

P. 21-22

July - Sept 97

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The Stutz Club, Inc.
William J. Greer, Editor
7400 Lantern Road
Indianapolis, IN 46256



TO:

COMING EVENTS

“Get Together” at Hershey

The “Get Together” of the Stutz Club will be held on the Hershey Chocolate Field at Ernie Toths space CN 49-50 beginning at 3:30 p.m., Friday, October 10, 1997.

Ernie Toth, Jr. is coordinating so you may call him if you have questions (316-338-3565). Note that this big AACA event runs October 8-11.

In recent years 30 to 40 members have been attending this “On-the-Field” meeting to exchange greetings and talk Stutz. Last year 43 members and friends signed in according to President Dale Wells.

News Flash

The Society of Automotive Historians has selected The Splendid Stutz to receive the 1997 Cugnot Award (see page 6).

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Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)

Stutz is featured at Car Meets

by Ray Katzell and George Holman

Aiming to promote sales of The Splendid Stutz we each independently hit on the idea of having Stutz as a featured marque at a prominent collector car meet. Accordingly, Ray proposed this for the Concours d'Elegance of the Eastern United States, scheduled for June 20 and 21, and George did likewise for the annual Evan G. DeMoulas Memorial Vintage Celebration in New Hampshire, held from June 25 to 29. The managers of the shows enthusiastically agreed, and even paid for the production of a 12-foot Stutz banner that was used to spotlight the Stutz display at the two meets. The banner was afterward donated to The Stutz Club for our own use.



Close-up of Stutz banner with Saunders' 1930 M Cabriolet and museum's 1928 BB Weymann. Banner shows early Stutz logo at left and Blackhawk logo at right, both in color.

The Eastern Concourse d'Elegance is an annual event benefitting the Burn Prevention Foundation. This year it was held at scenic hill-top campus of Lehigh University in Bethlehem, PA. Along the Pebble Beach and Meadowbrook, this has become one of the country's premier invitational meets. It therefore drew some 900 applications, from which space permitted invitation of a maximum of 140 outstanding examples, so the inclusion of 13 Stutz and Blackhawk cars shows that they really extended themselves for us.

Lehigh alumnus Lee Iacocca was honorary chairman of the event, and our own Beverly Rae Kimes (thriving after her kidney transplant)

served as Grand Marshall, describing each of the cars during the drive-by at the end of the day. With an attendance of some 6,000 visitors, Stutz got a lot of public exposure.

The following Stutz vehicles were exhibited:

1919 Series S Bulldog Tourer (Gilmore-CCCA Museum)

1920 Series H Bearcat (Ray Katzell)

1926 Series AA Victoria Coupe (Jean Gorjat)

1928 Series BB Black Hawk (George Holman)

1928 Series BB Weymann sedan (Gilmore-CCCA-Museum)

1929 Series M 4-passenger Speedster (Ray Katzell)

1929 Blackhawk 4-passenger Speedster (John Grunder)

1930 Series M. Convertible Coupe (Wayne Saunders)

1932 DV-32 Super Bearcat (Bernard Berman)

1932 DV-32 Bearcat (Ray Bowersox)

1932 DV-32 Weymann Monte Carlo (Norm Miller)

1933 DV-32 Aluminum Monte Carlo (Gilmore-CCCA Museum)

Also on display was George Homan's restored DV-32 engine, and several Stutz enamel signs.

The thirteenth Stutz invitee, a 1929 Blackhawk L7 Cabriolet, didn't get there because owner Ralph Wilcox unfortunately was injured while loading it on a trailer.

Ray Bowersox, with his 1932 Bearcat, won the Participants' Choice Trophy, which was quite a coup in view of the outstanding quality of the other 139 entries.

The presence of the three cars from the Gilmore-CCCA Museum was a special treat, as the Museum does not normally allow its cars to travel. Thanks are due to Dale Wells for having arranged that, and also to the Burn Prevention Foundation and to David Polon of Autowerks Transport, Broadview Heights, OH who underwrote transportation of the vehicles.

The Eastern Concours d'Elegance Lehigh University, Bethlehem, PA



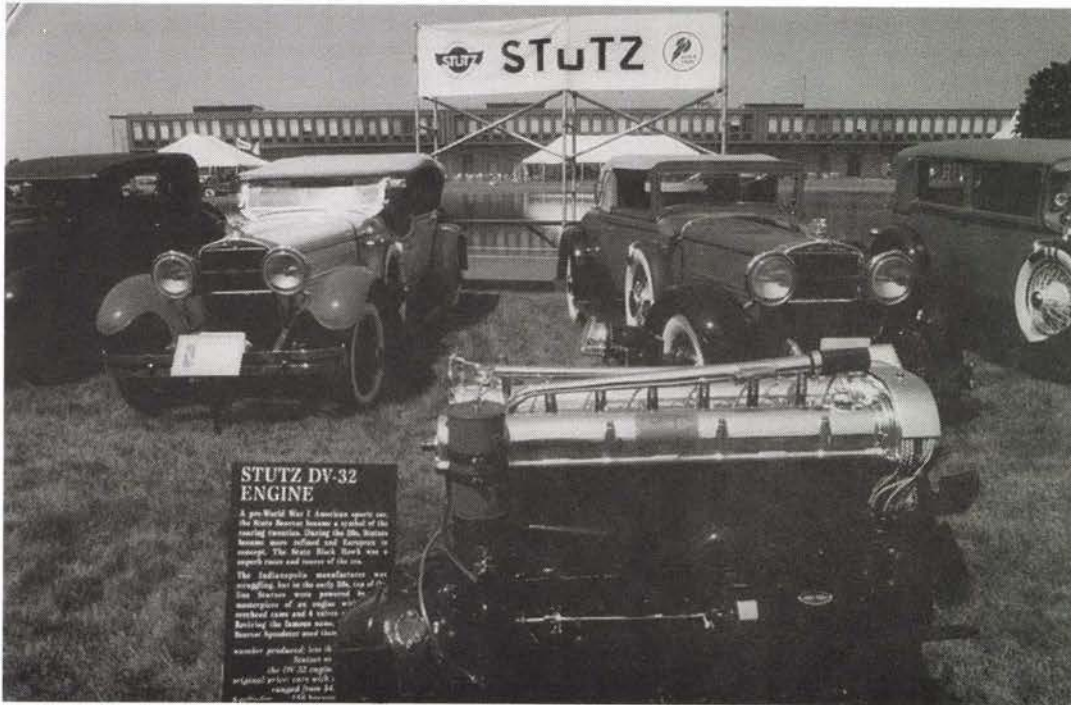
Partial line up of Stutz cars behind decorative geodesic sphere with banner in background. Cars visible (l. to r.): Katzell's 1920 Bearcat, Museum's 1919 Bulldog, Bowersox's 1932 Bearcat, Holman's 1928 Black Hawk, Gorjat's

1926 Coupe, Katzell's 1929 Speedster, Saunders' 1930 Cabriolet, Museum's 1928 Weymann Sedan. That's a line up of classic Chrysler Imperials in the far background.

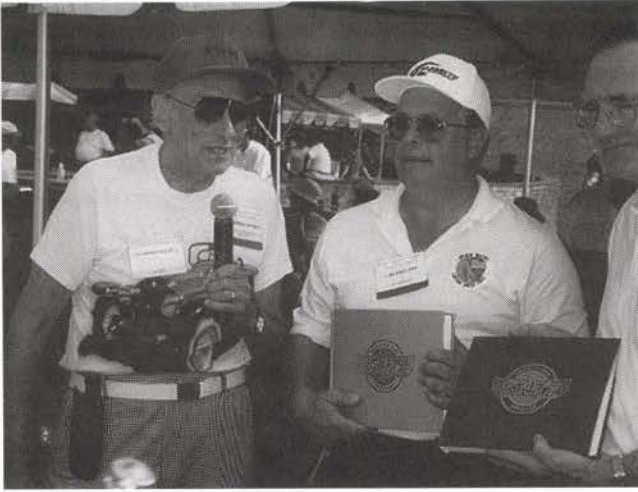


Above:
 Partial line up of Stutz cars with banner in background. In foreground (l. to r.) are the Stutz book display, Stutz signs, and the DV-32 engine on stand. Cars (l. to r.) include Gorjat's 1926 AA, Katzell's 1929 M, Saunders' 1930 M, Museum's 1928 BB and 1933 DV-32 Monte Carlo, Berman's DV-32 Super Bearcat, Miller's 1932 DV 32 Monte Carlo and Grunder's 1929 Blackhawk Speedster.

Below:
 A close-up of George Holman's Stutz DV-32 engine which in good tune produced 156 hp. Stutz cars shown (l. to r.) are Gorjat's 1926 AA, Katzell's 1929 M, Saunders' 1930 M and the Museum's 1928 BB Weymann Sedan. Our thanks to the Concours d'Elegance of the Eastern United States for this photography.



STUTZ DV-32 ENGINE
 A pre-World War I American sports car, the Stutz Bearcat became a symbol of the roaring twenties. During the 1920s, Stutz Bearcats were sold and exported in numbers. The Stutz Bearcat was a superb road and racer of the era.
 The Indianapolis manufacturers were competing for the early 20s, and all of the Stutzes were powered by horsepower of an engine with overhead valves and 4 valves. Requiring the famous seven-bearing suspension and chain-drive.
 number produced; list is located on the DV-32 engine; original price was with 1 ranged from \$4,000 to \$14,000.



*Ray Katzell presenting copies of *The Splendid Stutz* to Bethlehem Steel executives. Note picture of Ray's Bearcat on his T-shirt.*

As Bethlehem Steel Corp. was one of the major sponsors of the show, the souvenir program featured that firm's connection with Stutz via Charles M. Schwab (see *The Splendid Stutz* for details). The meet's management therefore bought two copies of our book and had Ray present them to the chief executive's of Bethlehem Steel and of its railroad subsidiary. The Bethlehem-Steel connection was also mentioned in the next day's local newspaper story, along with a color picture of the Stutz line-up on the front page.

The Vintage Celebration was held at the New Hampshire International Speedway in Loudon, NH. On Wednesday and Thursday, Indy and other American racing cars competed on the 1-mile oval; vintage sports cars and motor cycles raced on a 1.6-mile road course on the final three days. Holman finished in third place on Saturday in his 1928 Stutz Black Hawk equipped with a DV-32 engine. There was also an "Elegance" concourse that showed 74 spectacular cars from early brass to exotics from the '50s and '60s.

The following Stutzes were featured:

- 1912 Model A Bearcat (Bob & Alice Valpey)
- 1914 Series 4E Bearcat (Bob Bahre)
- 1915 Series 4F Bearcat (Bob Reed)
- 1920 Series H Bearcat (Bill Ruger)
- 1928 2-passenger Black Hawk (George Holman)
- 1932 DV-32 Bearcat (Ray Bowersox)
- 1932 DV-32 Super Bearcat (Bob Bahre)

Ray Bowersox's 1932 Bearcat won its second award in a week, this one for being the Best Open Stutz. The Most Elegant Stutz Award went to Bob Reed's 1917 Bearcat, and the Stutz Motor Sport Award was won by the Valpey's 1912 Bearcat.

Like the Concours in Bethlehem, there was a drive-by of all the cars, this one consisting of laps on the road course. Both shows ended in elegant dinners and generated fund for charities.

We didn't sell many books, but we did promote them, as well as the marque in general. Hopefully, that will improve future sales.

We are indebted to Ed Hyman of New Milford, Conn. for the photo below which shows George Holman at speed in his 1928 Stutz Black Hawk Boattail Speedster on the New Hampshire International Speedway. (Ed.)



Great Race XV

(California to Florida)

Congratulations to member Dick Burdick, San Marcos, Texas, three-time Great Race champion, upon his second place finish in the 1997 Great Race XV. Dick and companion Wayne Bell of Winter Springs, Florida won the World Class in a 1916 Hudson speedster missing a first-place finish by only six seconds in the 4600 mile race which started on June 21 in Sonoma, Calif. and ended July 4 in Jacksonville, Fla. (Ed.)



THE SPLENDID STUTZ

Co-authored by 17 experts, edited by Raymond A. Katzell. Published by The Stutz Club. Hard bound; 392 10½ x 8½ inch pages; over 500 illustrations, with 8 pages in full color. Includes:

- the fabulous cars: the Bearcat, the Black Hawk, the DV-32, and all the rest.
- other great Stutz-built vehicles: H.C.S., Blackhawk, fire trucks, and the Pak-Age-Car van.
- racing with the Bearcats, the White Squadron, and the Vertical 8's at Indianapolis, Le Mans, Pike's Peak, and other famous sites.

- Stutz miniature models, toys,
- and a whole lot more!

To Order:

Send your check for \$69.95 plus \$5.95 for shipping and handling for each copy to: Order Department, The Stutz Club, Inc., 583 Main Street, Wilbraham, MA 01095

HIGH PRAISE FROM THE AUTOMOTIVE PRESS

"[M]onumental in scope and impact.... [T]his reviewer is in awe of the text, the facts, the nearly forgotten information that the book now preserves. No better monument can be raised to the memory and importance of Stutz." Old Cars Weekly

"[P]rovides a wide range of new and fascinating information... Deserves the gratitude of all of us who have an interest in...the history of the automobile...[O]ne of the most thorough, well-written and well-edited marque books available." CCCA Bulletin, Classic Car Club of America

"[C]overs the entire subject of the Stutz automobile, its creator, the racing record, its benefactors and its saviors, its predecessors and its successors.... The sheer scope of the book makes it an essential addition to anyone's basic automotive library.... A splendid history." Bulb Horn, Veteran Motor Car Club of America

"Here it is! The first comprehensive history of the Stutz.... The Splendid Stutz captures the legacy of the Stutz automobile for many generations to come." SAH Journal, Society of Automotive Historians

"[C]overs...[the] subject with clarity and in-depth analysis based on primary facts. The legend that grows from truth needs no hype." Horseless Carriage Gazette

"Book of the Month Rating: 5 stars

By various authors, this splendid story hangs together owing to fascinating detail, good photographic research and plain good storytelling." Classic Cars (U. K.)

AND NOW!!!

The Splendid Stutz has been selected to receive the 1997 Nicholas-Joseph Cugnot Award for the best book on automotive history published in the past year. The Society of Automotive Historians will present this prestigious award to authors and the club at the SAHH dinner to be held October 10th at the Hershey Country Club. The Splendid Stutz book signing ceremony will be held 10:00 - 12 noon in the SAH tent Saturday morning.

Indianapolis Concours d'Elegance

by Bill Greer

The Indianapolis Concours was held Sunday, June 22, 1997 on the War Memorial Plaza downtown. This was the same weekend the 8th Concours d'Elegance of the Eastern United States was held at Lehigh University, Bethlehem, Penn.

At Saturday nights Concours d' Elegance black tie dinner, "A Duesenberg Affair" in the Westin Hotel, Riley & Scott Inc.'s MKII Hunter Roadster was unveiled. Bill Riley and Mark Scott were on hand for the debut of their first street-legal car priced at \$285,000. Twelve of these dashing sport cars can be built annually.

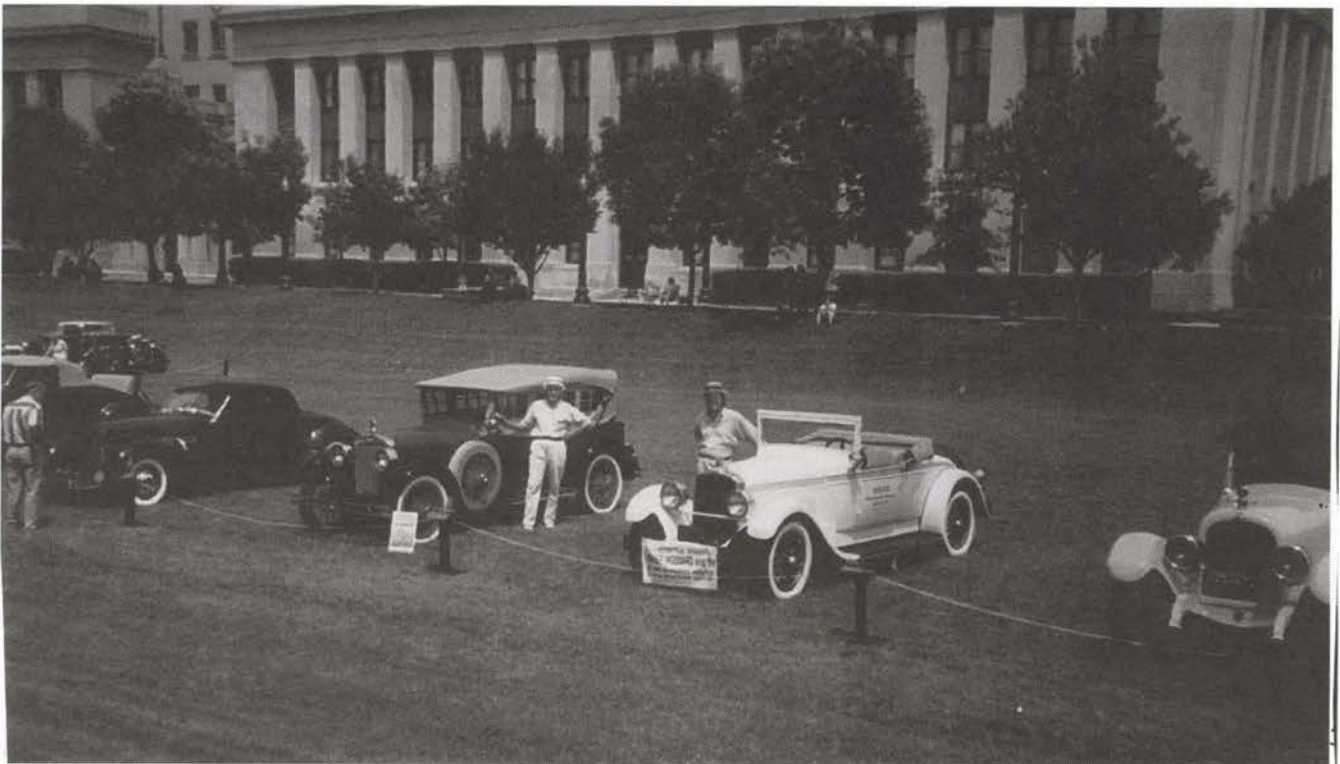
The crowd of 150 were treated to an excellent speech about Hoosier auto history given by Concours chairman John Martin Smith. An Auburn, Ind. attorney, he helped establish the Auburn-Cord-Duesenberg and NATMUS Museums of Auburn, Ind. and is the current president of the Indiana Historical Society. Charter member S. Ray Miller Jr. (#67) was recognized for Lifetime Achievement.

Member Turner Woodard and Stutz Business Center sponsored the participants auto tour

on Saturday afternoon which ended at the old Stutz Plant with refreshments. Your editor gave a brief talk on the life of Harry Clayton Stutz and included some words on The Splendid Stutz. A number of Stutz book order forms were requested by tour participants.

The weather for the Concours on Sunday was full sun and hot but reasonably comfortable in the shade. Fortunately, the War Memorial Plaza is well endowed with trees so we survived. I had driven my 1923 H.C.S. Series IV, Model 6 touring down to the Stutz Business Center at 10th and Capitol Ave. on Saturday around noon so it was an easy job to get it to the Concours early Sunday morning.

My H.C.S. and Turner Woodard's 1926 Stutz AA roadster were displayed close together in the Indiana-built class. Member S. Ray Miller displayed both his 1930 Duesenberg model J roadster and 1931 Marmon 16 Convertible Sedan. One of Ray's favorites is his 1931 Stutz SV-16 convertible. Member John Gambs brought his 1922 McFarlan touring with the big T-head 6 cyl. engine, 4 valves per cylinder and triple ig-



MCCORD PURDY
(1915-1991)

MEMORIAL CLASS:
1940-1949 AUTOMOTIVE CLASS

dition. Member James Dougherty served on the Selection Committee. Well done Jim!

Hoosiers who have played major roles in the automobile over the year were recognized by large poster-size plaques placed prominently with each automobile class displayed. The honored included among others Anton "Tony" Hulman, (1901-1977), Floyd Herbert "Pop" Dreyer and our own C. McCord Purdy (1915-1991). We are pleased to reprint the tribute to Cordy.



McCord Purdy was truly a man liked by all. An early member of the CCCA and an original member of the Hoosier Auto Show & Swap Meet, Mr. Purdy was a collector of automotive literature and owned several collector cars during his lifetime. McCord was very active in the Milestone Club and was instrumental in the establishment of the Stutz Nuts.

An excellent photographer, Mr. Purdy amassed an extensive automotive photograph collection, and served as the official photographer for the Indiana Region CCCA Grand Classics for years.

Purdy held numerous positions in many car clubs through the years, and as a professional magician, was always a source of entertainment.

Thank you, McCord Purdy, for your contributions to Hoosier auto collecting!

The beautifully landscaped War Memorial Plaza in downtown Indy provides a great setting for many events.

Bill Irvine (1914 - 1997) - Stutz Club Member #0055

I took my father, Bill Irvine, for his last ride in his beloved Stutz on Saturday, June 21, 1997, to Beechwood Cemetery. We left his home on Rideau River Drive in Ottawa South and travelled on roads he drove many, many times - Main St. (Dad let me drive for the first time on Main Street in 1962), Col. By Drive, Little Sussex (past the site of his old Smokeshop at Rideau & Sussex) - Irvine's - "We knew you your Grandfather," Est. 1881) over Rideau on to Sussex Drive and finally into Beechwood.

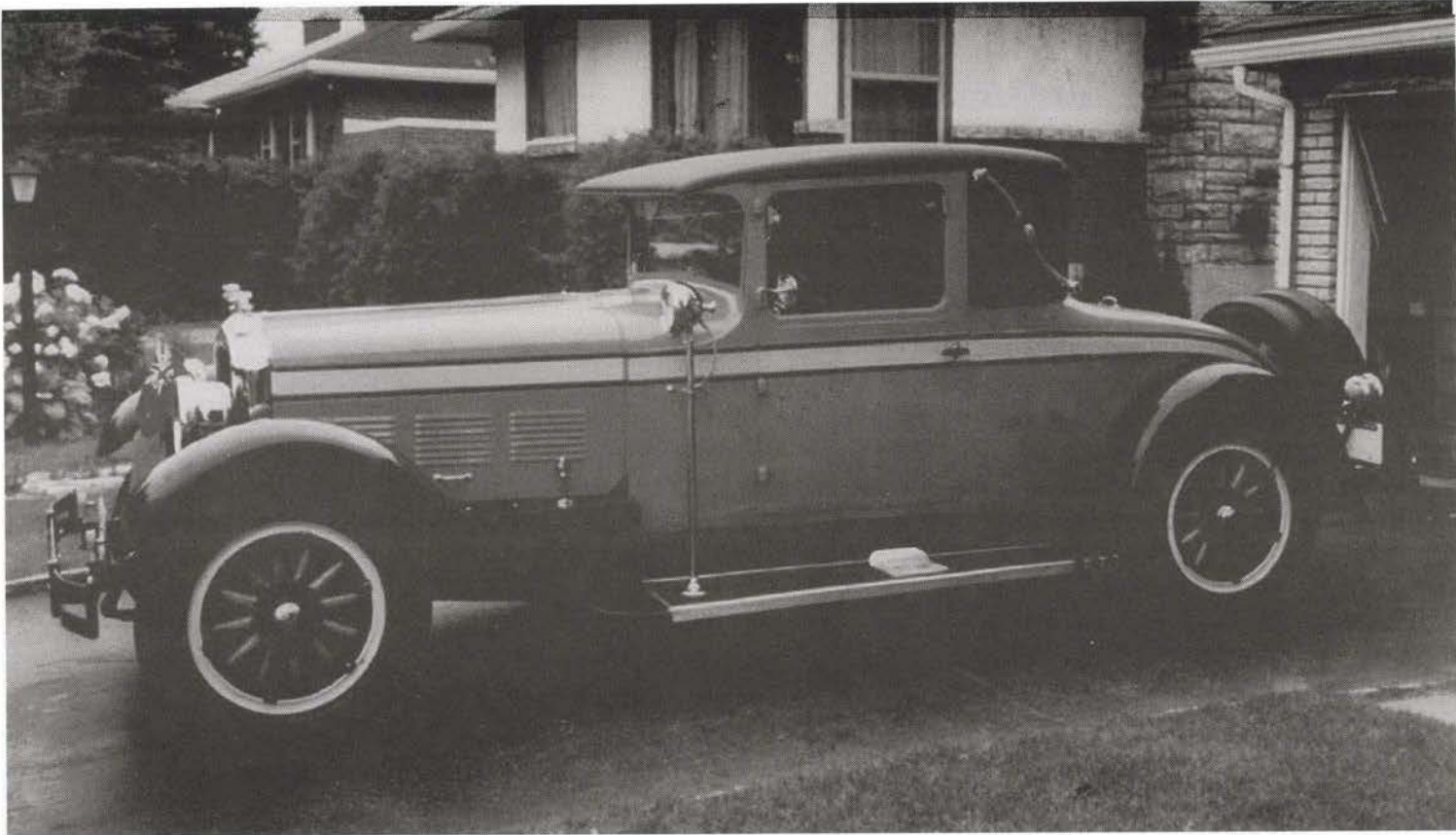
Dad was a true car enthusiast - from the late '30s, when he had powerful straight 8 Buicks, dressed up and worked over Chevy's in the '50s, 327 powered Chevy Wagons and 425 Old Toranados in the '60s. He was always helping me tune my hot rods as he had an excellent ear for setting the timing and adjusting carbs.

His biggest joy, however, was buying the '27 Stutz basket case, assorted bits and pieces (4 truckloads) and bringing it back to life as the splendid Stutz it is.

We worked together for 6 1/2 years to restore it and it was a family affair. Mom picked the interior, outside colors. Dad did most of the heavy woodworking, sheet metal and running gear restoration - I worked on brakes, wiring, ignition, carb, dash and instruments.

Grandchildren, Karen and Sarah, worked on the 48 wood spokes. Jay and son-in-law, Ed, worked on some of the artwork and painting emblems and hubcaps.

My fondest memories are going to Hershey with Dad for many years as we worked on the project, meeting other Stutz Nuts and hunting for parts at the Fall Meet. A special thanks to Ernie Toth for encouraging us in the early days.



Dad and I made the trek to AK Miller's East Orange, VT summer home and befriended this character. We gained his confidence I think because we were Canadian and no threat to security. AK worked as a test pilot in WWII attached to the Royal Canadian Air Force testing the forerunner to "G" suits, or so he told us. One of his cronies in the RCAF came up to us as a Car Show in Ottawa when we were displaying Dad's Stutz and asked if we knew AK Miller as he worked with him in the RCAF during WWII and knew he collected Stutzes with the help, I think, of King George's resources.

Miller let Dad and I climb over his car collection for hours and we even dined with him at his house with lunch being served by his wife. I'm not sure what we ate that day.

On another occasion, he (Miller) asked us to take a letter and mail it to an evangelist in Nova Scotia because he didn't want the locals to know what he was doing.

It was unfortunate such a collection of Stutz were hidden away and not accessible to most. Indeed AK was a strange bird.

Our greatest thrill driving the Stutz was literally shooting up the hill to Revenue Canada, between Billings Bridge and the RA Centre. The

Stutz let out a roar and shot up that hill like a runaway freight train when the long stroke overhead cam straight 8 hit its power curve.

One of Dad's joys was attending Antique Auto Club of Ottawa Club Meets and Shows - Nepean Sports Plex Show, Billings Estate, etc. He enjoyed so much the people of the Club and meeting the public. I was deeply moved when I drove into the Cemetery to see his fellow Club members and their cars lined up to pay their last respects. That would have pleased him very much.

I want to say thanks to the Club Members that helped him and to especially say thanks to those members who became his friend.

I also want to say thanks to my Dad for being my best friend, a great father, beloved "Dan" to his Grandchildren, a great father-in-law to my late Margaret and husband to his real love, Peggy.

Dad, the ignition is off, the master is off and the gas is off - the race has run and you are truly a champion.

Good bye with much love, appreciation and great memories.

by Bob (Robin) Irvine

Books by Members

by your editor

We are very pleased to announce that Honorary Member Smith Hempstone Oliver's photography has again been used in a new book published by Iconografix entitled Vanderbilt Cup Race 1936 & 1937 Photo Archive (see info at right). We included also information on Lemans 1950 Photo Archive in which Hemp's great photography work was utilized.

The editor has enjoyed both of these photo archives covering history of Motor Sports from 50 to 60 years ago. The photos are simply marvelous -- through them you feel you are actually in attendance. The photo below shows Hemp and his wife Barbara in Belleview, Florida behind a 1926 Bentley 3 1/2 litre. Hemp is waving to member Elliott M. Kahn who took the picture on February 25, 1997. Hemp celebrated his 85th birthday on August 19, 1997. Our hearty congratulations Hemp!

ORDER TOLL FREE 1-800-289-3504



VANDERBILT CUP RACE **NEW** 1936 & 1937 Photo Archive

One of the last international motor races held in America prior to WWII, an attempt to revive the George Vanderbilt Cup Races of the pre-W.W.I era. Features an outstanding array of American & European classics including Alfa Romeo, Auto Union, Bugatti, Deussenberg, E.R.A., Maserati, Mercedes-Benz, as well as Miller & Offenhauser specials. Photography of Smith Hempstone Oliver, a former curator of the Smithsonian. Intro & captions by Brock Yates, esteemed automotive journalist, author, & editor-at-large of *Car and Driver*. Hard, 128 Pgs. 10 1/4" x 8 1/2". 120 B&W Photos.

Item No. RC005 \$45.00 Available April 1, 1997



LEMANS 1950 PHOTO ARCHIVE The Briggs Cunningham Campaign.

The Cunningham team's first race at Le Mans, featuring Cunningham's 2 entries - "Le Monstre", a special-bodied 1950 Cadillac, & "the Clumsy Puppy" a stock-bodied 1950 Cadillac. Other featured cars include Allard, Delahaye, Deutsch Bonnet, Dyna-Panhard, Riley, Simca-Gordini, Talbot, Jaguar, Aston Martin, & Ferrari. "Order one right now. Waste not a moment." *Automobile*. Soft, 144 Pgs. 11" x 8 1/2". 141 B&W Photos.

Item No RC001 \$29.95

Iconografix ♦ P. O. Box 609 ♦ Osceola, WI 54020



Memoir of a do-nothing

Bank teller meets Jaguar, and the rest is history

It Beats Working: My 35 Years Inside Motor Racing, by Eoin Young. Hardbound, 224 pages, 72 b&w photographs. Published 1996 by Patrick Stephens Limited, England; available from Classic Motorbooks, 729 Prospect, Osceola WI 54020. Call (715) 294-3345. \$39.95, plus \$4.95 shipping (covers any sized order).

Eoin Young and a newspaper reporter were having lunch at Monza when Young mentioned that he'd been commissioned to write his autobiography. "But you haven't *done* anything!" Young quotes the reporter. "This may be true," Young writes in the introduction to his life's story, "but I've known a lot of people who have. . ."

Indeed. Eoin S. Young has spent much of his life in the company of people who have done amazing and historic things in racing cars, and this book is as much about people such as Bruce McLaren, Chris Amon and Nigel Mansell as it is about Young, the New Zealander who hated school and was bored working as a bank teller.

One day that bank teller met this fellow who had a Jaguar, so they took the car to the races, where the Jag won but was virtually ignored in the newspaper report. Young called the newspaper to complain, and was told that if he thought he could do a better job. . .

And so he did, and for more than three decades he has been traveling around the globe covering Can-Ams and Grands Prix, and writing a weekly "diary" for *Autocar*. (While still in his native New Zealand,

Young introduced national racing hero McLaren to a local girl named Patty, who later became Mrs. McLaren.)

Young's career dates back to the pre-commercial days of F1, when teams towed their cars on open trailers and when drivers not only partied together—did you know that Graham Hill once gave Jim Clark a concussion in a sword fight?—but shared housing to cut costs. Amon, Peter Revson, Mike Hailwood and Tony Maggs rented the upstairs of a house on Ditton Road, and the downstairs neighbors called the police frequently to complain about the parties upstairs.

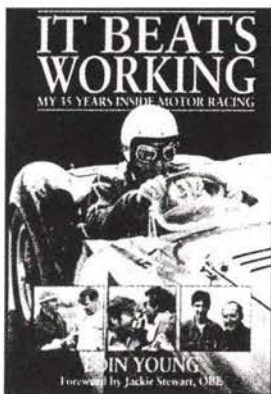
Writes Young of the police visits: "They would come up the stairs with a measured constabulary tread, thump on the door, deliver an admonition long enough and loud enough to be heard downstairs, then go in, take their helmets off, have a beer and catch up with the latest racing gossip."

And there's a gossipy quality to Young's writing, maybe because of his lack of formal education, maybe because the racers are his friends as well as his subjects. Speaking of friends, several pages of this book are full of anecdotes involving Nigel Roebuck, *AutoWeek's* F1 correspondent and a regular with Young at the Wednesday bangers and mash lunches at The Barley Mow.

Although the book is expensive for its size, Young's tales are interesting and entertaining, and, when we reached the last page, we wished there were more.

—Larry Edsall

When F1 drivers needed to meet, Young offered his client's motor home, and enjoyed a special photo opportunity.



It is a pleasure to reprint this Review from *Autoweek*, July 7, 1997 pertaining to a new book written by Life Member Eoin S. Young of Surry, England.

Your editor has not seen this book entitled "It Beats Working: My 35 Years Inside Motor Racing," but from reviewer Larry Edsall's comments it sounds very enjoyable.

Our 1996 directory lists Mr. Young with a 1928 Stutz Black Hawk Le Mans replica. You will find an article and a photo of Eoin driving this supercharged Stutz on a Rally in New Zealand in the Jan-March 1991 issue of *Stutz News*, Vol IV, No. 15 pages 25-26.

We are indebted to member Keith Marvin for this tribute to Charter Member Charles L. Betts, Jr. (No. 154) which was published in the July-August 1997 issue of the SAH Journal on the cover page. The June 19, 1997 issue of Old Cars, page 17, also contained an article by Mr. Marvin regarding Mr. Betts entitled "Historian passes."

IN MEMORIAM: CHARLES L. BETTS, JR. 1908-1997

It is with both a heavy heart and a heavy hand that I must chronicle the passing of *Charles L. Betts, Jr.*, on May 13, a Founding and an Honorary member of the Society of Automotive Historians. Charlie left this world peacefully at Pickering Manor in Newtown Township, Penn., where he had resided since suffering a stroke four years ago. This will come as a great loss to the many who respected, loved and appreciated a great gentleman who was probably one of the great authorities of automobile racing for many decades and in which his interest and vast knowledge in that field of automotive history remained razor-sharp to the last day of his life. I do not believe I'm out of line in stating that his interest and work in the cradle days of the Society of Automotive Historians is a testament to him and his love of automotive history for its own sake. The request by his wife, Vicky, that I write these lines means a great deal to me, an honor which I shall cherish forever.

Charles Betts served the SAH with great fidelity and, in a very real sense, motivated it through its earlier years, always preferring to maintain a low profile in his herculean work in its behalf which, perhaps, is why it holds its head high today.

In the SAH, Charlie served for many years as secretary and later as vice president. He was awarded its highest accolade, "The Friend of Automotive History" in 1984.

A native of Philadelphia, Charlie Betts was graduated from Chestnut Hill Academy and in 1933 from Rensselaer Polytechnic Institute, in Troy, N.Y., this country's oldest engineering institution, from which he received his degree in Mechanical Engineering. He served as an engineer for Allstates Design & Engineering, Trenton, N.J., and later for United Engineers & Constructors—now a part of the Raytheon Corporation, from which he retired at 65. In the field of engineering, he was awarded the Byllesby Prize and was also the recipient in 1940 and 1941 of the McGraw Prize.

Charles Betts was active in the affairs of the Antique Automobile Club of America from 1950 to the time of his death, serving for many years as an associate editor of *Antique Automobile* and writing numerous book reviews as well as numerous feature articles. He was the author of five articles on automobile racing published by *Automobile Quarterly*, in addition to which he wrote prolifically for other magazines including *Motor Sport*.

A charter member of the Stutz Club, Charlie wrote the opening chapter, "In the Beginning: Harry Clayton Stutz," edited by *Raymond A. Katzell*, and was fortunate in living to see the book's publication.

In 1948, he co-authored the book, *Auto Racing Winners: An Historical Reference Manual of American Automobile Racing* with his brother, the late William L. Betts, today a coveted collector's item and, in 1957, he was the author of *American Vintage Cars*, published by the Sports Car Press of New York City.

He was also instrumental as serving as editor and advisor to Dr. Julian K. Quattlebaum in the latter's book, *The Great Savannah Races*, published in 1957.

In 1954, he was the recipient of the Thomas McKean Trophy by the Antique Automobile Club of America which is awarded annually for "Worthwhile Effort in

Automotive Historical Research on the basis of Accuracy, Interest to Club Members and Use of Research Material."

Charles Betts was a member of the Engineer's Club of Trenton, N.J., and was a communicant of the Episcopal Church of the Incarnation in Lower Makefield, Penn.

Survivors include his wife of 45 years, Victoria Bedford Betts; a daughter, Susan B. Fegan; five grandchildren; and a host of friends.

Funeral services were held May 19 at the Church of the Incarnation.

Thus, we draw the curtain on one who, in this writer's opinion, was a great man, a gentleman, a mentor, and one who left something of himself—a legacy, if you will—to anyone and everyone touched by the image of the motorcar, the countless ramifications surrounding it and its history, even as he did for so many years.

- Keith Marvin



Photograph of Charles L. Betts, Jr. which appeared in his book "American Vintage Cars," 1963

Eds Note: This article by member John B. Haydon is reprinted from the March 1997 issue of The Beam, published by the Wisconsin Region - AACA. Yes, that's life member Tony Koveleski in his 1914 Bearcat.

Wisconsin Motors

CONSISTENT

Wisconsin Motor Mfg. Co. Part II

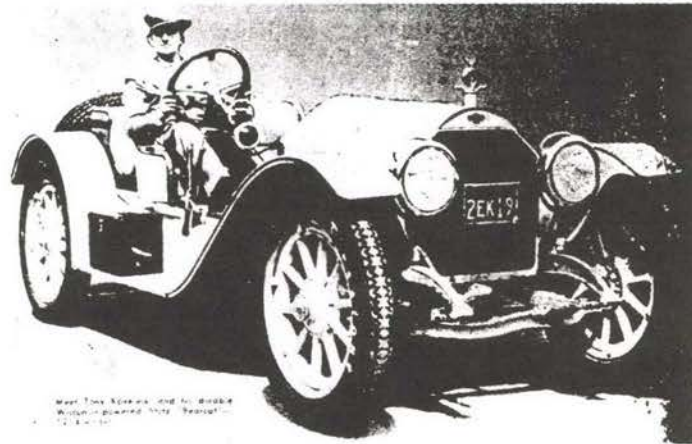
Thanks to all our faithful readers who called, wrote, faxed and otherwise provided valuable information to solve the mysteries of "Wisconsin Motors," including Dave Le Feber, who sent an interesting Wisconsin Motors ad appearing in the January 25, 1917 issue of "Motor Age," and Mike Jascur and Dick Bayley, who called with helpful information and insight. I am particularly indebted to John Stimac, who provided valuable information as well as his autographed copy of the definitive history of Continental Motors, which acquired Wisconsin Motor Mfg. Co. in 1943.

To correct, or elaborate, on some statements contained in January's article, the references in the early 1920's West Allis histories and City Directories to a 44th and Burnham location for the Wisconsin Motors plant led me to believe that is where the factory was. In fact, it was located at 53rd Street and Burnham, 9 blocks west! My further research first detected this fact in the 1932 West Allis City Directory (which showed the precise address as 1910 South 53rd Street). This change was apparently the result of a renumbering of the north-south streets in much of the metropolitan area. Indeed, the old factory buildings are still at 53rd and Burnham, but they were vacated by Wisconsin Motors soon after production at that location ended in 1992. The original factory buildings and the later constructed office building facing 53rd Street are vacant, but many of the other factory buildings are occupied by various other businesses.

Another of the mysteries was solved by Mike Jascur, who advised that "North Milwaukee" is the neighborhood surrounding 35th and West Villard. He indicated that this was known at the Village of North Milwaukee, into the 1930's. This was the location of the modest wooden building where Charles John and A.F. Milbrath built the prototypes of their first engine (designed by Milbrath), before moving to the West Allis location in 1910.

STUTZ NEWS/ JULY - SEPTEMBER 1997

I found that Stutz wasn't the only famous purchaser of the sturdy Wisconsin T-head (4-3/4" bore x 5-1/2" stroke) Type A engine, used to power the Stutz Bearcat. Other early autos using Wisconsin engines were State of Wisconsin based Case of Racine and Kissel of Hartford. Another Wisconsin user of the Type A engine was the Four Wheel Drive Co., of Clintonville, which produced trucks for the military during World War I. In fact, during the war, the entire Wisconsin Motor factory was devoted to war-time production of that single engine. Regrettably, at war's end this left the company with this engine as its only product, and one primary source of demand, the war effort. Stutz began its own engine production in 1916.



Wisconsin's first water-cooled engine, the Type "A" four-cylinder model, powered the sporty Stutz Bearcat

Coincidentally, as with the first extensive use of Wisconsin engines in Stutz racing cars, Wisconsin engines found their way into other race cars in the 1920's. These were driven by many famous drivers, including Ralph de Palma and Sig Haugdahl. The "Wisconsin Special," driven by Sig Haugdahl, was the first automobile to be clocked at 180 mph. This was accomplished in 1921. However, the company was having a very hard time, as fewer and fewer independent car companies, which had relied on outside engine manufacturers, survived, while the larger companies, which built their own engines, became more dominant. Due in part to very difficult times in the depression, the company was reorganized and ultimately became Wisconsin Motor Corporation in 1938, after many creditors were paid a fraction of what they were owed.

Curiously, a different source helped the company through the lean period of the 20's -- the need for fast Coast Guard patrol boats during prohibition, which became effective in 1920. Powerful Wisconsin water-cooled marine engines became the primary engine for the U.S. Coast Guard. As the story goes, rum-runners who tried to outrun the patrol boats along the U.S. coast found they needed Wisconsin engines in order to have any chance at success! This marine engine, called the "Whitecap" engine, soon became a significant contribution to company sales. Wisconsin Motors also developed less exciting markets, particularly by supplying power for agricultural, industrial and construction equipment, as well as autos, tractors, trucks, and buses.

Only water-cooled engines were produced until 1931, when Wisconsin air-cooled engines were first developed and introduced. These were so successful, and the company's market for automobile engines had so dwindled, that by 1941, the company no longer made water-cooled engines for automobile, marine or truck use. By this time it was exclusively manufacturing air-cooled engines of between 2-1/2 hp and 31 hp. However, the company was barely surviving until World War II created increased demand for Wisconsin engines. After Continental Motors acquired control of Wisconsin Motors in 1943 (\$620,000 for a 72% interest in the company), Continental invested heavily in the plant and equipment, primarily for the war effort.

The oft-quoted story of how Continental acquired Wisconsin Motors provides an interesting insight into the leaders of both companies. As the result of the company's financial difficulties during the depression and its reorganization in 1937, First Wisconsin National Bank of Milwaukee



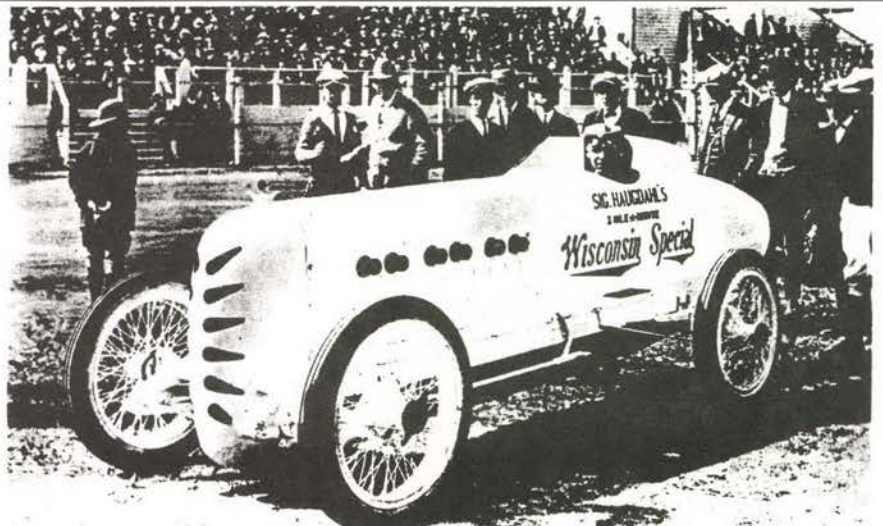
HAROLD A. TODD
Reports are that Jack Reese got to the bank ahead of Wisconsin Motor's president.

acquired most of the company's stock and became its major creditor (the company was deeply in debt and there were questions whether it would have the ability to repay). Concerned about repayment, and recovering its investment, the bank placed its employee, Harold A. Todd, in charge of the company, as President. His tasks included instituting tighter financial controls and a better organization, as well as improving manufacturing methods, in an attempt to turn the company around. Ultimately, fortunes improved at the company, debt was reduced and profits were generated (due primarily to Mr. Todd's efforts and in part because of war-time production).

By 1943, Todd believed he had an understanding with First Wisconsin that he could purchase a controlling interest in the company from the bank. According to the story, on the eve of the

The first man to go three miles a minute, Sig Haugdahl had a 'big' Wisconsin engine under the hood when his 'Wisconsin Special' clocked 180 mph in 1921

Wisconsin



transaction, Continental's hard-driving, workaholic President, Jack Reese, was having dinner with Mr. Todd in Chicago and, over drinks, Mr. Todd in his exuberance shared his exciting news with Mr. Reese. Sensing an opportunity for himself, instead of returning to Continental headquarters in Muskegon, Michigan, Jack Reese got up very early, traveled to Milwaukee and arranged a meeting with the bank's top officers, and quickly negotiated Continental's purchase of all the bank's stock in Wisconsin Motors! This gave Continental control.

The story is that Mr. Todd never forgave Jack Reese for, in effect, stealing the company out from under him. Harold Todd continued as President, but instead of being top man (and owner in control), Mr. Reese was his boss. According to one source, animosity continued and, when these two strong-willed men were forced to attend board meetings of the company, they would "just glare at each other." Nonetheless, Jack Reese permitted Harold Todd to run the company with practically no interference and the company prospered under Todd's leadership. Harold Todd served as President and leader of Wisconsin Motors for thirty years until his death in 1967.

By 1953 the company had built its 2 millionth engine and according to its publicity, it was the largest producer of air-cooled, industrial-type engines in the world (sold in 71 countries), and employed 1,850 workers. Its product lines were very diversified and it supplied engines for 500 different companies, including makers of air compressors, lawn equipment, concrete mixers and generators.

By 1963 the company dominated the market for heavy duty air-cooled engines (6-60 hp). Due to expansion, it had four separate manufacturing facilities in Milwaukee, including the rental of a former Pabst plant on the Northwest side of Milwaukee devoted exclusively to military engines. By 1968 employment had expanded to 2,400 from the 1,850 in 1953. Engines for farm machinery, supplying power for stationary and portable conveyors, hay balers, irrigation equipment, and the like, became the largest component of its business.

The company's corporate structure changed dramatically in the 1960's. Continental Motors

Corp. acquired the remaining stock of Wisconsin Motor Corp. and, by 1964, Ryan Aeronautical Co. gained control of Continental. In 1968, the conglomerate Teledyne took over Ryan, and, eventually, Wisconsin Motor Corp. ceased to exist as a separate corporation and it became merely a division of Continental Motors Corp. (now owned by Teledyne). The company then became known as Teledyne Wisconsin Motor. Further worldwide developments included the licensing of Fuji Heavy Industries to produce various Wisconsin engines in Japan. In addition to the usual uses, the company's air-cooled engines, including diesel versions in some applications, were now used in vehicles unheard of just a few years prior, such as snowmobiles, all-terrain vehicles and hover craft.

It seems that Wisconsin engines are no longer made in Wisconsin. Most appear to be made by "Teledyne Total Power," located in Memphis, Tennessee. Interestingly, not even the huge Teledyne Industries conglomerate survived as an independent corporation. Toward the end of last year it merged with Allegheny-Ludlum, and the surviving entity is known as the Allegheny-Teledyne Corp.

Certainly many changes have occurred since 1911, when Wisconsin Motors, located in West Allis, built its outstanding water-cooled automobile engine, initially its only product, which powered the first Stutz. That engine performed flawlessly as it finished its maiden run at the very first Indianapolis 500 race. From that auspicious beginning, Wisconsin Motors built a reputation based on one of its watchwords, "Consistent," which continue to be emphasized throughout its glorious history.

I would like to thank and acknowledge William Wagner, the author of the book, "Continental! Its Motors and its People," published in 1983, which book included significant parts of the Wisconsin Motors story.

John Haydon

Wisconsin Motors
CONSISTENT

HOOOSIERISMS

Q U A R T E R L Y

A Publication of the Indiana State Museum Society



A. K. Miller Collection
 Motor Cars and Automobilia
 East, Orange, Vermont, September 7th & 8th, 1996

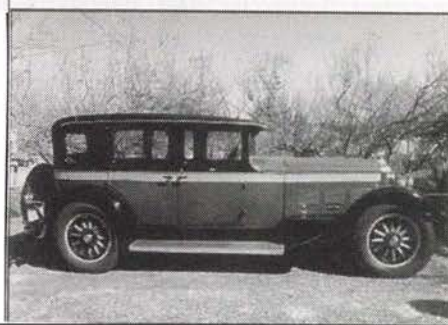
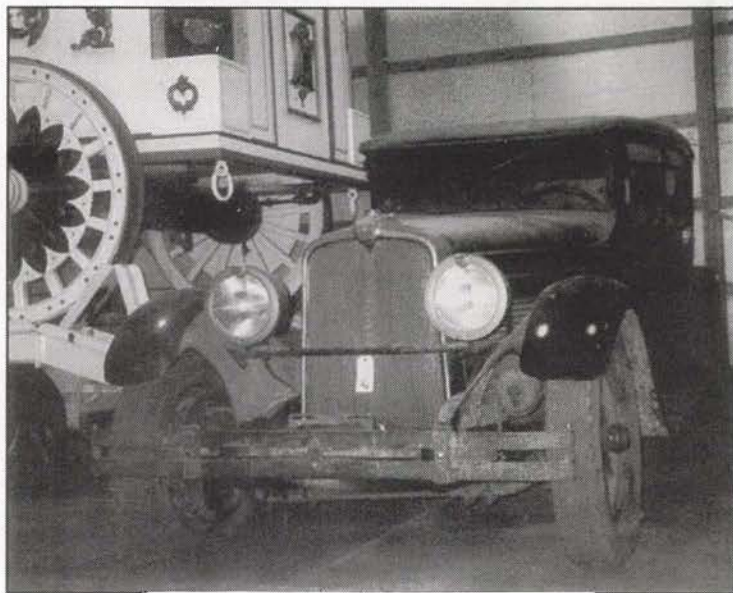
INDIANAPOLIS
STUTZ
 INDIANA, U.S.A.
 CHRISTIE'S

The Spring 1997 issue of Hoosierisms Vol. II, No. 1, a publication of the Indiana State Museum Society, contained a feature article by R. Dale Ogden, curator of history at ISM. Dale's story entitled "Bringing home the Stutz," running six and one half pages, too lengthy to reprint here, and is a most interesting account of his trip to Vermont to participate in Christie's auction of the A.K. Miller collection. The Indiana State Museum is club member No.473. Members desiring to subscribe to the ISM Quarterly or purchase a copy of the Spring 1997 issue may call Bus: (317) 632-5010 or FAX (317) 685-8320 or write to Indiana State Museum, 202 N. Alabama Street, Indianapolis, IN 46204-2185. Those who attended this exciting Stutz event will relive it through Dale's detailed observations and those who could not attend will obtain the next best thing with this story.

The Spring 1997 issue of Hoosierisms also has a five and one half page feature story of the new Indiana State Museum being planned for the White River State Park in downtown Indianapolis. The 1927 Stutz Series AA sedan, the H.C.S. Series IV, Model 6 engine and the 1923 Stutz radiator purchased by Mr. Ogden at the Christies auction are to be displayed in the new museum.

The A.K. Miller Story Continues...

The ISM's Stutz, now sharing storage space with a circus calliope while it awaits restoration, will one day resemble this fully restored 1927 Stutz four-door sedan owned by Judge Harvey and Genevieve Varnum.



Life member John Grunder (left) stands by the truck located with the 1928 Stutz Black Hawk Boattail Speedster purchased at the Christies Auction by member Frederick A. Simeone, M.D. (so we are told. Ed.)

The editor is pleased to include the following recollections written on January 30, 1997 by Charles W. Kerner of Center Harbor, New Hampshire. Mr. Kerner served as president of the Classic Car Club in 1980-81. While I have known Charlie for some 20 years, I was not aware until recently that he knew A.K. Miller. We appreciate having copies of A.K.'s note of November 5, 1983 and short letter by Imogene dated December 3, 1993.

I met AK when I was 16 years old when he was running the Miller Flying Service at the Morristown N.J. Airport in 1931. Here is the background leading to the meeting.

A classmate and good friend of mine had an uncle in Bloomfield, NJ by the name of Norman Huyler. He was very talented and had designed and built a 16 1/2 foot mahogany one-step hydroplane. I visited him frequently after school and weekends to see his progress and help around a bit. Norman was looking for a light weight high horsepower engine to be converted for marine use, when he chanced an advertisement for a Curtis OX5 airplane engine from AK Miller. When Norman went to pick up the engine at the airport, I and his cousin Earl, went with him. When we got there Alex hadn't yet taken it out of the WWI Jennie Biplane; and he apologetically stated to wait, he would have it out in a half hour. We didn't believe him - but he did! He also asked us before he started working on it, if anyone wanted a ride in the plane - no one accepted.

AK also had a garage where he repaired cars in Mountclair, NJ. I remember a visit there to pick up some "Miller (no relation) Action, Rocker Arms" for the OX5. Alex was in the middle of serving ice cream on paper plates to some of the neighborhood children. There were three boys age 8 to 10 and he instructed them to sit on the running board of a limousine he was working on, and not to drop any ice cream on the floor. After he had them all seated, he went around to the other side of the limo and connected a magneto to the chassis, and briskly hand cranked the magneto. Well, the boys literally flew off the running board, dripping their ice cream. He called them back and gave them more ice cream. I never forgot that prank by AK.

After that exposure to AK, I lost touch with him. Then, 50 years later, I answered an advertisement for an oxygen cylinder at his

Mountclair house. I lived about 10 miles away in N. Caldwell, and when I visited him to look at the cylinder I had a feeling we had met before. I didn't buy the oxygen cylinder as it was too big; but I noticed a '28 Packard chassis with 4 good wheels. I asked if the wheels were for sale and he said they were but I'd have to pick them up in E. Orange, Vermont, as he was using the chassis as a trailer to lug parts to his home in Vermont. We made a deal and I gave him a deposit. By then, I remembered where I had met him and I asked him if he remembered the red hair kid that came with Norman Hayden to pick up the OX5. He remembered the sale and Norman, and said he vaguely remembered me.

When Peggy and I went to Vermont to pick up the wheels, we met his wife Imogene. She was very cordial - a nice lady. Peggy stayed with Imogene and I went out to the barn with Alex to get the wheels. They were still on the chassis and we took them off; and as we were about to load them into our Eagle station wagon, he asked me if I wanted the tires too - if I did, it would be \$5 for each tire. I told him I already had a new set from Lester Tire Co. and didn't need them. These were 40 year old tires! Yet they had pressure and carried a good load from Montclair, NJ to E. Orange Vermont, about 300 miles.

After loading the wheels in the car we went to a gas station in E. Orange where he walked into the garage area and started to dismount the tires with their tire changing equipment. I guess he was well known, as he didn't ask permission to use their tools. The tires were difficult to remove and we had to use a heavy duty slide hammer and lots of tire irons. We were both tired after that work out. I couldn't have done it alone at home. I am sure he never sold those tires.

When we got back to his place. Imogene had lunch ready with home made bread, etc. When we finished lunch Alex showed me around the other barns he had and I helped him turn over the Stutz engines on a dozen or more cars with a hand crank. Many were so stiff I had to stand on the crank to turn them over. He admitted at his age, it was getting harder to turn them over. He had the barns so packed with cars, he started storing them standing up on the rear wheels. He also had a security system where by each barn was monitored and if security was breached, the alarm notified the local police and

they sent a patrol car to investigate. Somehow, some mischievous school children found out if they rattled the barn doors when they were coming home from school, it would set off an alarm and the police would come on a false alarm. This bothered him. I had the impression AK was well liked by his neighbors as he was very helpful in making repairs to the church he attended, etc. He resingled the tall steeple, did some painting and other repair work. It was rumored he also willed his car collection to the church; which proved to be inaccurate.

We had just built our new home in Moultonboro, NH and when I showed a lot of interest in his security system, he told me he was a dealer in security systems for one of the alarm companies and convinced me to order from him. The alarm system included a magnetic tape that would call the Police or Fire Department when a temperature sensor or intrusion alarm was activated. Alex claimed the best arrangement was to program the system to first call a friend or neighbor and have them investigate the alarm to determine what was going on; then call the police or fire department accordingly.

However, when I checked with our police and fire departments, they wanted to get the call direct, without going through an intermediary and losing valuable time. When I notified Alex of their instructions he didn't agree with them. Perhaps he was influenced by the school chil-

dren sending false alarms with his system. He tried several times to get me to agree to set it up as he suggested, but I stayed with the system as suggested by our local police and fire dept. Alex then procrastinated for over 9 months on furnishing me the magnetic tape; and he died before he ever got to it. After his death, I contacted Imogene, and she got it to me promptly.

Going back a step; when I picked up the security system equipment at his place in Vermont he again enlisted me to turn over those Stutz engines! When I told my experience to Ernie Toth Sr., who knew AK well, Ernie said - you got away easy - I had to paint his barn and point up his chimney!

Did you notice many of the Stutz were painted red and black? I asked AK about that and he said "I like that combination." I think Ernie thought AK would will him Stutz pars for all the work Ernie did for him.

I managed to get the name of the security alarm system AK dealt with in Brooklyn and Alex bought and sold security systems under the "Dix Magneto Co." on Central Ave., Newark, N.J. I think he set up this company many years ago and used it as a sales company when he needed it.

In summary, to me Alex was a serious person, intelligent, easy to talk to, a tough negotia-

STUTZ NEWS
EAST ORANGE
WEST TOPSHAM P.O.
VERMONT.

DIX MAGNETO COMPANY

No 1708

176 CENTRAL AVENUE

Nov 5 19 83

CREDITED TO Mr C W Kerner

YOUR ORDER NO.

OUR ORDER NO.

Dear Friend:

I have your recent letter. Was half way expecting you to drop in during the summer. I am still in Vt & about 3 months ago I brought my Packard chassis to Vt, so all my Packard items are here, wheels, etc so, it would be better if you secured them next summer. I have been very busy as I have too many projects going. I expect to be in NJ soon, but am also in Vt part of the winter.

rainfully,

A K MILLER

AK Miller

tor, expensive but not outrageous. He was my friend but not a close one. I hope this is of some help to you.

Charles Kerner

West Topsham VT
05086 Dec 3, 1993

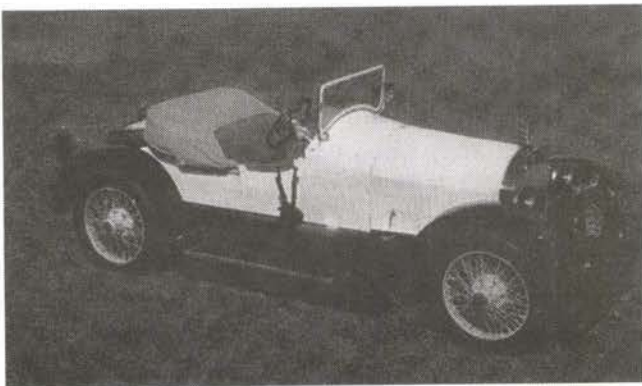
Dear Mr Kerner -
Thanks for your note & card -
I am sorry I didn't answer before but -
Your tape is in the works - it should
be along soon -

He didn't fall off the roof it was
a ladder, but I think he must have
had a heart attack or a black out
or some thing because he didn't
utter a cry but after he walked
in the house he was taken to
a hospital, died right soon after
arriving at the second one -

I am still in a daze

Hope the tape arrives
soon, Mrs G K Miller
(Imogen)

Where is it Now?



This 1920 Bearcat, fitted with Westinghouse Air Shocks and dual spotlights, was at one time owned by the famous singer James Melton. Former member C.E. "Val" Valentine, who helped his father restore this Bearcat, recalls that it was a major undertaking to restore the four frame ends and dumb irons which had been cut off to mount the air shocks. Also, major work was needed to bring the modified brakes back to original.

Editorial Comments

More Stutz have been seen in action by the public during 1997 than any previous year your editor can remember. Twelve (12) cars were in the fine display at the Concours d'Elegance of the Eastern United States, seven (7) at The Vintage Celebration at New Hampshire International Speedway plus two (2) at the Indianapolis Concours d' Elegance as reported in this issue. We have not reported on the Stutz display at the meets in Europe or elsewhere outside the USA. Also Stutz usually show at Meadow Brook, the CCCA Grand Classics and Pebble Beach. The May 1997 issue of Car Collector, p. 35, showed a photo of the beautiful 1932 Stutz DV-32 Convertible Coupe displayed at the 1997 Barret-Jackson auction.

That Stutz is now owned by a new member John D. Groendyke (#498) of Enid, OK. An article on the Great Race Automotive Hall of Fame which appeared in the June 12, 1997 issue of Old Cars shows member Jim Neeley's 1913 Stutz Bearcat on display at the Hall. The caption of the photo states that Jim's 1913 Stutz has traveled over 10,000 miles in Great Race events. The August 1997 issue of Cars & Parts, p. 138, shows a photo of the Stutz SV-16 Monte Carlo which the Blackhawk Collection displayed at the Greenwich Concours in Connecticut.

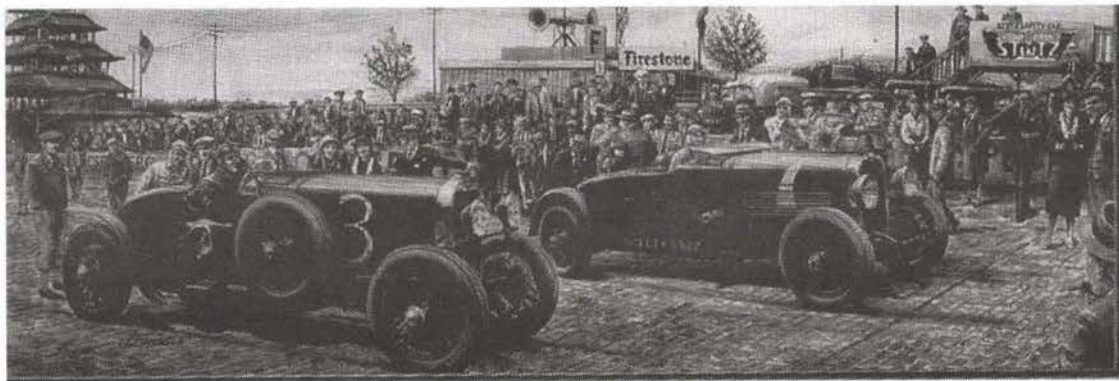
Recently, Old Cars has featured Stutz on its cover page. The May 8, 1997 issue features a 1932 Stutz DV-32 LeBaron sedan painted by John S. Boehm. This Stutz was used to illustrate "Gangster Whitewalls" (wide white tires). For the August 14, 1997 issue, Old Cars featured artist Vaclav Zapadlik's painting of the "Match Race" held April 18, 1928 at the Indianapolis Motor Speedway.

This is the famous Stutz/Hispano 24-hour race based on a \$25,000 wager between Stutz president Fred Moskovics and Charles Weymann. Member Henry Uhle clipped the same illustration from the December, 1996 issue of Classic & Sports Car, p. 31.

Several members (Joe Folladori, Jim Hoggatt, Jean Gorjat, and Dale Wells) have sent the editor excerpts from a Brooks catalog pertaining to a sale to be held 25 July 1997 at the National Motor Museum, Beaulieu, Hampshire, England. Two Stutz are listed in this Brooks auction; the 1920 Stutz Roadster, Chassis No. H6337/Engine No. 6288 owned by Member Ronald E. Blair of Kent, England and the 1928 Stutz BB 7-passenger Convertible Sedan by Philips, Chassis No. 71624/Engine No. 92482 owned by member Peter Bourbonous of Rodgau, Germany. We hope the results are favorable for these members and that a new member or two will be forthcoming from the sale.

Charter and associate members James and Elsie Petrik (No. 73) celebrated their 50th Wedding Anniversary on July 19, 1997. Our congratulations to the Petriks on this special attainment. Jim contributed the chapter "Splendid Stutz Coachwork" to the Club's Stutz book.

We noted in "Hobby News," p. 3, of the July 10, 1997 issue of Old Cars that member James D. Crank of Redwood City, Calif., steam car expert, is helping organize the steam-powered car exhibit at the upcoming 47th Pebble Beach Concours d'Elegance. Ten Stanley's, plus Doble, White, Moline and other brands will commemorate the 100th anniversary of the Stanley Steamer.



Once Upon a Stutz - We Began to Realize How Lucky We Were!

by Dale Wells

The favorable reports keep coming about how much readers enjoy "The Splendid Stutz" book. Most reviewers have had nothing but praise. Club members have written and called expressing thanks and gratitude. The seven years in researching, writing, and publishing the book are beginning to seem like a dream - did it really happen, where did we find all the material, how did all the ends come together?

It has been a fascinating and exciting period to look back and think about all the wonderful material coming to light, the friendships renewed and formed in gathering from so many scattered sources, and the difficulties and challenges to be dealt with in rescuing the book from a defunct publisher. To all those involved we owe a sincere debt of gratitude. Frequently when reading a book we never glance at the lead pages and publication commentary. Inside the cover of "The Splendid Stutz" you will see:

A Stutz Club Publication
Edited by Raymond A. Katzell

Contributing Authors

| | |
|-----------------------|-----------------------|
| Charles L. Betts, Jr. | Beverly Rae Kimes |
| Rodger L. Birchfield | Jack L. Martin |
| James E. Dougherty | Keith Marvin |
| Kit Foster | James F. Petrik |
| Joseph S. Freeman | Wayne Saunders |
| William J. Greer | Robert A. Titlow, Sr. |
| John Grunder | Max J. Triplett |
| Kitty Katzell | Dale K. Wells |
| Raymond A. Katzell | |

All of the above worked hard at developing and assembling their portion of the book and doubtless many others contributed leads and thoughts in discussion of the material and did not get listed. To any and all who may be in this situation, we publicly thank you and apolo-

gize for any oversights. However, in looking at the table of contents, please note that two names appear more than half dozen times: Greer and Katzell. We must acknowledge and thank Bill Greer, Kitty Katzell, and Ray Katzell for their extraordinary efforts and dedication in seeing this project through. In many cases burning the midnight oil, these three worked long and hard over those seven years to pick up all loose ends, find the missing links, and assemble and edit the finished product.

No individual received any pay for working on this book. It has been a labor of love from the beginning. On the contrary, all financing has been from individual members in the form of debentures, book sales, and the initial advances (in substantial amounts) from Ray Katzell and George Holman. We are still repaying those advances, and again encourage members to consider a \$1,000 debenture to help us meet those obligations while profits from book sales come in to liquidate our debts. Any profit in the final accounting will be to The Stutz Club.

Whenever you pick up your copy of the book, remember to whisper a thank you to those who made it possible. A special thank you is extended to:

Mike Holt- for laying down the challenge that we write the book

Ray Katzell- for picking up the gauntlet and getting the job done

Bill Greer - for untiring efforts in researching many stories to insure complete and accurate publication

George Holman - for business negotiations in getting the manuscript financed, published and distributing the finished product.

"The Splendid Stutz" is truly a splendid book about a splendid man and his machines, written and published by a splendid group of people. Thank you again, one and all!

Financial Report

Balance as of March 31, 1997 \$22,743.01

INCOME:

| | | | |
|-----------------------------|---------------|---------------|-----------------|
| 1996 Dues Income | \$ | 55.00 | |
| 1997 Dues Income | | 1,675.00 | |
| Interest Income | | 228.49 | |
| Sales of Stutz Book | \$3,090.75 | | |
| Expenses | <u>466.36</u> | | |
| Net Sales | | 2,624.39 | |
| Directory Income | | 95.00 | |
| Debentures Purchased | | 1,000.00 | |
| Donations | | 35.00 | |
| Miscellaneous Income | | 25.00 | |
| Stutz News back issues sold | | <u>314.50</u> | |
| Total Income | | | <u>6,052.38</u> |
| | | | \$28,795.39 |

EXPENSES:

| | | |
|---------------------------|---------------|-----------------|
| Stutz News - print & mail | \$1,194.21 | |
| Administration | <u>126.65</u> | |
| Total Expenses | | <u>1,320.86</u> |

BALANCE as of June 30, 1997 \$27,474.53

Life Membership Reserve \$14,835.00

Respectfully submitted,



Ruth M. Toth, Treasurer

Ed's Comment: You will notice under INCOME above Sales of Stutz Book are now included as Net Sales rather than Net Profit (terminology previously used.) This has been done to avoid any misconception that a profit on the book has been realized.

No profit from the Stutz Book will accrue until the Club has first fully reimbursed Messrs. Ray Katzell and George Holman for the substantial advances they made to publish the book and all debentures purchased have been liquidated. The Club's goal is to sell 70 debentures of \$1,000.00 each to cover the book's cost of \$70,053.34. Only 30 percent of that goal has been attained.

Membership Report

by Richard Orr

Many Stutz cars have been sold in the past few years. The largest group of Stutz cars sold was at the A.K. Miller auction. In addition to this many cars have been sold one, two or three at a time by various members. Many of the new owners are not in the Stutz Club. If you know of anyone who has a Stutz car who is not a member, please send me their name and address. I will send them an invitation to join. My address is: Richard Orr, 1244 E. Beamer Street, Woodland, CA 95776. USA.

Please welcome our new members:

- 0499 Jamie McIntyre
86 B Elsteth Road Battersea
London SW11 1 OR England
1928 Stutz AA "Indy Style"
- 0500 Harry E. DeFreese
2835 N. Ashland Ave.
Chicago, IL 60657
(H) 773-477-4539
1928 Stutz BB Coupe
- 0501 Colin Crabbe
The Old Rectory, Greatford, Stamford
Lincolnshire, PE 9 4 PR England
(H) 01 778 560 336 (B) 01 778 560 312
1917 Stutz Bearcat Roadster
- 0502 John Ames
3 Mornington Road
Ashford, Middx TW15 INP England
(H) 01 784 250 754
- 0503 Laura B. Cleary
10618 Tee Ct.
Fountain Hills, AZ 85268
(H) 602-837-8120 (B) 602-891-1560
1929 Stutz M Conv. Cabriolet
- 0504 Michael P. Barry
3773 Mayflower Oval
Brunswick Hills, OH 44212
(H) 330-225-9494
1920 HCS Series II Roadster

0505 Ian Rendall
Stanley Hall, Selsley
Stroud, Glos, GL5 5LJ United Kingdom
(H) 14 538 22802
1918 Stutz S type Bearcat

0055 Bob Irvine (son of William J.)
RR #3 Prescott, Ontario
Canada KOE ITO

Stutz Members
Address and Telephone Number changes

James Beck
(H) 918-683-7776

John Bertolotti
(H) 408-358-6740

Jeffrey Black
(H) 07 3207 3632

Ronald Blair
(H) 44 1732 810397

Jack Boxstrom
(H) 613-476-5000

Jim Callahan
4390 Piedmont Ave.
Oakland, CA 94611

James Farquhar
Box 142, Assinboia, Sask
Canada, SOH OBO

Eleanor J. Howie
Moulinarn, Pitlochry
Pertshire, Scotland PH9 ONB
(H) 01 796 482 248

Phil Johnson
(B) 403-471-8803

A.M. Koveleski to Oscar Koveleski

Keith Marvin
No. 10 Montrose Street
Apartment No. 1
Worcester MA 01610

Tim Moore
Huntington House, 106 High Street
Sawston, Cambridge CB4 2HJ England
(H) 1223 836661

Dag Opergaard
Måkevn 10, PO Box 139 ULVØYA
0139 Oslo, Norway
(H) 47 227 42995 (B) 47 225 53590
1933 DV 32 5 passenger touring

Ced Pearce
(H) 0027 11 455 2526 (B) 0027 11 614 6674

B.C. Pollard
Farmington Hills, MI 48336-1832

Robert Pretorius
612 Quail Dr.
Millville, NJ 08332

Frederick Simeone
1916 Stutz Bearcat

Robert M. Stutz
(B) 614-487-8717

Glenn Wright
1035 Blandenburg Rd.
Carrollton, GA 30116
(H) 770-258-9893 (B) 770-830-1755

In Memoriam (by your editor)

Our sympathy and condolences to the families of charter members Charles L. Betts, Jr. (#154), William J. Irvine (#55) and George D. Smith (#233). Tributes to Messrs. Betts and Irvine are published elsewhere in this issue.

Mr. Smith, a retired executive of American Fletcher National Bank of Indianapolis (now Bank One), passed away on May 27, 1997 at age 87. He was an avid reader with broad interests. His activities included programs sponsored by the Indiana Historical Society, Asian Art Society of the Indianapolis Museum of Art and the Horticultural Society. George lived alone for several years after his wife Maggie died. There were no children or relatives.

THE WORLD ACCORDING TO

I took an old flame to the
Fireman's Ball, and they
put her out.

She criticized my apartment
so I knocked her flat.

She would have worn her
mother's girdle, but she
didn't have the guts.

When it's Apple Blossom Time in
Orange, New Jersey we'll make
a peach of a pair.

Come out of the wheat field
Grandma - you're going
against the grain.

Get off the stove dear Grandma,
you're too old to ride the range.

Please take back your Christmas Jewelry
My arm is turning green.

Run to the Roundhouse Grandma
They can't corner you there.

Meet me by the clothes line Baby
because that's where I hang out.

For every girl who is on the Level
there is a boy who is on the Square.

Father trim your toe nails, you
are cutting up the sheets.

She's only a Bootlegger's daughter
but I love her still.



UNCLE LOUIE

© A. J. KOVELESKI

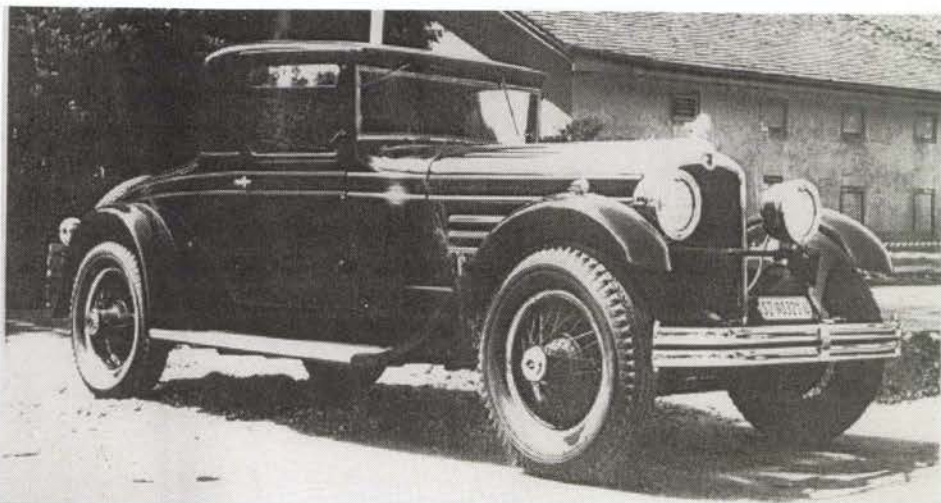


Letters to the Editor

From: Ferdinand Hediger, Lenzburg,
Switzerland (in part)

Date: April 3, 1997

Here in Switzerland Stutz seem to always have been rare birds. Among collectors there was one I knew in the early 1980s. I ignore whether it is still around, I have not seen it lately. It is a AA Coupé of 1927, probably with a standard body. I send you a copy of a picture I took. Should you be interested I can have a further enlargement made for the Stutz News. (Then we also had at least one of the Stutz Blackhawk VI of the late '70s.)



Before turning to more Stutz lore, I was pleased to learn you and your wife spent several days in Prague last year and that you liked the river cruise on the Elbe very much. I had been in Prague for the first time in 1969 on business, then in 1972 my wife and I also spent a few days there.

One of the highlights was the visit to the Technical Museum with a good selection of cars and very helpful people in the library. By the way did you know they held a Stutz AA engine of 1928 - perhaps it is still there. (Pls. see enclosed photocopy of the picture I took in 1969.)

The last time in Czechoslovakia was in 1993 but then I had to attend the Championships in Brno and did not

have time to look around in Prague. This is when I found the "Motor" in a small second-hand bookshop in Brno.

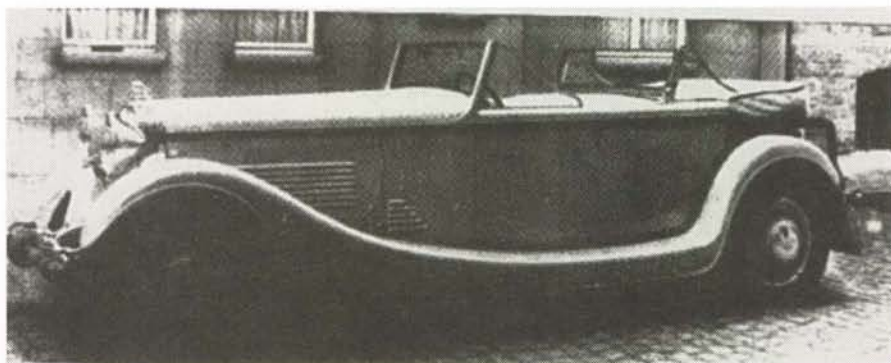
As a further enclosure I send you a reproduction-photography of a picture published in the French "Auto-Carrosserie" in January 1931. It shows a Stutz with a rather beautiful open dual-cowl tourer or torpédo body by Antoine Vanden Plas & Son. Nice isn't it?

As an enclosure I send you a translation of the article published in "Das Magazine" 2/1929 as well as a photocopy of the original article. I hope you will find this interesting and perhaps amusing.

Should you want to publish it, then please make sure there are no serious mistakes. English is a foreign language to me.

We deeply appreciate Mr. Hediger's contributions to Stutz News and his enthusiasm for Stutz. Ferdinand, a friend of Beverly Rae Kimes, was the source of the interesting German ad reprinted in the

July-September 1996 issue, page 18 & 19. He has devoted a chapter to Stutz in his book, Klassische Wagen 1919-1939.



"Das Magazin" (Germany) No. 2/1929

Why a Stutz?

Because I desire a beautiful car. A car, which will be a source of pride to me and a joy to my friends. It is a kind of street-garment in which I present myself to the world. Therefore my car must be top-modern, well-built and a pleasure to all onlookers.

Because I desire a car of first-class engineering, which will quietly and powerfully roll along. A car which reacts immediately to the slightest wish, is fully reliable, easily resists high requirements and fulfills its task with little servicing and at lowest cost.

Because I desire a safe car, and this is the most important! Until now the automobile world has by far not paid the safety aspects the importance it deserved. Safety glass, by all means! Nothing will keep me from driving the safest car I can buy.

Because I desire a fast car because I have a love for easily available speed and I appreciate the control of smooth and strong power.

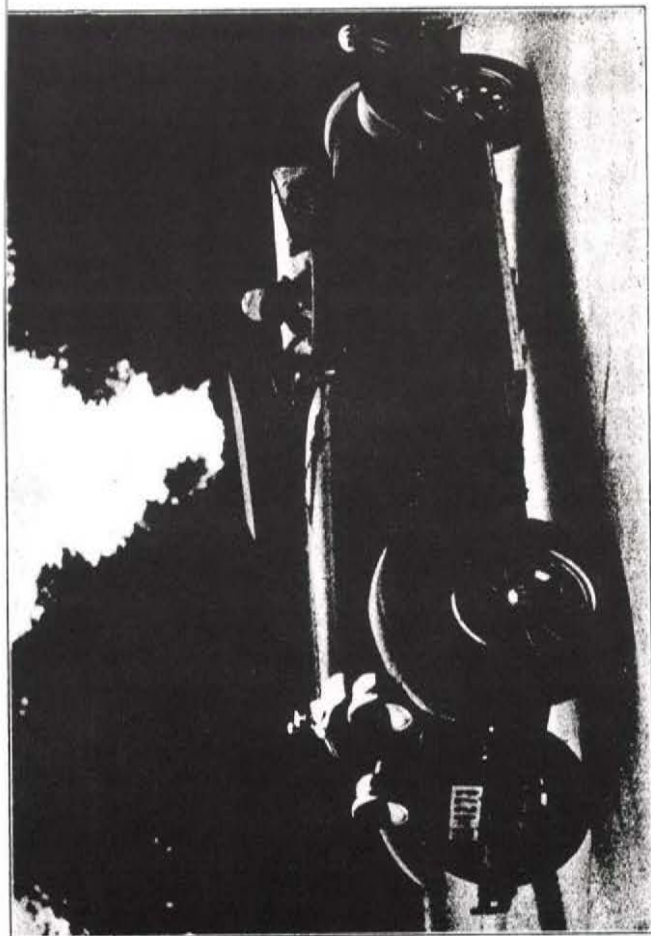
Because I desire a comfortable car. I know that lately new standards have been set with respect to comfort. I spend a considerable time of my life in the car, therefore true comfort must be available.

Because I desire a "special car", one which does not resemble the next. My car should have a nice, combined colour. It should be a totally individual car, which mirrors to a certain extent my own personality.

Because I desire an economical car, a car which make the most of every single drop of gasoline and oil, which can be repaired at low cost and shows the typical features of cost- and trouble-saving.

--- But stop! Herewith, dear reader, you have just sold yourself a Stutz. Should however questions remain, that have not been listed then studying the catalogues or better a visit of our show room at the Kurfürstenstrasse 97, where the current models are on display will certainly be an experience not to be missed.

Translated
F. Hediger
April 1997



Warum einen Stutz?

Weil ich mir einen schönen Wagen wünsche, einen Wagen, der für mich eine Quelle des Stolzes und meinen Freunden ein Vergnügen darstellt. Es ist eine Art Straßen-Toilette, in der ich mich vor der Welt zeigen lasse. Somit muß mein Wagen vor allem ganz modern, höchst zweckmäßig konstruiert und das Entzücken des Beschauers sein.

Weil ich mir einen maschinell erstklassigen Wagen wünsche, der ruhig und kraftvoll dahinflutet, einen, der auf den leisesten Wunsch sofort reagiert, auf den ich mich stets verlassen kann, der harter Beanspruchung mit Leichtigkeit widersteht und bei geringster Müheverwaltung und niedrigsten Kosten treulich seine Pflicht erfüllt.

Weil ich mir einen sicheren Wagen wünsche, und das ist das Wichtigste! Bisklang hat die automobilistische Welt der Sicherheitsfrage nicht im entferntesten die gebührende Beachtung geschenkt. Sicherheitsaspekte nicht im entzückendsten Maße davon abhalten, den sichersten Wagen zu fahren, den ich kaufen kann.

Weil ich mir einen schnellen Wagen wünsche, denn ich habe eine Vorliebe für leicht verfügbares Tempo und weiß das Reizvolle, das in der Kontrolle geschmeidiger und starker Kraftauslösung ruht, zu würdigen.

Weil ich mir einen komfortablen Wagen wünsche, und es ist mir bekannt, daß in jüngster Zeit neue Normen des Komforts aufgestellt wurden. Eine beträchtliche Zeit meines Lebens spielt sich in meinem Wagen ab; somit muß darin stets wirklicher Komfort vorhanden sein.

Weil ich mir einen „besonderen Wagen“ wünsche, von denen der eine nicht dem andern gleicht. Mein Wagen soll einen gefälligen, kombinierten Farbanstrich zeigen. Es soll ein vollkommen individueller Wagen sein, in dem sich bis zu einem gewissen Grade meine Persönlichkeit spiegelt.

Weil ich mir einen wirtschaftlichen Wagen wünsche, einen der das Letzte aus jedem Tropfen Kraftstoff und Öl herausholt, der sich billig in der Reparatur stellt und die charakteristischsten Merkmale, die der Mühe- und Kostenersparnis dienen, aufweist. ——— Doch Halt! Damit haben Sie sich selbst, verehrter Leser, bereits einen

Stutz verkauft. Wenn indes ihre Problemstellung noch nicht vollständig sein sollte, so werden Sie aus dem Studium unserer Kataloge und einem baldigen Besuche unseres Verkaufstraumes, Kurfürstenstrasse 97, wo Sie die laufenden Modelle vorfinden, mit Sicherheit sich eine für Sie nutzbringende Erfahrung verschaffen.

From: Jean Gorjat, London, England (in part)

Date: 25 May 1997

Thanks for your letter of 19th March which I found when back in Harrisburg after a couple of months in Europe and South America. I am here only for a week as I will be flying back to Europe on Tuesday. So, let me give you some news and send you some pictures from "Down Under" as the British are calling the Southern Hemisphere, in particular Australia and New Zealand.

First from New Zealand is the picture of John Courtney's Stutz. Unfortunately, I could not find my notes so I will comment by memory. The 1927/28 is a chassis from December 1927 which was originally imported to NZ to be bodied there. Then, it was rebodied in the late 1930s and again by John who said he made the body himself. It looks outstanding as you can see from the picture and will be a good Concours candidate.

The other picture is a Bearcat he is rebuilding (Ed's note: John lists the 8 cyl. Stutz as a 1928 AA DC Phaeton but it has the appearance of a Series BB. The photo of the 1922 Bearcat did not reprint well enough to show here.)

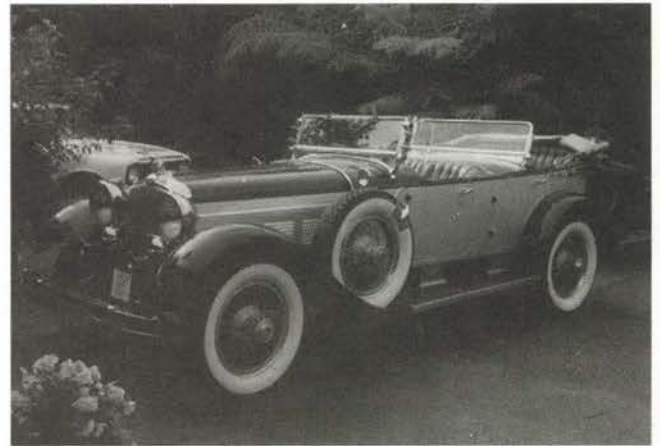
My time table does not enable me to attend the Burn foundation Concours — but, I have arranged for my 1922 Stutz AA Victoria Coupe to be there. My friend Wayne Brooks, who will be judging there, will take the car for me. All is set with him and Ray Katzell.

I will do my best to be at the 10th Grand Stutz at Indianapolis but I do not know what will be my time table in September. I should be there for the Hershey meet.

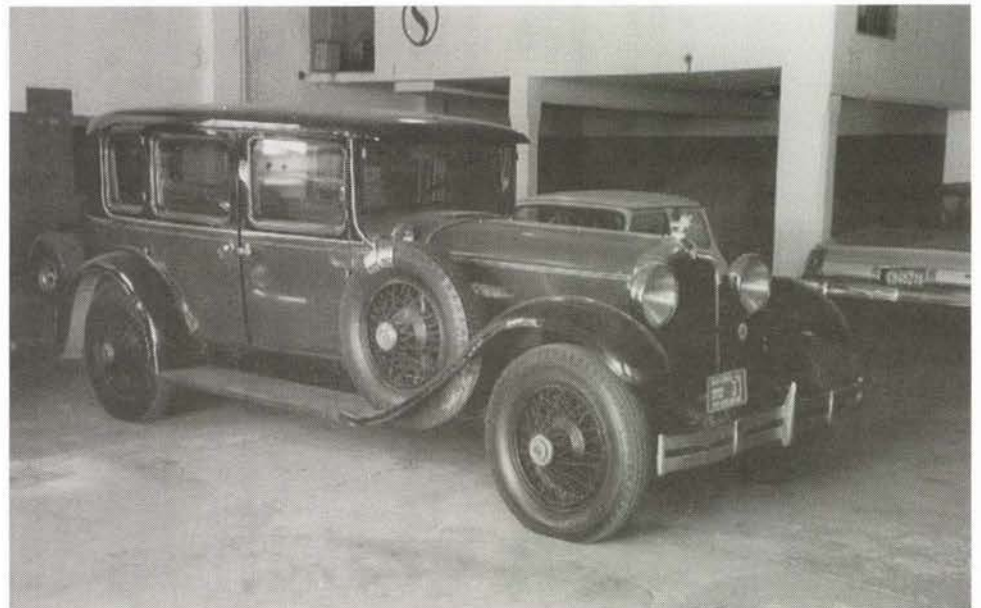
I have been very busy during the last two months both in South America and Europe. In Argentina I was running my 1936 Plymouth roadster and flying old airplanes. When in Argentina during April, I garaged my car for a few days in a parking building

just inside of Buenos Aires where to my surprise was a 1928 Stutz sedan in original running condition, including the leather upholstery.

In Europe, I've been on three rallies, one with my new 1951 Hotchkiss 2050 GS Coupe and a couple with my old faithful 1936 Hotchkiss. In June Lucrecia and I will be rallying in Sweden and Norway with the British and in July we will do the highest Alps pass with the Lagonda. We will be based at our home in London until the end of August.



Below: 1928 Stutz Sedan discovered in Buenos Aires.



From: Smith Hempstone Oliver, Tarpin Springs, Florida (in part)

Date: June 18, 1997

If you want to see a good review for my new book (Vanderbilt Cup Race 1936 & 1937 Photo Archive Ed., look at the latest issue July/August), page 10, of Vintage Motorsport. Its on the newstand right now. They did a good one on the LeMans book, too.

I enclose for your file on A.K. Miller another article that someone recently sent to me. I guess you have plenty of material by now. Elliott (Kahn, Ed.) says that the latest issue of Automobile Quarterly has a long article on the Miller subject. Have you seen it? I have not. (Ed.'s note: Hopefully, Elliott will share a reprint of the A.Q. article with both Hemp and the editor.)

Bill, we keep dreaming about making trips, but I keep realizing that it would be a great hardship on me, so we feel we can't make it to Indy for the meeting (10th Grand Stutz, Ed.) as much as we'd love to be there. Only a week ago an old

ex-Navy man who was on my father's ship, Salt Lake City, during the War, wanted to talk me into coming at the same time to Las Vegas, for a bi-annual meeting of the remaining members of the crew, but I told him I just couldn't make it. I used to travel on the ship with father in 1930, the only civilian on board! I guess none of the 1930 members is alive today. I was 18 at the time, I do plan to make my 85th birthday on August 19!

From: Ross Erickson, Rancho Mirage, Calif.

Date: July 7, 1997

Your magazine is great and we have enjoyed reading it. I am the new member mentioned on page 21 of the April - June issue of Stutz News. I live in Rancho Mirage, California, not Rancho Mirage, Colorado as mentioned in the article. I enjoy hearing from people and, of course, I'm afraid that I will miss talking or writing to someone with a Stutz if they think I live in Colorado.

We appreciate all the work you do for the Stutz magazine.

Clippings of Note

Stutz site

This letter is in response to the article by Doc Howell, which appeared in the Jan. 23 and discussed the Stutz fire trucks manufactured in Indiana.

The accompanying photograph was

taken in April, 1992, and shows the factory where the Stutz fire trucks were made, as it existed at that time in Hartford City, Ind. I am acquainted with the present owner of the company, Max Mecklenburg, the son of the original president of the firm that was formed in 1931, and was visiting him with a friend of mine on that occasion.

Although fire engines are no longer assembled at this site and have not been for a good number of years, the company is still in business. The main product in 1992 was the production of knife blades for circular meat slicing machines. Mecklenburg has a wealth of information and photos from his father's early days of fire truck manufacturing. He had, on the wall of his office, a photo of one of the last trucks



The Stutz fire truck factory as it appeared in 1992.

assembled with the Cummings Diesel engine, which I believe went to the Indianapolis Fire Department in the late 1930s.

It was indeed an interesting story on the Stutz trucks and is a testimo-

nial to their durability and rarity today among fire buffs nation wide.

Robert E. Clark
Kensington, Conn.

OLD CARS May 8, 1997

Classifieds



Being Reproduced

New sets of 3.8 ratio rear end gears are being scheduled for reproduction. The cost will be approximately \$1,400.00 per set. Deadline for ordering is October 15, 1997. Contact Ernie Toth, Jr., 8153 Cloveridge Road, Chagrin Falls, OH 44022. Home (216) 338-3565.

For Sale

Bob Gottlieb
617 N. Maple Dr.
Beverly Hills, CA 90210
Tel: 310-273-0847 or 310-273-1834

Stutz parts: Transmissions. rear end, steering gears and shafts, radiator, wheels, spindles, head, valve covers, box of misc. Zenith carb parts, wheel cylinders and backing plates, much much more. I can't ship anything over 20 pounds. Be specific in your descriptions. There are intake and exhaust manifolds but I don't know which models they fit.

For Sale

Bill Greer
7400 Lantern Road
Indianapolis, IN 46256
Tel: 317-849-3443

1928 Stutz, Series BB, Custom Convertible Coupe (Cabriolet) with rumble seat by Phillips of Cleveland, Ohio. Body is aluminum, fenders and hood are steel. Side mount spares. All six wheels are good and nicely chrome plated with SS spokes. The car seems to be original and unmodified except for a repaint years ago. This Stutz is in drivable condition and is a solid specimen but needs the usual upgrading to be fully enjoyed. I simply do not have the time, energy or necessary desire and patience to bring this great old Stutz to show condition. Asking \$39,000.

Literature for Sale

Walter Miller
6710 Brooklawn Pkwy.
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.

For Sale

The Club has all back issues of Stutz News, Nos. 1 through 40 available at \$3.50 per issue. Just let Bill Greer, Editor, know what issues you need and send check payable to the Stutz Club. Beautiful Stutz logo Blazer Patches (multicolor) are available at \$10.00 each
The Stutz Club, Inc., 7400 Lantern Road, Indianapolis, IN 46256. Tel: 317-849-3443.

Wanted

Brian W. Hall
5007 W. 80th Ave.
Anchorage, AL 99502
Home: 907-248-2564

My 1918 Stutz "S" Bearcat needs a pair of authentic headlights. spotlight and its mounting bracket. Help in locating these correct items will be very much appreciated.

For Sale

Layden Butler
107 St. Jean Court
Danville, CA 94526
510-820-4742

Schebler Model s 1 1/4" duplex carburetor, complete, nice shape \$450.

Wanted

Keith Sparks
7646 Mt. Chestnut
Roanoke, VA 24018
540-774-8145

Following items needed for HCS Series II touring:

Headlight and spotlight lenses and inner rim on headlight

Hood rails, right splash shield, propeller shaft.
I have some Series IV Model 4 HCS parts for sale.

Wanted

Andrew J. Dadagian, MD
106 Cove Circle Piney Point
Marion, MA 02738
Home 617-748-2911
Bus: 508-991-2500

Good Zenith 105 DC Carburetor needed for my 1929 Blackhawk roadster. Please help me get this Stutz equipped to run and enjoy again.

For Sale

Wayne Saunders
4421 Hamilton Road
Dorchester, Ontario
NOL 1G3 Canada
Home 519-268-7802

Set of four fenders (Welled) for SV-DV
One (1) NOS left front fender for Speedway Six (you identify)

Pair of 1931 fender lights complete
1928 Sidemount clamps - square shafts
1926 AA Information book, some water damage
The Stutz Vertical Eight #46 Profile Publications

Wanted:

1929 plain radiator cap (newer) for Stutz or Black Hawk

Wanted

Bill K. Shreves
3234 Townline Road
Perry, OH 44081
Tel: 216-259-5617

Radiator for 1926 or 1927 Stutz

Available

Ivan Saxton
Shady Creek Road
Darnum, Victoria
3822 Australia
Tel: 356-278-277

Reproduction Zenith 105 DC carburetor. Castings are bronze instead of diecast. Everything is new (except float). Jet and venturi sizes to original specifications. US \$2,500 includes express parcel delivery.

Wanted

Raymond Katzell
672 Medford Leas
Medford, NJ 08055
Home 607-654-3672

Pair of rear Delco/Lovejoy shock absorbers for 1929 Stutz Series M.

For Sale

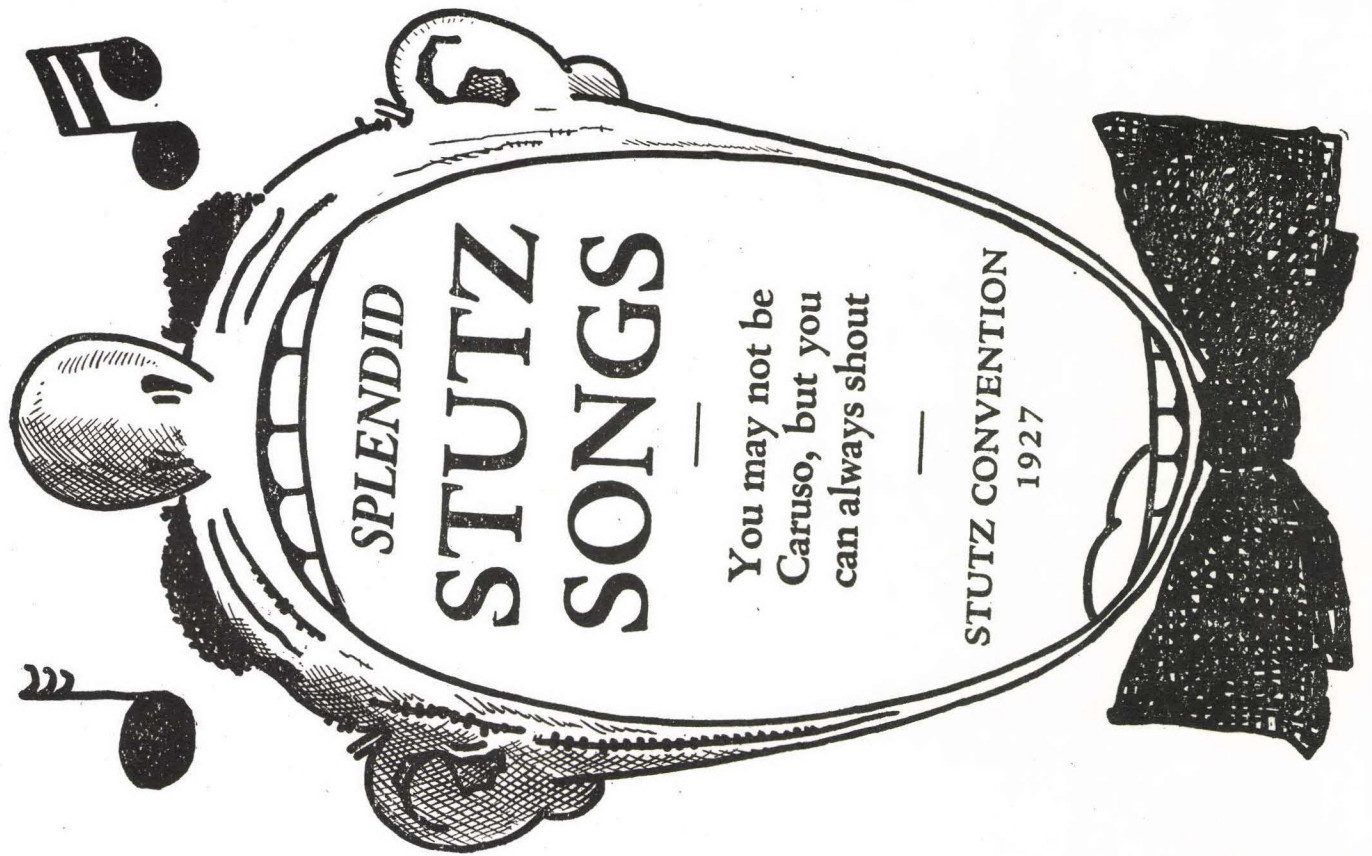
Bob Beechy (non -member)
Bus.: 330-359-5421

1922 Stutz KDH 4-cylinder tourer with double windshield. RHD. Good condition. \$29,500. Lead from Ray Katzell.

For Sale

Mrs. Alma Jones (widow of Charles Jones)
9 Palomar Rd., Woodland, CA 95695
(H) 916-666-2250

1929 Stutz President's Trophy featured on page 148 of the Splendid Stutz book.



2

I AIN'T GONNA WALK NO MO'

(Tune of "It Ain't a Gonna Rain No Mo'")

Oh, I ain't a gonna walk no mo', no mo',
 I ain't a gonna walk no mo'.
 I've bought a Stutz
 That's sure the nuts
 And I ain't a gonna walk no mo'.

Oh, I ain't a gonna skid no mo', no mo',
 I ain't a gonna skid no mo'.
 For sa-fe-tee
 It's a Stutz for me
 And I ain't a gonna skid no mo'.

Oh, I ain't a gonna tip no mo', no mo',
 I ain't a gonna tip no mo',
 With my Stutz low down
 I'll stick to the ground
 And I ain't a gonna tip no mo'.

Oh, I ain't a gonna lag no mo', no mo',
 I ain't a gonna lag no mo'.
 With my Stutz in high
 I'll pass 'em by,
 I ain't a gonna lag no mo'.

Original Chorus

Oh! It ain't gonna rain no mo', no mo',
 It ain't gonna rain no mo',
 But how in the world can the old folks tell,
 It ain't gonna rain no mo'.

Above is the front cover and Song No. 2 of the booklet *SPLENDID STUTZ SONGS*. Our many thanks to new member Mike Berarducci (#494) who donated this fine piece of Stutz history from 1927.