

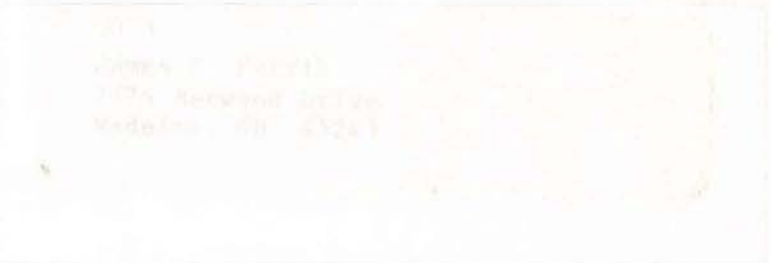
Vol. VI, No. 25 July-Sept. 1993

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



TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

ATTENTION MEMBERS!

As this issue goes to press, we are packing our bags for Cookeville, TN to attend the **SIXTH GRAND STUTZ**, hosted by Gus and Ruth Ludwig August 12-14. Coverage of this annual event and the Club's participation in the International Historic Festival at Silverstone in England held 24-25 July will be reported in the upcoming Oct.-Dec. 1993 issue of **Stutz News**, Vol. VI, No. 26.

It is a pleasure to present reports on the Club's first two events of 1993 in this issue. Extensive use of photographs has been made to enhance the coverage of the 1-3 May event at Birmingham, England and the Second West Coast Meet held on June 27.

The Stutz Get-together at Hershey, PA has been arranged by Ernie Toth, Jr. for 7:30 p.m. Friday evening, October 8th at the Holiday Inn Harrisburg East, 4751 Lindle Road, Tel. 717/939-7841). Please call Ernie immediately if you plan to attend and would like to join the Stutz group for a catered dinner prior to the meeting.

CLASSIC CAR SHOW & AUTOGLYM CONCOURS

BIRMINGHAM, ENGLAND

1st-3rd MAY 1993

by Norman C. Barrs

Some two weeks after competing in the RAC two-day Classic Rally which started at Longleat and finished at Castle/Coombe, it was necessary for the Lancefield Stutz to be given a quick wash both on top and below to remove the mud and general farmyard deposits collected following 300 miles of country lane driving in Devon and Cornwall prior to its presentation and display at the BBC Top Gear and Haymarket Publications Classic Car Show, held at the National Exhibition Centre in Birmingham on 1st-3rd May 1993.

To be invited to display the cars was indeed a great honour for the Marque of Stutz, and to be able to present three cars was indeed the first opportunity for the discerning enthusiast to see these wonderful cars for the first time in some 50 years.

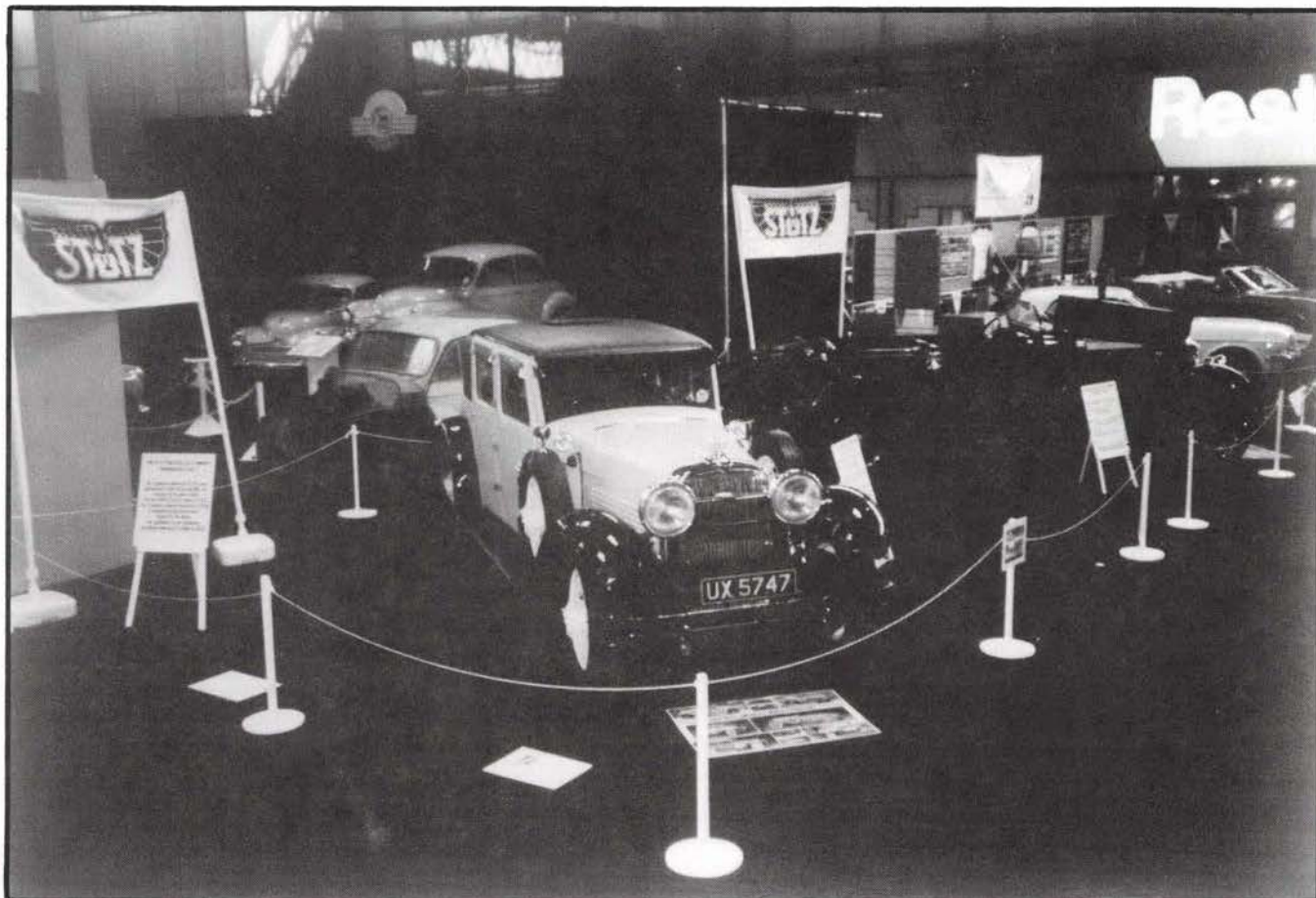
As you know I have extensively used my car for the past two years attending various rallies and local car shows. Most people assume Stutz to be German or European and indeed they are quite amazed when they realise that it is American through and through with one exception being, the body of my car that was English and made in 1929.

It was indeed very timely and considerate for Colin Buckmaster to complete the restoration of his DV-32 Convertible Sedan just in time for the show and indeed, on being asked, he readily agreed to put his car forward for the Autoglym Concours. There are of course several classes of judging and indeed some 50 cars were entered by selection for this event.

Having been allocated a stand space of some 72 sq. metres, it was clearly obvious that we had adequate space to display two cars on the Club stand. I approached Eric Verdon-Roe who immediately agreed to place on display alongside my Lancefield car, his very beautiful 1927 AA 4-Seater Boattail Speedster with the body by Robbins of New York. We went forward then with Stutz cars on display for the first time representing 1927, 1929 and 1931.

Mindful of the fact that we have also been asked to display these and other Stutz cars at the Historic Silverstone Weekend in July and with a small financial support package available from the Organizers, I had two large fireproof signs made with the name Stutz, similar to that displayed in the picture that we have of the 1929 London Olympia Motor Show. Naturally everything on display has to be fireproof and to actually describe Stutz and the cars themselves, I knocked up some small easels on which the individual car details were clearly displayed in black lettering on white fireproof panels. This enable people to look at the car, look at the panels which gave the briefest details of manufacture, size, capacity, price and speed. Finally, since there had to be some control on keeping the crowds from getting too close to the cars, the display area was enclosed with some posts and stands that I made which enabled us to stretch a white nylon cord so that people could look but not get too close.

CLASSIC CAR SHOW & AUTOGLYM CONCOURS BIRMINGHAM, ENGLAND 1st-3rd MAY 1993



Marque of Stutz display at the BBC Top Gear and Haymarket Publications Classic Car Show held at the National Exhibition Center in Birmingham, England on the weekend of May 1-3, 1993.

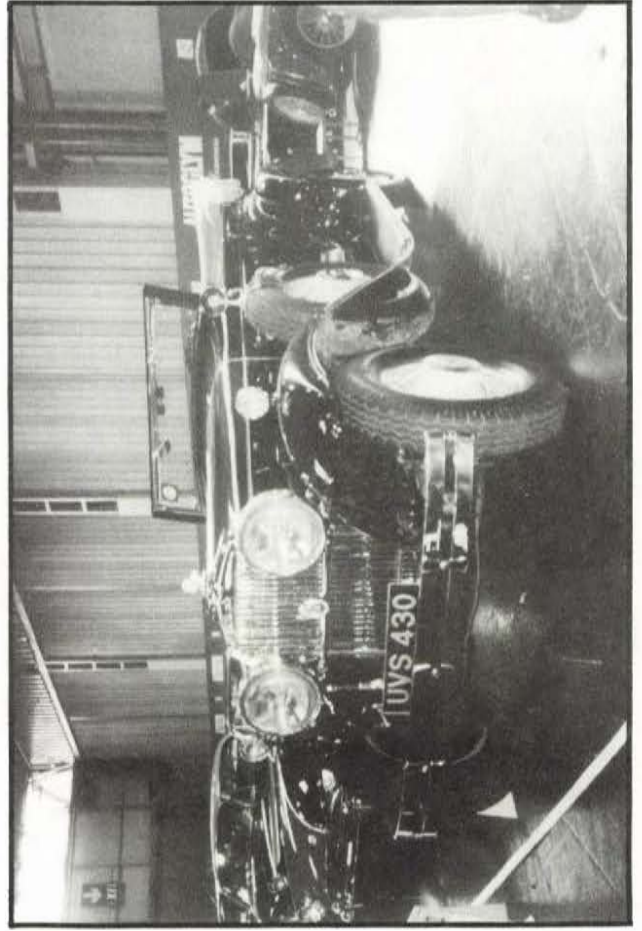
We are indebted to member Norman C. Barres (#27) of London for the great photographs and commentary pertaining to this show. See article which follows on page 4. The editor is sorry that space did not permit all photos to be shown.



Graham & Allison Barres by Eric Verdon Roe's 1927 Stutz AA
with Robbins 4-seat Boattail body



1929 Stutz "M" with Lancefield body, Regn. No. UX 5747
owned by Norman C. Barres



Colin J. Buckmaster's 1932 Stutz DV-32 Convertible Sedan won
"Most Prestigious Car Award" at Autoglym Concours



Norman (right) receives award on behalf of
Member Buckmaster from Manager Director Autoglym

The format proved very successful. Never before have Stutz cars been so photographed and, having read the background information on the board suspended on the easels, a continuous stream of enthusiasts walked into the central part of our display to look inside the cars, look at the engines and generally be amazed at what Stutz achieved with the range of 8 cylinder cars.

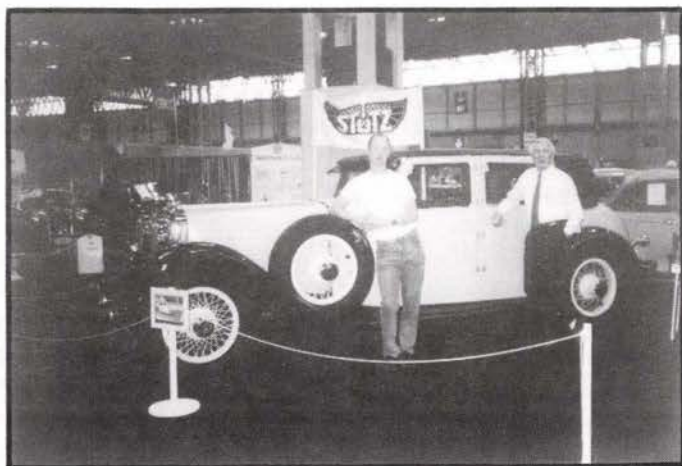
The show, according to the organizers, broke all previous records. The aisle in front of our stand was 16 ft. wide and on Saturday lunchtime the crowd was of such capacity that you could not move in either direction along the aisle.

The objective was to make the public more aware of Stutz. In this we achieved our goal beyond all expectations. Whilst the cars themselves were not shown on BBC's Top Gear programme, the mascots and radiator clearly were, and Colin's car by unanimous decision of the international judges of the Autoglym Concours won the award for the most prestigious car for which he was presented with a Waterford Cut Glass vase.

Whilst we did not unearth any spares or later cars, Mike Holt very kindly sent us a photograph of the 1915 Race Car Team and one gentleman who came on the stand advised that he had other photographs of that event and also some spare parts, and we are urgently awaiting him to contact us as it might benefit somebody's restoration.

Several of the visitors to the show were from the USA either on holiday or on business. Some were knowledgeable of Stutz and others came and said "we didn't realise these beautiful cars were made in our own country."

In conclusion, whilst it was hard work as the show takes 2 days to set up and dismantle and 3 days for display, the effort was well worthwhile since the 3 Stutz cars said it all. Superb styling, wonderful engineering, a joy to look at and a pleasure to drive.



Messrs. Graham (left) and Norman Barrs
with their 1929 Lancefield Stutz

Our thanks again to Norman Barrs who serves as Stutz Club Organiser U.K. and who represents the Club at such prestigious shows.

The Birmingham Show and the Historic Silverstone Weekend later in July are very special events at which to promote the image of the Stutz marque as well as the Club.

Stutz participation in the Birmingham show was recognized by the sponsors with a Waterford crystal piece which Norman happily accepted on behalf of the Club. (Ed.)



MEMBERSHIP REPORT

by Dale K. Wells,
V.P. Membership

Membership records are being updated on my computer files with new addresses, cars, phone numbers, etc., so a new directory can be published, or at least an update to the 1990 issue all of you now have. It is very satisfying to add new members and cars, but sad to lose members who have lost interest, sold their cars, or died. However, time goes on, we lose interest or energy in keeping up with old cars, or new demands come into our lives. We do want to note the following members who have died in the recent past, and extend our sympathy and regards to their families:

O.A. Corriher	Landis, NC
Harry Dunville	Stowe, VT
Edith E. Petronis	Easton, MD

One of the interesting things in updating the directory is tracing cars that now belong to different members than last shown in the files. On the membership dues payment envelope, there is a box to be checked if your cars are the same as before. If a member previously had a car, and does not check the box, we must assume he no longer has the car and it will be deleted from the file. Some members give us the motor and identification numbers from their cars, and if the same numbers and description show up on another member's renewal, we must assume the car was sold to the new member. As you can see, these assumptions may not always be correct, and if we have no ID numbers, the same car could be reported as owned by two different members. Please do your part in keeping the records up-to-date by always letting us know of car changes, and if you have no objection to reporting ID numbers, that will help a great deal also. Many members have requested statistical information on ID numbers, surviving motor numbers, etc. Hopefully, we can publish more of this information in the future, but we will certainly respect your confidence if you do not want to give us the information, or have it published.

Another problem with ID numbers is the many variations in the reported formats. Some cars of the same year will have various letter prefixes or suffixes. Some have spaces and dashes, others seem to run altogether. Here again, assumptions can be dangerous because the factory may have actually used various formats from time to time, or the particular employee on duty the day the car was marked may have been feeling creative or in a hurry. Some owners report FEDCO numbers as serial numbers, others report body numbers from the floor boards. At least on the later cars, there is usually always an ID number plate on the firewall, and an engine number stamped on the motor block near the distributor as well as a plate on the valve cover. To introduce uniformity and accuracy into our records, it will help if all owners report the numbers exactly as taken from the car, with all spaces and dashes as used at the factory. It would help if members would report the exact location of numbers next time so we can know exactly where same are usually located on the car and be sure we are all talking about the same methods of identification. This would be good information to have inside the directory as most of us are only familiar with a few models and years, and cannot be very helpful to owners of the other models.

Please welcome these NEW MEMBERS since our last issue, and we hope many of you will be able to attend the Grand Stutz in Tennessee!

- #371 Edward S. Hohl, Jr. 1933 Stutz DV32
519 Farmington Ave. Home: 203/561-4248
Hartford, CT 06105 Bus.: 203/232-4136
- #372 Robert M. Evans 1931 Stutz Cabriolet Conv.
353 Seneca Road Home: 607/324-7959
Hornell, NY 14843 Bus.: 607/324-0066
- #373 Heinz-Peter Bourbonus 1928 Stutz BB Conv. Sedan, 7 pass.
Buchenstr. #4 Phillips body, Berlin Auto-Salon car
6054 Rodgau-3, Germany for 1928
Phone: 49-6071-25091
- #374 Willis Boyd III 1915 Stutz Bearcat
107 Milford
Corona Del Mar, CA 92625 Phone: 714/721-8502
- #375 Baron Jean De Blondin 1928 Stutz Blackhawk Boattail Rdstr.
P.O. Box 717
Blackwood, SA 5051 Phone: 61-8-3702000
Australia
- #376 Frank Barrett
Editor/Publisher *The Star*
1235 Pierce Street Phone: 303/235-0116
Lakewood, CO 80214 Fax: 303/237-6080

And, to keep up with all our Stutz people, please note the following:

- #194 Miles Collier
3003 No. Tamiami Trail
Naples, FL 33940 Phone: 813/261-4455
- #172 J. Otto Lottes
1028 Winwood Dr.
Ladue, MO 63124 Phone: 314/993-2323
- #26 Henry W. Uhle
2535 Elm St.
Allentown, PA 18104-6560 Phone: 215/435-6023

Thanks again to all of you writing with news, suggestions, and especially those paying their dues promptly on time. This makes our work much easier, gives us good information and pictures for the newsletter, and keeps all of us up-to-date in the world of Stutz. I wish I had time to write to each of you personally, but have to put first priority on getting records current and tracking down the occasional error. Thanks again to all you wonderful Stutz people for your help and support.

Ed's. Note: The following notice was just received from Hemp Oliver of Tarpon Springs, FL who clipped it from a local newspaper. We extend our sincere sympathy to Henry and the family.

PETRONIS, EDITH E., 64, of Easton, Md., and formerly of St. Petersburg, died Sunday (June 20, 1993) at Memorial Hospital, Easton. Born in Huntington, N.Y., she lived here from 1971 to 1989, when she moved to Talbot County, Md. In 1980, her Park Street residence, Casa Coe da Sol, was added to the National Register of Historic Places. Survivors include her husband, Henry W.; two daughters, Laurie Petronis, Philadelphia, and Amy P. Rand, Landenberg, Pa.; and a grandson, Henry W. Rand, Huntington Station, N.Y. Newman Funeral Home, Easton, Md.

1993 STUTZ GET-TOGETHER AT HERSHEY

Holiday Inn Harrisburg East

Friday 7:30 p.m., October 8, 1993

In past years, Stutz enthusiasts have gotten together on the field at Hershey for a good visit and to discuss ideas of interest in a short meeting. The two photos (below) show the happy members who braved the elements (note rain coats) to participate in Stutz camaraderie in 1992 at Space GAM-83 which was shared by members Steve Dean, Paul Freehill and Ernie Toth, Jr.



Ernie has reserved a room at the Holiday Inn Harrisburg East, 4751 Lindle Road (Tel. 717/939-7841 for the meeting this year.

If enough members show interest, Ernie will have a dinner catered for attendees prior to the meeting at 7:30 p.m. on Friday evening, October 8, 1993.

Please advise Ernie if you would like to partake of dinner prior to the meeting.

His address is:

Ernest Toth, Jr.
8153 Cloverridge
Road, Chagrin
Falls, OH 44022
Tel. 216/338-
3565.

Our thanks to Dale Wells, V.P. membership for the above photos.
(Ed.)



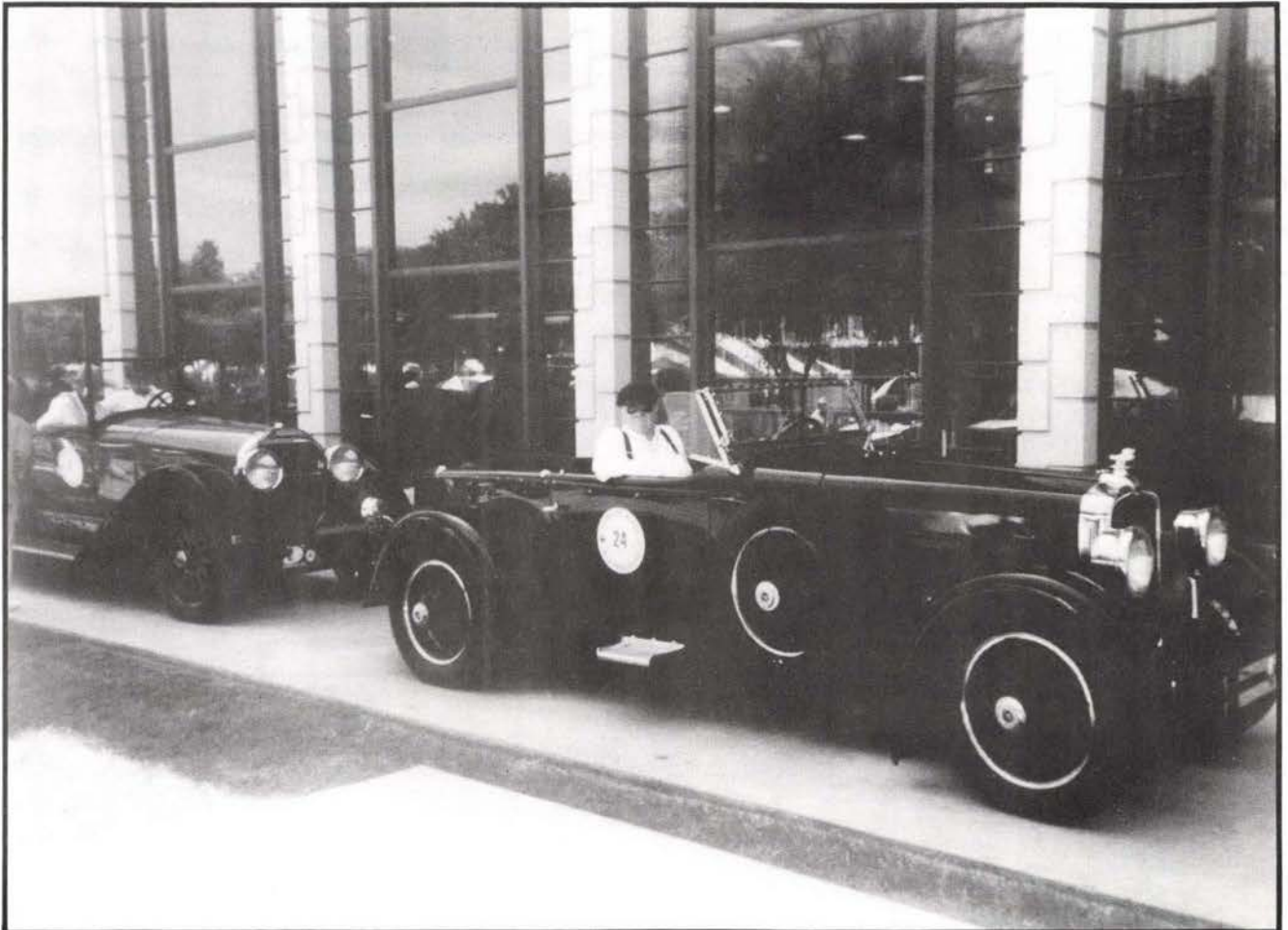
COPPER STATE ONE THOUSAND

by Lyle E. Patterson

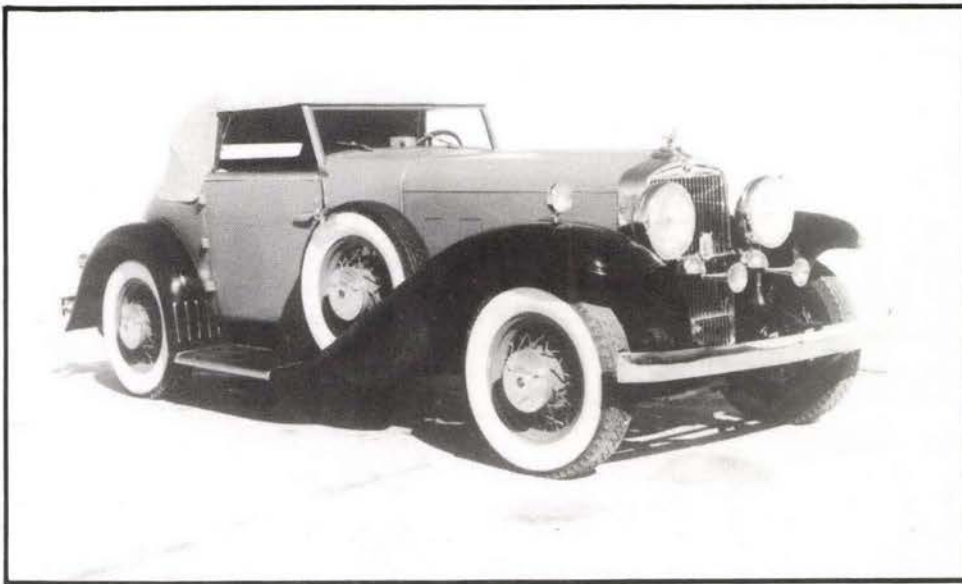
The Copper State One Thousand is a scenic four-day 1,000 mile tour of Arizona which was initiated in 1991. In April 1992, Founding Life Member William B. Ruger and I ran the tour in Mr. Ruger's 1932 Stutz DV-32 Super Bearcat, one of two existing Weymann fabric bodied Super Bearcats existing (see photo next page). This Stutz finished out with blue body and black fenders ran very well but did experience some overheating in the 100° F. temperatures.

In April 1993, Mr. Ruger and I took his ex Harrah 1927 Stutz Black Hawk Boattail 4-pass. Speedster on the Copper State One Thousand. Sturm, Ruger & Company, Inc. was a major sponsor of this year's event which was run for the benefit of the Phoenix Art Museum. The photo below shows Mr. Ruger in the Black Hawk (#24) in front of the Phoenix Art Museum. That's Phil Hill driving the Locomobile parked behind the Stutz. A total of 75 participants registered at a fee of \$2,500.00 per car. This fee covered the best hotels, fine food and excellent service.

Arizona provides interesting terrain and climate for touring. We ran from around sea level up to around 6,200 feet. Temperatures bounced up to 95° F. in the day after dropping to freezing overnight. We experienced snow in the region around Flagstaff. The tour averaged 250 miles per day and we ran around 70 mph most of the time. The Stutz Black Hawk really enjoyed the exercise.



Member William B. Ruger in the 1927 Stutz "AA" Black Hawk 4-passenger Boattail Speedster in front of the Phoenix Art Museum.



Ed.'s comments: The above inputs are based on the editor's notes taken down during discussions with Lyle in late July when he and Cathy stopped by for a visit during their vacation. We had not had an opportunity to talk Stutz with Lyle since the FOURTH GRAND STUTZ hosted by Mr. Ruger in early October 1991 up in New Hampshire. Please excuse me, Lyle, if my notes were inaccurate.

Mr. Ruger owns seven (7) other Stutz in addition to the two shown here. They are:

- 1919 Stutz Model "G" roadster (now getting a complete refurbishing)
- 1921 Stutz Model KDH Touring
- 1928 Stutz Model "BB" Black Hawk 4-passenger Boattail Speedsters (two of them)
- 1931 Stutz DV-32 LWB Saloon, Le Baron
- 1932 Stutz DV-32 Sedan
- 1933 Stutz DV-32 Monte Carlo, Weymann

Photos of the 1919 roadster, 1921 touring and one of the 1928 Black Hawks were shown in the Oct.-Dec. 1991 issue of *Stutz News*, Vol. IV, No. 18 in the coverage of the FOURTH GRAND STUTZ.

AN INVITATION TO JOIN THE CLASSIC CAR CLUB OF AMERICA

The Classic Car Club of America is a superb organization for all who own or appreciate the fine automobiles of the Classic era, 1925 through 1948. If you love these automobiles, you should belong to the Classic Car Club of America! Top quality publications go to all members, regions with excellent activities are available in most areas, and weeklong CARavans offer an unmatched travel and entertainment opportunity. To join, send a check as shown with the attached form, or call Steve Chapman at 214/938-2720 (days) or 214/938-2726 (evenings) for information.

MEMBERSHIP APPLICATION — Classic Car Club of America

List only Classics you desire listed in directory.
List associate members and their cars separately.

Provide complete information below or this form will have to be returned. For additional classics use separate sheet.

MAKE OF CLASSIC	YEAR	CYL.	MODEL or SERIES	BODY STYLE	BODY MAKER (ONLY IF CUSTOM)	ENGINE & SERIAL #	GIVE CCCA SENIOR BADGE NO.

* A Senior Car is one that has taken a 1st Place Primary Division at a CCCA National Meet.

Members. Please PRINT name and address here:

Check one
New Renewal

Club year begins
November 1

Spouse's name: _____
Residence phone _____ Business phone _____

Active, \$30	\$ _____	LIFE, \$600 U.S.	\$ _____
Associate, \$5	\$ _____	LIFE, \$840 FOREIGN	\$ _____
(Spouse of active member only, No publication)		(after 10 years)	
Canadian & Foreign, \$42	\$ _____	LIFE ASSOCIATE \$60\$	_____
Associate, \$5	\$ _____	FOREIGN LIFE	_____
Total enclosed (U.S. Funds)	\$ _____	ASSOCIATE \$84	\$ _____
		No publication, spouse of life member only.	
		Total enclosed (U.S. Funds)	\$ _____

Foreign air mail: Add \$40 (U.S. Funds) for Central and South America and Europe.
Add \$50 (U.S. Funds) for Africa, Australia, New Zealand and the Far East.

Complete above application and mail to: CLASSIC CAR CLUB OF AMERICA, O'Hare Lake Office Plaza, 2300 E. Devon Ave., Suite 126, Des Plaines, IL 60018

(\$20 for the Classic Car Club of America Magazine, \$2 for the Classic Car Club of America Bulletin)



FINANCIAL REPORT

by Joseph B. Follardori, Treasurer

This report covers a 6½ month period from January 15, 1993 through July 30, 1993.

BALANCE as of January 15, 1993 (Includes CD #44845149) \$18,766.23

INCOME

Membership Dues	\$5,385.00
Interest Earned (CD \$38.85, M/M \$309.78)	\$348.63
Sales: Back issues of <i>Stutz News</i> , etc.	\$179.50
Blazer Patches donated by Tony Koveliski	*\$90.00
Materials donated by Cordy Purdy	\$85.50
Donations in cash (see below)	*\$315.00
Credit Memo	<u>10.00</u>

*credited to Book Fund \$6,413.63

EXPENSE

Administration	\$432.38
<i>Stutz News</i> , Vol. VI, No. 23	\$1,376.76
<i>Stutz News</i> , Vol. VI, No. 24	\$1,229.73
Debit Memo	<u>\$ 30.00</u>

\$3,068.87

BALANCE as of July 30, 1993 \$22,110.99

Donations: Philip S. Brooke, Jr.	\$20.00
John Fossette	\$20.00
James D. Lockwood	\$50.00
Anthony T. Pisciotta	\$10.00
Roberts vs. Reed	\$5.00
Edward A. Rittenhouse, MD	\$200.00
M. Brantley Tidmore	\$10.00

As of July 30, 1993, the Club reserves are as stated below:

Life Membership Reserved (36 members)	\$14,825.00
Reserve for Book Fund	\$ 4,678.25
Cordy Purdy Fund	<u>\$ 1,107.38</u>
Total Reserves	\$20,610.63

1993 GREAT AMERICAN RACE

by Bill Greer

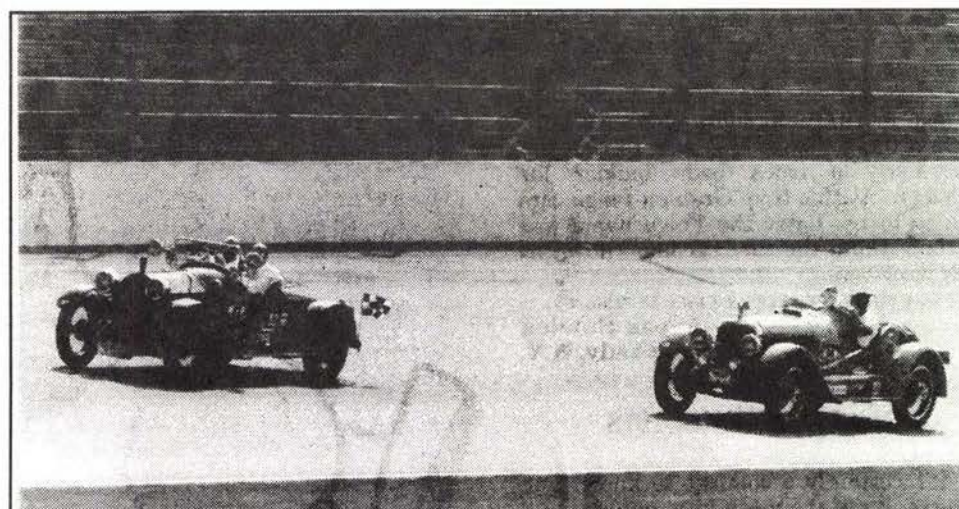
This year two members of the Club, Richard Belveal (#316) of Paradise, AR and Richard Burdick (#68) of Rosanky, TX participated in Great American Race running from Huntington Beach, CA to Norfolk, VA June 27 - July 10.

There is a great article about Dick Burdick and his Thermon Racing Team accomplishments featured on the front page of *Old Cars* June 24, 1993 issue entitled "Dick Burdick and Great American Race hit the road." The article points out the amazing record that his team has put together in the first 10 G.A.R.'s including wins in 1989, 1990 and 1992.

The following listings were copied from the 1993 Great American Race Year Book.

		<p>#1 1916 Hudson Speedster Owner/Driver: Dick Burdick, Rosanky, TX Navigator: Wayne Bell, Lake Oswego, OR Sponsor: Thermon Mfg. Co. Team Name: Thermon Racing Team <i>Competed in all 11 Greatraces. 1989, 1990 & 1992 - Winner Interstate Batteries Great American Race. 1990 - Mr. Burdick - Charter Member Greatrace Gallery of Legends™</i></p>	
		<p>#27 1918 Stutz Bearcat Driver: Mike Green, Mesa, AZ Owner/Navigator: Dick Belveal, Paradise Valley, Az <i>1991 - Team - Winner - California Old Car Race.</i></p>	

We are pleased to extract the following items from *Old Cars Weekly & Marketplace* of July 29, 1993, pages 6 and 34.



Long ago Stutz Bearcat and Mercer were arch racing rivals. Here, the 1918 Stutz Bearcat (left) of Dick Belveal, Paradise, Ariz., and the 1919 Mercer board track racer of Dave Reeder, Fort Smith, Ark., tour the Indianapolis Motor Speedway on the Fourth of July.

World Class For Pre-1920 Cars

1. Alan and Mary Travis, Phoenix, Ariz., 1910 Knox, 35 seconds.
2. David Kleptz, Terre Haute, Ind., and Jack Christensen, Northbrook, Ill., 1912 Haynes, 59 seconds.
3. Dick Burdick, Rosanky, Texas, and Wayne Bell, Lake Oswego, Ore., 1916 Hudson, 1:32.
4. Dick Belveal, Paradise Valley, Ariz., and Mike Green, Mesa, Ariz., 1918 Stutz Bearcat, 2:21.
5. Chic and Tom Kleptz, Union, Ohio, 1917 Marmon, 2:28.

Note:

The Burdick/Bell Team finished 9th overall in their 1916 Hudson Speedster (Ed.)

Prior to the arrival of the G.A.R. participants in Indianapolis on Sunday, July 4th, the Hoosier Auto Show organization promoted the "Shine Time America" car show on The Circle in downtown Indianapolis. I decided to enter the 1922 Series "KDH" Stutz Bearcat in the show as it needed some exercise and invited George D. Smith, Jr. (#233) of Indianapolis to ride along. My wife, Carolyn, followed us down in her car on this very hot and humid 4th of July. We were in place on The Circle before 11:00 a.m. and were pleased to find a good turnout of cars.



The photo at left shows the 1922 right-hand drive Bearcat parked among some Model "A" Fords. A couple of senior admirers stopped to share some Stutz lore with me. One gent by the name of Carter said his father, a tool and die maker, had worked for Harry Stutz from his stint with American up to the final days of the H.C.S. Motor Car Company. Another informed me that the sheet metal stampings for early Stutz cars were done at the nearby Empire Motor Co. plant later used by American Motors.

Around 3:45 p.m. the G.A.R. participants began to arrive following their tour of the Indy 500 track. Carolyn got the shot of Dick Burdick and his 1916 Hudson Speedster just after he and Wayne Bell arrived.

Shortly thereafter the Bearcat was asked to pass in review to receive the Mayor's trophy, an impressive plaque showing the 1993 G.A.R. route across the U.S.A. By this time we were exhausted from the stifling heat and headed home. Unfortunately, we failed to see Dick Belveal and his 1918 Stutz Bearcat which we later learned was prepared for the race by none other than member Paul Freehill.



In the photo above Dick Burdick relaxes on the Monument Circle in Indianapolis on the very hot 4th of July. I'm sure he was happy to have the 5th off for some much needed rest.

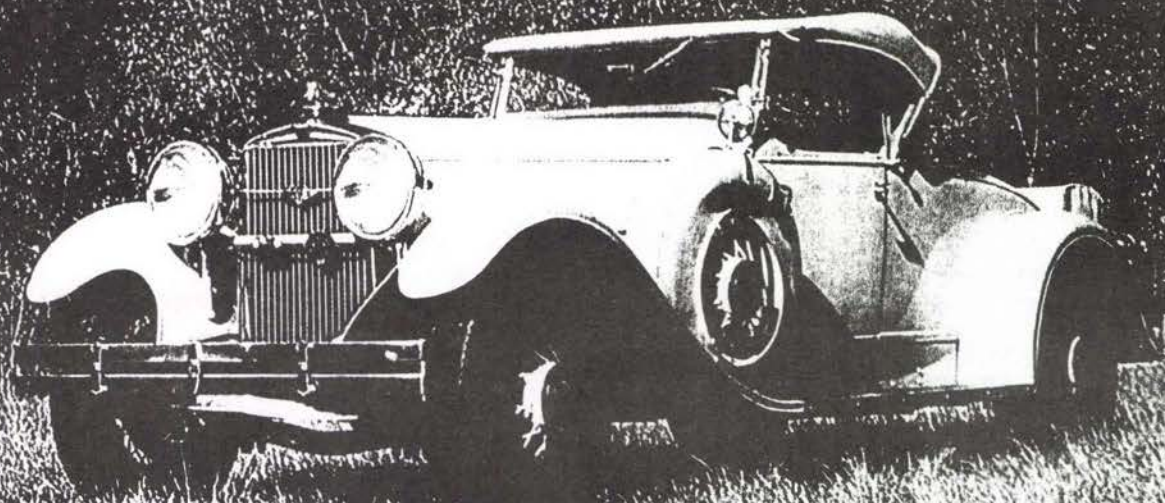
\$1.75

1976



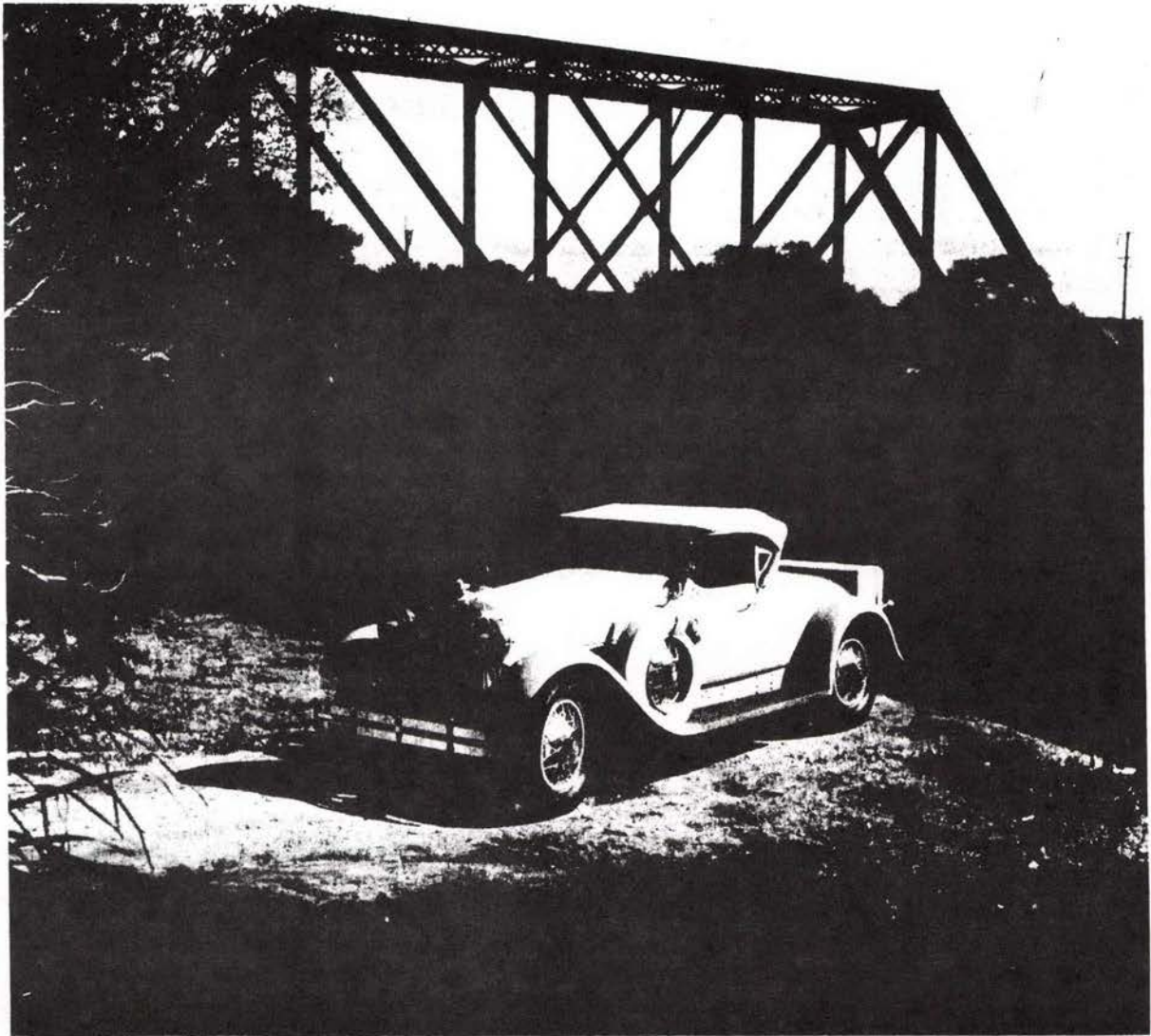
BULLB HORN

THE VETERAN MOTOR CAR CLUB OF AMERICA, INC.



MARCH-APRIL

VOLUME XXXVII NO. 2



Story and photos by Tom Jevcak

A beautiful Sunday afternoon, a picnic lunch in the rumble seat, and the Stutz is gliding along a curvy country road. Gene's handlebar mustache is ruffled as a gust of wind snaps over the windshield, while Yvonne's waist-length beads slide across her below-the-knee length dress.

No, this isn't an excerpt from a 1930 novel; it is a description of Gene and Yvonne Hyde, of Brandon, Florida, enjoying their 1930 Stutz model "M" Speedster.

Along with their daughter Beth, the Hydes often put this fine machine to use by attending club meets and participating in antique car events such as the 1974 Glidden Tour and the V.M.C.C.A. "'76 Sunshine National," where the Stutz took home a Senior first which will be displayed along with an A.A.C.A. National first award.

The Stutz, serial number 31224, is a dual-ignition, straight-eight, overhead-cam automobile which

develops 125 horsepower. Matched to a four-speed transmission and an underslung worm-drive rear end, the car is an excellent road machine with responsive steering and enough horsepower to accommodate any modern-day driving situation.

When the Hydes acquired the car from Mr. J. G. Grondyke two years ago, they had the custom built Le Baron body completely dismantled and repainted, and added a new top with matching canvas wheel and trunk covers. The former owner had installed a new engine, which was right out of its old stock crate. When the Hydés purchased the car, there were less than 500 miles on the new engine.

This prize-winning Stutz was a proud addition to the Hydes antique car stable, and is the delight of all those who have ever seen this fine example of automotive history.

Ed's Note: We refer to page 28 of the Oct.-Dec. 1992 issue and to pages 10-12 of the Jan.-Mar. 1993 issue of *Stutz News*. The saga of the 1930 Stutz model "M" LeBaron Speedster now owned by member Charles E. Jones continues. We found this Stutz on the cover of the March-April 1976 issue of the *Bulb Horn*. The above story from that issue discloses that this Stutz was owned by Gene and Yvonne Hyde for a few years prior to being acquired by member Irving Davis.

1993 STUTZ WEST COAST MEET

Photos by Don Howell

Commentary by Bob Hickman

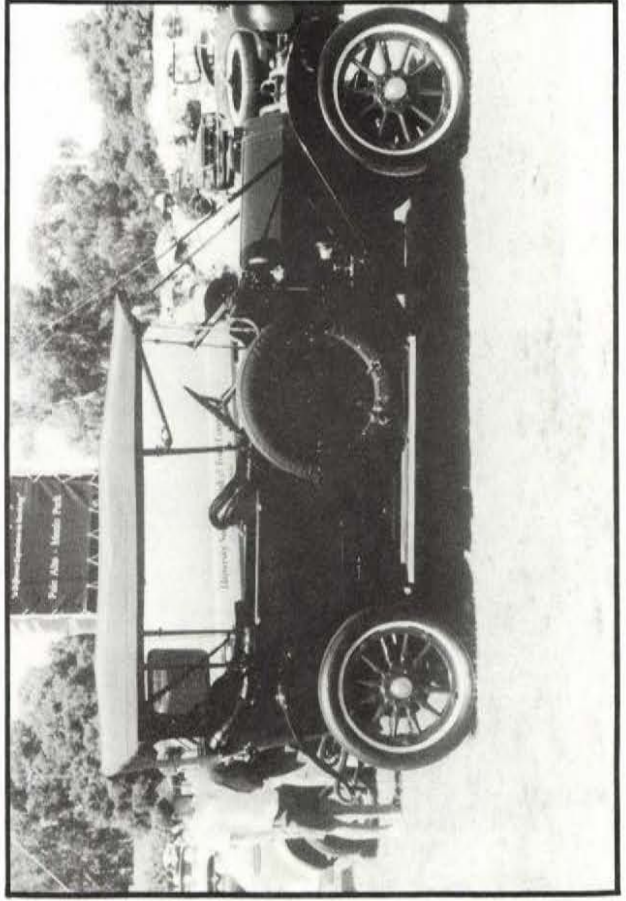
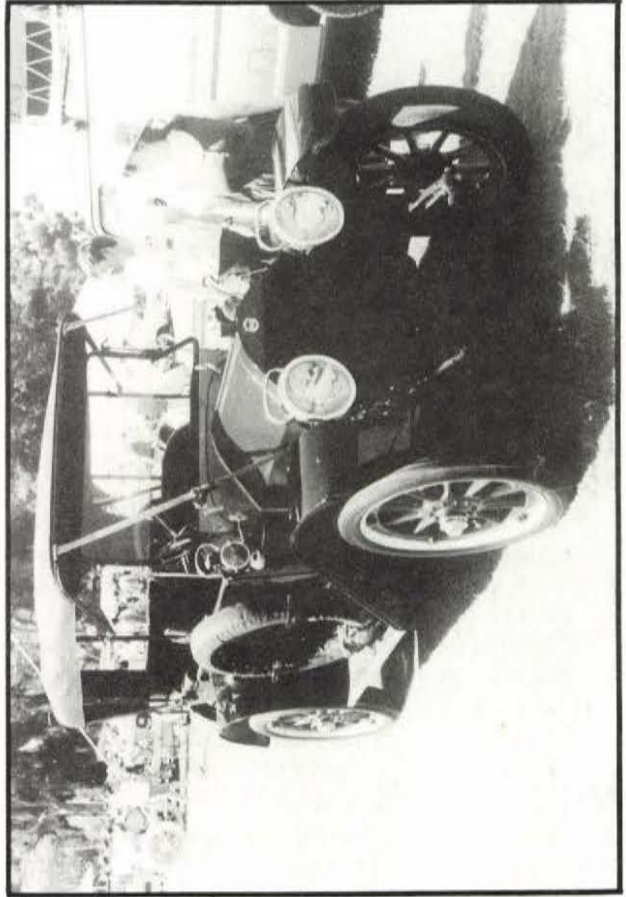
Stanford was the place for the PALO ALTO CONCOURS d'ELEGANCE held June 27, 1993. Don reported that the weather was perfect and the place was easy to find. Many Stutz were promised for the event but only five Stutz were able to attend.

John Bertolotti showed three Stutz, a very rare 1913 Series B touring in red with black fenders and trim. This car was in Harrah's collection, a 1918 Series S Bearcat in green with black fenders and a 1923 Series KLDH Speedway Four Bearcat Roadster in yellow and black. The latter Stutz was restored years ago by C.E. Valentine and has been upgraded recently with nickel replacing chrome.

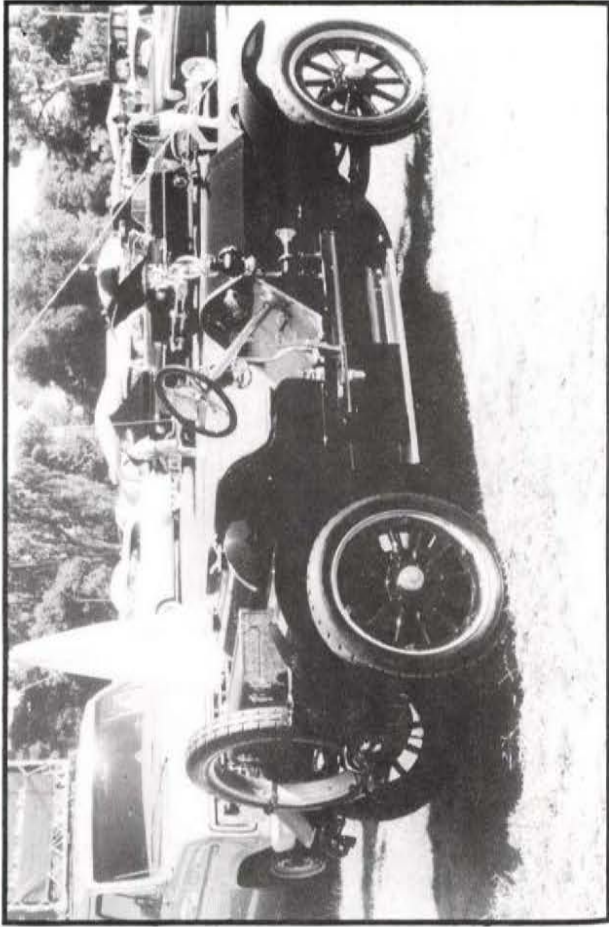
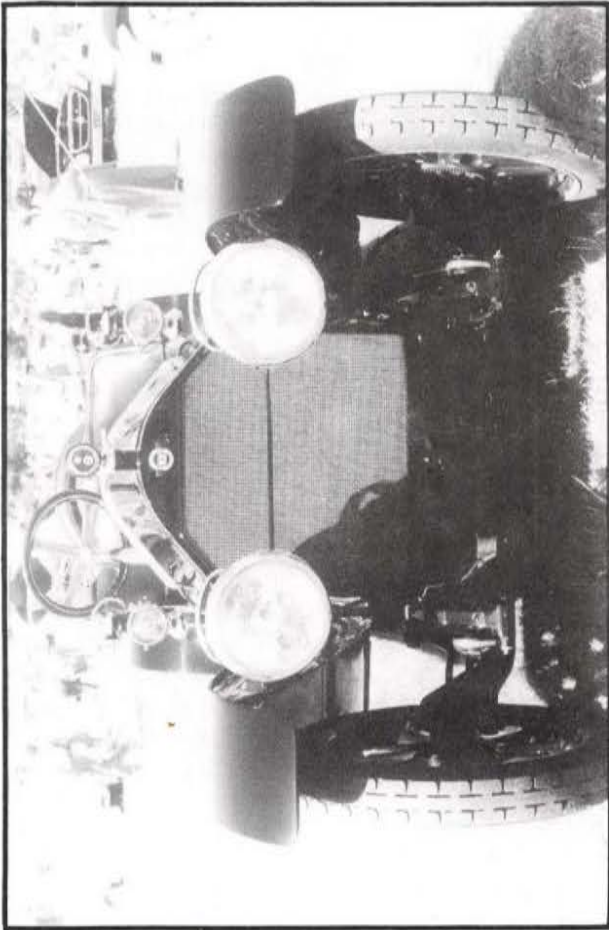
Marshall Mathews showed his black 1914 Series 4E Bearcat. Marshall hosted the Stutz party at his home the evening before the Show and all who attended had a great time.

Harry Windsor showed his 1932 DV-32 LeBaron LWB Saloon which he restored in maroon and black.

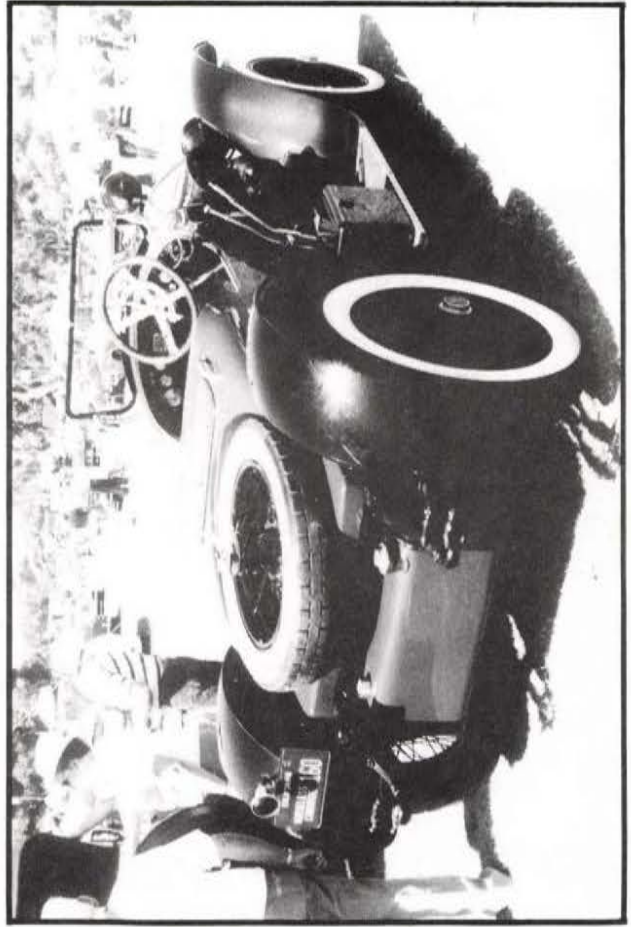
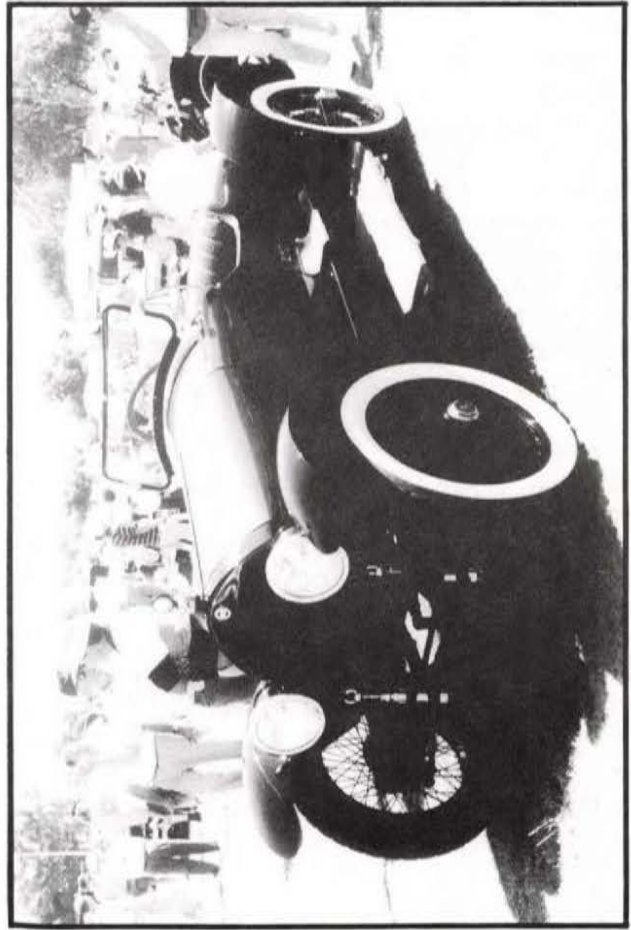
The editor wishes to thank Don and Bob for their coverage of the 2nd Annual Stutz West Coast Meet.



1913 Stutz Series B 4-passenger touring owned by John Bertolotti of Los Gatos, CA (It's red with black fenders).



Two views of the black 1914 Stutz Series 4E Bearcat owned by member Marshall Mathews of Woodside, CA.



Member John Bertolotti's green 1918 Stutz Series S Bearcat at Palo Alto Concours

STUTZ DAY - WEST COAST

by G. Harry Windsor

In the shadow of the Stanford Stadium, the Palo Alto, California annual Concours d'Elegance was held on 27 June. What made this event really outstanding was that STUTZ was invited to be the featured exhibit.

Marshall Mathews of Woodside and Richard Orr of Woodland pulled our STUTZ exhibit together with the PR, trophies, and jump-starting.

There were five STUTZ in the distinguished marquee exhibition area:

- 1914 Bearcat, 4E - Mathews
- 1918 Bearcat, S. Bertolotti, Los Gatos, CA
- 1913 touring, B, Bertolotti, Los Gatos, CA
- 1923 Bearcat, KLDH, Bertolotti, Los Gatos, CA
- 1932 DV32 LeBaron Sedan, Windsor, Los Gatos, CA

In addition to the car owners in attendance, there were other faithful "Stutzers":

Nancy & John Allen, San Jose, CA
Rene Chenier, Pacifica, CA
Gary Dubnoff, Vallejo, CA
Carl Johnson, San Pedro, CA
John Maryott, San Marino, CA
Don Short, Blaine, WA
Bill Turner (non-member)

To end such a fine STUTZ day the Mathews family invited us to their Woodside estate for a barbecue. Their entertaining area included the deck, pool, and second stories of multi-level towers -- all overlooking a horizon-ending view of the hills. His "home" garage (he has others) is tunneled under the above. The garage is cars, cars, cars including two track racers. Truly, a "mine" of precious metals.

Reluctantly, I had to leave early before Marshall returned home from his various show duties. Going

down the mountain in my non-Stutz (R-R) I heard a faint "bra-at" in the distance, next a "Bra t-bat" then a "Burrat-Blatt"!! It was Marshall Mathews driving his Bear Cat toward me! My car and I huddled over to the side of the road;; then with a "Brang-Blatt-Blatt" with my car shaking, an "oh-ga", the Bear Cat passed clearing the world for its passage to home.

A suitable STUTZ day ending.

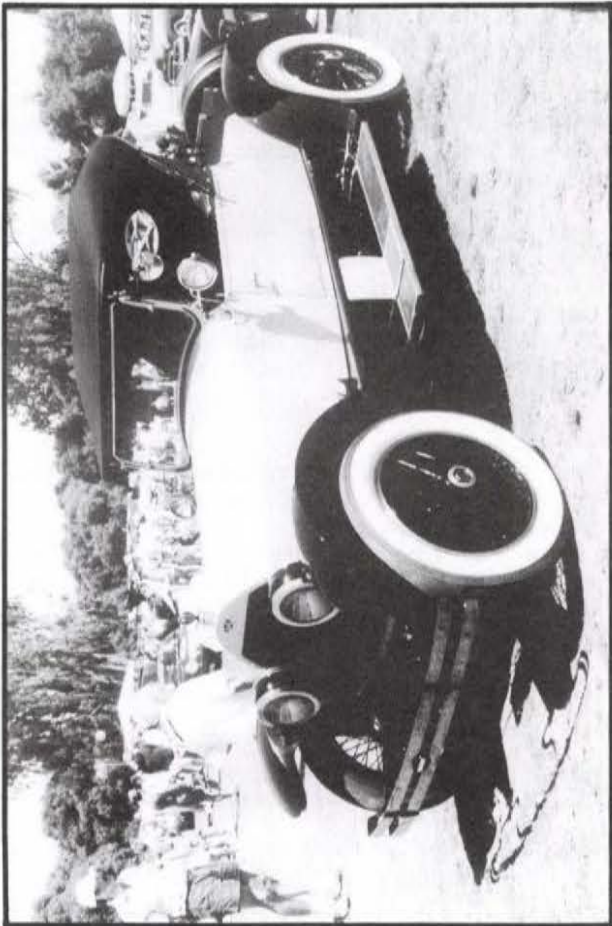
Comments by Richard Orr:

I was flying from Tulsa, Oklahoma back to California that morning and my flight got delayed so I didn't get to the 1993 Stutz West Coast meet.

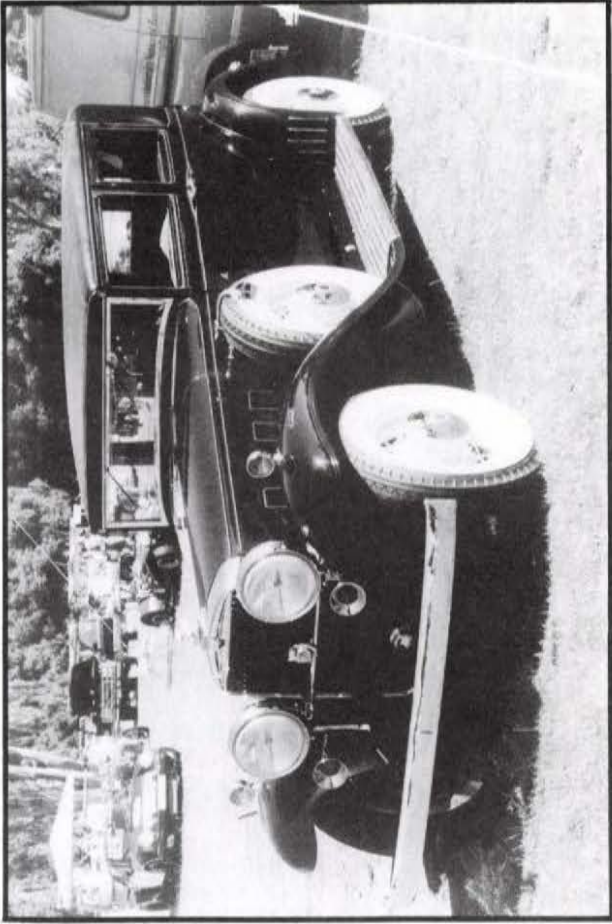
Unfortunately, there weren't as many cars or people as the 1st West Coast Meet. Several things were different, time of year, format (tied in with Concours d'Elegance), location, etc. We're going to poll some of the members on what they want for a '94 meet, location, time of year, etc. So far most of the members I've talked to like the format of the first meet better. Several members including Gary Dubnoff and myself hope to have our Stutz restorations finished and show the cars next year.

We received \$160 in registration fees and a \$100 donation from Joseph Folladori. My expenses for trophies, etc., were \$90. A check for the difference of \$170 made out to the Stutz Club is enclosed.

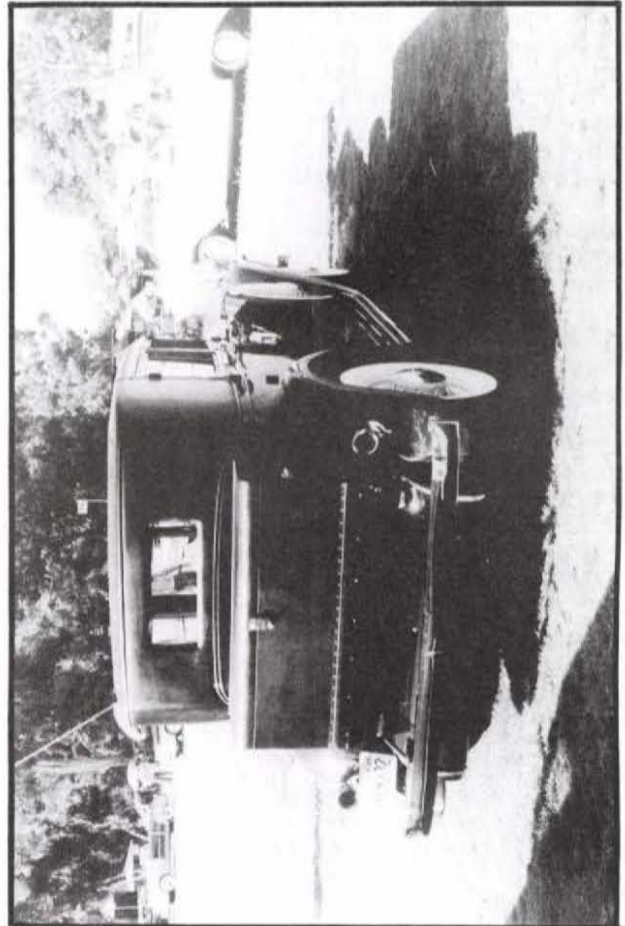




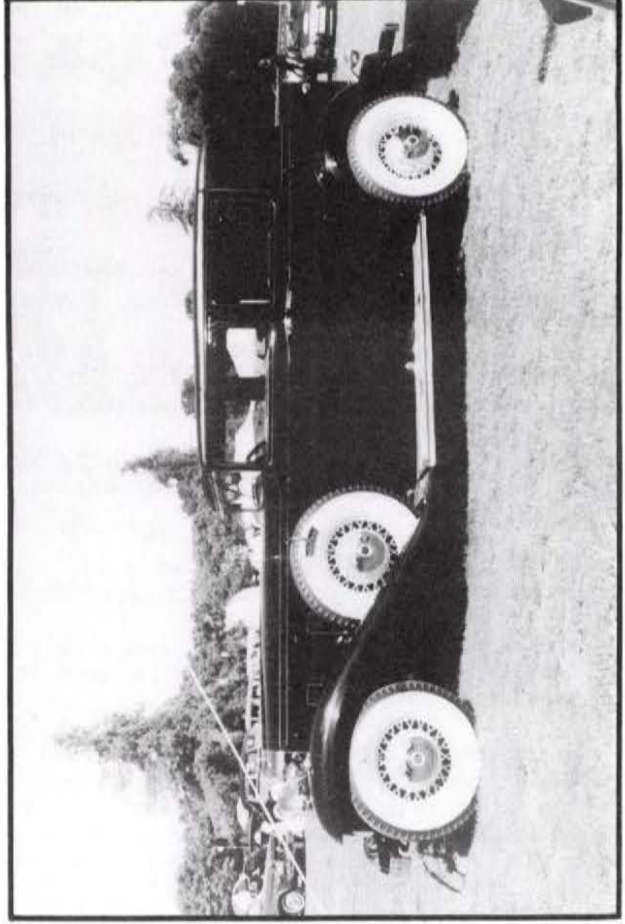
John Bertolotti's 1923 Stutz Series KLDH Speedway Four
(only one view was taken)



Front view of member G. Harry Windsor's 1932 Stutz DV-32



Rear and side views of the 1932 DV-32 LeBaron LWB Saloon owned by Harry Windsor of Los Gatos, CA



Rear and side views of the 1932 DV-32 LeBaron LWB Saloon owned by Harry Windsor of Los Gatos, CA

LETTERS TO THE EDITOR



From: Robert D. Feingold (#171), Singapore, dated April 26, 1993.

I thought you would be interested in the attached photos taken during a three day, 850 kilometer vintage rally from Singapore to Kuala Lumpur, the capitol of Malaysia. This is the third rally in a series and was very competitive.

The rally was sponsored by Louis Vuitton, Singapore Airlines and the Hilton and Raffles Hotels. The rally organization was excellent. The rally itself was three days of hell.

30% of the rally was on private dirt roads on oil palm, rubber and cocoa plantations. The balance was on secondary rural roads through southern Malaysia.

It was a time-over-distance rally with route books giving directions using rally "tulips." It was easy to get lost and it was not unusual to see cars on the same stage going in opposite directions.

67 cars started the event from the Singapore Cricket Club grounds at 7 a.m. on Good Friday. Some of the more interesting machinery included: a 4-1/2 liter Le Mans type Bentley from Belgium, Type 35 and 37 Bugattis from France, a type 40 Bugatti, Blown 8c and 6c Alfas from England, a 1914 Mercer (an unbelievably fast and good handling car, how could it compare to a T-head Stutz of similar vintage?), a 328 BMW and Ford from the USA, car from Japan, Australia, New Zealand, Germany and a Stutz from Singapore.

We did the last rally in a 1928 6C Alfa and this year entered the Stutz. The Alfa has finesse; you drive it with a light touch. The Stutz you throw and wrestle along, either pressing hard on the gas or the brakes and all the time hauling at the wheel. The Stutz is three times harder to drive fast than the Alfa but is ten times more fun.

We didn't win anything but had a lot of fun and ate a lot of mud: a front fender support failed at a bad weld 15 miles into the event and for peace of mind we removed both front fenders. It started raining about an hour later and continued raining for the rest of the day (and part of the next).

Driving on paved roads without front fenders is not bad if you stay above 50 mph; the stuff shoots straight back and straight up. It's the slower dirt sections that get messy in the local red laterite soil.

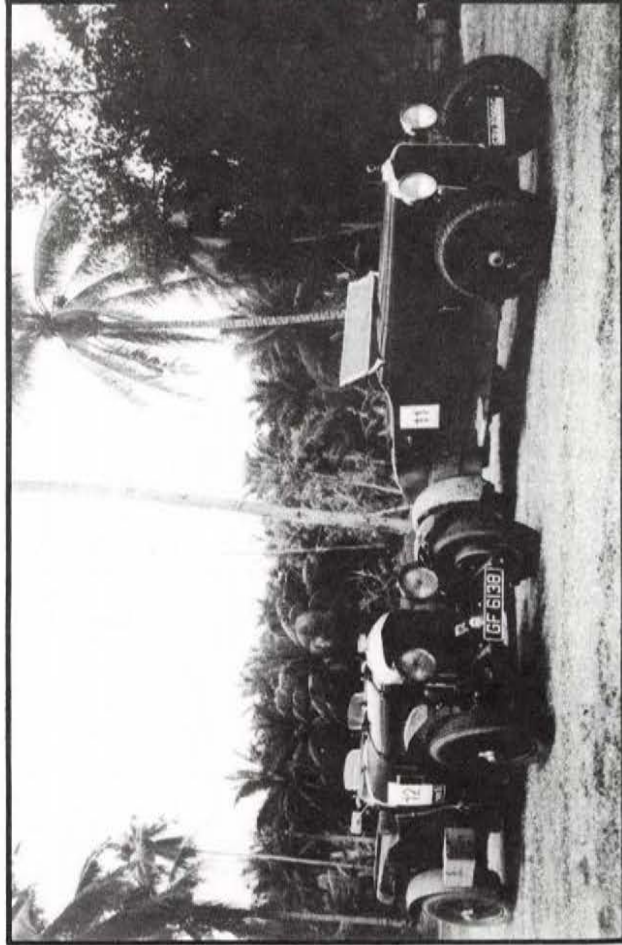
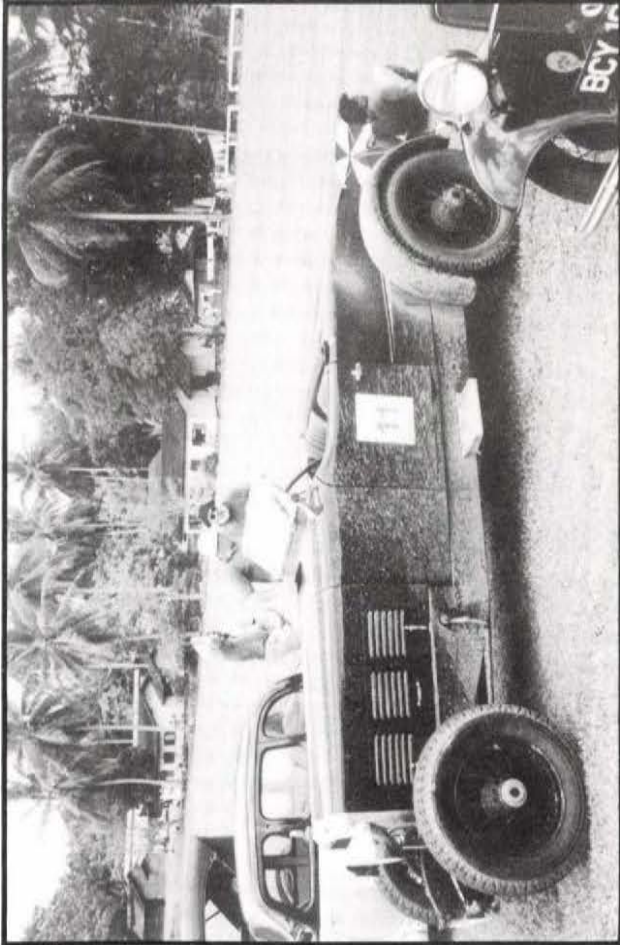
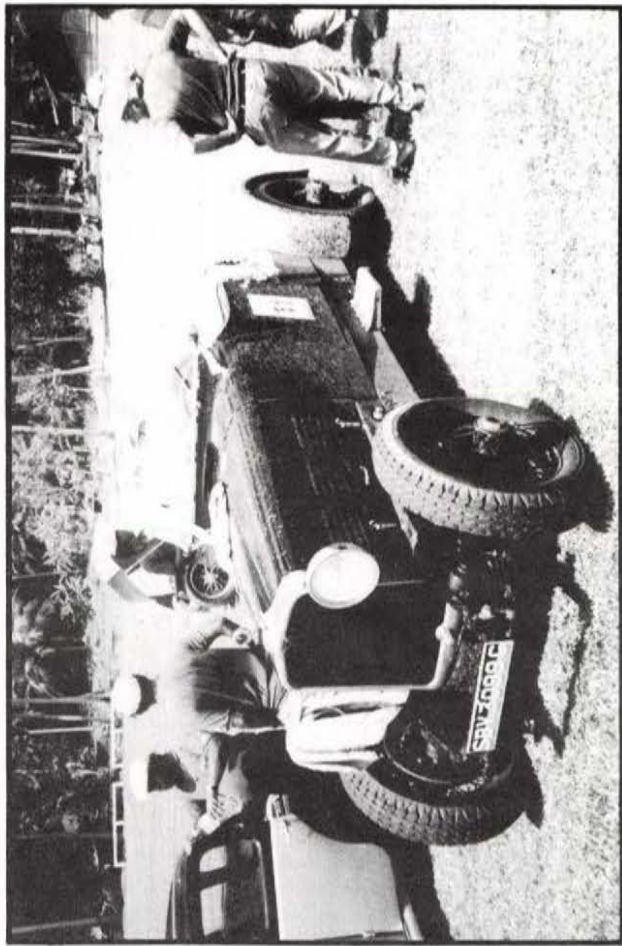
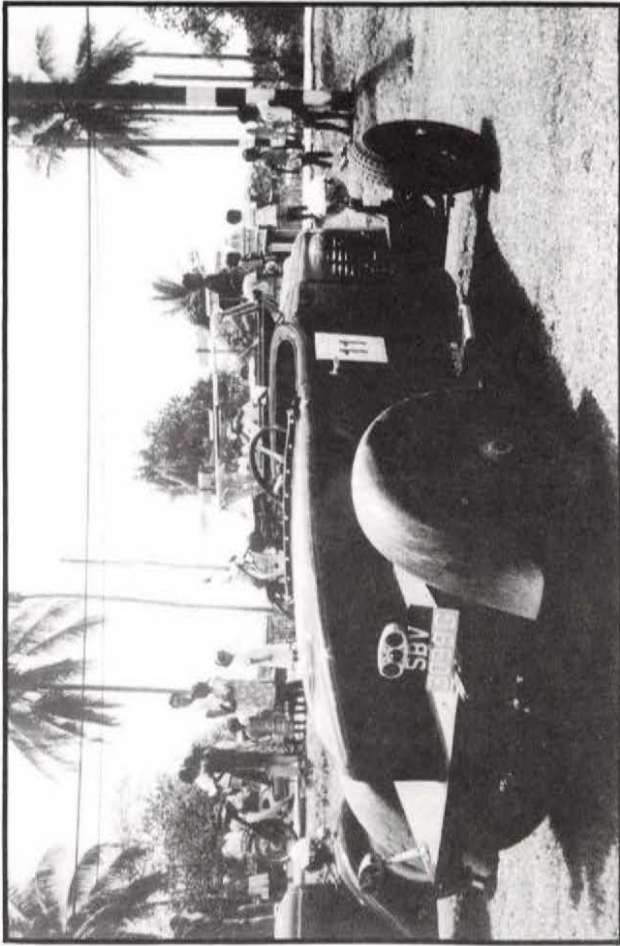
Red laterite when dry is dusty but hard and great to drive on, with just enough looseness to slide the car around a bit. When laterite gets wet it turns to grease and lets you slide the car around a whole lot, even when you don't want to. It tastes like gritty tapioca and sticks to everything.

This was the first time we had the Stutz out. The event was a trial run for the car (the night before the start we had the steering box out trying unsuccessfully to stone off tight spots on the steering cam) and except for running out of gas once, the fender falling off, and the windshield wiper giving up, the car proved itself. It is a lot of fun and the power (and sound) of a Stutz eight wound up tight is thrilling.

The car is set up with one of Mike Holt's 4.25:1 worm and wheel sets which reduced engine speed by 20% in top gear and transformed the character of the car. Dale Well's brake hints and brake service manual copy were also a great help. When properly set up, Stutz brakes are remarkably good for a late '20 heavy car.

The car is, as far as I know, the only Stutz in Asia and would not be mobile without the bits and pieces from the Toths, Paul Freehill, Gus Ludwig and Alan Kelso.

There will be a repeat event in two years time and if anyone wants a truly unique Stutz experience, let me know. The shipping costs, airfares and hotels are at reduced rates and a Stutz or two (T- or L-head or eight) from the USA, UK or Australia make a nice team.



Member Bob Feingold's Stutz Boattail on Vintage Rally from Singapore to Kuala Lumpur, the capitol of Malaysia. Note the sticky red laterite on the body which tastes like gritty tapioca!

We were delighted to find the following additional coverage of the Vintage Equator Run, Singapore to Kuala Lumpur, in the September 1993 issue of *Car Collector* showing two great photos of Bob Feingold's 1928 Stutz Black Hawk. It's impossible to see Bob behind the wheel enjoying the open Stutz in the tropical rain. Our many thanks to *Car Collector* for permitting this reprint. Ed.

LOUIS VUITTON

VINTAGE EQUATOR RUN

Singapore to Kuala Lumpur

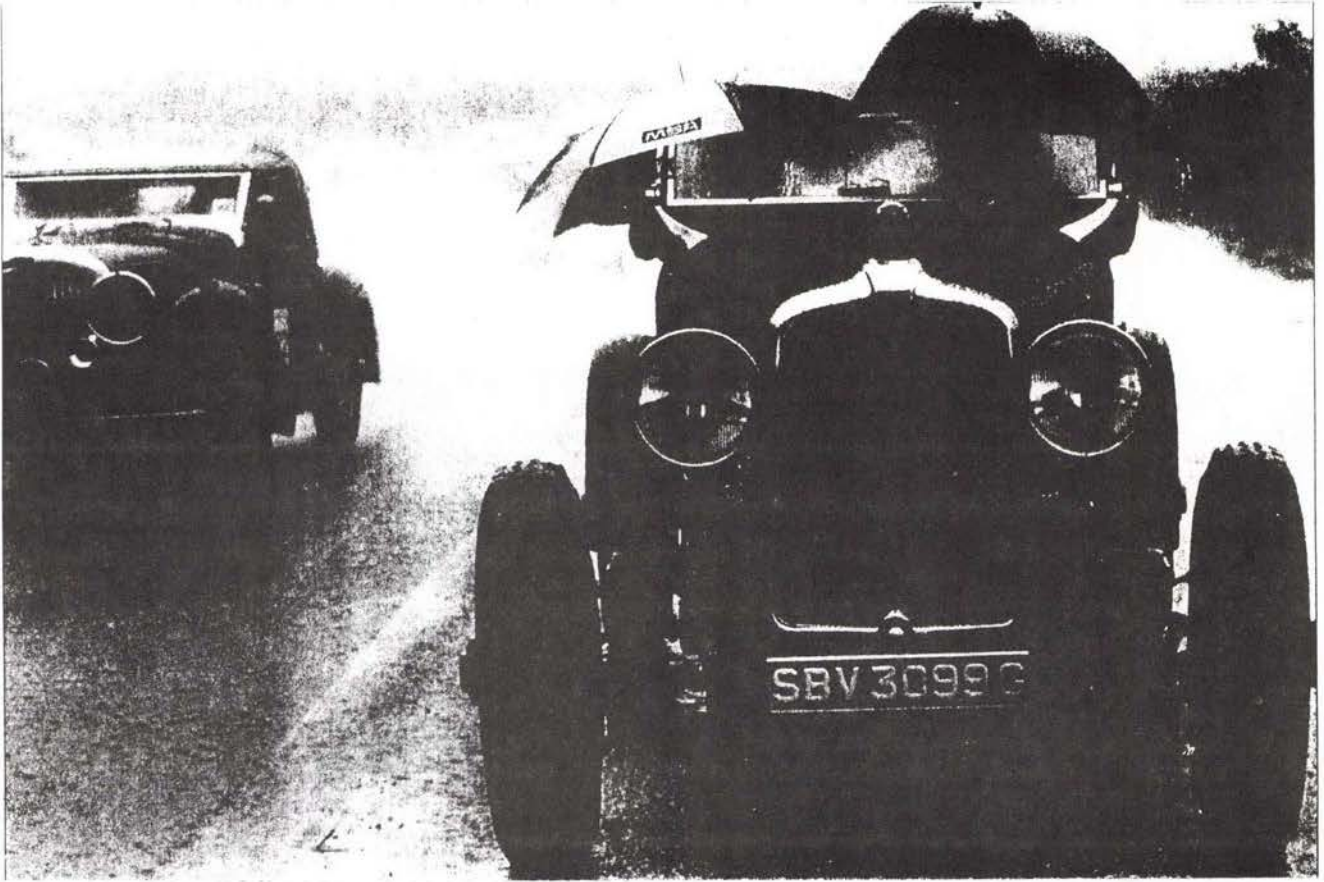


The first Louis Vuitton Vintage Equator race set off on April 9 from the sumptuous surroundings of Singapore's celebrated Cricket Club. Sixty-seven vintage automobiles in three classes (Vintage 1, older than 1930; Vintage 2, 1931-1945; and Classics, 1946-1960) and three motorcycles participated in the 850km rally to Kuala Lumpur.

After a short drive through Singapore, the convoy of vehicles crossed the Malaysian border and began a grueling day trip through seven hours of expected downpours. While there were no major problems, many of the competitors had no tops and one 1954 MG TF fell into a ravine and had to be rescued by village residents. By late afternoon, however, most of the competitors found themselves in Malacca, the historic capital of Malaysia, a fascinating city of

A check-point along the road with a very impatient looking Alfa Romeo 8C waiting in line.

The tropical rains stopped play for some, but others kept moving!



The flooded roads didn't stop this Jaguar XK150 cabriolet.



culture marked by Malaysian, British, Dutch, Portuguese, Indian and Chinese influences.


The next day, the competitors headed towards Kuala Lumpur through magnificent palm and rubber plantations. With the sun back in full force, the remaining 52 vehicles and two motorcycles drove on dirt tracks which had been washed away the day before. Day two provided the only accident of the rally: one of the motorcyclists fell and broke his collarbone. However, it was set in time for

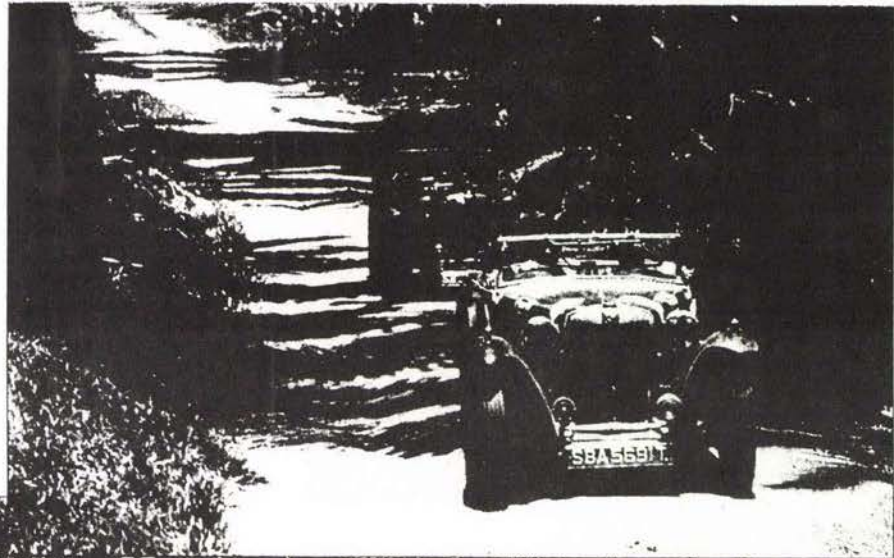
him to attend the closing gala!

On the last day, April 12, competitors participated in a speed car-slalom in Kuala Lumpur and attended Louis Vuitton's closing gala. The Minister of Tourism and Culture presided over the gala where all participants were feted and winners celebrated.

Louis Vuitton Malletier has been associated with the automobile throughout its history. The company has designed and created luggage and travel accessories for every kind of coach and auto-

mobile imaginable. Today, Louis Vuitton continues its association with the automobile by organizing a concours d'elegance in Paris every year and similar vintage car exhibitions in London and Switzerland.

The timing and location of the second Louis Vuitton Vintage Equator Run has not yet been established but they've promised to keep us informed as it is being organized. 



This pair of MGs made their way through the dirt roads.



Once the rains stopped, shade was hard to find.

THE STUTZ-CHEVROLET CONNECTION

by Ray Katzell

Did you know that at one time Stutz was connected with Chevrolet? Not many people do. No, the connection was not with the Chevrolet division of GM or even the preceding Chevrolet Motor Company, but with Louis Chevrolet himself. In 1920, by which time Harry Stutz and Louis Chevrolet had both left the firms that bore their names, top Stutz executives Alan Ryan, Board Chairman, and William Thompson, President, proposed to Chevrolet that he join in producing a high-performance touring car, with a million dollars in start-up capital. Chevrolet agreed, and a corporation was formed under the Frontenac name. That label had been employed by Louis Chevrolet for the race cars that he was building after severing his involvement in the company that he and W.C. Durant had founded.

The manufacturing facility acquired by the new firm was the Indianapolis plant of the defunct Empire Motor Car Company, with which Harry Stutz had once been associated. Chevrolet, together with former Duesenberg engineer C.W. van Ranst, designed an advanced 4-cylinder car that was sometimes referred to as the Stutz-Frontenac. (In addition to its use for Chevrolet's racers, the Frontenac name had also been employed for a car built in Newburgh, NY, between 1906 and 1913; and, of course, the Stutz name had strong marketing appeal.)

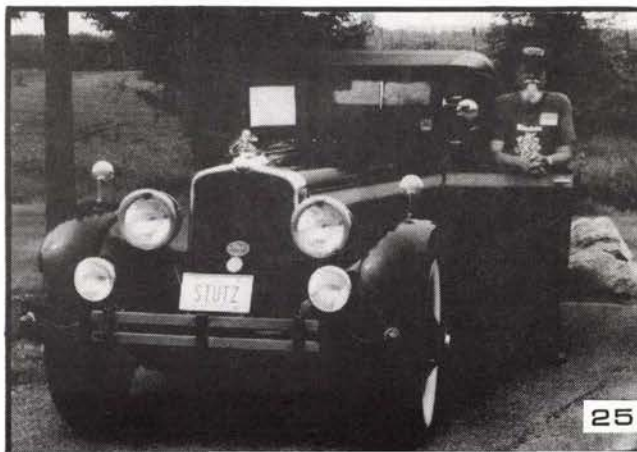
The new Frontenac made its debut in the 1922 Indianapolis 500. However, the new car never attained commercial production, falling victim to the economic depression of that year. The public's declining interest in 4-cylinder cars didn't help either. The firm filed for bankruptcy in 1923. They tried to get started again the following year, but again collapsed, never to recover.

The Frontenac enterprise was never mentioned in annual reports to Stutz shareholders. It would appear that it was either a sub rosa plan or a private deal on the parts of Ryan and Thompson -- as if they didn't already have their hands full with Stutz at the time.

Robert Titlow, Sr. of Indianapolis has reported an even more remote connection between Stutz and Chevrolet, provided via James Scripps-Booth. When the Stutz company advised him that they had lost interest in his design, Scripps-Booth arranged with Louis Chevrolet to build a prototype chassis for him. Chevrolet completed the project in November, 1925. Named the DaVinci, the car was never commercially produced. Scripps-Booth eventually won a design infringement suit against the Stutz Company, probably abetted by the existence of the chassis Chevrolet had built.

Ed's. note: A Mr. Carter recently told the editor that the old Empire plant was also used to provide sheet metal stampings for Stutz car bodies and was later acquired by American Motors who produced sheet metal products there.

Find below Jorma Ray Keto (#312) and his rare 1927 Stutz "AA" 2-pass. Speedster. Ray has contributed many tech articles to *Stutz News*.



THE HARRY CLAYTON STUTZ FAMILY

PART II -- MR. AND MRS. HARRY C. STUTZ

by William J. Greer

We concluded PART I in the Apr.-June 1993 issue by showing a photo of Harry Stutz with his bride to be, Clara Marie Dietz, on a bicycle built for two.



It is reported that Harry met Clara, an attractive eighteen year old, blue-eyed brunette, while ice skating in Dayton, Ohio. The romance flourished and the wedding took place in Clara's home on October 25, 1898.¹ Harry, who had just turned twenty-two, had already built his first Stutz, "Old Hickory", in 1897 and was on his way to a future of fame and fortune.

Clara gave birth to Emma Belle early in 1902 at Dayton, where Harry had established his Stutz Manufacturing Company. Later in 1902 Harry would sell his company to Lindsay Automobile Parts Co., located at the corner of South and Senate Avenue in Indianapolis. Harry became superintendent of the engine building department at Lindsay, which continued to build the Stutz 4½ H.P. one cylinder engine along with their Rear Truck (rear axle set up) and other automotive equipment.

We have been unable to determine the date that Henry moved his family to Indianapolis. According to an editorial in the *Indianapolis Star* dated June 27, 1930, Harry Stutz came to Indianapolis from Dayton in 1903. Member James Hoggatt, Jr. was unable to find a listing for Harry Stutz in the Indianapolis City Directory for 1903. Jim did find that 1904 City Directory lists Harry as a machin-

ist living at 1816 Shelby St. (near southside). For 1905 the Stutz home was listed as 2213 Bellefontaine with Harry as a salesman and Charles E. Stutz (Harry's first cousin) listed as a boarder. The writer hopes some day to track the Stutz residences on up to the final family home located at 3190 N. Meridian Street, one of which reportedly had the same floor plans as Fred Duesenberg's home on Fall Creek Boulevard.

Clara Marie Dietz was born at Dallas, Texas in 1880 and later resided in Dayton where she was a member of the Lutheran Church.

The photo shown here shows Clara Marie Stutz with daughter Emma Belle and dog in the yard of their home in Indianapolis in the summer of 1914. Clara was 34 and Emma 12 years old at this point.

We believe this Stutz home was located at 3199 North Capitol Avenue because the Club is in possession of a telegram dated October 9, 1915 sent to this address from New York, NY to Miss Emma Stutz. It read as follows, "WON FIRST AND SECOND WILL BE HOME MONDAY NOON MAMMA AND PAPA."



One can only imagine the immense feeling of satisfaction it gave Mr. and Mrs. Harry C. Stutz in sending this communication and the great pride Emma felt in receiving it. This message referred to the 350-mile Astor Cup, inaugural race at Sheepshead Bay held October 9, 1915. Gil Anderson won at 102.60 miles per hour (a new record) and Tom Rooney was second at 102.19 miles per hour. No driver had

ever before traveled the same distance at an equal speed! This race was the culmination of a fantastic year for the famous "White Squadron" and Stutz was proclaimed "Champion of 1915."



The above photo (left) shows Clara with Emma circa 1919 in the yard of their home in Indianapolis. The photo above (right) shows (from L to R) Christine Stutz, friend Mrs. Seibert, Clara and friend Mrs. Roecher also circa 1919.

We have no information as to when Charles E. Stutz married Christine or how long they were together. No mention of marriage was made in the obituary for Charlie Stutz. In fact, it stated there was no known relatives. The notice of Christine's death was published in the *Indianapolis News* on April 7, 1982, p. 56 and we quote: "Mrs. Charles (Christine) Stutz, 96, 3801 N. Meridian, died yesterday in Winona Hospital. She was a member of the Lutheran Church and was a Red Cross volunteer during World War I. Her late husband was the first cousin of Harry Stutz, founder of Stutz Motor Car Co. Services will be Burial will be in Crown Hill Cemetery. Survivor -- sister Mrs. Harry Stone." The address given shows that Christine and Emma lived in the same apartment building.

In March of 1925 Harry Stutz fell in love again after what appeared to be a very compatible married life. We quote the following passage from John Bentley's *Great American Automobiles*, pages 251-253: "In March he had met for the first time a pert brunette, several years younger than himself, who was an accomplished musician. Under her maiden name of Blanche Clark, this young lady often accompanied the Indianapolis Symphony Orchestra on the harp. Blanche, however, was very much married to Herbert J. Miller, Assistant Manager of the Indianapolis Athletic Club, where for kicks Harry Stutz, once in a while played the saxophone in the so-called "Millionaires" Orchestra. Stutz, in fact, was a founder member of the club. Although a common love of music did much to bring Harry Stutz and Blanche Miller together, the mainspring of their romance was much simpler than that. The pair simply fell for each other in a big way, as people sometimes do; and the more convention tended to frustrate their acquaintance, the stronger grew the attraction. Within a few months Blanche and Harry decided that the only way out of the impasse was for the both of them to get divorces, which would leave them free to marry again."

"Mrs. Clara Stutz, who did not wear her heart on her sleeve, was too practical to raise a big fuss over the matter; but Herbert Miller took the opposite view and didn't care who knew it. As the injured and irate husband, he threatened to sue Harry Stutz for \$50,000, alleging alienation of his spouse's affections. Blanche was not intimidated; she went ahead and got her divorce anyway. So did Stutz, although many a man in his position might have given the matter a second thought. The adverse publicity attending such a suit was hardly calculated to do him any good. Not only was he now a wealthy man on the high tide of fame, but he numbered among his friends such prominent people as Harvey Firestone, Henry Ford, Carl Fisher, Gar Wood and James Allison."

"No matter. Once he had made a decision, Harry Stutz was not the man to flinch before any obstacle. He and Blanche were married in December of 1925, right in Indianapolis, and Herbert Miller took the case to court. Legally, his plaint was not so ironclad as he had imagined, and the action was dismissed."

"Meanwhile, for a variety of reasons, Blanche and Harry Stutz had decided to make a clean break with the past and moved to Orlando, Florida."

At this time we have no information as to what happened to Blanche Clark Miller Stutz following Harry's untimely death on June 25, 1930 as the result of a ruptured appendix. Hopefully, some member or eventual reader will supply the missing information.



The photo on the left above shows Clara Marie Stutz (left) and friends taken, we think, sometime in the "roaring twenties." What great hats! The photo (right) is of Christine Stutz (left) and of Clara sometime before her death in 1956.

The death notice for Clara was published in the *Indianapolis News* on July 2, 1956, p. 9 and we quote: "Clara Marie Stutz, 75, 3656 Washington Blvd., died last night of a heart attack at 38th and Guilford. Born at Dallas, Tex., Mrs. Stutz had lived here 50 years. She was a member of the Lutheran Church of Dayton. Mrs. Stutz was a member of St. Margaret's Hospital Guild, and served for General Hospital. Services have been set tentatively for Thursday at Flanner & Buchanan Fall Creek Mortuary, the time depending

upon the arrival of her only grandchild from Florida (that would be William S. Horn, Jr.). Burial will be in Crown Hill Cemetery. Besides the grandchild, a daughter, Emma Belle Stutz Horn, two sisters and a brother survive.

Clara's obituary makes no reference to her husband, Harry, which confirms that the divorce which took place thirty-one years before was not taken lightly by the daughter Emma Belle.

¹*Great American Automobiles* by John Bentley, 1957 Prentice-Hall, Inc. (Library of Congress Catalogue Card No. 57-8467). The writer is in possession of a copy of this book which contains the following handwritten notation on the fly leaf: To Mrs. Emma Stutz Horn -- a very charming lady who made possible one of the best chapters in this book -- The Car That Made Good in a Day." Sincerely, John Bentley VII/26/57.

Taped in the front of the book were two Book Reviews of the period (no dates shown), one of which was written by a Corbin Patrick. Both reviews are quite detailed and complimentary to the writer. These findings add considerable credibility to Mr. Bentley's inputs on the family as presented in Chapter 7, pages 209-262. However, John Bentley rather convincingly states that Harry Stutz was responsible for the design of the American (Underslung) whereas historians today credit Fred I. Tone with this development and Harry with designing the early conventional chassis American.

Inaccuracies are to be found in most of the articles written about Stutz and one of the main goals of the Stutz Book Project is to put the record straight.

In PART III, we will tell you what we know about Harry Stutz's daughter Emma Belle.



Stephen P. Dean, club archivist, submitted the above photo he made of a small mirror he found. As you can see, the mirror is quite small (about 2½" long) and probably was made up as a favor by the Citizens Fire Co. for some event. Being small it would fit almost any lady's purse.

We hope our Stutz Fire Engine expert, Rodger J. Birchfield, will tell us about the engine shown on this mirror. Ed.

EDITORIAL COMMENTS



In the Apr.-June 1993, Vol. VI, No. 24 the following comments by the editor were inadvertently omitted by the printer on page 11 bottom right column:

We are indebted to member Stan Smith for finding this ad and article in *The American City* of August 1920. This publication was dedicated to the maintenance of roads and towns, material on street signs, road repair equipment, etc. Stan further points out that the 4 in motor size refers to 4 cylinders, not inches as stated. Giant's Despair in 6.97 minutes? Wow! (Ed.)

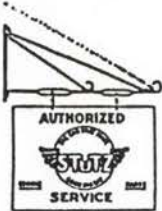
When member Rodger J. Birchfield, author of two books on Stutz Fire Engines, saw the ad on page 11, he called to comment that the Fire Truck displayed in the ad was the second one produced by the company. The first Stutz Fire Engine was demonstrated on June 24, 1919 at the International Association of Fire Engineers at Kansas City, MO and obtained a perfect score in the twelve hour run. Rodger has provided the Club with a photo of Harry C. Stutz and Alfred C. Mecklenburg, the designing engineer, and others at this event in Kansas City plus clippings from the Indianapolis Star and News pertaining to the early days of the Stutz Fire Engine Co. We plan to reprint this material in a coming issue.

Members Larry Nicklin and Mike Holt brought to our attention the August 1993 issue of *Sports Car International* which features a great article on pages 44-53 by Chris Bibb entitled, "Stutz Black Hawk and Super Bearcat." We are indebted to member Lyle Patterson for bringing us a copy of this issue for our enjoyment. The story is built around Mr. Bibb's drive of two Stutzes, an Ards TT-style 1928 Black Hawk owned by Mike Holt and the 1932 DV-32 Super Bearcat (one of two with Weymann fabric body) owned by Founding Life Member William B. Ruger.

The April-June 1993 issue of VMCCA's *Bulb Horn* features Honorary Member Smith Hempstone Oliver's story "My First Car was a Stutz", pages 20-22. This article was first printed in the April-June 1989 issue of *Stutz News*. The quality of the photos taken in 1931-34 of Hemp's 1916 Series 4-C Bulldog which he made into a Bearcat is so much better in the *Bulb Horn* reprint.

You will find in this issue an invitation to join the Classic Car Club of America. Steve Chapman, Membership Chairman for the CCCA, suggested we swap ads of 1/2 or 1/4 page size in order to obtain new members. We agree with Steve that this is a "win-win" proposition and we are pleased to cooperate.

Our efforts to reduce the cost of club publications without reducing quality continue. A small savings in the Apr.-June 1993 issue of *Stutz News*, Vol. VI, No. 24 was realized by reducing the number of pages from 32 to 28. The number of photos used greatly affects the cost of *Stutz News* due to reproduction and final layout charges. However, our publication would not serve the membership well if photos were omitted. Thus we look for other ways to reduce expenses.



CLASSIFIED

LET'S PUT STUTZ ON THE ROAD!



- Elliott F. Atkins, 145 Briarwood Way, Stockton, CA 95209 (Home 209/473-4333) has for sale:

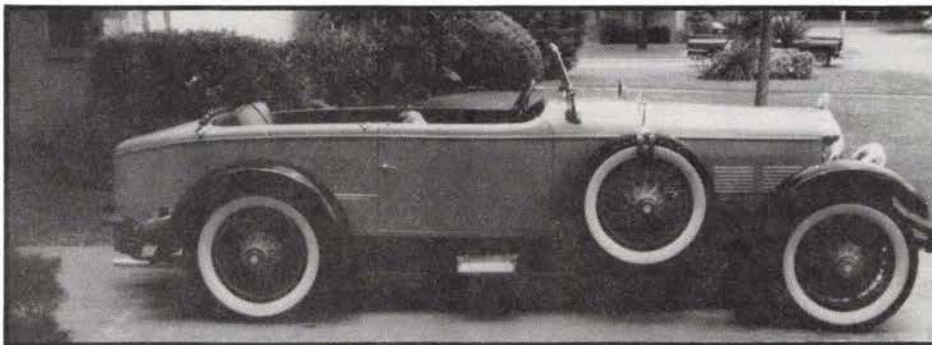
- Aluminum Oil Purifier for 8-cylinder Stutz
- H.C.S. Emblem
- H.C.S. wire wheels (two 23" dia.), 2 lockrings, 3 hubs and 4 hubcaps

Wanted:

- For 1915-20 era Stutz: 1 headlight
- For 1920-24 era Stutz: red, oval Stutz script taillight lens

- Joe Tamborello, 11227 Timberline, Houston, TX 77043 (Home: 713/497-5580) has for sale:

- 1928 Stutz Black Hawk, Model BBC-18, 4-passenger Boattail Speedster. it is a Senior CCCA 99 point car. The Black Hawk is beige with maroon chassis, fenders and interior. (See photo below.)



- John Courtney, 11c Huia Road, Titirangi, Auckland 7, New Zealand (Telephone: 09-8178313) wants urgently:
 - Radiator for 1922 Stutz Series KLDH. Please describe condition and send photo if possible. Remember our freight and exchange rate. I pay \$2.00 NZ for \$1.00 U.S.
- The following club items are being sold to help finance the Stutz Book project. Send requests to Bill Greer, Editor, with checks payable to The Stutz Club, Inc. Prices include postage.
 - Automobile Quarterly, Vol. 28, No. 2 featuring a superb article of 17 pages by member Joseph S. Freeman entitled "In the Wake of The White Squadron" about the remarkable 'World Champion' Stutz race cars of 1915 with great photos. These books are autographed by Joe as a special favor to the membership. Only 11 copies left at \$27.50 US (\$32.50 for overseas members). Help the club while you enjoy Joe's great story on Stutz race cars.
 - Stutz blazer patches/badges (3½" wide) copied in blue, red and white from original radiator badge. Outline embroidered in gold metallic thread (donated by Life Member A.J. (Tony) Koveleski) \$10.00 each.
 - Stutz Nutz tie tac/lapel pin. These were nicely done by Member C. McCord (Cordy) Purdy in the 1960's. Only a few left at \$5.00 each.
- Norman R. Miller, 7 Primrose Place, Summit, NJ 07901 (Home: 908/273-4802) is looking for interest in DV-32 exhaust manifolds (not of the heat riser type). Will run another lot if interest warrants.



Golden Quill Award

This award is presented annually to automotive club sponsored publications and is tendered in recognition of outstanding efforts in the communications field of the old car hobby.

The editors of Old Cars Weekly News & Marketplace honor

Stutz News

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Greg Smith

Publisher

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