

**THE STUTZ CLUB, INC.  
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BILL GREER, EDITOR**

**TO**

BULK RATE  
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0340  
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## COMING EVENTS

### Hershey Get Together

President Dale Wells informs that the Hershey Get Together of the Stutz Club will be held at Steve Dean's Space GAM 83 at 4:00 p.m., Friday, October 6, 1995.

Ernie Toth, Jr. is helping to coordinate. Call Dale (616) 375-4844 or Ernie (216) 338-3565 if you have questions.

### The Splendid Stutz

Ray Katzell, VP Publications, reports that the publisher of the Stutz book has recently obtained its own printing operation giving it more control over production. In the process the publisher has changed its name to Turning Point Press (formerly Stony Run Press). This is a favorable development for our book project.

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21	Blackhawk Article		Jim McNeelley's 1913 Stutz Bearcat with Kim DeMotte as navigator during the 1994 Interstate Batterie's Great Merican Race.

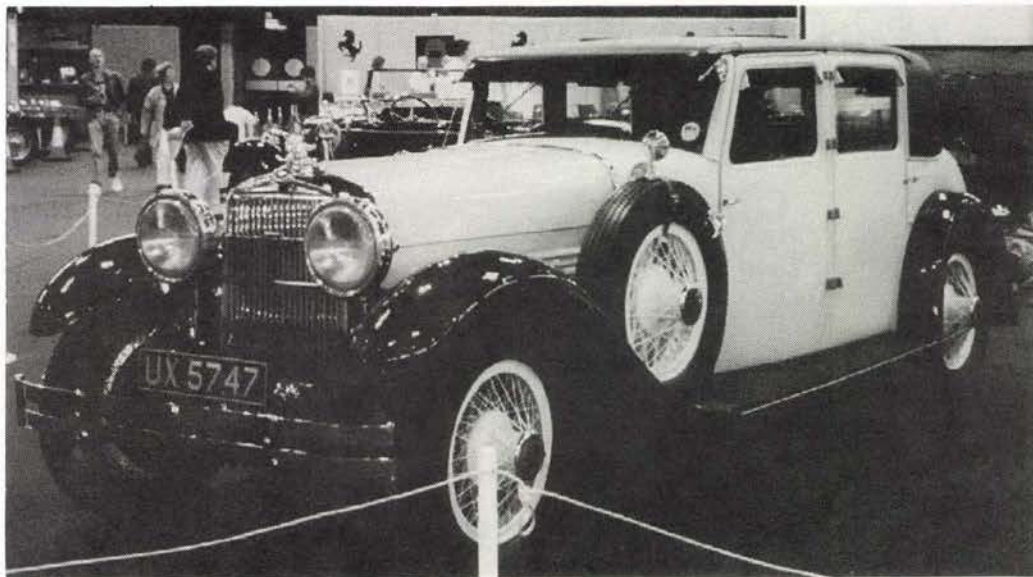
## 1995 BBC Classic and Sports Car Show

by Norman C. Barrs

Spring time in England, in accordance with all good tourist guides, is a time not to be missed. 1995 was no exception. Early May produced some exceptionally fine weather and Friday, the 5th of May, found me driving the 1929 Model M Lancefield Stutz on route for Birmingham and the BBC Classic and Sports Car Show, a three day event between the 6th and the 8th May 1995.

We stopped off at junction 14 of the M1 to collect John Guyatt and the fabulous 1928 Stutz Cameron Special Race Car. John has worked wonders with this car and it looked exactly as a 65 year old race car should, mature and ready to race.

Suitably refreshed, (us, not the car) we continued our journey to Birmingham, the Model M cruising quite happily at the legal limit of 70 mph but of course the race car is more like a terrier, and soon John was a speck on the horizon. His approach to the NEC Exhibition Centre was by the M45; far wiser than my own choice of the M6. I was caught in a substantial traffic jam and tail



*Norman's 1929 Model M Lancefield Stutz on the stand at the NEC in Birmingham.*

back that left me standing in the three mile traffic queue for over an hour creeping forward very slowly but the Stutz showed it's pedigree. So many modern cars overheated and stalled during this unfortunate delay. The hard shoulder of the motorway was littered with broken down cars and commercial vehicles, however the Stutz just ticked over like a well-oiled turbine; water temperature normal, oil pressure 30 lbs per square inch and the outside air temperature was well over 85 degrees Fahrenheit.



*Eric Verdon-Roe's 1927 AA Robbins 4-Seat Black Hawk Boattail Speedster at the Stutz display.*



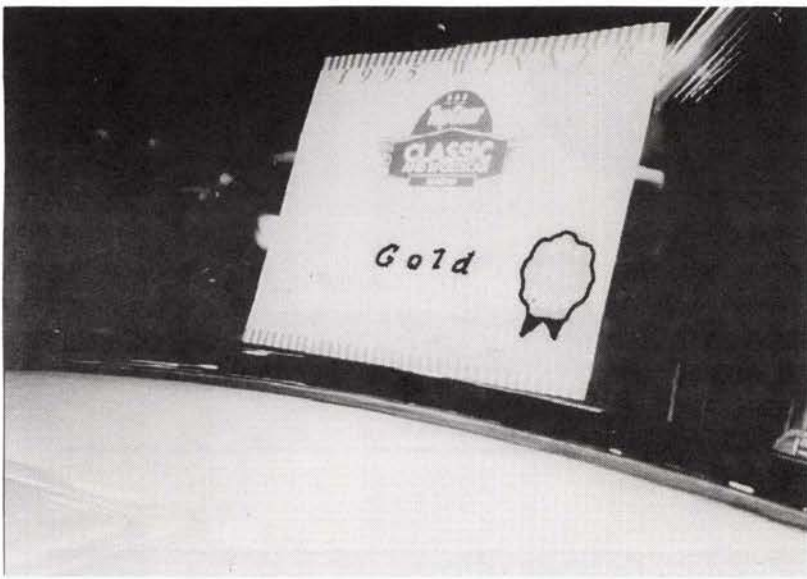
## National Exhibition Center, Birmingham England



The Stutz Club display at the 1995 BBC Classic and Sports Car Show held 6th - 8th May, 1995 at the National Exhibition Center at Birmingham, England.

The Stutz Club was awarded the "Gold Award" given for the Best Display thanks to the fine efforts of member Norman C. Barrs who organized the Stutz Club participation and show. *Congratulations Norman! (Ed.)*





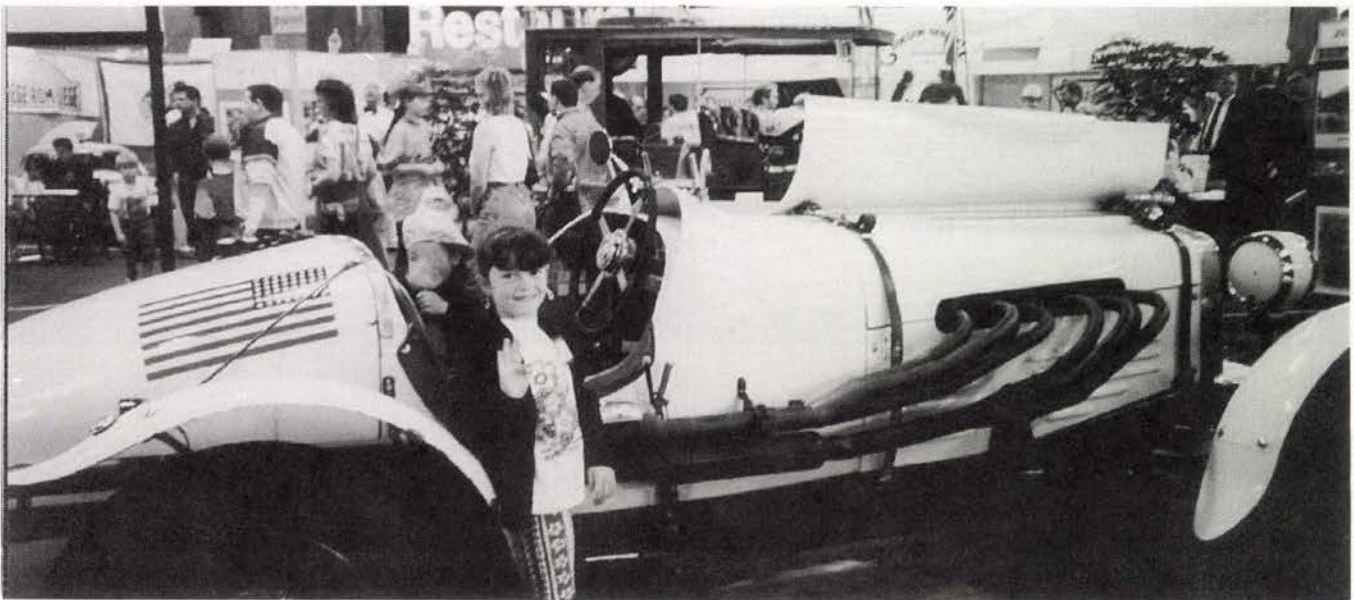
*Stutz takes home the "Gold" from the BBC Top Gear Show in 1995*

On arrival at Birmingham, we preceded to erect the stand material and were soon joined by Eric Verdon-Roe's 1927 AA four seat Speedster. It had been intended to display Colin's 1931 DV 32 convertible sedan, but a phone call the previous evening confirmed any organizers worst fears that one of the star exhibits would not be attending as a result of the hot weather and faulty tyre inner tubes. It is a sad sight indeed to see a photograph of this fabulous car on four flat tires. Having fitted all new inner tubes, to be absolutely certain, these had been perfectly alright in the cold weather but on exposure to high temperatures a welding fault between the tube and the valve resulted in loss of air pressure. Of course, it could have had catastrophic results if deflation had occurred whilst he was driving the car.

With only three, instead of four, Stutz cars on display I had to make the decision to withdraw my 1929 Model M from the Autoglym Concourse to replace Colin Buckmasters' car on the Club stand. So successful has the Stutz Classic Car presence been at Birmingham, in 1994 I was asked to broaden the display to incorporate other American made Classics; so in addition to the two fabulous bearcats of Tim Moore and Bob Reed displayed in 1994, Colin displayed his Packard Convertible and my friend, Peter Nevell, his 1911 Model T Tourer. It therefore came as no surprise to be invited in 1995 to expand the display of other American classics and I therefore invited Graham and Jane Rose to display their 1915 Cadillac V8 Tourer which can be seen in some of the pictures.

We are, of course, very limited in matters of display at these premier shows, as we only have 7 Stutz cars to call upon. One Bearcat, one Model AA two model BB, one Model M and two DV32's. Hopefully our potential will increase in the not too far distant future with Mike Holt's Bearcat and Harry Garnet's Model M Weymann being available for display.

The show itself was a resounding success. Many more people are now aware of Stutz Motor Cars and the show ended on what can only be described as a fitting tribute to Stutz Cars. In 1994 the Stutz Club was awarded a Silver Certificate. In 1995 the Club achieved Gold.

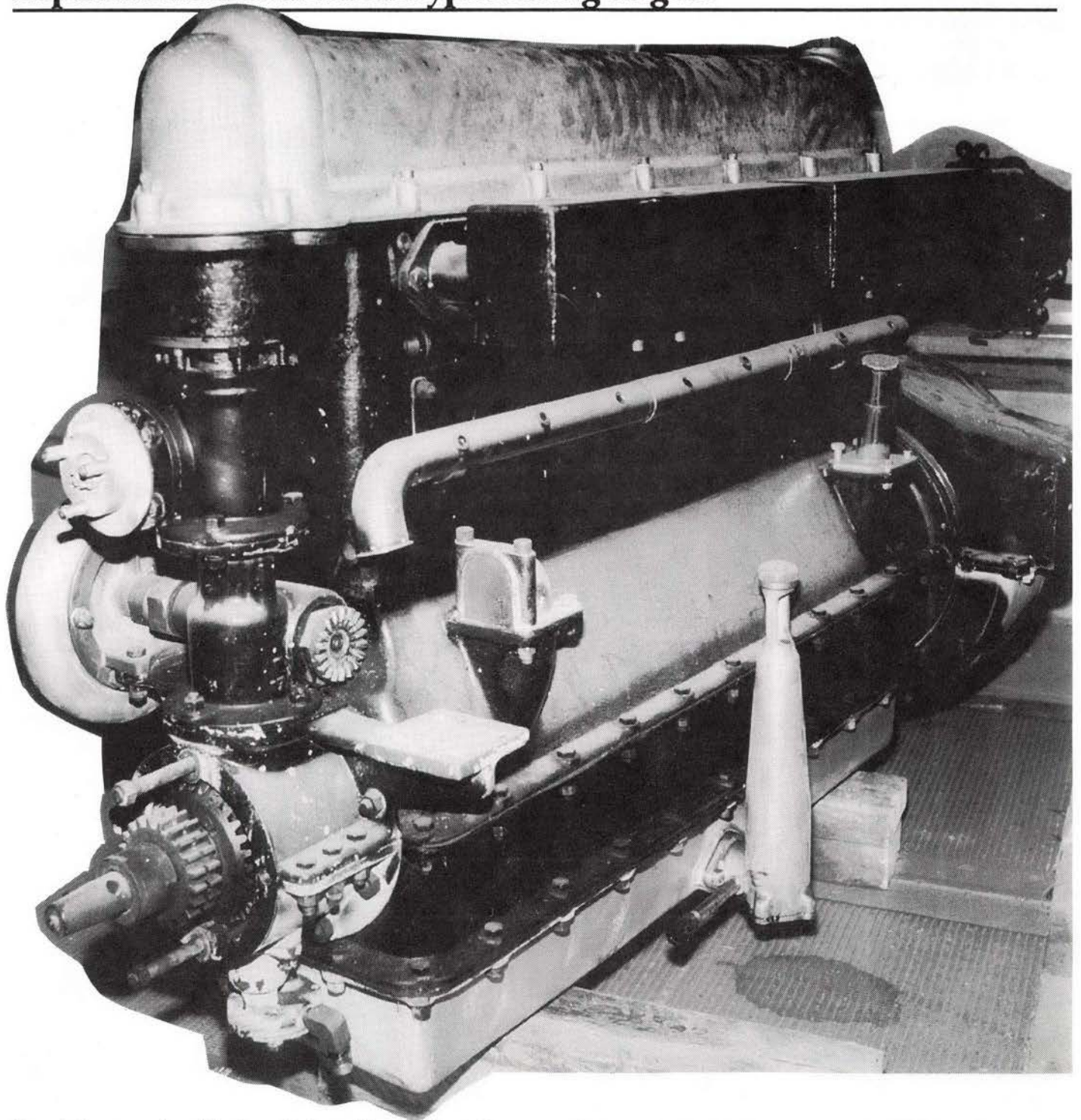


*A future Stutzer ready to mount John B. Guyatt's 1928 Stutz Cameron Special at Exhibit.*



## Experimental Stutz Prototype Racing Engine

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**N**ew member Norbert Bukowski, 120 So. 26th Street, Phoenix, AZ 85034 (Tel. 602-829-4460) owns the above Stutz engine which he purchased from Tom Barrett.

Rumors surrounding this unique engine point to its having been developed for a Land Speed Record attempt. Supposedly, this engine was a sister to one in

the Harrah Collection. It originally had a Roots type supercharger which was removed several years ago.

Mr. Bukowski is eager to find out the true history of this engine. He hopes that someone will be located who can provide information or leads to the truth. Members are requested to help with any input they may have.



# The Harry Clayton Stutz Family

## Part IV - William S. Horn, Jr. (Grandson)

by William J. Greer

In the January - March 1995 issue of Stutz News, page 6 we introduced you to William, the only grandchild of Harry C. Stutz and showed photographs of Billie with Emma and Harry and Mr. and Mrs. William S. Horn, the parents. We are indebted to Robert Meyer, a friend of the family, for many of the photographs used in this article as well as most of the information.



*William Horn around age 10 or so late '30s*

William was born in 1926 and spent his childhood and boyhood in Indianapolis. Grandfather Harry C. Stutz, died June 25, 1930 at the Methodist Hospital in Indianapolis following an appendectomy which was performed too late to save his life. Thus, grandson Billie was too young at the time to have memories of his grandfa-



*Billie with his father, William S. Horn around his first birthday circa 1927.*



*Young Billie at the Horn residence in Indianapolis (we believe at 3656 Washington Blvd.)*







ther. We have very little to tell you regarding William's boyhood. After his graduation from Shortridge High School of Indianapolis he attended Indiana University for awhile and played a horn in the IU Band prior to entering the army. The photo shown here of William in uniform was taken at Fort Riley. While he missed any combat, he was assigned to duties in the Far East including Japan after WWII ended. We are unaware of what William did after his honorable discharge from the Army until the late 1950s.

Around 1959 William took a job at Technicolor Studios in Los Angeles which later became part of Uni-



*William at his home in Los Angeles in 1970.*



versal Studios. He had a responsible job there as a color specialist. After his father died in 1968, William decided to end his stressful job at Universal and moved to Indianapolis in 1971 to be close to his mother, Emma.

Mr. Meyer recalls that William had a cat which he named "Princess." Sometime later he discovered that the cat was a male and he renamed it "Princess George." The cat perished in the Bel Aire fire.

Robert Meyer first met William while he was visiting Emma in 1969 over the Christmas- New Year holidays and visited William in Los Angeles prior to his return to Indianapolis. Later Bob gave friend William a dog named "Stutz Bearcat" generally called "Stutzie." Mr. Meyer lived in the same apartment building as William and Emma, 3801 N. Meridian Street. Harry's only grand child, William S. Horn, Jr. died of a massive heart attack on May 3, 1982.



*Robert Meyer's mother, Bob, Emma Belle Stutz Horn and son William. Emma, the last member of the Harry Clayton Stutz family, passed away on March 30, 1992.*



# Ryan Takes Stutz in a Corner on Wall Street

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## Part I

by William J. Greer

This article is about another form of competition, financial not racing, and the driver in this corner was Allan A. Ryan. Ryan was the man who acquired financial control of the Stutz Motor Car Company in 1916, proceeded to negotiate a corner on Stutz stock in 1920, and lost it in his bankruptcy of 1922. To some he was a winner and a hero, to others he was a villain and a loser. He may have earned all those appellations.

Much of the information for this fascinating story comes from an article by writer John Brooks entitled, "A Corner in Stutz" published in *The New Yorker*, August 23, 1969.

Allan Ryan was born in 1880, the eldest son of Thomas Fortune Ryan. Allen's father Thomas had been born in up-country Virginia of impoverished Scotch-Irish parents and had begun his working life as a drygoods clerk in Baltimore. Thereafter, he moved to New York to become a brokerage clerk, and in the mid 1890s he became associated with William C. Whitney, transit entrepreneur and founder of a famous dynasty. As a protege and then partner of Whitney, Thomas Fortune began to fulfill his prophetic name. By the time of Whitney's death in 1904, the pair had gained control of the entire New York City transportation system and had amassed two of the quickest and largest fortunes of the era. Thomas Fortune Ryan broadened his business interest to include banking, railroads, life insurance, diamonds, oil, rubber, coal, coke, lead, electricity, and typewriters. In this frenzy, Ryan had built a financial empire valued at over a hundred million dollars. In 1924, he paid the tenth largest individual income tax (\$781,850) in the country.

Unlike his father, Allan Ryan had behind him a good formal education obtained at various private schools and to Georgetown University. Allan was physically frail, inclined to moral scruples, and rather talkative. He apparently had inherited his father's will, independence, and aptitude for financial manipulation.

In 1905, the elder Ryan turned over his seat on the New York Stock Exchange to Allan, then twenty-five years old. Three years later, Allan would meet Charles M. Schwab, the celebrated first president of United States Steel and, subsequently chairman of Bethlehem Steel. Schwab would explain to an acquaintance later. "Thomas F. Ryan and I have been friends for many years. When he was retiring from business, he brought his boy Allan to me. Told me Allan was his hope for the future—would I look out for him? I have looked out for Allan ever since."

With good guidance and an unknown amount of his father's empire as his initial stake, Allan founded the Allan A. Ryan & Co. brokerage firm and through it became a recognized force on Wall Street. He was an optimist and a bull operator in many fields including oil, textiles, chemicals, candy, machine tools, etc.

In 1916, when Harry C. Stutz and Henry F. Campbell decided to undertake major expansion of production facilities in order to cope with the orders, which poured in as a result of the fabulous racing achievements, Ryan, the opportunist, was ready with the knowhow and the financing needed.

A booklet entitled "The Story of Stutz," published by the Stutz company circa 1920, provides some early history. The Ideal Motor Car Company was formed in June 1911 with a capital that was doubled in November, 1912. The Stutz Auto Parts Co. was dissolved and Ideal altered its name to the Stutz Motor Car Co. (of Indiana) in June, 1915. The Stutz Motor Car Co. of America, Inc. was organized and incorporated in 1916 by Allan A. Ryan as a holding company with a declared capital of \$375,000 (75,000 shares). It became the operating company in 1917 by the dissolution of the Indiana Corporation. Ryan served as vice president until Harry Stutz resigned as of July 1, 1919. Ryan who lived in New York then took over as Stutz president with William H. Thompson as General Manager residing in Indianapolis. In October 1919 an additional 25,000 shares were sold and subsequently a 20% stock dividend was declared bringing total Stutz Company shares to 120,000. Sales had increased from \$1,983,588 in 1915 to \$3,090,436 in 1916, \$4,483,315 in 1917, and \$3,536,558 during the WWI year of 1918. Sales then expanded to \$7,274,249 in 1919 with net profits reaching \$997,148.



At the beginning of 1920 and nearing 40 years of age, Ryan was a somewhat formal person with a prominent mustache, with rather sad but probing eyes. He and the family lived in a proper and grand house in Murray Hill. It was reported that Ryan had an interest in the race track, horses I presume, and lead a life of a conservative financier. In January 1920, while in Indianapolis inspecting the completed factory, now expanded to some 400,000 square feet, Ryan caught the flu and spent two weeks in the hospital. Upon returning to New York, he came down with pneumonia. During January, Stutz stock had risen to around \$100 per share. Then, on February 2nd, the stock suddenly advanced from \$120 to \$134. At this point Ryan learned that speculators who thought the price too high were selling short. This was a bear raid with some of the organized short sellers being leading members of the New York Stock Exchange.

Allan Ryan, as we have depicted above, was adequately prepared to react to such a raid. Although weak from his bout with pneumonia, he proceeded to Wall Street, while still in the care of a nurse, to combat and crush the bear raid on Stutz stock. His plan was to buy

all Stutz stock that became available and to do so he needed enormous loans from family, friends and banks. For example, it was reported later that Ryan owed his wife, Sara Truck Ryan over \$2.8 million, mentor Schwab \$300,000+ and friends Harry Payne Whitney and others over one million dollars. At first Ryan lost ground so great was the short selling activity. In spite of his best efforts in early March, the price of Stutz had dropped to near \$100. The battle continued. Then, Ryan began to prevail and by the morning of March 24th, Stutz was up to \$245; that day it sailed to \$282 and by March 31, 1920 it had exploded to \$391. As the price escalated, stockholders other than Ryan, his firm or family decided to take the profit and sold their stock, which was snatched by Ryan. Even the short got caught up on the frenzy by selling stock they first had to borrow from Ryan. Effectively, Ryan had driven Stutz into what Wall Street calls a corner.

In Part II we will examine what the involved and embarrassed members of the NYSE did to retaliate.

## Stutz in "Indy 500" Parade

*by your editor*

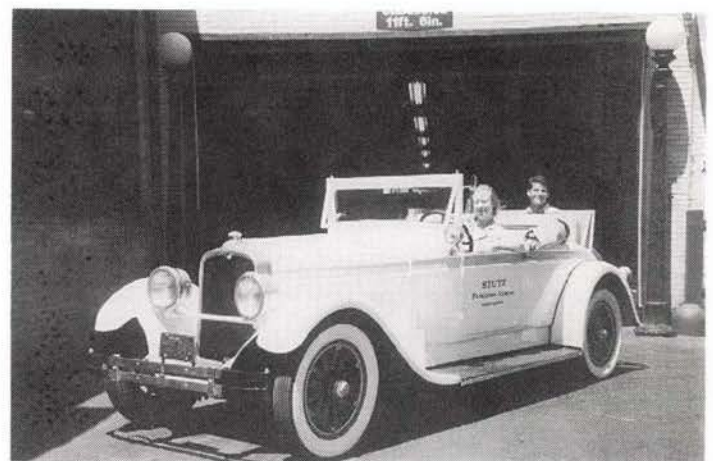
Those of you who watched the grand "Indy 500" pre-race parade this May saw member Turner Woodard's 1926 Stutz AA roadster and 1921 Stutz Fire Truck (upgraded by the Indianapolis Fire Department.) It was great seeing Stutz so proudly represented.

Turner has completed the restoration work carried

out on the roadster by previous owners Ladd John and Alyce Turek (#59) of Sun City, Arizona. Turner purchased the 1926 roadster after Mr. Turek passed away in December 1993. Your editor recently had a chance to take some photos of the roadster which is garaged prominently in the Stutz Factory. As previously mentioned, KDB Press who help publish the Stutz News have their headquarters in the Stutz Building.



Turner Woodard's 1926 roadster with fresh paint, top and smooth running engine. Note the sign Blackhawk Alley. The other alley is named Bearcat.



That's Rachel Daeger behind the wheel and Ken D. Berry in the rumble seat, our publishers.



## Frank Lockhart - Epilogue

by Thomas J. Kinney

### *The Lord giveth, and the Lord taketh away.*

If we didn't know better, we might think this familiar biblical phrase was invented to describe the hazardous profession of auto racing in its early days. An old racing cliché says there are old race drivers and there are bold race drivers, but there are no old, bold race drivers. This was especially true in the early days of racing. There were no seat belts, shoulder harnesses, fireproof driving suits, crash helmets, face shields, roll bars or any of the other safety amenities we've come to expect today. The driver had only a cloth driving suit and skull cap and a fragile pair of glass goggles to protect him. It wasn't enough. As we've seen, Frank Lockhart died in his Stutz Black Hawk Special at Daytona Beach barely 25 years old. His fate was far from unusual. Seven of the seventeen pre-depression 500 winners died racing. What was unusual was what he was able to accomplish before his demise.

At the time of his death, Lockhart held the 183 cubic inch and 91 1/2 cubic inch Land Speed Records, the world closed course speed record, and Indianapolis 500 qualifying record and every dirt track record between 1 and 100 miles! To this day, Frank is in the top 25 all-time Indy car race winners! Most amazing of all, with only two Indy starts, Frank is still in the top 25 all-time Indianapolis 500 lap leaders! Consider that his first 500 was called at 400 miles on account of rain and that he fell out of his second 500 because of mechanical problems at 300 miles, for a grand total of only 700 miles, or less than a race and a half, and his record is even more impressive!

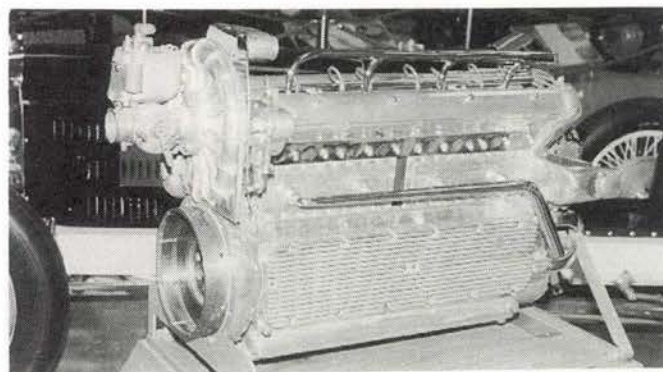
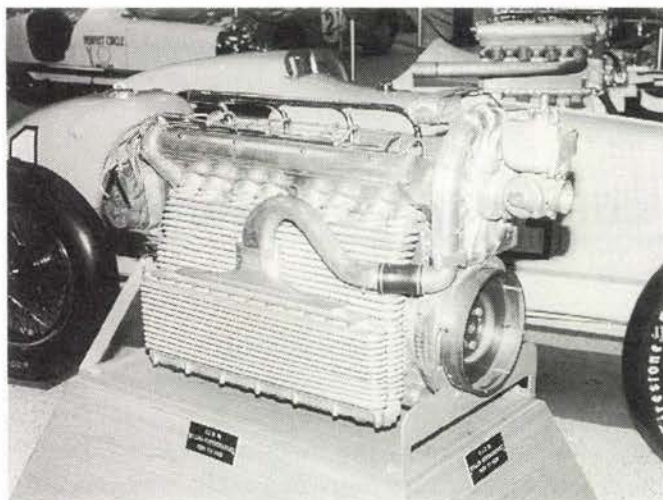
Lockhart's 183 and 91 1/2 cubic inch Land Speed Records were American records for about 40 years. The engine from his wrecked Stutz Black Hawk Special powered a front row starter at Indy in 1946, 18 years after his death! His one lap dirt track record wasn't broken until more than 20 years after his death!

Clearly the Frank Lockhart story could never be made into a movie. It would be too unbelievable, even for Hollywood!

But wait, there's more! Lockhart's personal Miller Indy car was acquired by Louis Meyer after he had already won the 1928 500. Louis proceeded to win the 1928 and 1929 AAA national driving championships. Lockhart

also owned and prepared another Miller which was raced by another driver. That car was acquired by Ray Keech, Lockhart's old Daytona Beach competitor in the Triplex monster. Is it really necessary to say that Keech won the 1929 500, and that Louis Meyer was second? Sadly, Keech was killed just two weeks later in an accident not of his making at the Altoona, Pennsylvania board track.

In the depression years 1930- 1937, the sleek one-man body race cars and superchargers were banned from the Speedway. Lockhart's car was relegated to the dirt tracks, where it finished its career, enduring many modifications along the way. In the article "Triplet's 'Twins'" in the October-December 1991 Bulb Horn magazine, Bill Digney and Jim O'Keef trace the car's odyssey all the way back full circle to the Indianapolis Motor Speedway, where the cowl and possibly the frame were used in the restoration of the beautiful gold-colored Miller number 14 on display in the museum today.



It's interesting to note that nearly everyone who knew Lockhart personally, described him as a genius and the greatest race driver of all time. One can only imagine what he might have accomplished if he had lived a



## STUTZ NOSTALGIA

normal life-span. How might the fortunes of Stutz have improved if he had broken the Land Speed Record in a wave of positive publicity for Stutz?

The final word on Lockhart, which shows the esteem in which he was held, is a quote by Mark L. Dees from his book, The Miller Dynasty. "How often in researching this book have we been handed a rod, a valve, or a piston and been told in reverent tones, 'This belonged to Frank Lockhart,' and then it was returned carefully to the shelf, as if it were the precious icon of a god."

*Ed.* Our special thanks to member Tom Kinney for allowing the club to publish his very fine account of Frank Lockhart. Since it took a year (four issues) of Stutz News to get the story told, it may have been somewhat difficult to follow. We encourage the reader to sit down with the previous four issues and read this great story in its entirety including the above Epilogue.

Member Cornelius W. Hauck recently sent the editor the following items he extracted from the Horseless Carriage Gazette of November - December 1970. Mr. Charles H. Gruelle's letter to W. Everett Miller, then editor of the HCCA, and Mr. Miller's acknowledgement are certainly filled with interesting history and we decided to reprint them here as they relate to the Frank Lockhart Story.

Dear Sir:

Knowing my personal interest in the old Stutz Companies, a personal friend recently loaned me a copy of the Horseless Carriage Gazette, Volume 32, #4 for July-August 1970.

What a feast of recollection and retrospect it has afforded me! I want to thank you as well as my friend for brightening the life of a 73-years-old expatriot of Indianapolis.

It was my priceless privilege to have grown up during the very period which saw the automobile progress from a mechanic's toy to the present giant key industry in our whole economy.

As a boy I worked in cost and manufacturing accounting for a number of the pioneers, but throughout these years my interest was not centered in the field of accounting, but in the thrilling mechanical development of these fine old cars. It was my privilege, due to the frequent bankruptcies, reorganizations, mergers, etc., of these struggling companies, fighting for their lives in a field of unencumbered cut-throat competition, to have experienced many lay-offs and transfers. I thought then that it was cruel luck, but now I appreciate it, as I went from one company to another to find employment.

It started with the National, a fine, sporty car and successively led me to employment with the Premier (remembered for the first practical magnetic push button gear shift that really worked), the Cole, the Mais truck (the prototype of our huge trucks and earth movers of today), the Nordyke and Marmon Company, the Revere (Muncie, Ind.), the Monroe and the Stutz.

Naturally my interest was centered on the speedway. I had a chance to observe it from the start as two older brothers were acquainted with Carl Fisher long before he and Allison built the speedway when Fisher ran a bicycle shop and he and my brothers were fellow members of the League of American Wheelmen.

Among those I came in contact with and in some cases became well acquainted with at the track thru the companies I worked for were some of the real old timers, Joe Dawson, Clarence Conway, Bert Dingley, the three Chevrolet brothers, Louis, Arthur and Gaston and the inseparable pals, Gil Anderson and Tom Rooney.

The contact which I treasured for life, however, was a personal friendship with the driver whom I still feel was the greatest of them all, the peerless Frank Lockhart. A scientific genius, a brave and intrepid driver, a fiercely skillful competitor, yet perfect sportsman and gentleman and a devout Christian.

I was with Stutz during the development and growth of the "New Safety Stutz" under Moskovics and Col. Gorrell as head of the Labor Cost section of the Cost Department. We knew nothing about eight hour days, or extra pay for overtime, and many a night while working late I had a chance to become better acquainted with Lockhart as he paid no atten-



tion to the clock in his ambition to help Stutz lead the world in quality cars and regain the overall world speed title held by Sir Malcolm Campbell with his Bluebirds.

Campbell's successful theory was brute force — 32 cylinders the size of large tomato cans. Lockhart's theory was scientific elimination of friction, weight and wind resistance. So successful was Lockhart's planning that on the first test run on the Indianapolis track the car couldn't even be put in high gear or it would have flown off the track at the curves.

There is every evidence that the world record would have come back to America had it not been for the presence of a very sharp clam shell in the sand at Daytona.

The only thing Lockhart feared was his tires. Mr. Moscovics brought in specially built tires from the finest available in both the U.S. and Europe but they would repeatedly break down under the gruelling tests made in the research department. I asked Lockhart, one evening when he was sitting on my desk discussing tires just what on earth one could do when a tire failed at 275 m.p.h. He laughed and said, "It wouldn't take long to find out." Then he said seriously, "Just hang on and trust the Lord — He's running things."

How soon he did find out! And with his passing the world lost an automotive genius par excellence!

Back to your magazine. Did any of your issues ever cover the Interstate car? My first car was a 1916 Interstate, a four-cylinder overhead valve touring car which gave me superb service until 1923. It had a thermo-syphon water system (no water pump) which functioned beautifully. It had a leather lined cone clutch which could be made to operate very satisfactorily any time it became "grabby" by just dropping a little cigar ashes into it. It had an excellent radiator to aid the thermo-syphon system, which never needed any repairs other than a can of Eagle Brand condensed milk about once a year. It had  $\frac{3}{4}$  elliptical rear springs that rode remarkably smoothly for a light car. Also for a light car it had a very sturdy frame which never did loosen up. It had very heavy fenders which could be piled high with luggage. It had a two-piece windshield, both sections hinged and would very comfortably seat six good sized people.

I never dared to drive it at top speed because of its wood spoke wheels, which I did not trust, but it would hit 65 m.p.h. easily any time, on old dirt and gravel roads. I removed carbon by revving it up until quite hot and then pouring cold water into the side draft Schibler carburetor stopping just short of killing the engine. Why the block wasn't scored I don't know, but the carbon flew out the open cut-out in big chunks!

I have never seen a picture of the Interstate in any of the old car books and wondered if you have ever written it up.

Thank you for bringing a lot of reminiscent sunshine into an old timer's life. While I never knew Harry Stutz personally I saw him on many occasions.

The highlight of my experience with Stutz Motor Car Company was a ride around the speedway with Bert Dingley, another old race driver in a Stutz 4-seater Blackhawk belonging to Paul Whiteman. He had sent his car into the factory because it wouldn't do 100 miles per hour, which it was guaranteed to do. Dingley tooled it up to do just that and better, but a turn around the track at 95 m.p.h. was fast enough for me, especially when all four wheels left the track at the treacherous dip which was the curse of the northeast turn for many years.

I am enclosing my check for \$1.50 for which please send me a copy of the Gazette, Volume 32, Number 4 for July-August, 1970. If you have a copy of a past number with anything on the 1916 Interstate please let me know and I will send another check to cover the copy, your research cost and postage.

—Charles H. Gruelle  
Willoughby, Ohio 44094

• Your letter is fascinating, recounting experiences with fine cars and the men who made them.

I used to drive a Cole 8 belonging to the Robert Thompson Company, custom body builders, where I began my career as a designer in 1920. But the Marmon "34" was my favorite, having owned a 1922 phaeton and a 1924 sedan. Their under-the-hood neatness surpasses any car of today. Road holding and performance was excellent.

Since the formation of the club, I have owned two 4-cylinder Stutz cars. A 1916 Bulldog and a 1924 dual-valve T-head. Both with a good power to weight ratio.

It has been my pleasure to meet Hoosier worthies such as Fred and August Duesenberg, A. W. Herrington, Bert Dingley, J. J. Cole, Jr., Stanley Whitworth and others. The author of "A Peek at H. C. Stutz", Wallace T. Miller (we are not related) I have known personally for 42 years, and since 1916 by reputation.

In the early '30s I worked with Duesenberg champion, Tommy Milton, and C. W. van Ranst on the design of the experimental V-12 Packard front wheel drive. But I preceded these two men in making the very first engineering layouts on the Cord front wheel drive at Harry A. Miller, Inc. (again, no relation) in 1925-1926, under the direction of Leo Goossen.

At the same time Frank Lockhart was working there on the building of his new Miller racing car and we became good friends. He made the first down-draft carburetors for his car and was very inventive as well as being a thorough mechanic. In his early days at the old Ascot track in the 1920s driving his number 27 and 99 modified Ford-T racers he quickly proved himself to be a superior builder and driver (though Ralph DePalma was the track "idol" at the time). Because front wheels did, sometimes, come off, Frank mounted skids under the front axle to prevent the spindles from digging into the dirt to spin or catapult the car. Frank Lockhart was indeed a gentleman, unpretentious, and a good friend. His death in 1928 was a tragic loss. (continued on page 66)

W. Everett Miller [Ed.]



## Still in the family

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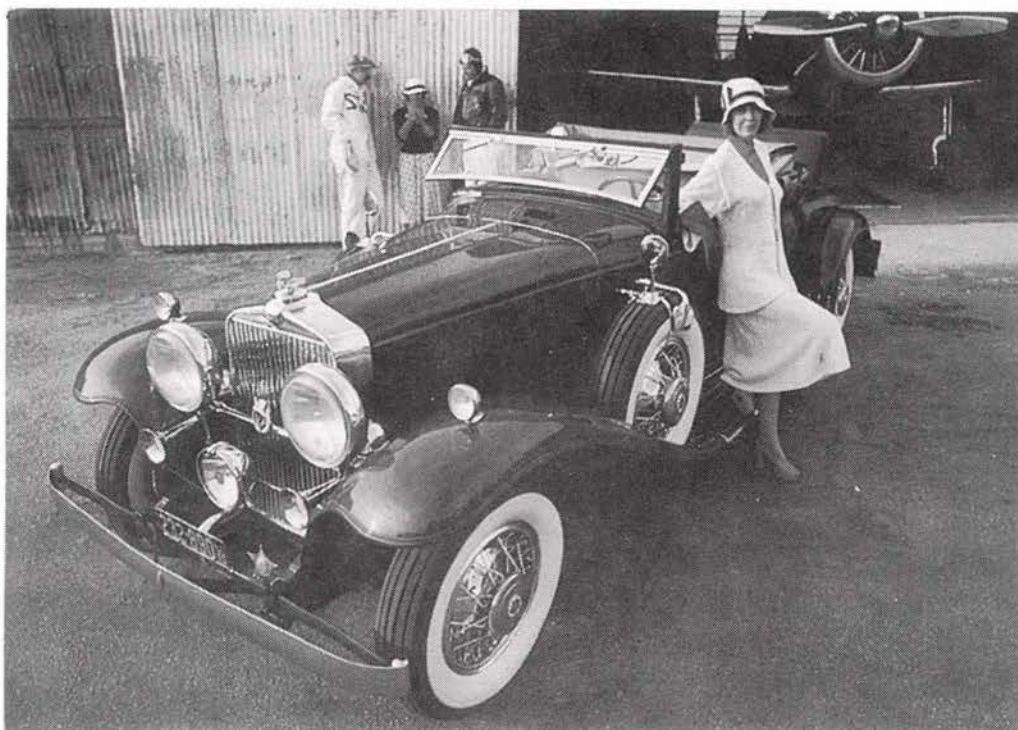
by the Editor

The 1932 Stutz DV-32 Le Baron Convertible coupe owned by member Bruce McBroom is on display at The Petersen Automotive Museum, 6060 Wilshire Boulevard, Los Angeles, CA. This museum also displays the original 1915 Stutz "White Squadron" race car donated by the famous driver Earl Cooper. Photos of McBroom's great DV 32 have appeared recently in the February - April 1995 issue of the Side Mount Mirror (p. 16) published by the CCCA Southern California Region edited by member Bobbie-dine Rodda and in the July 1995 issue of Cars & Parts (p. 92) in coverage on the Petersen Automotive Museum.

While reviewing the C. McCord (Cordy) Purdy collection of Stutz literature, I found a post card featuring the McBroom Stutz DV 32. The card shown above is identified on the back side as "PC 48 1832 Stutz, Photography by Henry Rasmussen, published and distributed by Harvey Hutter & Co, NY, NY." What I found interesting was that this same photograph,, only larger, appears in an article sent to me by member Elliott M. Kahn. This article shows several fine views of the 1932 Stutz DV 32 and reveals it to be owned by Bruce McBroom of Hollywood, Calif. who had acquired it

from his grandfather, Arthur W. Powers of Kankakee, Ill, its original owner. Another article copied for me by Elliott Kahn discloses that Mr. Powers was a developer, financier, and public utility magnate, who had also owned other Stutz ie., a 1927 Limousine and a Stutz convertible sedan. Not many Stutz or cars have been in the family since new. We hope that Mr. McBroom will share with us the story of family ownership.

Do any other members have a Stutz "Still in the Family" since purchased new. If so, please share the history with us.

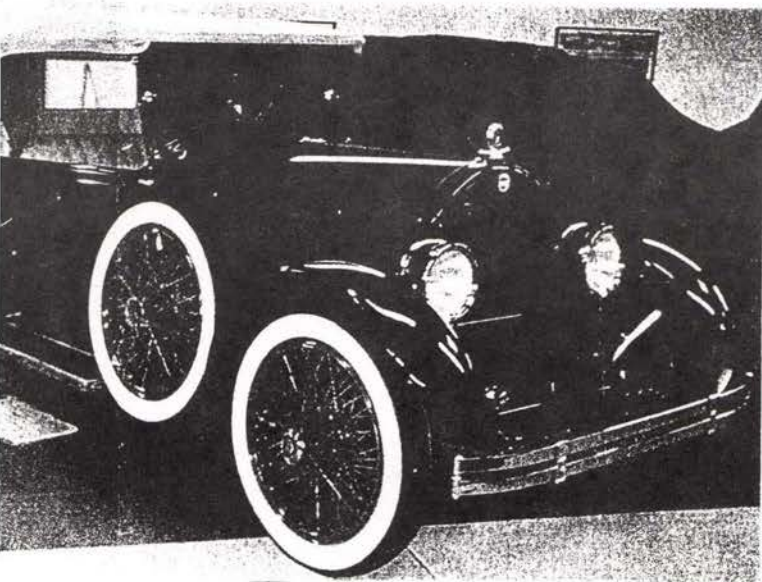




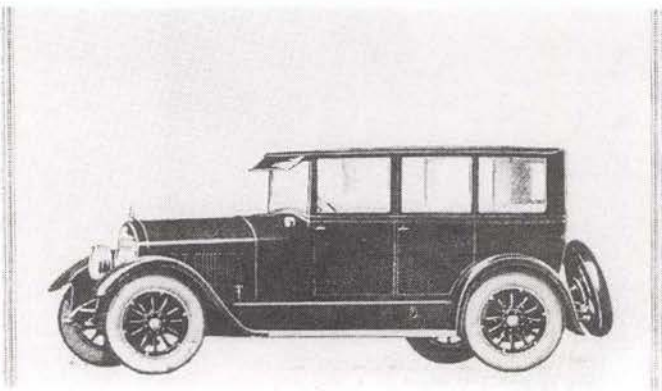
## Stutz, The Early Years - Part V

by Bob Hickman

The installment of the early years deals with the six cylinder. The "Stutz Six" came out in January 1923 as that year's real new model. It was known as the Series 690 and had cycle front fenders and side mounted spares with three quarter length running boards. The roadster shown below belongs to Founding Life Member Joseph F. Sexton of Indianapolis, IN. The "Stutz Six" roadster and touring were priced at \$1995 and the sedan at \$2550. A Sportabout was advertised on August 18, 1923 priced at \$2,315. See the Oct. - Dec. 1994 issue of Stutz News, page 3 for photos of Don and Lynette Shorts Series 690 roadster.



The Series 692 with conventional fender running boards and rear mounted spare came out later at the same prices as the 690 Models. These 690 and 692 Stutz had a 120 inch chassis powered by a Weidely engine with a displacement of 268 cubic inches (2 3/8" bore x 5" stroke)

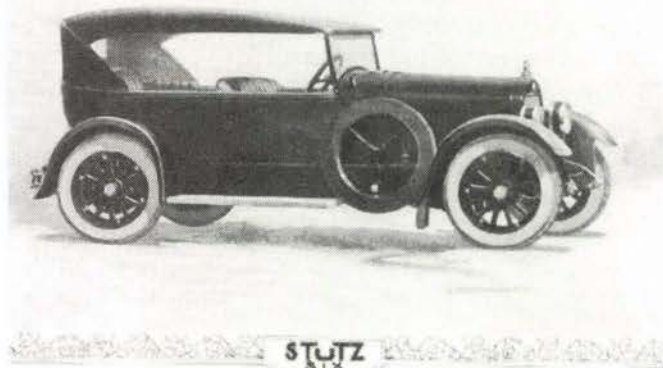


14

which produced 75 HP (27.3 SAE). This engine was called the "Stutz Special." For the 1924 sedan the Series 690/692 Stutz were called "Special Six."

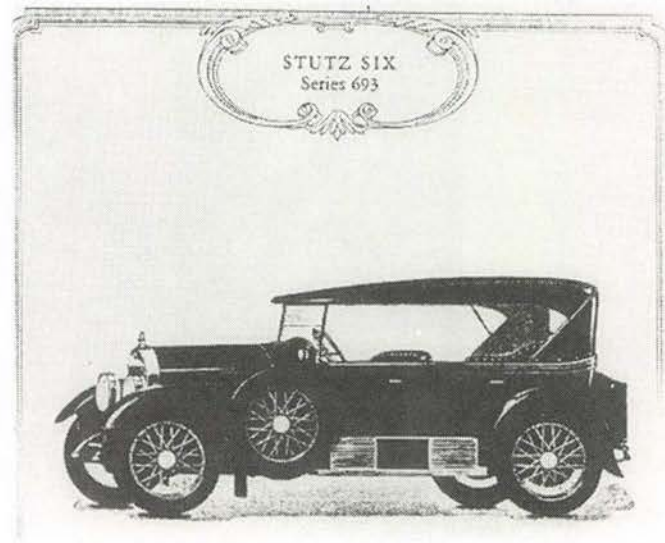
No Series 692 Stutz appear to exist. The sedan shown here is from a catalog.

The new Stutz built six cylinder engine with a displacement of 288.6 cubic inches (3 1/2" x 5" produced 80 HP (29.4 SAE). It was used in the three Series 693, 694 and 695. Although the Series 695 "Speedway Six" line was introduced first, we will discuss the Series 693/694 cars next because they were the replacement for the Series 690/692. The 693/694 had a 120 inch chassis equipped with the new "Stutz Six" engine. The roadster and phaeton were offered at \$2880.00, a Tourabout at \$3,000, and a sedan and unusual coupe at \$3,580.



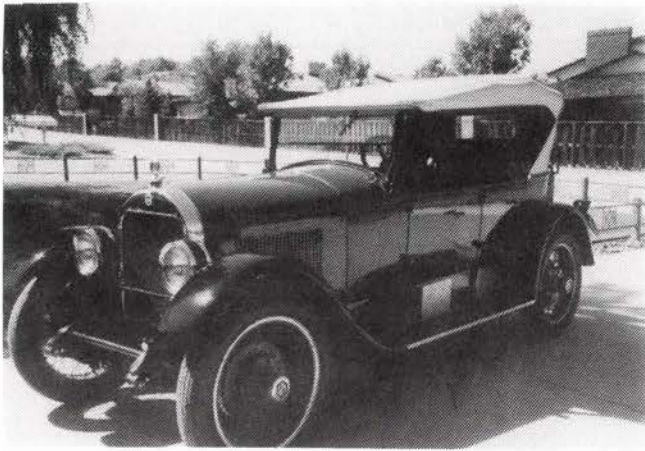
The Tourabout with standard wire wheels was only offered in Series 693 line.

Shown here is the only 694 HB Phaeton known to exist. It was owned by Life Member Samuel F. Flohr of Denver, Co. before he passed on in January 1995. HB stands for 4-wheel hydraulic brakes.



STUTZ NEWS / JULY - SEPTEMBER 1995

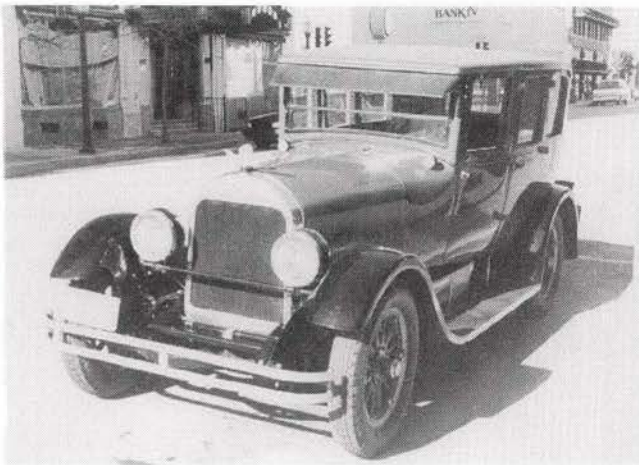




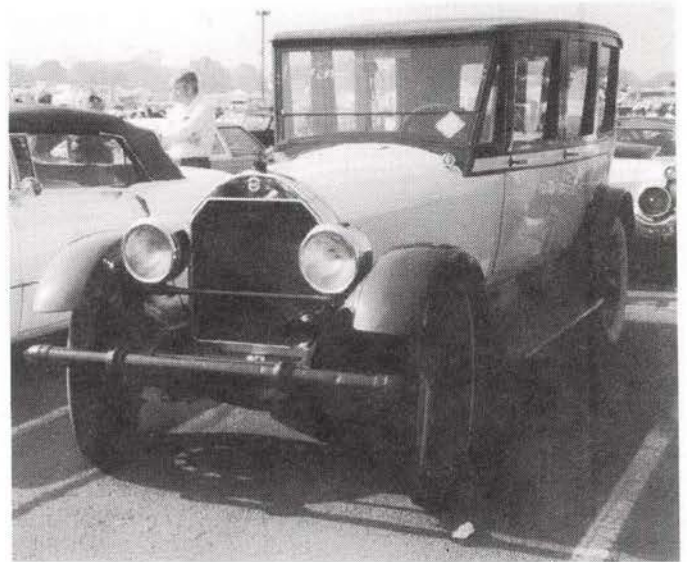
Very rare also is the 1925 Series 694 roadster owned by member George E. Staley of De Ruyter, NY.



The only known Series 694 sedan existing is owned by member James L. Beck of Muskogee, OK. Recently a coupe in the 694 series has been discovered. Where are all the 693's hiding?



The Series 695 "Speedway Six" line of 1924/25 contained five models on a 130 inch wheel base chassis equipped with the Stutz built 80 horsepower over six cylinder engine; a 5-pass Sportster at \$3535, 7-pass. Tourster at \$3750, 5-pass. Sportabout at \$4435, a 7-pass. Suburban at \$4435 and a 7-pass. Berline at \$4785. Shown on page is the rare (only one known to exist) sportster restored by Founding Life member Joseph Folladori. This Series 695 Stutz is now owned by member Fred Guyton of St. Louis, MO.



This Series 695 Stutz Berline showed up in the Car Coral at Hershey a couple of years ago but we have lost track of it.

The Series 695 did not offer a standard roadster, but two special Weymann bodied roadsters were built. Member George E. Cooper of Marion, NC has restored one of them and we believe the other may be somewhere in Florida. Where?

This is my final installment of the history of the Early Stutz; however, being that I am trying to keep track of the early cars, I hope to provide future updates on my findings. Rumor has it that Meadow Brook will be featuring Stutz sometime in the future. I will keep you posted.

The Editor wishes to thank member Bob Hickman for his fine multi-part article on Early Stutz and to add the following summary of the estimated six cylinder Stutz sold.

690/692	in 1923/24	2,348
693/694	in 1924/25	1,004
695	in 1924/25	748
Total		4,100



# StutzWrench

by Bill Greer, VP Technical Services

Thought some members might find this source of help of interest.

## Nostalgic Reflections

P.O. BOX 350 • VERADALE, WA 99037

July 22<sup>nd</sup>, 1995

~~GEE~~

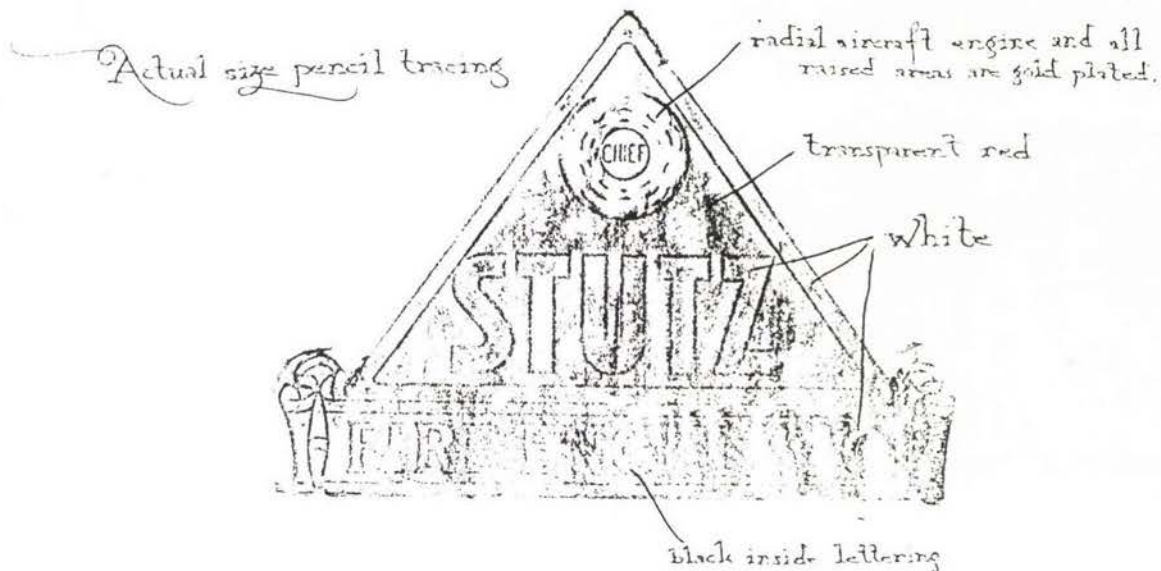
Dear William,

Thank You for your letter. You guessed it! It's Harold LeMay's firetruck that I made the radiator medallion for. I made several extras because there are several people that collect medallions. These are made just exactly like the original. They sell for \$185.00 each.

Enclosed are my flyers for your reference

Sincerely,

Jerry M. Turner





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 TYPE NO.

**PACKARD**  
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 DETROIT, U.S.A.  
 PATENTS PENDING

**MOON**

**THE THOMAS B. JEFFERY COMPANY**  
**Rambler**  
 Kenosha, Wis, U. S. A.

**MOTOR HARLEY-DAVIDSON CYCLES**  
 TRADE MARK  
 PATENTED  
 2180521  
 2126752 1961145  
 2269670 2091682  
 1834308 2109315  
 1860348 2109316  
 1941801 2111242  
 OTHER PATENTS PENDING  
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 1900

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**Auburn Automobile Company**  
 AUBURN, INDIANA U.S.A.

**LANDING LIGHTS ON**







## Ra Patent Application

**W**e wish to thank Tom Cox, Club Secretary, for submitting the following details pertaining to Patent for the Stutz "Ra" radiator cap design..



## UNITED STATES PATENT OFFICE.

AURELIUS MARCUS RENZETTI AND DEE CARLTON BROWN, OF PHILADELPHIA, PENNSYLVANIA, ASSIGNORS TO STUTZ MOTOR CAR COMPANY OF AMERICA, INC., OF INDIANAPOLIS, INDIANA, A CORPORATION OF NEW YORK.

### DESIGN FOR A RADIATOR CAP.

Application filed November 14, 1925. Serial No. 15,422. Term of patent 7 years.

*To all whom it may concern:*

Be it known that we, AURELIUS M. RENZETTI and DEE CARLTON BROWN, citizens of the United States, residing at Philadelphia, in the county of Philadelphia and State of Pennsylvania, have invented certain new, original, and ornamental Design for a Radiator Cap, of which the following is a specification, reference being had to the accompanying drawing, forming a part thereof.

Figure 1 is a front elevation, Fig. 2 a rear elevation and Fig. 3, a side view of a radiator cap, showing our new design.

We claim:

The ornamental design for a radiator cap, as shown.

In testimony whereof we each affix our signatures.

AURELIUS MARCUS RENZETTI.  
DEE CARLTON BROWN.



Feb. 2, 1926.

Des. 69,360

A. M. RENZETTI ET AL

RADIATOR CAP

Filed Nov. 14, 1925



Fig. 1.

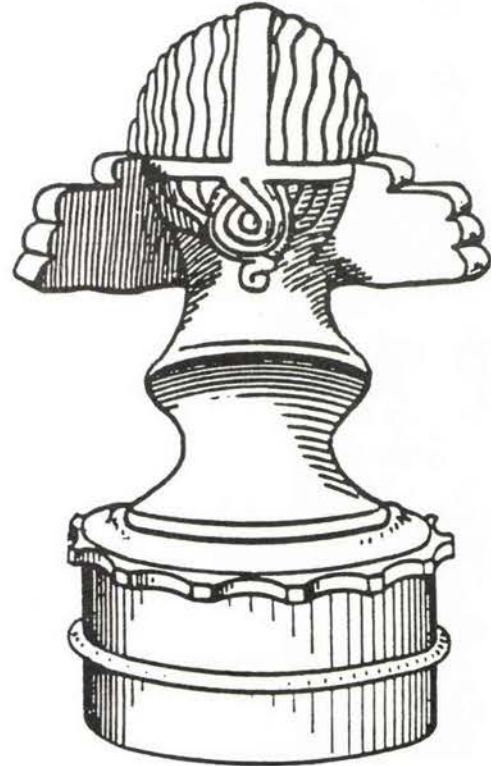


Fig. 2.

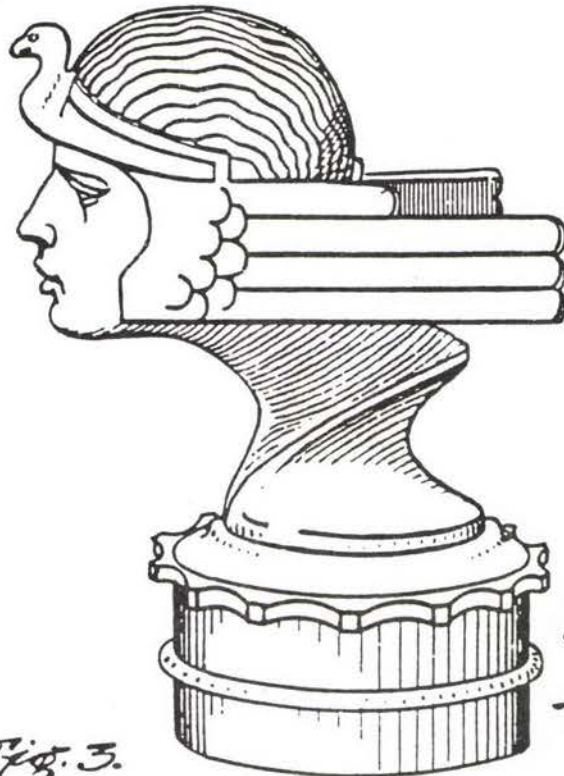


Fig. 3.

Inventor  
Aurelius M. Renzetti and  
Deo Carlo Brown.  
By  
Minturn & Minturn,  
Attorneys.



## Blackhawk article

We were pleased to find this good article on the Blackhawk in the February - April 1995 issue of the Side Mount Mirror, Southern California Region CCCA.

*Ron Verschoor is looking into the truly little-known, or seldom-seen motorcars that the CCCA has either accepted or might (on a please-apply basis).*

### An Obscure Classic 11th in a Series Blackhawk

*By Ron Verschoor  
photos courtesy Bob Locke*

The Blackhawk, a product of the Stutz Motor Car Company of America, was a lower-priced companion car to the Stutz much like the LaSalle was to the Cadillac. The Blackhawk had a short life, rolling out of the Indianapolis factory only during 1929 and 1930.

Harry Stutz had always had a passion for racing. Understandably, his emphasis was on performance with cars like the famous Bearcat. When Stutz left the company in 1919 the direction changed. Under the ownership of steel magnate Charles Schwab, and the engineering direction of Fred Moscovics, the company turned to producing cars known for their engineering advances in safety (the '26 "Safety Stutz") and—later—luxury models.

It was out of this second Stutz era that the Blackhawk was born. The name *Blackhawk* was supposed to evoke images of the Stutz Black Hawk (two words). This 1927 model, being light in weight and high on power, held many production-car speed records. Adding a new, separate nameplate would be an easy way to increase sales and production. That was the plan, anyway.

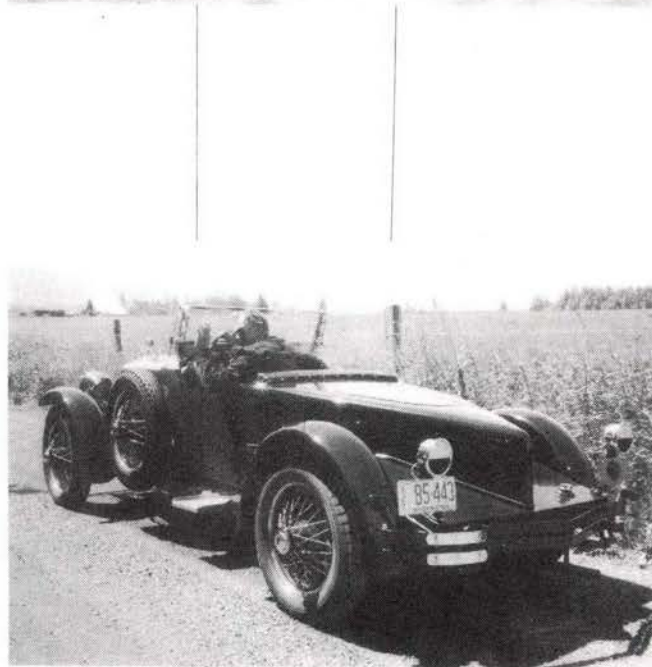
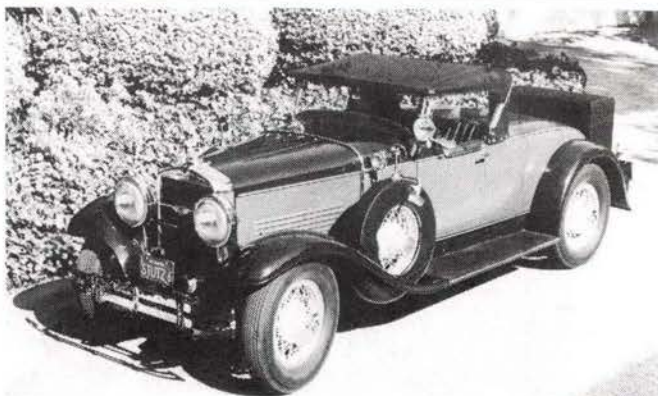
No one had anticipated the Stock-Market crash or the devastating effect it would have on the economy.

During 1929 1,310 Blackhawks were produced (compared to 2,320 Stutzes), but—in 1930—Blackhawk production dwindled to just 280 cars (as compared to 580 Stutzes). Such low demand spelled the end of the Blackhawk. (Stutz production continued to slide during 1932 and '33 with only a few over a hundred cars built each year.)

In its time the Blackhawk sold for approximately two-thirds the price of a production Stutz (\$2,600 vs \$3,500). (A custom Stutz model could top \$7,000.) What you got for your \$2,600 was a car built on a 127½" wheelbase (compared to a choice between 134½" and 145" for a Stutz). Blackhawk engine choices included a Stutz-made in-line six producing 85 horsepower and a Continental-built straight eight of about 90 horsepower. Body choices included speedsters, coupes, sedans and even a few custom Weymann bodies.

CCCA's current Directory lists eight Blackhawks...six six-cylinder cars and two eight-cylinder (compared to 102 Stutz automobiles).

If you spot a Blackhawk...know that it's a rare treat! {smm}

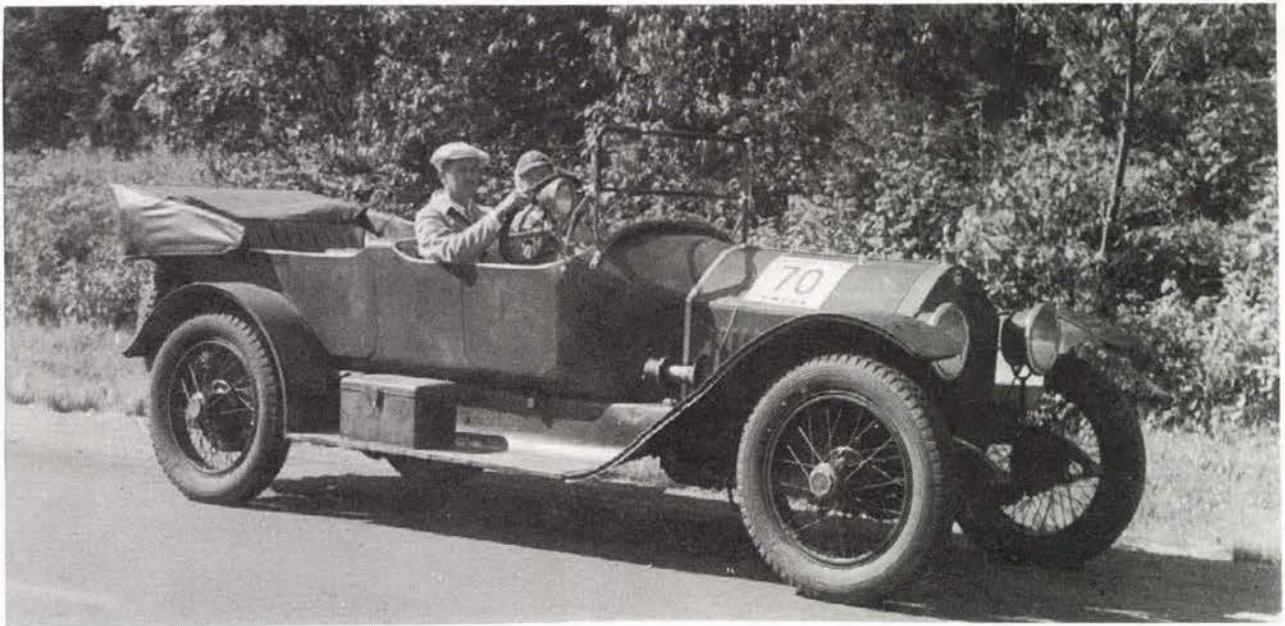




## The Way They Were

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by Frederick D. Roe



A post-war photo, 1946-1948, Dick Merrill, the driver hosted a VMCCA meet at his home in Sangu, Mass. every year, where the photo was taken. Dick bought this Blackhawk from Jack Duby who had owned it since before WWII.

It surely must survive so who owns it now?

On the 1947 Glidden Tour to New Hampshire Arthur Schuh took great photos of all the cars. I think this is Wolcott Brown of Connecticut but failed to make positive identification. (*Can anyone identify the driver, year, and series of this Stutz? Ed.*)





## Editorial Comments

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We are pleased to feature on the rear cover of this issue a photo of new member Jim Neelley's 1913 Stutz Bearcat in action in the 1994 Great American Race. You will find this photo on the cover of the 1995 Interstate Batteries GAR Calendar. Jim sent a copy of this year's great, colorful calendar for the Club files plus a number of photo postcards to share with members at the 8th Grand Stutz. The '13 Bearcat's quite special transmission/rear end cast aluminum case cracked at the beginning of the race and Jim was very disappointed. You may recall that Jim was forced to drop out of the GAR prior to reaching the Auburn pit stop. Please see the July-Sept. 1994 issue rear cover which shows Mr. Neelley in Tony Koveleski's 1914 Bearcat crossing the finish line at Wilke-Barre, PA. Jim informed me that member Dick Belveal's 1918 Bearcat suffered a cracked block preventing Dick from starting the 1995 GAR. While the Bearcats didn't claw much this year, we hope they will be "Sturdy" in 1996.

We noticed a photo of member James A Conant, Fairview Park, OH driving his 1913 Locomobile 48 Touring in an article about the 1993 Gordon Bennett Rally in Ireland published in *Old Cars*, June 22, 1995. Mr. Conant owns the 1914 Series E Bearcat previously in the hands of Honorary member Hemp Oliver.

Member Beverly Rae Kines was the Grand Marshall for the 1995 Concours d'Elegance of the Eastern United States held May 20 at the Berks County Campus of Penn State University in Reading, PA. Beverly is the editor of the CCCA's *Classic Car and Bulletin* and a noted author and historian in the automotive field.

There was a good article on page 6 of the July 6th issue of *Old Cars* on member S. Ray Miller's fine Antique Auto Museum in Elkhart, IN. The museum features around 40 cars many of which are fine Indiana-built

marques, including a beautiful 1931 Stutz SV 16 convertible. Ray's collection of radiator emblems, which includes the C. McCord Purdy Collection, is one of the world's largest. The new 20,000 sq. ft. museum was especially designed for the collection and rests on 35 acres of beautifully landscaped grounds.

The 1927 Stutz Vertical 8 AA sedan brought \$11,500 (Condition #4) at the Allen/Lottes Auction in St. Louis, Mo., on June 25, 1995. Member J. Otto Lottes, MD is reported to be in poor health. Dr. Lottes was a frequent attendee at our Grand Stutz meets in the past years.

Two beautiful Stutz Dual Cowl Phaetons are listed in the Ed Weaver Estate Sale by Kruse. The auction, "No Reserve," lists some 300 unique cars of which about 10% are Duesenbergs. You may remember that Mr. Weaver was the one who purchased the Homer Fetterling Collection several years ago. August 25, 26 and 27 will be busy days in Chatsworth, Georgia. Wish I had room for a brace of Stutz Dual Cows. Either the 1929 or the 1930 would serve my needs adequately.

Did you notice the "Notable No Sales" listing for the RM Classic Auction held at Novi, MI on April 23, 1995, published on page 70 of the September 1995 issue of *Cars & Parts*? I did a double-take when I saw that the owner of a 1932 Stutz DV 32 Phaeton had turned down an offer of \$340,000. A stunning A-1 restoration comes high these days.

As we put this issue to bed, our thoughts turn to the upcoming 8th Grand Stutz in Kennesaw, GA where hosts Chic and Annabelle Postier are prepared to give us a wonderful weekend on September 15 - 17. See you there!



## Once Upon a Stutz — Everyone Had Good News!

---

*by Dale Wells, President*

One of the most interesting features of any publication is the letters from readers. Our own Stutz News is no exception. In the last issue we had a fascinating memoir about Harry Stutz, good news from Jerry Hanauska about his 100 point Stutz making the rounds of the West Coast shows, a warning from Tom Cox about fake stock certificates, and other news from various members.

Several years ago I also bought a stock certificate from the Stutz Motor Car Co., Inc., dated October 15, 1928. As I recall the price was nominal and it made an interesting display of Stutz memorabilia. When examining it a bit closer upon my return home, I noticed on the reverse side where most stock certificates have an assignment and transfer authorization that there was a box for the owner to insert a social security number. Congress passed the social security act in 1937. Why would there be a space for that on a 1928 stock certificate? Surely Stutz management was not that far sighted.

In reality, commercial printers set up blank stock certificates for corporations just like they do your personal checks. When an order comes in, all they have to do is typeset the corporation name and stock description. Any creative entrepreneur can go to a printer and have stock certificates made. Illegal? Well the company no longer exists so what laws are broken? Unethical and unprincipled? I guess so if the seller blatantly said it was the real thing. But as you all know, in the world of antiques and NOS parts, you always take a risk when you think you are buying the "real thing" but don't have an expert with you for verification. Sellers whenever questioned usually make generalized disclaimers, "All I know is I bought the stuff from another vendor who was going out of business."

We never know where the real stuff will turn up. While reading my local Sunday newspaper a few months ago, I was scanning the auction notices for interesting stuff. There was a Stutz catalog listed in an auction scheduled at a farm about 5 miles from my home. At the announced time and date two of my car collector friends showed up there along with an unknown interested party. The three of them bid on various auto items, and the unknown person was quite active in the process of selling some other catalogs and manuals. Knowing I was interested in the Stutz stuff, my friends remained silent and left me alone to bid against the stranger. I anxiously threw out an opening bid for a circa 1918 color brochure and awaited the next bid. It never came. The stranger was apparently not interested in what I considered the most interesting piece. Ray Katzell now holds it for review and possible use in illustrating the forthcoming book —The Splendid Stutz.

Curious how The Stutz brochure turned up five miles from my house, I inquired of the sellers about their possession. The lady said her uncle was once employed at the Stutz factory and had accumulated some of this material during those years. Unfortunately she did not recall any stories or reflections from her uncle's past. I left both elated and slightly disappointed that there was no glorious tale to tell.

We shall surely hear some great tales at the forthcoming Grand Stutz in Georgia, and the following month in Hershey. Hope to see many of you there.

You may have noticed the absence of a membership report in this issue. As Dick Orr, Vice President of Membership, reports in the previous issue, the project to get his 1932 Stutz DV 32 Dual Cowl Phaeton ready for Pebble Beach was consuming every minute of his spare time. The editor was pressed to send this issue out as early as possible to announce the "Hershey Get Together" at space GAM A3 on Friday, October 6 at 4 p.m. and decided to publish without the membership report.



# Financial Report

by Joseph B. Folladori, Treasurer

This report covers the first six (6) months of 1995,  
January through June 30, 1995

BALANCE as of December 31, 1994		\$20,412.51
INCOME		
Membership Dues and Directory Sales	\$5,327.18	
Interest Earned (Acct. #448451449)	323.84	
Sales of Various Items	207.50	
Donations (see below)	<u>260.00</u>	
	\$6,118.52	
EXPENSES		
Administration	292.11	
Membership	239.58	
Stutz News, Vol. VIII, No. 31 (Jan.- Mar. 1995)	1,281.07	
Stuz News, Vol. VIII, No. 32 (April - June, 1995)	<u>1,192.64</u>	
	\$3,005.40	
BALANCE as of June 30, 1995		\$23,525.63
DONATIONS:		
	Jerry L. Bauges \$55	A.J. (Tony) Koveleski \$100
	Gene Branson \$50	John A. Rawlins, Jr. \$10
	John Fossette \$40	W. Brantley Tidmore \$5
CLUB RESERVES as of June 30, 1995		
Life Membership Reserve	\$14,825.00	
Reserve for Book Fund	5,813.25	
C. McCord Purdy Fund	<u>1,242.38</u>	
	\$21,880.63	

The Club's balance exceeds reserves by \$1,645.00

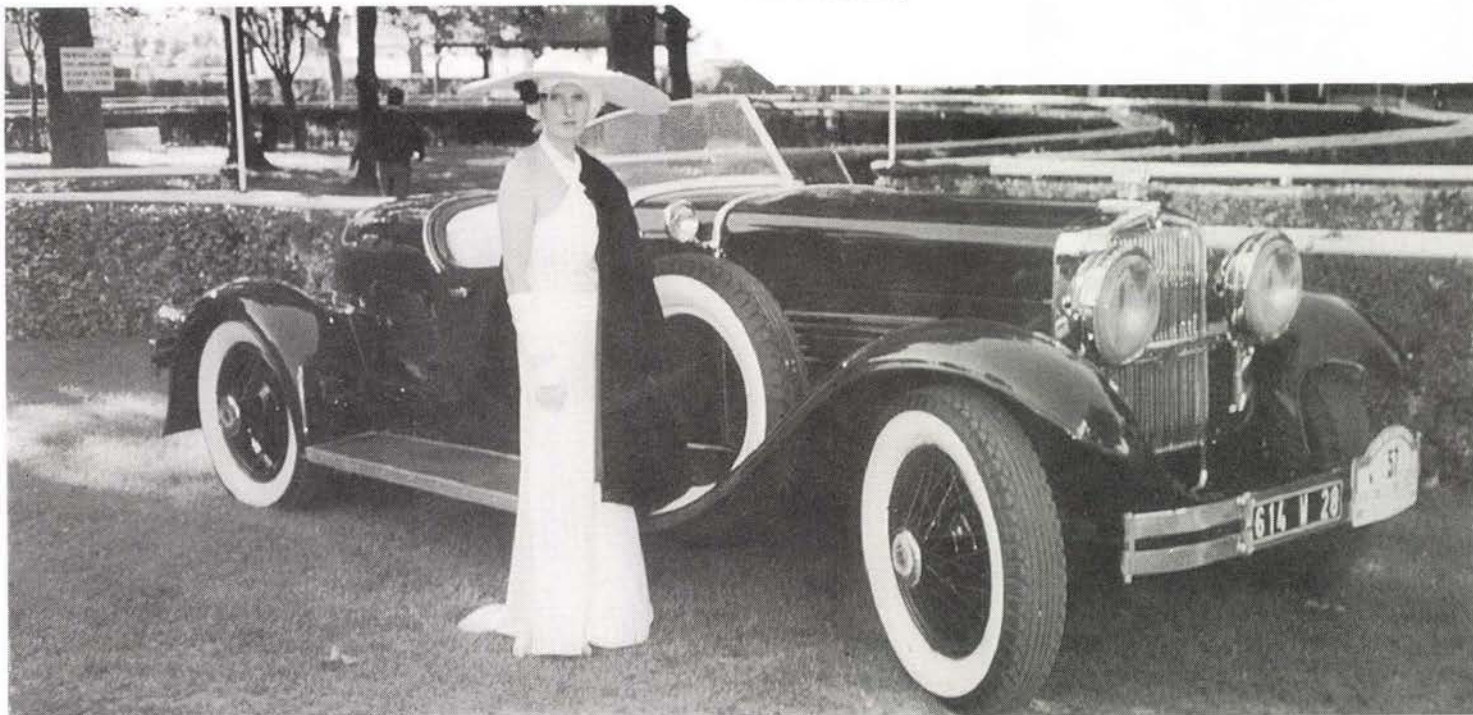
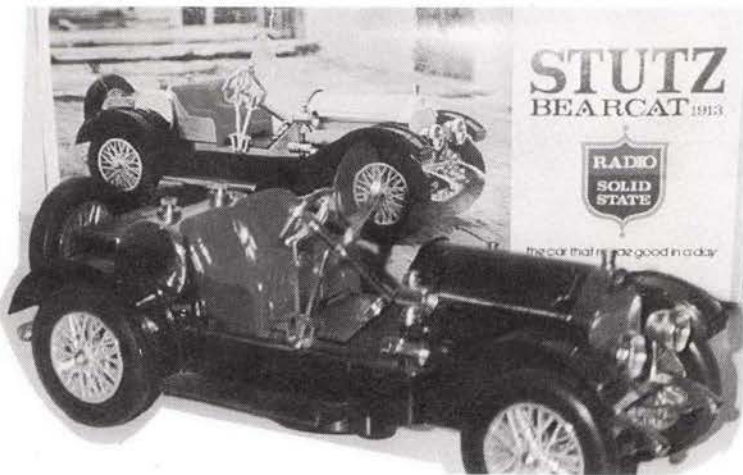


## Letters to the Editor

Date: February 2, 1994

From: Phil G. Johnson, Sherwood Park, Alberta, Canada

I have enclosed a photo of a 1913 Stutz radio which I purchased in the mid 1970s. It runs one of a series which included a 1929 Lincoln and a Rolls-Royce roadster. The Lincoln and Rolls radios are all fairly common around here but my Stutz is the only one known among collectors here. Whether it is rare, or only not seen in this area, I'm not sure. (Do any other members have this Bearcat Radio? If so, let Phil know. Ed.)



Mrs. Claude (Danielle) Dolleans with 1929 Stutz M Speedster following Club de l'Auto October 1994 Paris-Deauville Rallye. The Stutz took 2nd Prize Overall in the Concours d'Elegance.

Date: December 20, 1994 and January 11, 1995

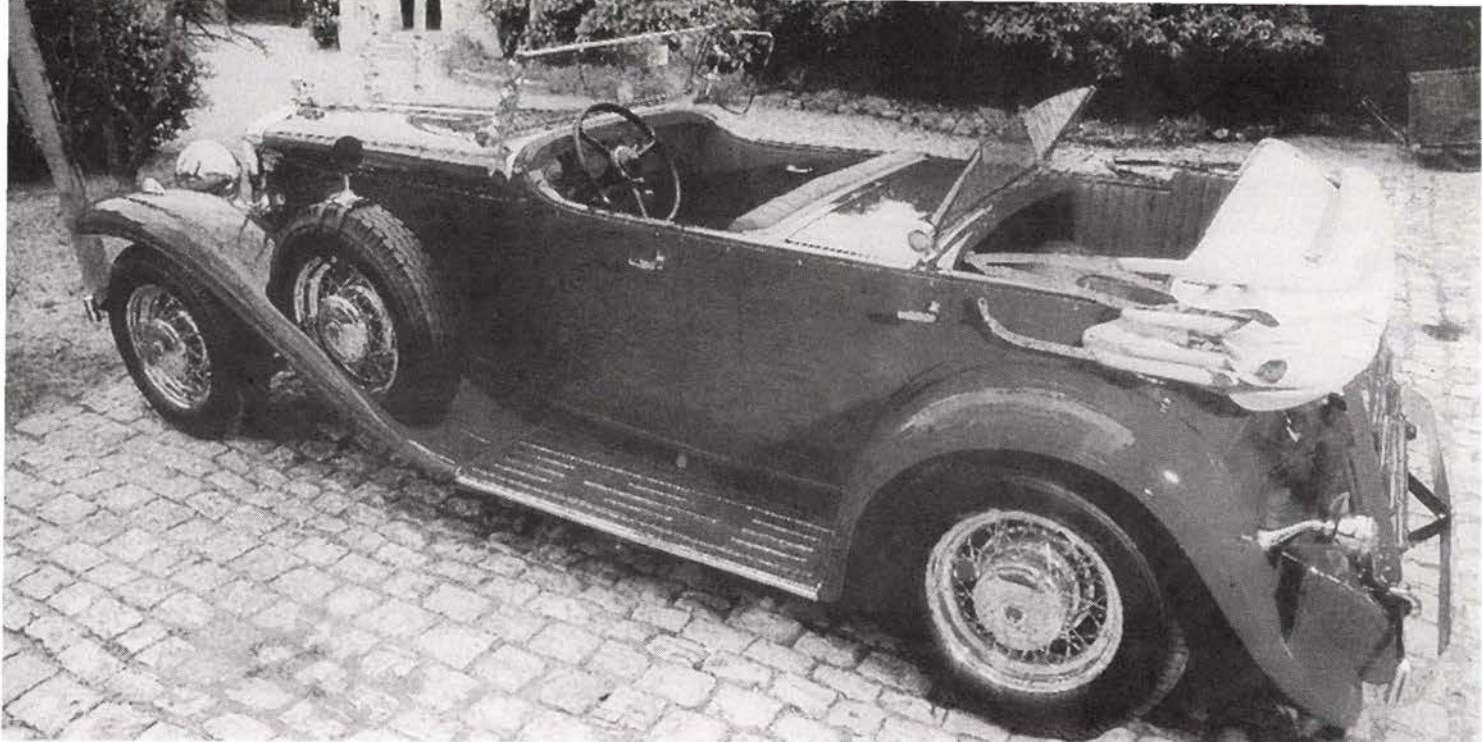
From: Jean Gorjat, Tokyo, Japan (in part)

You certainly remember my French friend, Claude Dolleans, who bought the "basket case" from Joe Miller of Ephreth who tried to sell the Stutz at Hershey a few years ago. The 1929 M was loaded on a carrier to be shipped to France in front of my home in Harrisburg.

Claude restored the 1929 Stutz roadster and drove it in the October 1994 Paris-Deauville Rallye of the French Club de l' Auto. The rally was almost 400 miles plus some competition tests. After those there is a Concours d'Elegance, not a static one like in the U.S.A. After the Rallye, not before, the Stutz was presented and won the overall 2nd prize. Not bad! Attached is a picture taken there with his wife in front of the car. (Claude has not joined the Club due to lack of English language ability.)

Mr. Gorjat has recently retired from the AMP Corp. and has moved back to Harrisburg, PA. His new address is given in the Membership Report. Jean has previously sent the editor a color clipping from the French magazine AUTOPASSION, No. 92 featuring a beautiful 1933 Stutz DV 32 Dual Cowl Phaeton. This Stutz is registered in a district about 50 miles NW of Paris. (We are pleased to show a view of this Stutz on the following page. Sorry, no color. Ed.)





**Date: June 10, 1995**

**From: Fred F. Guyton, St. Louis, MO (in part)**

**T**hanks for your nice note. Yes, I am very pleased to have the Folladori Stutz in my barn. It sits nicely next to an Indy 'cousin', a 1926 Duesenberg "A" (photo enclosed.) They are almost like bookends! The 1925 Stutz Speedway Six Model 695 Sportster is wonderful; it was LOVE at first sight. It also drives better than some of my 1930s cars. Joe really had it done right and I recently dropped him a note to praise his craftsmanship and care. I really appreciate it! As you know, I have been on the hunt for an open Stutz for some time. I originally wanted one of the Black Hawk boat tail Speedsters ('27-'28). I recently attended the Kruse Auction in Indianapolis to bid on the 1928 Black Hawk and also the Herbies' sale in South Carolina where a 1927 Black Hawk (ex Harrahs) was offered. Maybe someday I'll find one at a price I would pay!

Sorry you can't make the Norris Allen estate auction here. Good things on the block. Dr. Lottes, according to local club members who know him, is in poor health (I only met him once briefly). I can't be at the affair myself - will be out of the country that day. (J. Otto Lottes, M.D., Member #172, had his 1927 Stutz AA 4-door sedan and other cars in the same auction. Ed.)

You do a great job for the Stutz Club and keep up the progress on the Book. Look forward to seeing you in Hershey.

**Date: July 20, 1995**

**From: Raymond A. Katzell, Medford, N.J.**

**I**n conjunction with our research for The Splendid Stutz, Keith Marvin brought to my attention the following item from Automotive Industries, April 15, 1933. Stutz News readers might be interested in learning about how Stutz almost scooped Volkswagen by several years.

**"Stutz Working on Rear Engine Car"**

Indianapolis - The Stutz Motor Car Co. through its Pak-Age Car division is seriously investigating the field of rear engine passenger cars with extreme streamlined bodies and possibly transmissions of six or seven speeds. The success of the Pak-Age car in tests suggested the possible adaptation to passenger car design.



*1925 Stutz Speedway Six Model 695 Sportster (at left)  
1926 Duesenberg Model "A" (at right)*



Col. E. S. Gorrell, president of Stutz, said today that no possibility of production of these cars appeared within a year or more, but plans call for a small car, low and almost tear drop in streamlining capable of sixty miles an hour or more with fuel consumption being approximately forty miles to the gallon.

The unit assembly of the power plant, transmission and rear axle is planned for the passenger car as well as n commercial vehicles. Independent springs also will be used in the new car.

Gorrell pointed out that this activity of the firm has no connection with the production of standard Stutz automobiles and that work in the division of the company will continue independent of the small car experimentation.

**Date: July 31, 1995**

From: James F. McCloud, Piedmont, Calif. (In Part)

**T**hank you for your July 26 letter. My Series H roadster is in A1 shape and I start it up about twice a month and run it around the streets of Piedmont a bit to keep it in shape. I must say it has been beautifully restored and I aim to keep it that way (see photo 12 of the April - June 1995 issue. Ed.)

Hopefully the Argentine car maybe a story for the News. It may have to wait for my annual trip there. I still have the ranch in the Andes and will be going down in November. (Jim has just finished a book which relates to the 18 years he spent in Argentina. Ed.)

## In Memoriam

Founding member M. Brantley Tidmore (#42) of Las Cruces, N.M. died of a severe heart attack in mid June at age 77. Mr. Tidmore's account of his interest in the old car hobby and his acquisition and restoration of a 1927 Stutz "AA" Vertical 8 Brougham was published in the Jan. - Mar. 1994 issue of Stutz News, pages 30 and 31. Brantley's son B. Patrick Tidmore (#212) has taken the Stutz to his home in San Francisco. We look forward to meeting Patrick and his Stutz next year in California.

The editor clipped this notice from the CCCA's Bulletin. Mildred was an associate member of the Stutz Club (#50A). Elliott has been very kind in sharing items from his vast literature collection with the club.

Best regards and congratulations on the tremendous job you have done with the creation of the club as well as the News.

**Date: August 1, 1995**

From: Norman C. Barrs, London, England

**F**inally, I was so pleased to hear that the book project is well on course; it really will be exciting to obtain a copy. I am sure my colleagues would join with me in thanking all of you for the effort and hard work that you have put in to this major undertaking.

I have been very busy during the past couple of weeks: On Saturday and Sunday this week we have the Coys International Classic Meeting at Silverstone. The Stutz Club have been offered a very large marquee, a substantial showing area and again we are being joined by some of the other American Classic cars to swell our numbers. The even better news is that on Friday of this week the Classic and Sports Car Magazine are going to start road testing and evaluating several of our Stutz cars with the intention of publishing an article on our cars next year.

I will keep you advised of further developments.

P.S. We are definitely coming to Hershey this year. Could we please therefore arrange a Club get together.

### *Mildred Florence Kahn 1928-1995*

It is my duty to inform you that my wife Mildred, a Classic Car Club member as I am, died on May 19th in Clearwater, Florida following fifty-four days in the hospital.

Born in Jamaica, Long Island, New York on November 17th, 1928, she was the daughter of Richard Gerard Husch, a composer of over 200 songs the most famous of which was "Sweet Adeline" for which he wrote the lyrics way back in 1902. Once when he needed cash quickly, he sold a song to a friend for \$15.00. It was "Down by the Old Mill Stream."

My wife Mildred enjoyed seeing people and old cars and went to many an old car show with me. She also told me that no way was I going to stick her with the job of disposing of my huge collection of sales literature, books and magazines, so she did not lie to me on that either.

—Elliott Kahn



Mr. Burris (member #393) was one of the Club's newer members and he did not get to participate in any of the Club's activities. He had sponsored the memberships of Tony Hulman George, President of the Indianapolis Motor Speedway Corp. (member #394) and Dick Lewis (member #395) of Indianapolis. Mr. Burris' tragic death resulted from asphyxiation during sleep. Stacey L. Burris, daughter, is carrying on the membership.

### **Jerry Burris was company president**

Services for Jerry L. Burris, 65, Indianapolis, chairman CEO and president of Syndicate Systems Inc., will be at 11 a.m. Wednesday in North United Methodist Church of which he was a member.

Burial will be in Crown Hill Cemetery.

Before talking over the business, which produces hardware for retail displays. Mr. Burris was national sales manager for Marlite of Dover, Ohio.

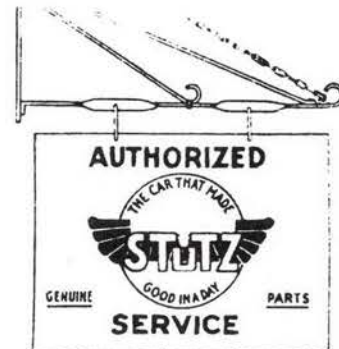
He was a member of the Indianapolis Capital Improvement Board and a former member of the Noble Society board of directors.

He also was a member of the board of directors of the Swisher Foundation and a founding member of the Carmel Dads Club.

Memorial contributions may be made to the American Cancer Society or Children First, in care of Indiana Advocates for Children.



*Jerry L. Burris with daughters Linda Burris Curley and Stacey Burris*



## **Classified Ads**

Irwin A. Ginsberg, MD  
Magnificent Motorcars Inc.  
8197 Delaware Ave.  
Buffalo, NY 14209

### **Offers for sale:**

1928 Stutz Black Hawk, 2-passenger Boattail Speedster. This gem in 2-tone red finish with wind wings is equipped with a DV 32 engine installed at the factory in the early 1930s and as I understand it, was set up to run the Mexican Road Race. It's a strong performer which I have kept in good running condition since acquiring it

in the Philadelphia area in the 1970s. Call me at home (716) 883-6800 if interested.

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

### **Original Stutz Literature:**

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



## WANTED:

Haven't been able to use my 1929 Stutz Blackhawk Roadster for ten years because I cannot find a Zenith 105 DC Carburetor. Isn't there some kind soul who can help me in this dilemma?

My telephone number is (588) 748-2911. (Call collect if you have a carburetor for me!)

Paul Freehill  
Stutz Specialty Inc.  
522 Southview Ave.  
Fort Wayne, IN 46806

## For Sale

Stutz parts for sale, free delivery to Hershey on pre-paid orders.

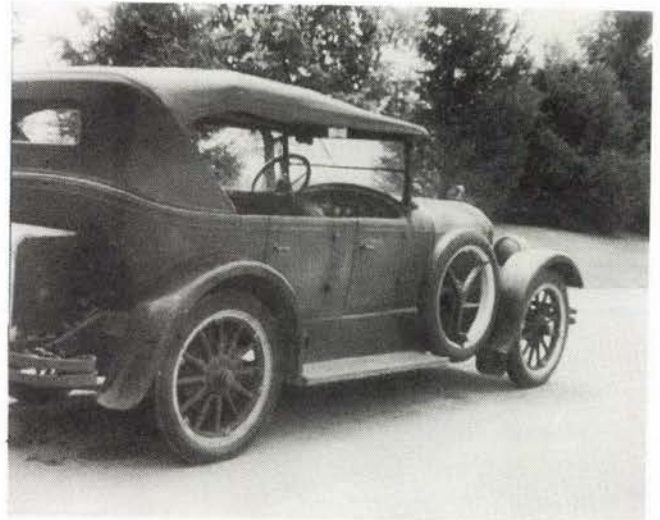
1926-28	Radiator	\$500.00
1928	Radiator Shell	\$350.00
20" Bolt on Wire Wheels		\$100.00
Front Hub & Drum for Bolt on Wheel		\$100.00
Rear Hub & Drum for Bolt on Wheel		\$100.00
Master Cylinder Brackets		\$ 75.00
Master Cylinder Insert		\$ 75.00
Vaccum Block at Master Cylinder		\$100.00
Vaccum Sissor Valve for Brakes		\$250.00
Pair Original Cowlight Brackets		\$200.00
1 Right Hand Cowlight Bracket		\$100.00
26-27 Vaccum Tank		\$75.00
U Bolts, Front and Rear		\$20.00 each
Water Pump		\$150.00
Spark Plug Wire Holders		\$50 per side
Bijur Pump		\$150.00
7-Steel Con Rods		\$200.00 each
Swan Intake Manifold Cracked		\$75.00
Swan Intake Manifold Good		\$200.00
1928 and newer NOS Intake Manifold Gasket		\$75.00
1926-28 Oil Pump		\$100.00
Gas Sediment Bowl		\$50.00

Bijur Frame to Front Axle Assembly	\$100.00
M Front and Rear Bumpers	\$500.00
1926-27 Dash Complete	\$350.00
1926-27 Bumpers - Rough Shape	\$150.00
1926-27 Headlights - Rough Shape	\$150.00 pair
1926-28 Myers Oil Valve	\$75.00
1926-27 Parking Brake Assembly	\$100.00
Front Engine U Bolt	\$50.00
Wheel Weight Covers	\$20.00 each
Generator	\$150.00
Engine Water Plates	\$50.00 each
Many more parts, call with your needs.	

Mrs. Constance Grimm  
21216 Chewsville Road  
Smithsburg, MD 21783  
Tel. (310) 739-0537

## Has for sale:

1923 Stutz Series 690 Touring, Serial No. 783, Engine No. 400469. We acquired this Stutz several years ago from the wife of the Stutz Dealer in Waynesboro, PA.



Well preserved and complete. Original leather upholstery and top. Original paint (blue body with black fenders) is poor but no rust, pits or holes. Complete with only a few minor defects. Runs great! Asking \$28,000. Look for it on white field at Hershey, spaces 110/111 - 247 - W - BG & H.



*Old Cars* weekly news & marketplace

# 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

as a 1994 recipient in the category of

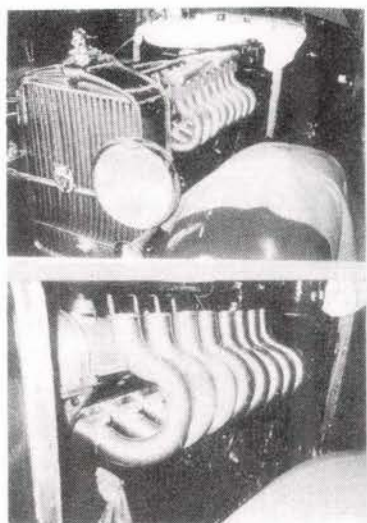
### National Club Publications In Black And White

*Alex Smith*  
Publisher

*John Gemmill*  
Editor

## Member Wm. R. Ruger's Hot Stutz

The article reprinted here was clipped from the September 1995 issue of Car Collector, page 35 of the section entitled,



"Side of the Road." Another account of the Callaway Stutz project was found under "Headlights," page 76 of the September 1995 issue of Cars & Parts.

### TURBOCHARGED 1932 STUTZ

**Southampton, Connecticut** — William R. Ruger, Sr., chairman of Sturm, Ruger & Company, the nation's largest firearms manufacturer, is also a Stutz aficionado who owns nine of the vehicles manufactured by Harry Stutz in the early part of the century.

One of those is a 1932 boattail speedster originally produced with a DV 32 dohc straight-eight engine producing 157hp. While revolutionary for its time, Ruger sees the powerplant as an engineering masterpiece that never reached its full potential. Until now, perhaps.

Ruger is collaborating with Callaway Advanced Technology, the internationally known automotive engineering firm which has supercharged the likes of Corvettes and Camaros, on a unique project which could be the talk of the collector car world. Callaway, based in Old Lyme, Connecticut, is extending its engineering expertise into vintage cars by turbo-charging Ruger's Stutz.

"By pushing this project forward, I feel I'm fulfilling a dream of mine as well as the dreams of Harry Stutz himself to achieve the type of power and performance this automobile was designed for," said Ruger.

The re-tooled engine will be turbocharged with sequential fuel injection and electronic waste gate control. Callaway is using titanium connecting rods which were cast by Sturm, Ruger's manufacturing facility in Southport, Connecticut. Titanium offers a significant advantage over steel or other materials, as reciprocating mass in the rods is lower, this provides higher strength in engine production.

Once the turbo-charging project is complete, the engine should produce twice this output — more than 300hp. Ruger enjoys taking his cars to compete in vintage racing and touring events around the country, and he fully expects to have this Stutz speedster on the road later this year.



*The 1995  
Interstate Batteries  
Great American Race  
Calendar*

