly type named Price, and paid many a visit to see him. On one occasion in early 1932 I made the two photos shown here, where it can be seen that the car sported one of those elegant Lalique radiator caps that are such collectibles these days. It can also be seen that the fabric body was already deteriorating badly, even though it was only 4 years old. I did not then know, naturally, that in September of 1933 even I would be the



The Auchincloss Stutz Model BB with Weymann body and elegant Lalique radiator cap.





Frontal view of 1928 Stutz Model BB with Weymann body.

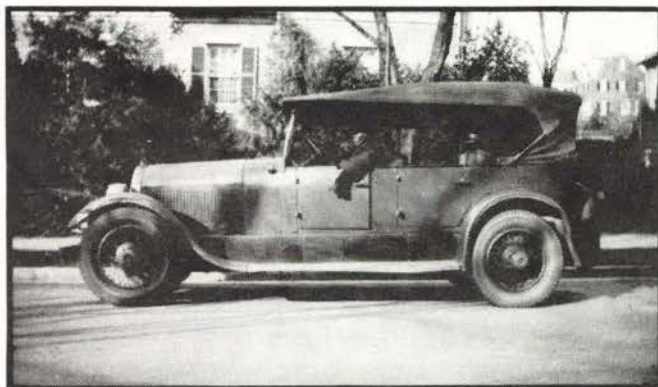
owner of a well-worn 1928 BB Stutz, a phaeton described by me in the July-September 1990 issue of *Stutz News*. A letter from me in New York City to Price in late 1933 produced the BB instruction book that he no longer needed, a nice gesture I really appreciated. Many an hour did I spend going over that book studying the statistics, the drawings, and the photos. I only wish that I still had it today, but I don't.

In the meantime, I never did meet Hugh D. Auchincloss, the original owner of my first car, nor even set eyes on him! What a pity! I bet now that we two could have exchanged some interesting stories.

Also in 1932 I chanced upon a 6-cylinder Stutz touring car of about 1924 parked on Tracy Place a few blocks from my home. The owner, named Coleman, shown in one of the two photos reproduced here, was the chauffeur for a family, coincidentally named Cole, that lived at the Tracy Place address. And what

make of car did Coleman drive for the Coles? You guessed it! It was a Stutz, an AA sedan! I never did have a chance to make any photos of it, unfortunately. So here we had a chauffeur of a Stutz who drove to and from work in his own Stutz!

The car was quite similar to the car shown on page 30 of the April-June 1991 issue of *Stutz News*, differing mainly in the location of the spare tire. The Coleman-owned



According to the 1924 Stutz catalog the Stutz shown here would either be a Series 694 Phaeton of 5-passenger on 120 in. wheel base or a Series 695 Speedway Six Tourster on 130 in. wheel base accommodating 7 passengers. The same Stutz Six engine was used in Series 693, 694 and 695.





car had only 2-wheel brakes, as can be seen, even though 4-wheel hydraulics were optional according to the wording of the advertisement referred to. I think now, 60 years later, that the term "Speedway Six" was cast into the overhead-valve cover, but I might be wrong about that. What do our readers think about that conjecture? I might have seen such a few years later on even yet another of the 6-cylinder Stutzes.

There were 4 or 5 other earlier Stutzes that I occasionally saw moving along on the streets or parked at the curb, but I never got to take any photos of them. One was a blue roadster parked every day on the west side of 14 Street, N.W., just north of L Street. Another was a lovely red 1921 touring car owned by a Negro who lived in a brick row house located on 22 Street, N.W., where the famous restaurant "Blackie's House of Beef" is now located. It was a beauty! Strange how many Negroes, including "Kid" Hawkins, owned Stutzes in those days.

In a junkyard on Georgia Avenue I found a mid-teen chassis still fitted with its low-slung rear gas tank, complete with the proper huge

aluminum cap, and so I was able to finally obtain a replacement for the ill-fitting plumber's sewer-pipe plug with incorrect threads that was on my 1916 car when I bought it. Was I happy? You bet I was!

All in all, I had a fine time that long winter of 1931-32 in Washington, looking at, and learning about, Stutz cars. I well recall visiting the Stutz showroom that opened for business in the spring of 1932 on the west side of Connecticut Avenue between R and S Streets, wherein I admired an orange Super Bearcat, obviously one of the first of that breed. This business was headed by a retired naval officer, Captain Christopher Raymond Perry Rodgers, then only 48 years of age. Who owns this orange beauty today? Is it one of the handful of Super Bearcats currently belonging to Stutz Club members?

I shall close this little narrative at this time, even though I made many other photos of early cars (Jeffery, Premier, Stevens-Duryea, etc.) in Washington that winter. After all, these makes are outside the scope of interest of the members of our club.

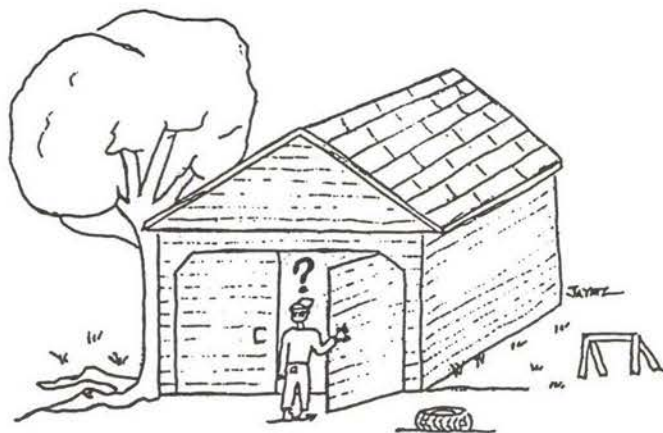
---

## CORRECTIONS TO STUTZ NEWS

Ye Olde Editor continues to agonize over slippery mistakes. You can help relieve the pain he suffers by making the following corrections to the April-June 1992 issue Vol. V, No. 20:

- Page 5     1st column, 8th line should read "acrylic enamel" not panel.
- Page 8     Under Addresses, the correct spelling is "Uihlein."
- Page 13    Interest Earned should be: (CD 100.86, M/M 72.67) \$171.53
- Page 16    2nd paragraph, 2nd line should read: "There are only a few 'authentic' examples of this model in existence.
- Page 18    1st column, last paragraph should say "Un-seized" not un-ceased.
- Page 28    5th paragraph, there are 6 members now deceased. Robert Haner (#5) was our first member. Please forgive me Florence.





## BEHIND THE GARAGE DOOR

By Bob and Diana Baker

Our latest trip took us south of the James River to the "homes" of Madeline and Tommy Cox. Before we went through the garage and started talking about old cars, we were given a complete tour of a unique addition to their home. This addition was someone else's home a few years ago, and was purchased by the Cox's and moved last fall from its previous site, approximately a mile away. A feat we could not visualize, however, upon seeing the finished product it made a very interesting south wing. We were told that this addition will be used primarily to house the many antiques and collectibles, that the Cox's have acquired over the years. There is also a guest bedroom with a unique bath, that features a combination of antique and modern fixtures. The project of adding this addition was completely documented by Madeline with daily progress photographs.

After the house tour, we went to the garage, which is a four car building, that has its entire south wall of windows. This served as a solar heat and light source. There is a license plate collection covering virtually every ceiling joist,

Reprinted from the March-April 1992 issue of the GAS LIGHT, Richmond Region, AACA. Thomas Cox (#78) is the editor of this publication.

that includes a passenger car plate and a truck plate, from almost every state in the union, plus almost every year of Virginia.

The car that impressed us the most, was a 1928 Stutz 4-door sedan, manufactured in Indianapolis, Indiana. This car was sold "new" in 1928 by a Richmond dealer, and had three or four owners before Tommy acquired it in 1958. The car had been stored in a field with the paint in pretty rough condition, and the upholstery deteriorated, however, the wood body framing was in excellent condition, making it a relatively easy candidate for restoration.

The Stutz automobile was produced from 1911-1935 and was a luxury car that competed with Lincoln, Cadillac, Mormon, and Pierce Arrow, etc. These were very large cars and Stutz advertised their vehicles as "safety cars." They had huge brakes, which were the largest in the industry, and also safety glass, which was not introduced by other manufacturers for many years to come. This safety glass consisted of plate glass with horizontal wires embedded in it, and was used in the windshield as well as the side and rear glass.

Tommy's Stutz has a straight-eight engine with overhead cam and nine main bearings, standard three speed transmission, and a worm drive differential. The worm drive eliminated the need for a drive shaft tunnel. Tommy's car weighs about 4900 pounds and the price when new was \$3800.00, which would have bought a small fleet of Fords or Chevrolets in 1928.



Tommy loves old cars and old things, but admits he is not overly fond of restoration work. Therefore, most of the work on this car was contracted out to others. The restoration consisted of replating the chrome, new upholstery, two paint jobs and two engine overhauls. The first paint contract was not completed due to a lack of interest by the painter. The painter had sanded the car to the bare metal and then lost interest in completing the job. The car was then stored for about 15 years in its' bare metal state. When restoration was resumed, new rings and bearings were installed, but this job was a failure and had to be redone later. The car was completed in 1977 "with the help of an old time club member, Billy Melton," just in time for Tommy and his new bride, Madeline, to celebrate their honeymoon by going on the Glidden Tour in Stone Mountain, Georgia. They also took the car on another Glidden Tour in Frederick, Maryland, some years later. Hopes are that they can go again this year. One interesting trip we were told about, was the AACA 50th anniversary Show in Winchester, VA, in 1985. The car made it to the show, but protested heavily most of the trip, and after that event the car barely made it home. It was then put to rest for another four years, during which time the distributor was rebuilt, and the carburetor replaced with an earlier model. We were told that virtually all of the 1928 carburetors were faulty, and the cars of that year, that are still running, use other carburetors today. The car rides nicely for a 63 year old, a bit difficult to steer and brake, and only gets a maximum of 8 miles to the gallon of fuel. Not bad when fuel was only 18 to 20 cents a gallon.

## LAUGH WITH THE LORD

Who wouldn't like to start the New Year with laughter? The following are actual announcements taken from church bulletins.

1. This afternoon there will be a meeting in the south and north ends of the church. Children will be baptised at both ends.
2. Tuesday evening there will be an ice cream social. All ladies giving milk, please come early.
3. Wednesday, the ladies liturgy society will meet. Mrs. Johnson will sing "Put Me In My Little Bed" accompanied by the pastor.
4. Thursday at 5 PM there will be a meeting of the Little Mothers Club. All those wishing to become Little Mothers please meet the minister in his study.
5. This being Easter Sunday, we will ask Mrs. Johnson to come forward and lay an egg on the altar.
6. The services will close with "Little Drops of Water". One of the ladies will start quietly and the rest of the congregation will join in.
7. On Sunday a special collection will be taken to defray the expenses of the new carpet. All those wishing to do something on the carpet, come forward and get a piece of paper.

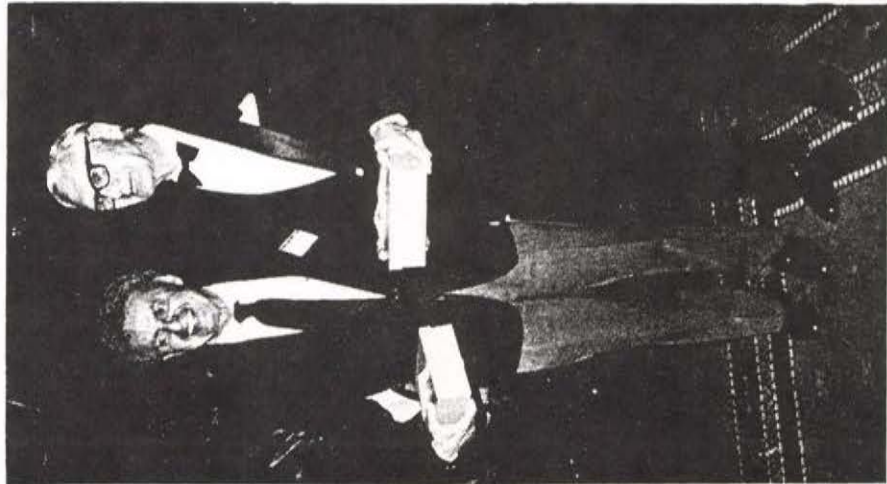
Contributed by Virginia Greene



The many members who attended the 3rd Grand Stutz hosted by the Toths in Chagrin Falls, Ohio will remember Tom and Madeline's 1928 Stutz sedan. I recall having a good ride in it with Ernie Toth, Jr. putting the pedal to the metal. In a recent letter Tom said he hoped to bring his Stutz to the 5th Grand Stutz in Milton, PA but, if he didn't get a loan of a truck and trailer, he would most likely arrive in a nice 1970 Buick Electra HT which somehow followed him home in early March. Your editor found "Laugh with the Lord" so touching that he left it in with the reprint for your pleasure. (Ed.)



# SEEN IN PRINT



CCCA Distinguished Service Award recipients were SoCal's Irv Davis, left, and Lee Davenport

The above photos appeared in the January/February 1992 issue of the Side Mount Mirror published by the Southern California Region, CCCA (Member Bobbie'dine Rodda, Editor). Our congratulations to Members Irving Davis and Knox Kershaw, who received their awards at the 1992 Annual Meeting of the Classic Car Club, held in St. Louis.

Unbelievable! Member Richard L. Burdick is the first three-time winner of the Great American Race. We have reprinted an excerpt from Old Cars News highlighting the accomplishment. Our hats off to Dick again! Ed.



Knox Kershaw is seen here with two first-place trophies



# Old Cars News

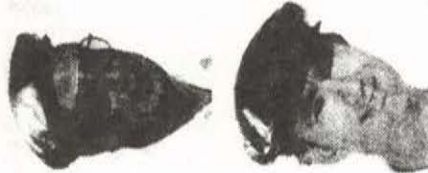
July 23, 1992

OLD CARS NEWS & MARKETPLACE



## Burdick, Bell, and Bentley best in GAR

The 1924 Bentley Speedster of driver Richard Burdick and navigator Wayne Bell was victorious in this year's running of the Great American Race, which began June 21 in Charleston, S.C. and ended nine states and 4,475 miles later on the Fourth of July in Costa Mesa, Calif. With this year's win, Burdick (left, upper photo), of Rosanky, Texas, and Bell (left, lower photo), of Lake Oswego, Ore., became the first three-time champions of the GAR. Their previous two victories came in 1989 and 1990, also in the Bentley. (See Top 10 results of 1992 GAR on page 34.)





---

## A COLLECTOR'S CONFESSIONS

by Jolyon Hofsted

When possession becomes an obsession, not even an unpaid electric bill or mortgage is allowed to come between the collector and the car of desire. I am a collector who confesses to the addiction for "the search," the tracking, the finding, as well as the restoration on the current gem. For me finding the ones that people say no longer exist, or "those days are over," then bringing them back to life is the joy of the hobby. Driven by the desire to possess, to find and restore, I will always search for just one more car.

No one can convince me automobiles are simply mundane objects. They do all the things art does. I think the visual power of an antique car is very strong. I happen to be an artist, art is not something I want to do, it's something I have to do. I feel the same attraction to my cars, an addiction that at times can be hard to live with, becomes part of one's life.

Cars can sometimes arrange one's life. A few years back, the opening date for a major New York show of my art work was moved, due to pressing personal business, "Hershey" what else. Few people knew the reason and those who did, just shook their heads. Another show of my work last month, 3,000 miles away allowed me a chance to visit three fellow car collectors, and I almost bought a car, even got as close as to securing a price on trucking it back east. I still have not entirely closed the door on that one.

Two years back a fellow collector told me a rumor, told to him by another collector of an early treasure of obscure make (just my type) that's been living in a shed for forty years, untouched, all there, and not for sale. You dig a little

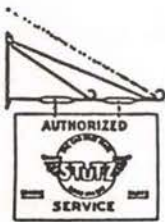
here, scratch a little there, and two years later, the owner is located. Yes, he and the car described do exist, now that's a reward and a miracle in itself. The car, living in an obscure rural area, is a project the owner has been "meaning to restore, for the past number of years." Quite a number from the rumor. Yes, it's true it's not been for sale, but he has been thinking recently he will never get to it, and if I want to come take a look and discuss it in early spring he would be more than happy to show it to me. Show me a collector who at the end of this phone conversation, the little hairs on the back of the neck don't stand up followed by a "gulp" of coffee or (insert your drink of choice here). Yes, one could lay in bed and figure April 1st should mean early spring, right!, calculate distance in time and miles, alert your friend with the car trailer, and even bite your fingernails, but why would one want to do that, it's only an old car, right? Put the car out of my mind (yeah, sure) get on to making a living, wait til April and in the meantime figure out where the money is going to come from. At this point to have located it, to go see it, conquer the rumor of the last 2 years, and talk to the owner will be a major reward in itself.

The first week in April is only a week away! but, today was also the largest snow storm on the season. Yes, this is a cliff hangar!

(to be continued)

Please hold on until the next issue when we hope to continue Prof. Hofsted's most interesting confessions. (Ed.)





## CLASSIFIED

LET'S PUT STUTZ ON THE ROAD!



- Charles E. Jones, 9 Palomar Place, Woodland, CA 95695 (Tel. 916/666-2250) has for sale:
  1. Blackhawk 6 cyl. engine, 4 speed transmission
  2. 1929-30 Head light
  3. 1929-32 Tail light
  4. 1931-32 oil, amp. and fuel gauges, drum speedometer, and hub caps for 18" dia. drop center wheels
  5. 1933-34 Side mount stands, tail light lenses and doors
  6. DV-32 Stewart Warner fuel pump
  
- Ernie Toth, Jr. 8153 Cloveridge Road, Chagrin Falls, OH 44022 (Home: 216/338-3565) has for sale:
  - Stutz/Blackhawk porcelain sign copied from show room window decal, 14" x 21": \$40.00
  - Hyatt 7762 roller bearings for Detroit 4 speed transmission. 6 new ones available: \$100.00 each.
  - New hydraulic wheel cylinders and brake hoses for 1926-1933 Stutz cars.
  
- A.K. Miller, East Orange Road, West Topsham, VT has for sale:
  - New and used parts for all model Stutz and HCS cars, original factory stock.
  
- New Life Member Francis DePrins, La Juillarde, 84220 Goult, France (Tel. or FAX 33.90.723746) is converting a 1915 Stutz Torpedo roadster (chassis 3576, engine AI 1972) into the configuration of a Stutz "White Squadron" racer and needs:
  - copies of photographs showing good detail
  - specifications and drawings
  - information and advice
  - any reference material applicable to project
  
- John G. McAnlis, M.D., 542 Broad Street, Wadsworth, OH 44281 (Home: 216/336-4511) has for sale:
  - 1921 H.C.S. Touring, Serial No. S-3-954 in excellent running condition (see Pikes Peak story in this issue). Asking \$35,000.00
  
- New Member John Courtney, 11c Huia Road, Titirangi, Auckland 7, New Zealand (Home: 09-8178313) needs for 1922 KLDH Stutz chassis:
  - Starter motor casing (existing casing is unrestorable)
  - Radiator
  - Front axle, rear axles and brakes (I have gearbox)