

Vol. XII No. 49 (July - September 1999)

The Stutz Club, Inc.

William J. Greer, Editor

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TO:

ANNOUNCEMENTS



The 1999 Stutz Club Meeting will be held on Thursday Evening at 7:00 p.m., October 7, 1999, at the Holiday Inn Harrisburg East, 4751 Linde Road, Harrisburg, Pennsylvania. Reservations are required. If you failed to receive a notice, contact Dale Wells, president, at 616-375-4844.



A Stutz Get Together will also be held on the Hershey Chocolate Field at Ernie Toth's space CN49-50 beginning at 3:30 p.m. on Friday, October 8th. Let's have a big turnout!!

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HARRY CLAYTON STUTZ (1876-1930)

Présentation Du Rallye Mondial F.I.V.A.

In the world of the historic car there are two or three or even four events of major importance. In the USA it is Pebble Beach in August and in Europe it is the FIVA World Rally. Two hundred vehicles assemble at Pebble Beach for the biggest Concours d'Elegance in the world but in the same static conditions as those of a motor show. This is not the case for the two hundred cars that took part in the FIVA rally which covered a 2000 km route over an eight-day period. They were among the most beautiful in the world and fulfilled the purpose that they were intended for, namely, unrestricted motoring along the open roads.

The FIVA (the International Federation for Historic Vehicles) is made up of 44 Federations or Clubs representing more than thirty nations on the five continents. Each year the FIVA General Committee entrusts one of its members with the organization of the rally. Thus, in 1995 it was Portugal, in 1996 Great Britain and Greece in 1997. France was chosen for 1998 and in 1999 it will be Italy's turn followed by Germany in the year 2000. In 1998, the FFVE (the French Federation of Historic Vehicles) had both the honor and the demanding task of organizing the event. The first decision that was taken was to turn it into a marvellous cultural and gastronomic outing in the best tourist tradition. Thus, no stopwatch, no classification so that the crews could really enjoy the regions they crossed which were not chosen haphazardly.

As the rally was organized in France it had to start and finish in Paris. In addition, its length had to be curtailed and the challenge was to show the participants the most prestigious, original and idyllic sites of France in under 2000 kms. Thus, during an eight day period we crossed the Champagne, Burgundy and Loire valley regions and we decided on the last week in September as it is the grape-picking season which creates a colourful and lively ambience. The route followed a succession of magnificent natural sites, chateaux and historic homes and in addition, it was in the very heart of France with its twisty roads, little villages where the whole population gave a warm and enthusiastic welcome to all the participants.

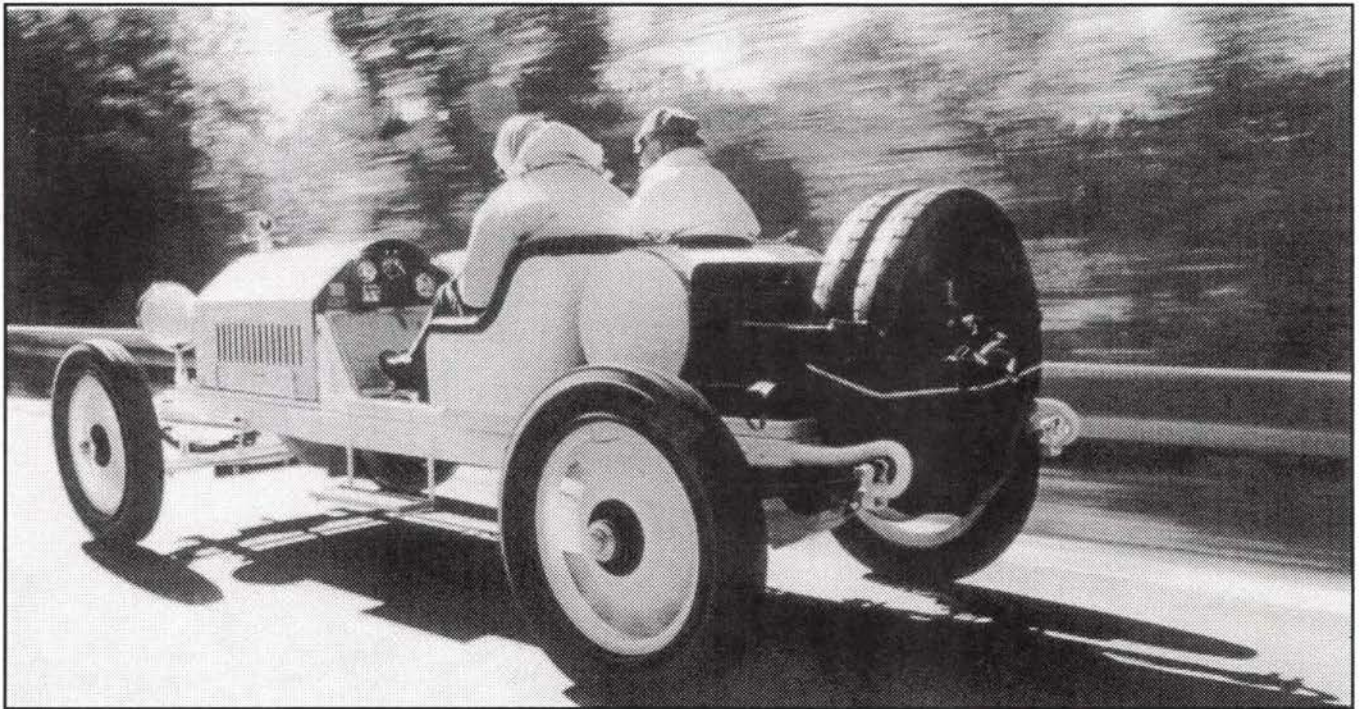
The 1998 FIVA World Rally, which began at the Chateau de Compiègne and finished in Fontainebleau, came to a marvellous conclusion with the parade down the Champs Elysees. It was all the more exceptional as the famous avenue was closed to traffic and the FIVA Rally participants were able to join with over 1200 other historic vehicles in the Parade of the Century. The organization of such an event is not an easy job. The FFVE helped by Jean-Pierre BARTHELEMY and his team spent a whole year working on it, and one of their biggest problems was to try and find 250 hotel rooms every evening. Obviously, had we stayed within the confines of the major agglomerations the difficulties would have been greatly reduced but this would have defeated the purpose of the rally which was to enable the participants to discover some of the most beautiful parts of France.

We succeeded in doing the impossible if the numerous messages of appreciation received by the FFVE from the participants who, it should be remembered came from more than 21 different nations, are anything to go by. We would also like to thank the French collectors who wanted to enter for this rally and were generous enough to withdraw so that the percentage of international entrants would be even higher (around 85%). We would also like to thank the 40 volunteers who did everything in their power to make the event a success.

This book, published by S.P.E, will keep the event alive in the memories of all those who took part. The excellent photography of Jean-Paul CARON and Robert CESAR backed up by the texts of Dominique PAGNEUX will enable you to relive the most wonderful moments and the most beautiful sights of the regions that were crossed. This is perhaps the first time that a book combining the motor car, tourism, art and history has been published.

Claude DELAGNEAU President of the French Federation of Historic Vehicles
Vice-President of the International Federation of Historic Vehicles

1998 F.I.V.A. Rally in France



The white Stutz driven by F. DePrins ate up the tarmac between Vergenay and Cramant.

We refer you to the April - June 1999 issue of Stutz News, page 8 showing two photos of Francis De Prins on the 1999 FIVA Rally taken by member Jean Gorjat who participated with his Lagonda V-12. In the background is the Chateau de Bourbilly.

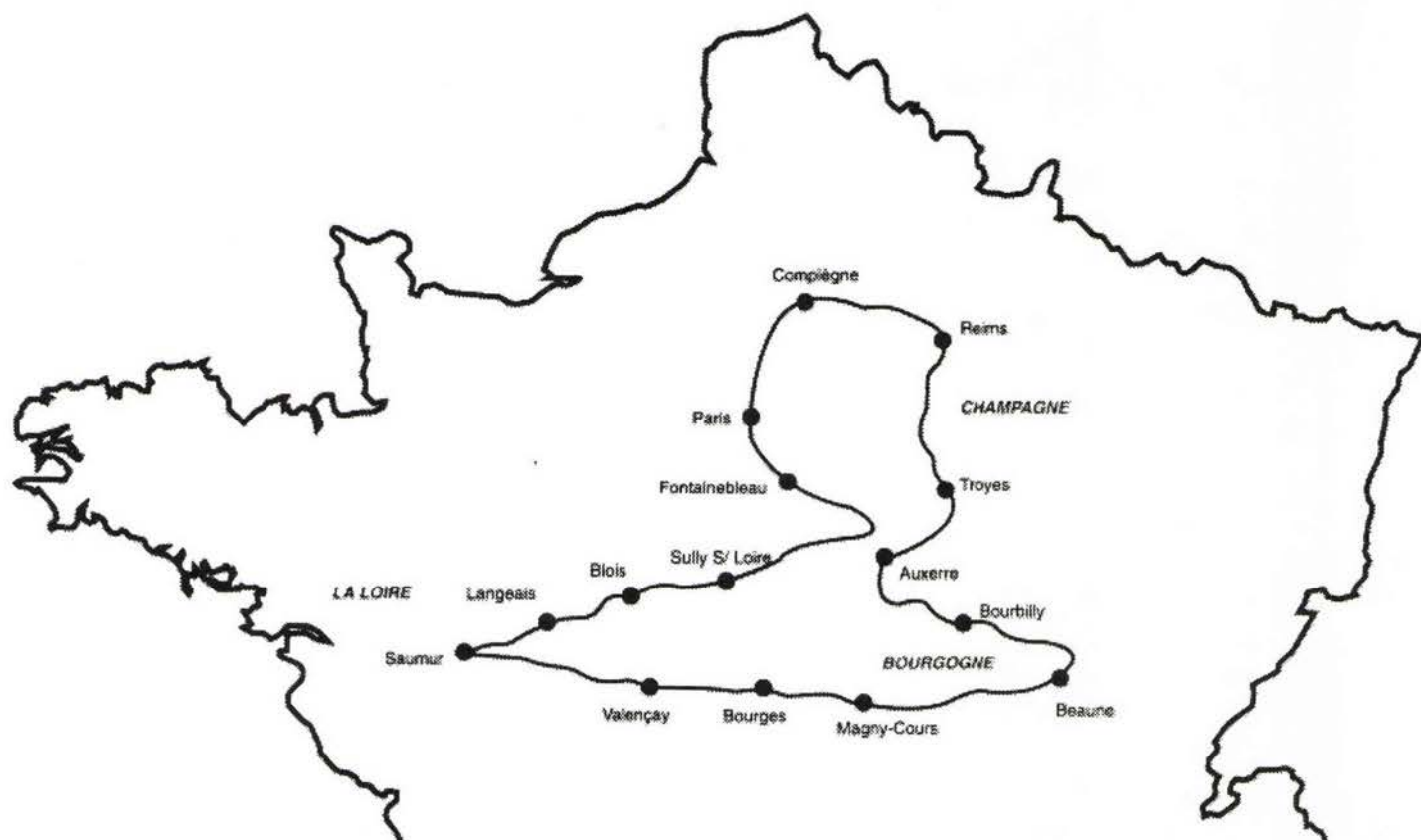
On 18 July 1999 member DePrins forwarded for club files a 110 page hardbound book in color dedicated to this Rally. It is a beautiful book and the editor is pleased to reprint some of the pages and photos which provide information about the International Federation of Historic Vehicles, the 1998 FIVA Rally in France and some of the sights along the way.

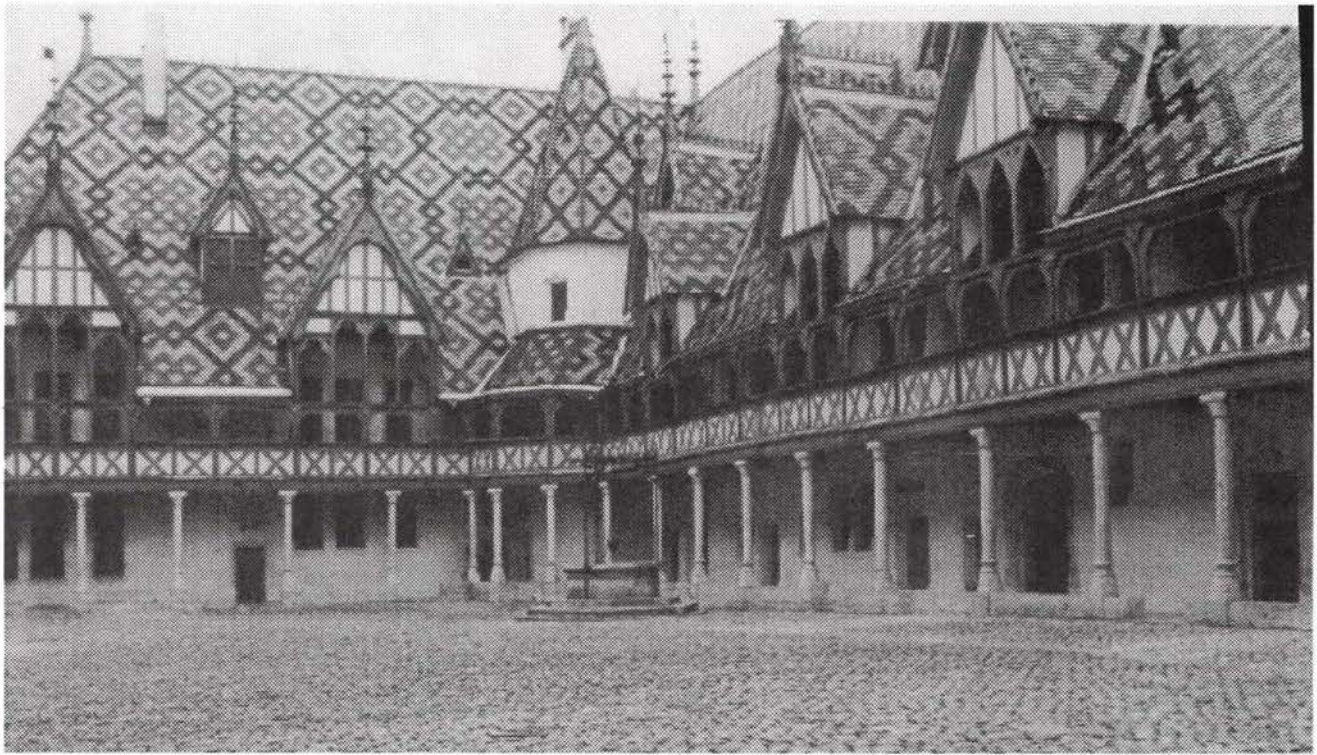
Francis wonders if this might be the first time a Bearcat did this Rally. It was his first tour with the Stutz and it finished in fine fashion. Our many thanks to Francis.

RALLYE MONDIAL F.I.V.A. 1998

Itinéraire

Samedi 19 septembre :	LE BOURGET	
Dimanche 20 septembre :	LE BOURGET - COMPIEGNE COMPIEGNE - REIMS	220 Km
Lundi 21 septembre :	REIMS - TROYES TROYES - AUXERRE	320 Km
Mardi 22 septembre :	AUXERRE - BOURBILLY BOURBILLY - BEAUNE	215 Km
Mercredi 23 septembre :	BEAUNE - MAGNY-COURS MAGNY-COURS - BOURGES	235 Km
Jeudi 24 septembre :	BOURGES - VALENÇAY VALENÇAY - SAUMUR	250 Km
Vendredi 25 septembre :	SAUMUR - LANGEAIS LANGEAIS - BLOIS	180 Km
Samedi 26 septembre :	BLOIS - SULLY S/ LOIRE SULLY S/ LOIRE - FONTAINEBLEAU	235 Km
Dimanche 27 septembre :	FONTAINEBLEAU - CHAMPS ELYSEES	70 Km





The Beaune Hospices - a really historic part of French national heritage.

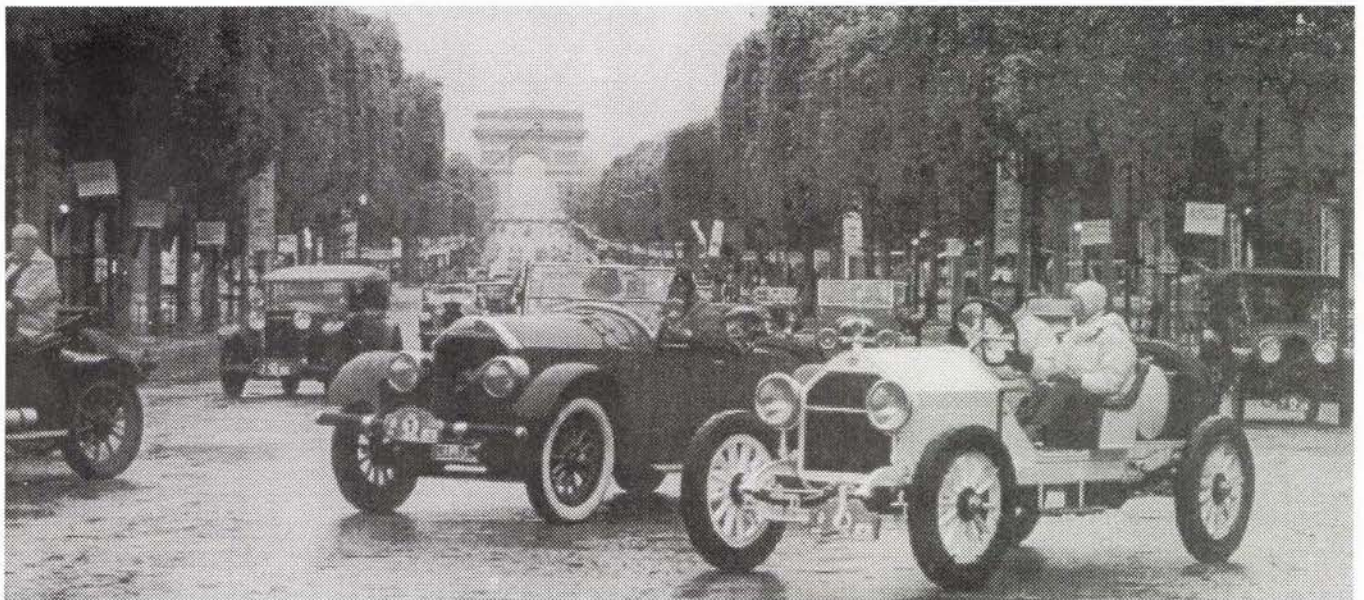
Chateau de Chambord - a nice hunting lodge!





At the Chateau de Fontainebleau the cars were lined up in ranks in the courtyard according to their age. This Chateau is much too large to capture even in two photos this size. Napoleon 1st said goodbye to his personal guard from the top of the steps. The final Gala Banquet was held in the Fontainebleau Hunting Gallery.

Francis DePrins at the wheel of his 1916 Bearcat proudly parades down the Champs-Elysées at the conclusion of the 8-day FIVA Rally. The farewell lunch was held in Exhibition Park where Francesco Guasti invited everyone to come to Italy in 1999 for the next FIVA World Rally.



When the headlines said:

Charlie Schwab Breaks the Bank

The Monte Carlo capers of US Steel? new president outraged Andy Carnegie but never ruffled JP Morgan

On the thirteenth of January, 1902, William E. Dodge, a large stockholder in the United States Steel Corporation, was reading his copy of the New York *Sun* in his comfortable Madison Avenue residence. No event of unusual importance dominated the staid *Sun*'s front page, but Mr. Dodge found a small item in the right-hand column that stirred him deeply. Beneath the headline, SCHWAB BREAKS THE BANK, the story ran as follows:

Monte Carlo, Jan. 12.—Charles M. Schwab, President of the United States Steel Corporation, who has been playing roulette very high here during the past few days, broke the bank this afternoon. He had backed 26 plain and in various ways in maximums had won 50,000 francs. He left the table amid great excitement and a large crowd followed him.

He resumed playing later on another table and lost 15,000 francs on five successive coups. He then resumed his practice of backing a certain number and the contiguous numbers on the cloth to the extent of 1,000, 2,000 or 3,000 francs. He lost every time and his winnings nearly vanished.

Although Mr. Schwab had occasional runs of luck late in the afternoon in addition to his recent

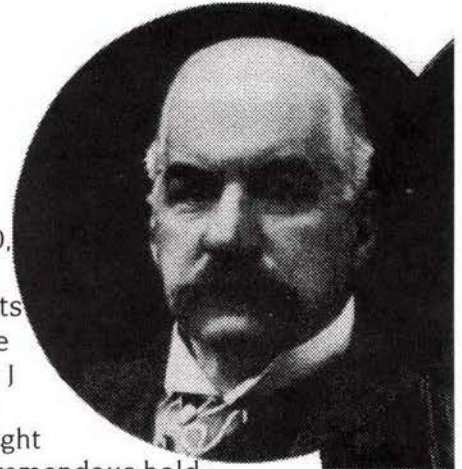
winning of 75,000 francs on two successive coupes, he has already dropped several thousand dollars.



Charles M. Schwab

To Dodge, this brief narrative threatened disaster. The giant United States Steel Corporation, capitalized at \$1,400,000,000, was less than one year old. Its creation by the mighty banker J. Pierpont Morgan, who brought

J. Pierpont Morgan



together the tremendous holdings in ore, blast furnaces, mills, and transportation of Andrew Carnegie, John W. "Bet a Million" Gates, John D. Rockefeller and other tycoons, had been accompanied by serious misgivings and much criticism. Its promise of expansion, order, and efficiency in the vitally important steel industry had yet to be made good. Meanwhile, the monopolistic nature of the company was apparent to every observer; its policies and its very existence were being challenged in the courts. The new corporation was plainly on its good behavior before the public. Should the public form the impression that the president of the corporation was a reckless gambler, the future of what Dodge called "the largest Experiment of Cooperation and Consolidation ever attempted" might be imperiled. That very day Dodge wrote an indignant letter to the chairman of the corporation's finance committee, George W. Perkins, who represented the interests of the House of Morgan. "I have no right to criticize [Schwab's] habits or pleasures," Dodge wrote, "but as the President of the U.S. Steel Corporation the fact that he plays 'roulette very high' and sees no harm in it absolutely changes the view the public has had of his caution, care & business methods. A loss of twenty millions of dollars would have been nothing to this."

At this time President Schwab was blissfully unaware of the excitement he was causing in his native land. He was not to remain so for very long. The next day the *Sun* carried another account of his exploits.

Monte Carlo, Jan. 13.—C. M. Schwab, President of the United States Steel Corporation, who has been playing roulette here for high stakes for several days and who broke the bank yesterday afternoon, repeated this performance ten minutes before the rooms closed last night. He won 54,000 francs on No. 20, which he backed in various ways on maximums.

The Casino was thronged at the time and Mr. Schwab's feat was greeted with cheers.

Previous to this Mr. Schwab had lost many thousands of francs on the same number. Mr. Schwab won three maximums today in fifteen minutes.

Other papers also carried the story. The *World* had him winning heavily on No. 36 while onlookers stood on chairs and cheered, but reported that in the end he lost \$20,000 on his evening's play. The more restrained *New York Times* reprinted the *Sun's* earlier dispatch, and ran in addition an ominous editorial. "A man who is at the head of a corporation with more than a billion dollars of capital stock, which controls a great part of one of the chief industries of a great Nation, and of which the securities are offered to the public as a safe and profitable investment, is under obligation to take some thought of his responsibilities," the editorial ran. "We should suppose that the friends of Mr. Schwab would call these strange stories to his attention in order that he may deny them if he is in a position to say that they are untrue."

The "friends of Mr. Schwab" were quick to take the *Times'* suggestion. An Associated Press reporter named Martin Egan recognized the gravity of the situation when the first reports came over the wires. After failing to reach Schwab's brother, he telephoned his New York office, and urged the steel man's secretary to cable a warning at once. This was done. Independently, James Gayley, first vice president of United States Steel, also cabled an account of what was going on. On the fourteenth alone, Schwab received forty cablegrams dealing with his alleged gambling. But the most drastic action was taken by Schwab's former boss, Andrew Carnegie.

Carnegie was not directly engaged in the

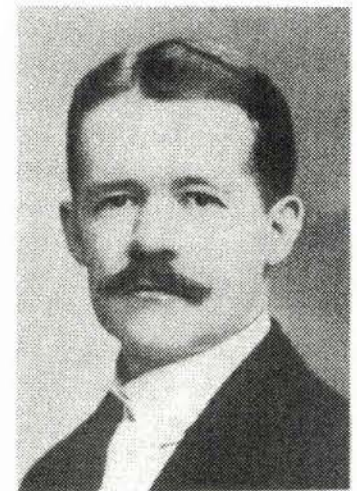
management of United States Steel. When the great trust had been created, Carnegie had pocketed over \$225,000,000 and prepared to devote the rest of his life to philanthropic pursuits. But he was naturally interested in the welfare of his former property. Moreover, he was deeply attached to Schwab. He had picked up Schwab, a "round-faced country boy" of nineteen fresh from Spiegelmire's general store in Braddock, Pennsylvania, in 1881, and raised him within five years to be superintendent of the vast Carnegie Homestead Works.

Schwab had become his trusted lieutenant and his close personal friend. When Carnegie had decided to sell out, it was Schwab who had conducted the delicate negotiations with Morgan. The news that Schwab was gambling at Monte Carlo was a bitter blow to the strait-laced Scot, who was fond of pointing out to the youth of America that the gravest dangers besetting the road to business success were liquor, gambling, and lending money to one's friends. After reading the *Times* editorial, Carnegie cabled to the culprit at once, signing with his code name, "Wakeful":

PUBLIC SENTIMENT SHOCKED. TIMES DEMANDS STATEMENT GAMBLING CHARGES FALSE. PROBABLY HAVE [TO] RESIGN.

SERVES YOU RIGHT. WAKEFUL

This done, he clipped the *Times* editorial and sent it to J. P. Morgan, with the following letter:



George W. Perkins

Confidential

5 West Fifty-first Street, New York Jany 14, 1902

My Dear Mr Morgan

I feel in regard to the enclosed as if a son had disgraced the family.

What the Times says is true. He is unfit to be the head of the United States Steel Co. brilliant as his talents are. Of course he would never have so fallen when with us. His resignation would have been called for instanter had he done so.

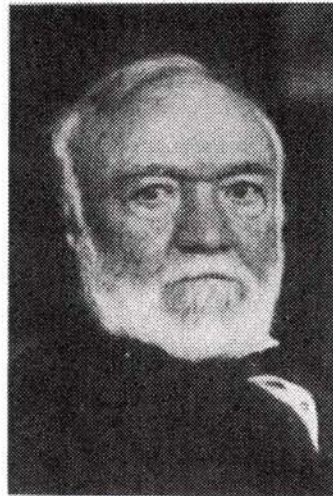
I recommended him unreservedly to you. Never did he show any tendency to gambling when under me, or I should not have recommended him you may be sure. He shows a sad lack of *solid* qualities, of good sense, & his influence upon the many thousands of young men who naturally look to him will prove pernicious in the extreme.

I have had nothing wound me so deeply for many a long day, if ever.

Sincerely Yours

Andrew Carnegie

Schwab, the unsuspecting cause of this righteous indignation, received the cables of Carnegie and other "friends" at Nice. He had arrived in France what was later described as a combined business a pleasure trip with his wife and a small party of friends including his personal physician, Dr. C. O. Goulding and Charles T. Schoen, recently retired president of the Pressed Steel Car Company. He had been working hard for months, first at arranging the sale of the Carnegie holdings to Morgan and then at the complicated task of helping to create the world's first billion dollar corporation. A charming, witty, happy-go-lucky sort, he knew how to enjoy himself when opportunity offered. In Paris he had purchased "a big fast automobile," which he proceeded to drive to Nice in the then sensational time of eighteen hours. In Nice he had joined other friends, including Baron Henri Rothschild and Dr. Griez Wittgenstein, head of the largest steel works in Austria, who was known to the press as "the \$100,000,000 steel man from Vienna." They made, as Schwab later confessed, "a jolly party. . . racing all over the Riviera" in the new automobile. On four separate occasions they dropped into the casino in Monaco to play



Andrew Carnegie

roulette.

Their play, Schwab insisted, was completely casual "and simply for amusement." True, they were betting what were called "maximums" (nille louis d'or), which were worth about \$36, and occasionally when a member of the party won he left his chips on the cloth for a second play. But at no time

did any of them win or lose any considerable sum. Indeed—and for some reason this seemed vital in Schwab's eyes—they never actually sat down at the table. They had created no disturbances, attracted no special attention, and had certainly not broken the bank. When indignant cables began to descend upon him, Schwab was dumbfounded. "To say that I was astonished and chagrined," he wrote a friend, "is putting it mildly."

He was also badly frightened, especially by the thought of what might be going on in the New York office of J. Pierpont Morgan. No cable had reached him from that source, but President Schwab knew who really ran the United States Steel Corporation. He therefore cabled George Perkins, who was known to the readers of the newspapers as "Morgan's right hand man":

AM ADVISED THAT THERE HAVE BEEN SENSATIONAL PUBLICATIONS REGARDING GAMBLING.... DID PLAY BUT SENSATIONAL STATEMENTS OF GREAT WINNINGS AND LOSSES ABSOLUTELY FALSE. FRIENDS ADVISE BY CABLE THAT SHOULD RESIGN. OF COURSE WILL DO SO IF MORGAN THINKS I SHOULD. SORRY. CABLE ME AT BRISTOL HOTEL VIENNA ANY ADVICE OR INSTRUCTIONS.

This cable reached the Morgan offices at the corner of Broad and Wall streets at about the same time as Carnegie's letter to Morgan. The great financier and his "right hand man" compared notes. As a result, Perkins cabled Schwab:

VERY SENSATIONAL REPORTS IN NEWSPAPERS.... THINK IT ADVISABLE AND IMPORTANT YOU CABLE SUCH A MESSAGE AS GAYLEY CAN GIVE NEWSPAPERS AND STOP BAD EFFECT.

When this order reached Nice, Schwab prepared a brief statement, which was published in the New York papers on the fifteenth. "I have been on an automobile trip through the south of France with a party of friends," he announced. "I did visit the Casino at Monte Carlo, but the statements of sensational gambling are false." But he realized that this was a pretty lame explanation, although it did have the virtue of being true. Mr. Morgan deserved a fuller account. However, one does not approach an emperor directly; Schwab addressed his letter to Perkins.

"I am sorry that my visit to the Riviera and especially to Monte Carlo should have provoked so much publicity," he wrote. He described what had actually taken place, stressing his erect position while following the little spinning ball and the respectable Company he had been with ("Lord Rothschild was with me"). He also admitted the error of his ways. "I can see now that it was a mistake. Of course. If the mistake was of such a character as to injure our company . . . by all means you should permit me to quietly resign.... Frankly cable me what Mr. Morgan and yourself think." But he could not resist adding that fate had treated him very badly. "I have been coming here for 15 years," he complained. "I always visit the Casino on acct of its orchestra." And he signed himself "Sorrowfully Yours." He also dispatched another long cable to Perkins, summarizing the situation:

MY ONLY REGRET IS THAT MR MORGAN SHOULD BE ANNOYED AND I WILL DO ANYTHING HE DESIRES.... HAVE GAYLEY DO ANYTHING IN THE MATTER YOU SEE FIT.

Back in New York the excitement and indignation were not stilled by Schwab's weak public statement. The yellow press pushed the story for all it was worth. Wall Street was full of rumors that Morgan had given Schwab a terrible dressing-down via cable, and even before Schwab's announcement was released the Journal had carried the headline: MORGAN TO SCHWAB: STOP GAMBLING. The Times, which had questioned the authenticity of the original reports, now condemned his actions. How, asked the Times, could a man of Schwab's responsibilities "join the intellectual and social dregs of Europe around the gaming tables of Monte Carlo, and there make a more or less prolonged effort to 'beat' a game which to a mathematical certainty cannot be beaten?"

Fortunately for Schwab, the House of Morgan was unmoved by the clamor. Perhaps Morgan, whose own pleasure seeking was a constant source of interest to the newspapers, shared Schwab's fondness for the casino orchestra. In any case, Perkins had begun to "straighten out" the press as early as the evening of the fourteenth, and after receiving Schwab's elaborate cable of the fifteenth, he hastened to reassure the beleaguered gambler that he would not have to resign. "Any friends that cable you as you say are pretty poor sort of friends and under no circumstances should you take any such step," he ordered. After another day of "straightening" the situation was well in hand, and Perkins cabled again to Schwab, who was by then in Vienna:

EVERYTHING ALL RIGHT. ANDREW CARNEGIE AND SEVERAL OTHERS WERE VERY MUCH EXCITED BUT THEY DID NOT MAKE THE SLIGHTEST IMPRESSION ON MR. MORGAN. DO NOT GIVE THE MATTER ANY FURTHER THOUGHT OR CONSIDERATION. GO AHEAD AND HAVE A BULLY GOOD TIME.

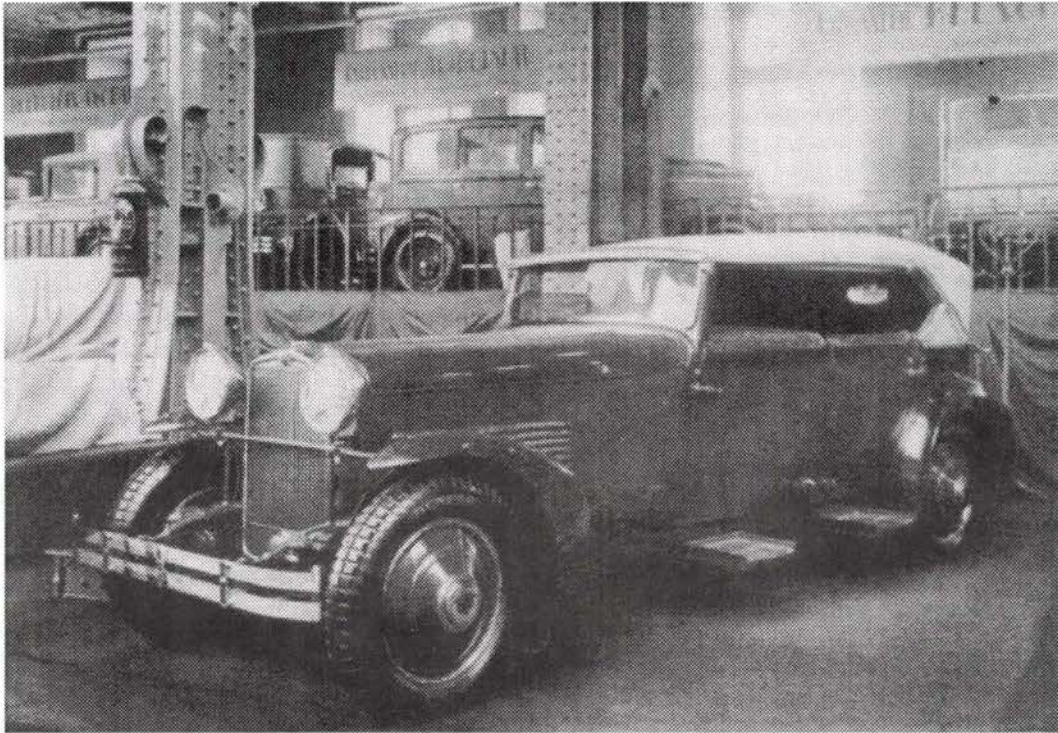
The worst of Mr. Schwab's ordeal was over. "Many thanks," he cabled Perkins. "Appreciate Mr Morgan's attitude more than possible to express. Am his to command always."

For the remaining three weeks of his tour the president of the United States Steel Corporation attended strictly to business. "If I have injured our great company in America," he wrote from Berlin on January 26, "I have done it very much good in Europe." In Vienna he was received by Emperor Francis Joseph; in Berlin he made a speech on the expansion of American trade. But he was still worried about his adventures at Monte Carlo, and inquisitive reporters plagued him continually for further statements about his future in the great trust. Finally he wrote Perkins again for reassurance, and he asked how he should handle the American reporters when he arrived in New York. "Steel Co. first—me second," he said. "Do what you think best.... I'll do anything Mr. Morgan wants. He's my idea of a great man. Carnegie has condemned me without a hearing. Mr. Morgan, a new friend, is broader gauged by far. I'm his to command."

But Schwab had no reason to fear for his job. By the last week of January his letter explaining the affair had reached Perkins, and Perkins, of course, had read it to Morgan. "That's a good

continued on page 25...

Clippings of Note



by Ray Katzell

Brooks Brierly brought the above photo from the National Archives to my attention and I wish to credit him for doing so. It shows a 1929 Stutz Speedster with pontoon fenders by Hibbard & Darrin on the long-wheelbase (145 inch) chassis. We have known of those fenders on a cabriolet and a town car, but this is the only time I've seen them on a speedster. (Member Judge Joseph C. Cassini currently owns the 1929 convertible Hibbard & Darrin, Ed.)

The Stutz shown above was exhibited at the Paris Salon and seems to have European touches, eg. the headlamps. Hibbard & Darrin had a shop in Paris.

The clip that follows on page 12 was from an article on "100 Greatest Sports Cars," two of which are Stutzes, printed on page 117 of the British magazine AUTOCAR, 2 June 1999.

Ed's Note: While we are very pleased to note this good recognition of Stutz in the sports car world, the text of these articles falls a bit short. FE Moskovics did not take over as president of Stutz until February 17, 1925, almost six years after H.C. Stutz left on July 1, 1919. William N. Thompson ran the company in between. Also, the Ideal Motor Car Co. began to promote the Stutz Bear Cat in 1912 and as Bear-cat in 1913 (see pages 36, 37, 41 and 43 of *The Splendid Stutz*). A six-cylinder Bear-cat was added to the line in 1913 as Series 6B.

Car collector gives college \$1 million

WISCONSIN – According to a May 6 article in the *Milwaukee Journal-Sentinel*, car collector David V. Uihlein, Sr. – and his wife Margery – donated \$1 million to the Milwaukee School of Engineering to endow a chair at its business school.

Uihlein, grandson of the founder of the Schlitz Brewery, owned a company called Banner Welding Systems. He retired five years ago. The chair will honor his friend Robert Spitzer, who was president of MSOE for 14 years starting in 1977.

Uihlein's is involved with old cars and vintage racing. He has a race car museum in Cedarburg, Wis. He and his mechanic maintain a 25-car collection.

In 1998, Uihlein offered eight Classic cars valued at \$1.2 to \$1.6 million in a California auction. Five sold. A sixth vehicle was sold recently. He told the newspaper that some proceeds from the sales were used to fund the endowment. He said that making a gift to the school had been on his mind for quite awhile.

Uihlein sponsors a meet for Miller race car owners in Milwaukee each July.

From Old Cars,
May 27, 1999 p. 3

Mr. Uihlein is
Stutz Club Charter
Member No. 143.
Who bought the 1914
Stutz Series 6E
Bearcat auctioned
from his collection?

STUTZ BLACK HAWK

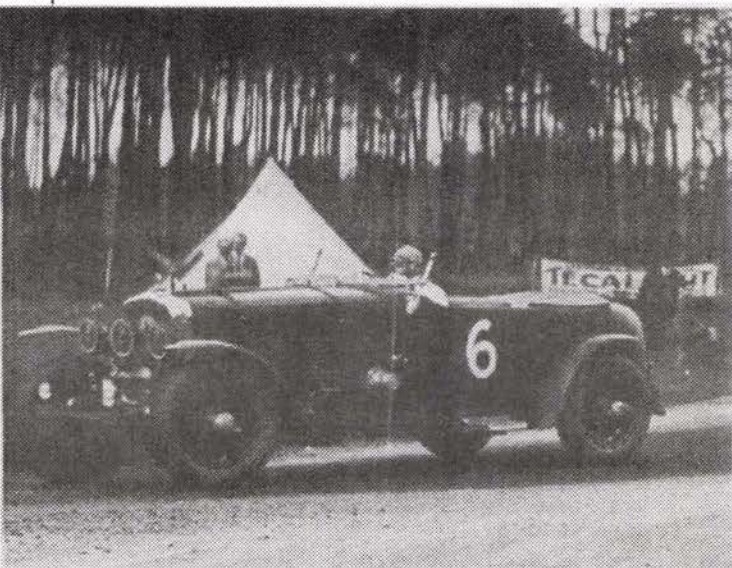
LAUNCHED 1927



One of the few cars capable of challenging the Bentleys at Le Mans was the

Stutz Black Hawk Speedster, fastest of the new Model BB Vertical 8 range. Harry Stutz had sold out in 1919 aged 42

handsome boat-tailed Speedster with the aid of a gifted young racing driver named Frank Lockhart, and followed Stutz tradition by proving it on the race track. The three-car team entered in the 1927 Labor Day 150-mile Race at Atlantic City finished 1-2-3, with the winning



Black Hawk proved mettle on track; came home second at Le Mans

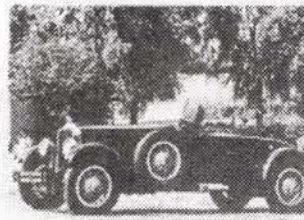
STUTZ BLACK HAWK

Year launched	1927
Price new	\$385 (chassis)
Engine	8 cyls in line, 4850cc
Power	125hp
Transmission	3-speed manual, rwd
0-60mph	14s
Top speed	85mph

to launch another marque, the HCS, and the Stutz company was now run by engineer Frederick Moscovics. He appreciated the importance of competition and developed the



5.0-litre straight eight under bonnet



Handling matches handsome looks

car averaging over 96mph.

Although a Black Hawk lost a much-publicised 24-hour match race against accessory king Charles T Weymann's Hispano Suiza at Indianapolis in 1928 when a valve failed after 19 hours, much was revealed about the relative merits of the two cars. The Stutz could corner faster than the Hispano and, though the 8.0-litre Hispano had better low speed acceleration than the Black Hawk, the Stutz had the edge over 80mph because of its superior breathing characteristics.

Impressed, Weymann entered a Black Hawk for that year's Le Mans 24-hour race. It forced two of the three-car Bentley team out of the race, led for many hours and only fell back when its driver was forced to hold top gear in engagement for the final four hours. Nevertheless, it finished a close second.

VERDICT

A real Bentley challenger, this one. During the heavily publicised 24-hour match against a massive 8.0-litre Hispano Suiza, the much less powerful Stutz showed its class, even though it failed to finish.

STUTZ BEARCAT

LAUNCHED 1914



They called the Stutz "the car that made good in a day" after a racer built to

demonstrate the reliability of the company's three-speed transaxle finished eleventh in the inaugural Indianapolis 500

While he fulfilled the orders for Stutz cars, he entered stock models in races across the US.

His early products were strictly touring models, but when Stutz driver Earl Cooper was declared US National Champion for 1913, demand



Bearcat low on creature comforts, but it was built with one priority: speed

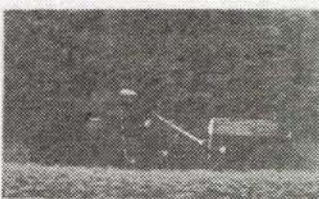
STUTZ BEARCAT

Year launched	1914
Price new	\$2100
Engine	4 cyls in line, 6386cc
Power	60hp
Transmission	3-speed crash box, rwd
0-60mph	8.5s
Top speed	80mph

in 1911. Company founder Harry Stutz called his car a "slugging roughneck", but he was determined to refine the design and build "the best and fastest motor car in America".



Roadster cashed in on race success



Choice of four or six-pet engines

exceeded supply to the extent that Stutz lost sales to its rival Mercer. Harry Stutz decided to capitalise on his company's racing success, particularly after Gil Anderson scored a runaway victory in the Elgin National Road race at an average speed of over 71mph. The stark Bearcat Roadster was added to the line-up for 1914 to capitalise on what would nowadays be termed the youth market.

The Bearcat was available with a choice of four or six-cylinder engines, and larger brakes were fitted to cope with the additional performance.

Which is the better car, the Stutz or the Mercer? The Mercer is probably better built, but in a no-holds-barred track test, the Stutz, which has a more powerful engine and a slight edge on speed, would almost certainly emerge the winner.

VERDICT

This is the archetypal raceabout of the era - a muscular drive for fresh-air fiends only. Today you'd say it was aimed at the youth market. Not as well built as arch-rival Mercer, but has the edge on power and speed.

1913 Overland 69T

Second only to Ford in its day

BY BILL MCGUIRE

Where the old Lake Shore and Southern Michigan Railroad crosses Central Avenue, in the heart of what was once the manufacturing district of Toledo, Ohio, stands a cluster of decaying buildings that could well be the oldest operating automobile plant in America. Cars have been built on this site since 1899.

The first building went up in the 1890s as a bicycle factory, and more structures were added when it was absorbed into A.A. Pope's Columbia bicycle trust. Soon, Pope's ambitions shifted; the American Bicycle Co. of Toledo became the International Motor Car Co., and steam cars under both the International and Toledo brand names were built there, beginning in 1899.

Then came gasoline cars, including the Pope-Toledo, one of the magnificent monsters of the brass era. Col. Pope's empire fell apart and in 1909, John North Willys, who had taken over the Overland Automobile Co. of Indianapolis, moved his growing enterprise into the facilities.

"The Overland" is what Toledo old-timers still call the maze of careworn brick buildings, though they were eventually taken over for production of Jeeps and Jeeps are made there to this day.

In 1913, though, General Motors was in its infancy, the United Motors combine was in collapse, and Willys-Overland was the second-largest producer of automobiles in America. It was a somewhat distant second, producing 40,000 cars to Ford's 130,000, but the Overland brought Toledo some boom years.

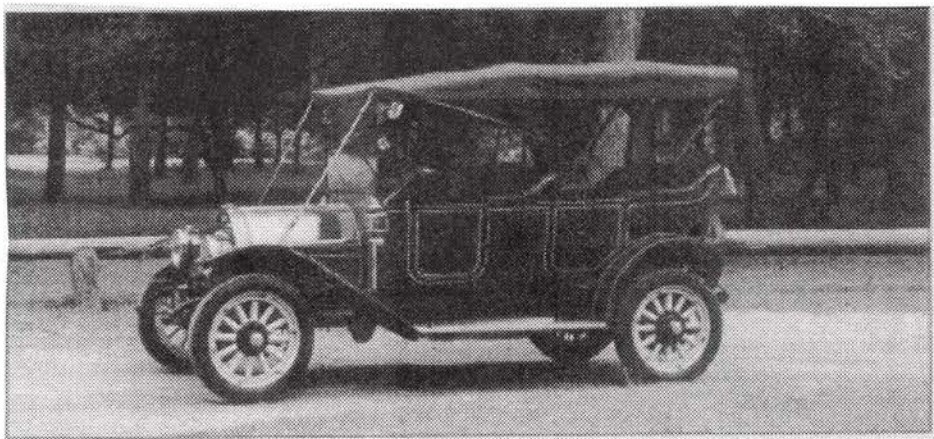
Willys-Overland's initial success stemmed from offering well-equipped, low-priced cars like the 1913 Overland 69T. On a tidy 110-inch wheelbase with 34-inch wheels, it was soundly engineered but no trendsetter. Each of the four cylinders in its 226.2-cid, 30-hp engine was individually cast, most

of its side-valve hardware was exposed and, to counter the 4.5-inch stroke, the crankshaft was offset from the bores. The dry cell and magneto dual ignitions came from Remy, and the carb was an Indianapolis Schleber.

One interesting way to study this era is geographically; cars built in particular regions seem to share design traits.

engineer at Marion, an Indianapolis automaker controlled by Willys. Many of the Overland 69's specifications, it turns out, are quite similar to those of the Marion 30-hp.

The conservative, derivative design may have helped bring the 69T in at the low price of \$985, despite including features such as a Stewart speedometer, mohair top



THE 1913 OVERLAND SHARED MUCH—including a 30-hp rating—with Willys-owned Marions.

"The Overland," as Toledo old-timers still call the complex, has built cars since 1899.

For instance, monobloc engine castings as well as "unit" construction (that is, with the engine and transmission bolted directly together—obvious now but difficult then) might be called the Detroit way, led by the influential Model T. One feature that crops up often in Indianapolis cars, and the Overland as well, is the "unit transmission-axle," with the transmission built into the live rear axle. (Early Packards—from Warren, Ohio—also used this layout.) The design posed problems, unsprung weight being one. Worse, it exposed the simple sliding-gear transmissions to road shock, creating a tendency to jump out of gear.

Still, it was a recurring Indianapolis idea, especially favored by Harry C. Stutz, who before starting his own company was chief

and four-door touring bodywork.

Lighting was furnished by a Prest-O-Lite tank on the right running board, which also fed the "self-starter." This optimistically named gadget simply admitted acetylene from the lamp's supply into the engine cylinders for start-up. If the throttle and spark levers on the steering wheel were set just so, and a cylinder was up on the power stroke, one just might be able to fire the acetylene and get the engine to catch without using the handcrank... or not. It was no competition for the reliable electric starter pioneered by Charles Kettering.

After a full century of manufacturing automobiles, the assembly line at The Overland is still running, but it won't be for much longer. Only a few miles from the ancient plant with its tall smokestacks still bearing the Overland name in large, vertical letters, the parent company, DaimlerChrysler, is breaking ground on a new, modern Jeep facility.

The Overland was first manufactured in Terre Haute, IN by Standard Wheel Co. 1905-06 and later by Overland Auto Co. in Indianapolis 1907-1913. See reference to Marion and Harry C. Stutz!

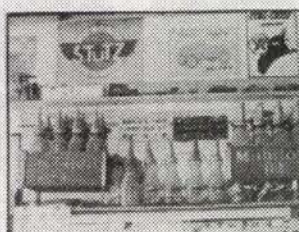
The A.K. Miller Story - revisited

It will be six (6) years this fall since charter member Alexander Kennedy Miller (member no. 76) passed on and three (3) years as of September 7-8, 1996 since Christie's auctioned the Miller Collection. Mrs. A.K. (Imogene) died on February 1996 at the Miller home in Montclair, New Jersey. Christies used the Miller home in East Orange, Vermont for auction headquarters.

The editor placed the Stutz Club banner on the front of the house and greeted members and members to be. Over 50 members were present. These two photos taken by member Norman Miller bring back memories of this exciting event. The large tent across from the house was inadequate to say the least - it was "standing room only" if you could find a place. If the Stutz cars could talk they could tell us some great stories about what has happened to them since exiting the barns and sheds with new owners. We have featured or mentioned several of the cars in Stutz News during the past three years and look forward to follow-up articles about other Stutz and HCS cars and the firetruck. If you have one or more cars from the AK Miller Collection, please tell us the status and provide photos.

We have just learned that the 1933 DV-32 Roadster beautifully restored by Calvin High is now owned by new member Charles B. Key of Dallas, Texas. This Stutz is entered in the 1999 Concours d'Elegance at Pebble Beach. James D. Crank reports that member Stan Lucas is restoring the rare 1913 Stutz Series 6B Bearcat (6 cyl.). We hope member Drew Lewis will share with us an account of his restoration of the 1914 Stutz Series 4E Six-Passenger Touring. It sure captured a lot of looks on the Hershey Show Field. Member Rany Ema has been getting Jay Leno's 1920 Stutz Series H Bearcat in shape for Jay to enjoy. Do give us your inputs for Stutz News. There were a total of 37 Blackhawk, HCS and Stutz in the Christie's Auction in September 1996.

Those who may have wondered where the large Stutz Service sign ended up from the AK Miller Auction will be pleased to know it can be seen hanging in Steve Morris Auto Sales located on US Route 302 in Orange, Vermont, about five miles from the Miller residence. Morris relates: "Old Man Miller used to chase us out of



Oil containers of every imaginable size and shape are located throughout the shop. Morris claims that these are getting harder to find.



The prize possession of the Morris collection is an authentic Stutz service sign that was purchased at the A.K. Miller auction in 1996. It hangs under protected quarters inside as it is extremely rare and in remarkable condition.

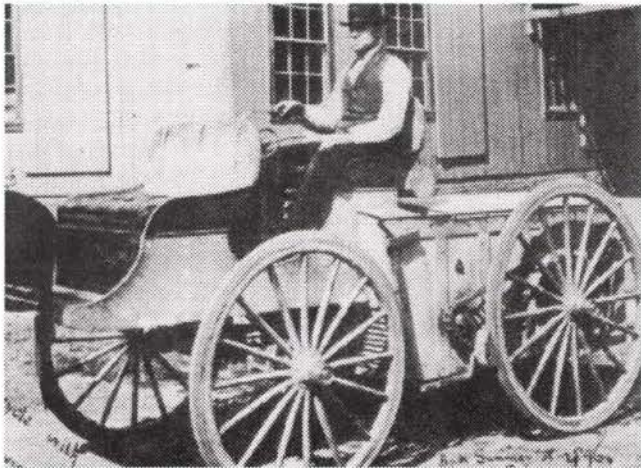
there when we were kids. We always knew he was a pack rat, but we never dreamed that he had so much wealth just lying around that place." (See *Automobilia* by Dennis David, *Car Collector*, September 1999, page 72.

A Most Unusual Stutz

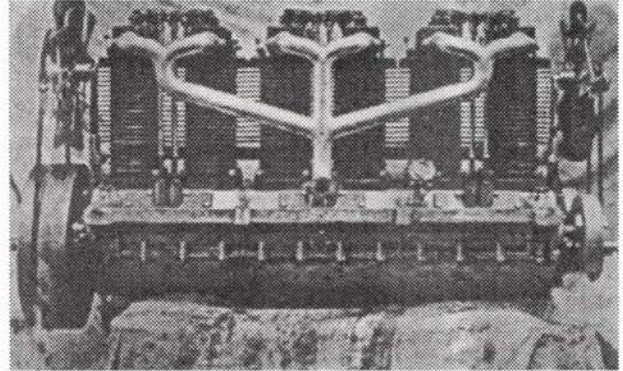
This article is based upon inputs received from member Cornelius W. Hauck, an article "Reeves and the Automobile" published in the Horseless Carriage Gazette, Sept-Oct. 1968 and information about Milton O. Reeves published in the Summer 1987 issue of Mature Living by the Indiana Department of Human Services.

Milton Reeves of Columbus, Indiana was part of the Reeves Pulley Company and a prolific inventor. When he passed away in 1925 at age 60, he held over 100 patents His proudest possession was the Edward Longstreth Medal presented to him by the Edison Institute in 1910, for the design and development of the variable speed transmission. This device is among the rather limited number of "basic" patents - true firsts - issued by the US Patent Office, and one of the first two built was used to vary the speed in one of the first American cars.

Here Reeves sits at the tiller of his first motorized vehicle of 1896 which he called "Motocycle"

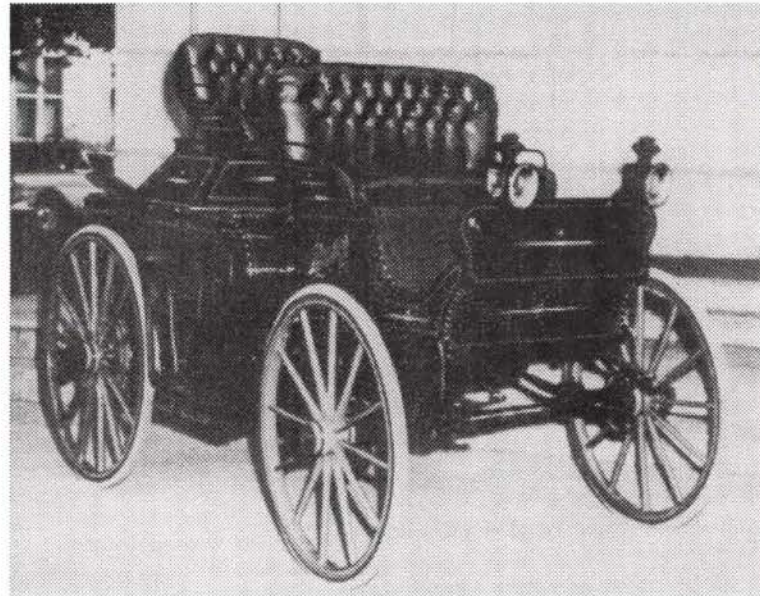


By 1905 or so, Reeves was producing attractive cars with air-cooled engines and motors for the trade, and according to the Gazette article in 1907 he was employing the services of both Clessie Cummins and Harry Stutz, and that may be why Stutz later used Reeves air-cooled motors in his first cars for Marion. The Reeves "Big Six" air-cooled engine of 1906 was one of the first six cylinder automobile engines and it used two fans, one at each end of the engine, for maximum

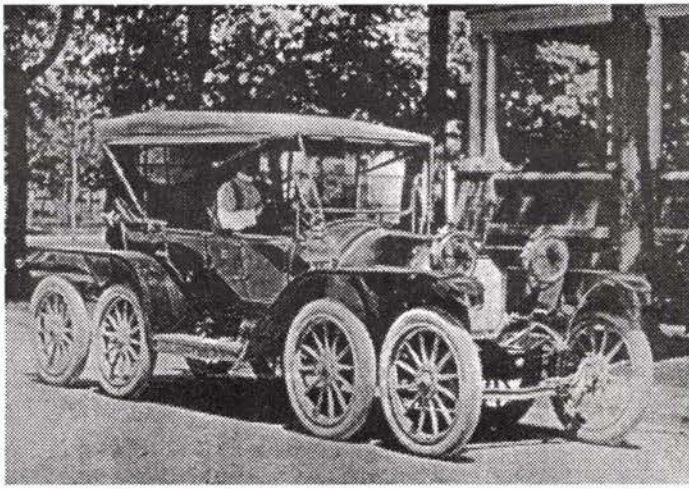


cooling. In 1910 Reeves quit making his motorcycles such as the one shown here to concentrate on even more exotic designs. High wheeler's such as this must have been a bit scary on rough roads at speed with no seat belts.

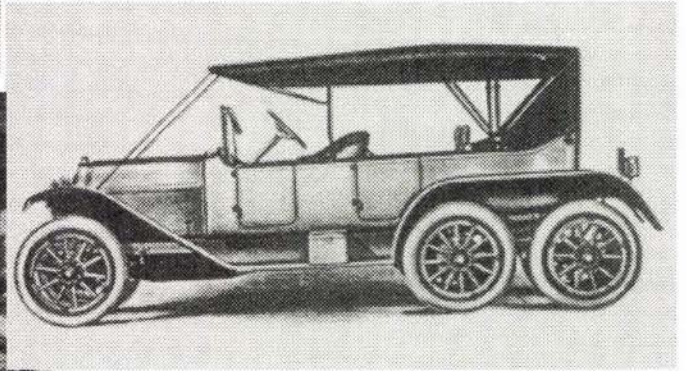
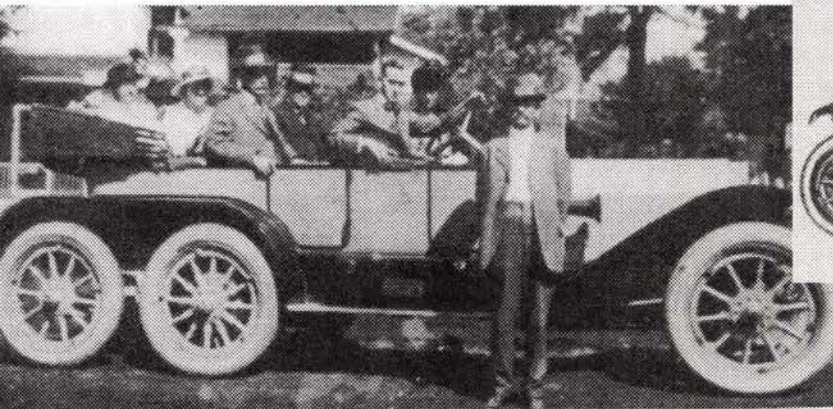
The IMS Hall of Fame Museum in Indy has one of these early Reeves "buggy-mobiles".



The revolutionary "Octoauto" of 1911 was a modified standard Overland four-door touring with a wheelbase of 180 inches and an over length of 248" equipped with 34 inch wheels. The ingenious steering operated three pairs of wheels with the forward rear driving wheels the pivot point (6-wheel steering). Although the "Octoauto" proved to be truly smooth riding as Reeves had desired,



lengthy road testing revealed a major drawback--it was much too long. Recognizing this problem and feeling that ride comfort was only needed under the rear seat passengers, Reeves reworked the car and it reappeared with the original Overland front suspension, but retained the rear suspension and steering. Thus, the Sexto-Auto was born and the Reeves Sexto-Auto Company to produce it. However, the car didn't have a good solid appearance and only carried four passengers. So, Milton Reeves turned to Harry Stutz for something better.



Shown above is an artist's drawing from the Stutz-Chassis Sexto-Auto built by the Reeves Company in Columbus, IN.

Sexto-Auto: After producing an eight-wheeled Octo-Auto, Reeves built this Sexto-Auto, which had a normal front axle. Photo taken in 1913 at Piqua, Ohio during one of several cross-country jaunts.

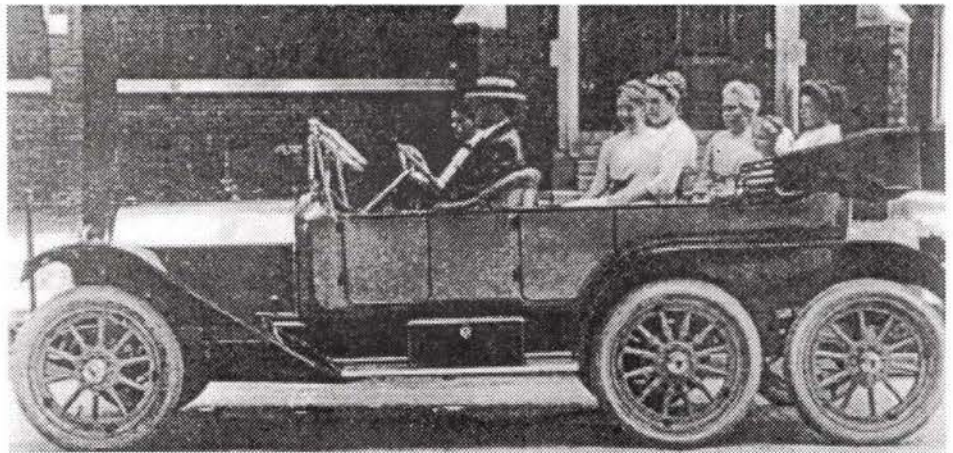
"Sexto-Auto"

SPECIFICATIONS:

<i>Motor</i>	4¼x5½ T head.	<i>Starter</i>	Gas.	<i>Steer</i>	Gemmer.
<i>Oiling System</i>	Force feed thru hollow crank shaft.	<i>Transmission</i>	Stutz special.	<i>Control</i>	Right—inside.
<i>Wheel Base</i>	158 inches from center to center of outside pairs of wheels.	<i>Driving Axle</i>	Stutz special.	<i>Clearance</i>	10 inches.
<i>Gauge</i>	56-inch.	<i>Front and Rear Axle</i>	Timken.	<i>Trimmings</i>	Black and nickel.
<i>Wheels</i>	1¾ spokes, 10 spokes front and rear, 12 spokes center or drivers.	<i>Front Springs</i>	Semi-elliptic.	<i>Upholstering</i>	Best hand-buffed leather with covers.
<i>Rims</i>	Baker demountable.	<i>Rear Springs</i>	Double semi-elliptic.	<i>Top</i>	Finest grade silk mohair with slip cover.
<i>Tires</i>	34x4½.	<i>Ignition System</i>	Eisman latest improved.	<i>Windshield</i>	Adjustable French plate glass.
<i>Lighting System</i>	Esterline electric. Generator with storage battery.	<i>Carburetor</i>	Schebler or Stomberg.	<i>Seating Capacity</i> ... Six.	Fully equipped with speedometer and tools.
		<i>Cooling System</i>	Centrifugal pump.	<i>Price</i>	\$5,000
		<i>Radiator</i>	Honeycomb.		F. O. B., Columbus, Indiana
		<i>Clutch</i>	Multiple disc.		

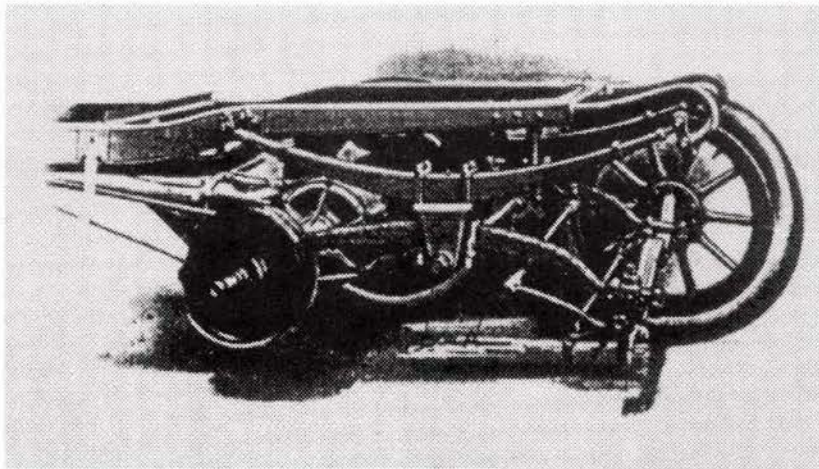
Milton O. Reeves obtained a brand new 1912 Stutz Model A six passenger touring from Harry Stutz in 1912 and converted it into his Sexto-Auto. Only one was built and none were sold. In 1917 this Sexto-Auto was rebuilt as a standard four-wheel Stutz and then sold. Wonder where it is now?

The Sexto-Auto had four wheel steering and one wonders what kind of feel this had. There's no question the design was unique and the car must have attracted a lot of attention. The wheelbase and overall length was still quite long. It's quite surprising that no Sexto-Autos were sold. Maybe it was just too different or too pricey?

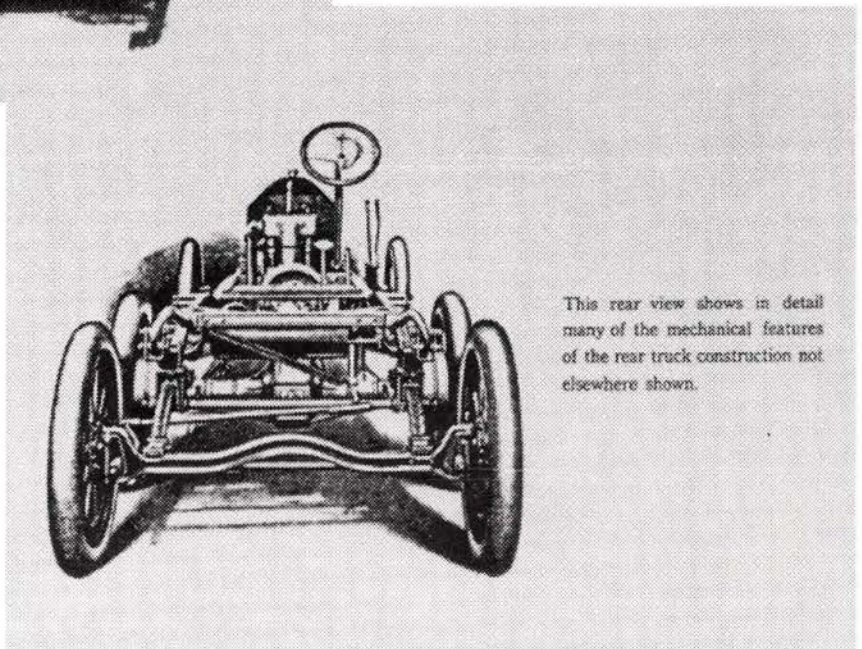


Reeves Sexto-Auto Built in 1912. M.O. Reeves and his son, Carl, share the front seat

The Reeves-Stutz on one of its cross-country outings. You will note that right-hand steering prevailed. The price of this luxury car was \$5,000 FOB Columbus, Ind.



This illustration shows a side view of rear truck.



This rear view shows in detail many of the mechanical features of the rear truck construction not elsewhere shown.

StutzWrench

by Stephen P. Dean

The oil drain plug on one of my 8 cyl. motors was "buggered" by someone in the past installing a pipe thread plug. The correct plug is a 5/8" - 18 thread. NAPA sells oil drain plugs that are oversized with self-tapping threaded pointed ends.

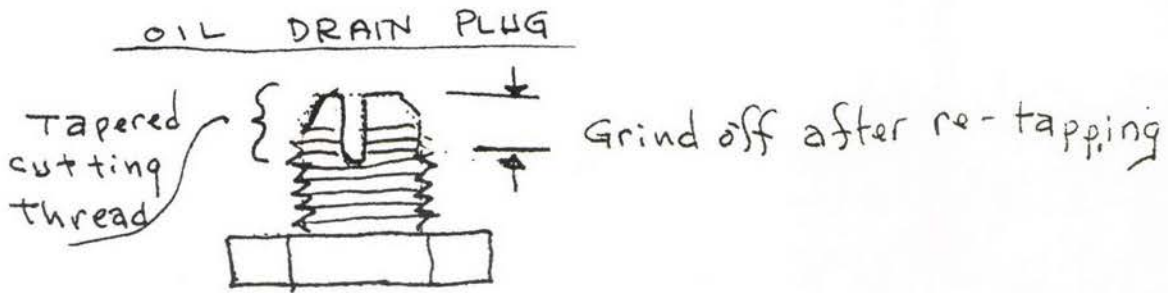
ONE CAUTION: The oil strainer must be removed from the side of the oil pan as the self-tapping drain plug extends up just a bit too much and interferes with the wirecloth strainer. After removal of the strainer, follow directions supplied and then grind off the end of the plug per sketch, about 3/16". You can eye-ball the fit by looking in the oil strainer hole with a flashlight. Make your fit with the gasket on or you will grind off too much. Fit the plug flush, with the gasket on, to the inside

of the pan and re-install the oil strainer.

This worked great, cost is under \$3.00 and saved removal of the pan. Its probably a good idea to carry one of these as a spare and/or use anyway to "cherry-up" 70 years of thread abuse..

NAPA has these self-tapping oil drain plugs in other sizes, single, double and triple oversizes depending on the diameter. This might solve problems in non-Stutz applications for the reader. I've seen them in "chain" auto part stores as well but normally in 1/2". I went to NAPA for the 5/8" - 18 and they tend to carry the full range of sizes.

Do you need a Clutch Alignment tool for your 8 cyl.? For \$5.00 you can buy a plastic tool NAPA (P/N675-1620) that fits. Another good deal.



NAPA P/N 704-1084
oversized 5/8"-18 Single

lower stroke of the piston

I noticed the following in Motor West, October 1928 giving the dates of Salons and Auto Shows. You may find it helpful as a reference.

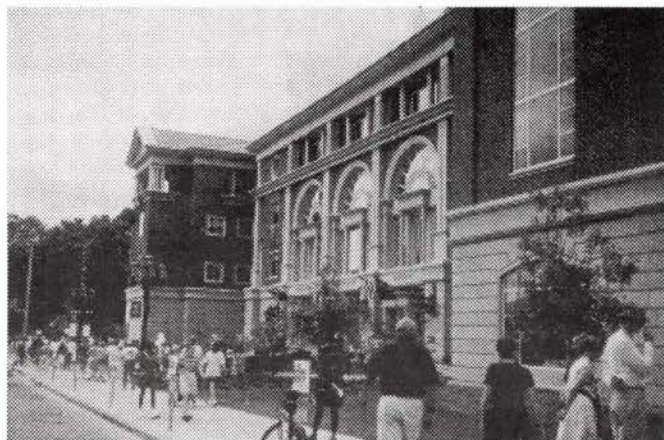
Calendar of Coming Events

- Oct. 4-14—French Automobile Salon, Paris, France.
- Oct. 11-13—Convention American Gear Manufacturers' Association, Statler Hotel, Buffalo, N. Y.
- Oct. 11-20—Olympia Show, London, England.
- Oct. 22-27—Convention and show Automotive Equipment Assn., Coliseum, Chicago, Ill.
- Oct. 29-Nov. 3—National Standard Parts Assn. show, Auditorium; convention, Hollenden Hotel, Cleveland, O.
- Nov. 6-9—Fifth Annual Salon of Los Angeles Motor Car Dealers' Association, Biltmore Hotel, Los Angeles.
- Nov. 8-18—Automobile Show, Berlin, Germany.
- Nov. 19-22—Annual Convention, National Tire Dealers' Assn., Boston, Mass.
- December—Annual Banquet, Automotive Maintenance Assn., Seattle.
- Dec. 2-8—Salon, Hotel Commodore, New York City.
- Jan. 5-12—National Show, New York City.
- Jan. 10—Annual Dinner S.A.E., Hotel Astor, New York City.
- Jan. 15-18—Annual Meeting S.A.E., Book-Cadillac Hotel, Detroit.
- Jan. 26-Feb. 2—National Show, Coliseum, Chicago.
- Feb. 9-16—Salon, Hotel Biltmore, Los Angeles.
- Feb. 23-March 2—Salon, Palace Hotel, San Francisco.
- March 2-10—Sixteenth Annual Pacific Southwest Automobile Show, under auspices of Los Angeles Motor Car Dealers' Association.

Grand Opening of new Indiana Historical Society Headquarters

by your editor

The writer had the pleasure of coordinating the Indiana-built Historic Vehicle Display for the Dedication Ceremony held July 10, 1999 celebrating the opening of the new \$36 million Indiana Historical Society building in downtown Indianapolis. Several members of the Stutz Club participated in this event. Remarks were made by IHS Executive Director Peter Harstad, Indianapolis Mayor Stephen Goldsmith, Judy O'Bannon, First Lady and Governor Frank O'Bannon. The theme for the event was "New Home for Our History." The new headquarters faces Ohio St. and extends north to New York St. located between the canal and West St. As these photos by Carolyn



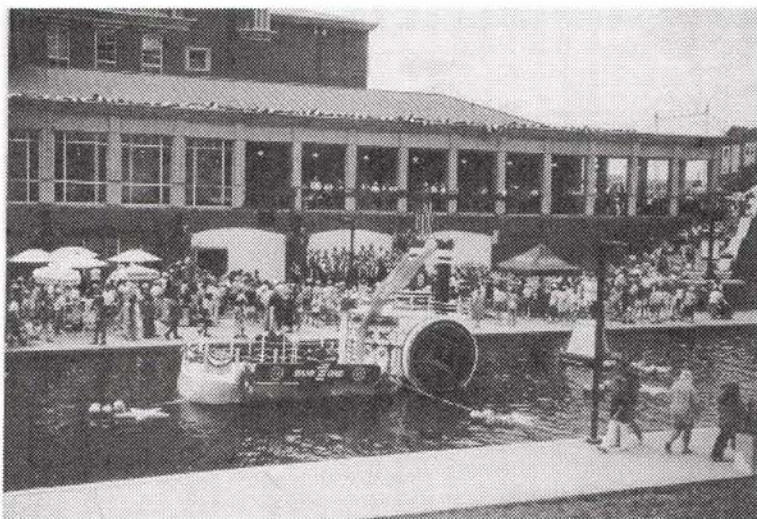
vehicles were displayed and included the following makes: Anderson, Auburn, Avanti, Black, Cole, Cord, Crosley, Duesenberg, Empire, HCS, Marmon, Packard, Pathfinder, Revere, Studebaker and Stutz.

Member Jim Dougherty's son brought their very original 1929 Duesenberg Barker Town Car, member Turner Woodard displayed his 1920 Stutz Fire Truck and 1929 Stutz M Dual Cowl Speedster and the writer brought his 1922 KDH Bearcat and 1923 HCS 6 cyl. touring. Member Dr. John Klein had planned to bring his 1931 Duesenberg Convertible Victoria and 1940 Packard Darin (body made in Connersville, IN) but was unable to come due to illness in the family.

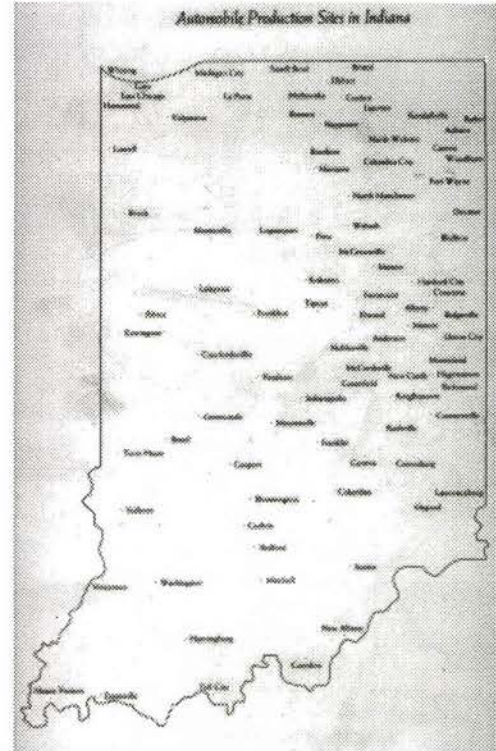
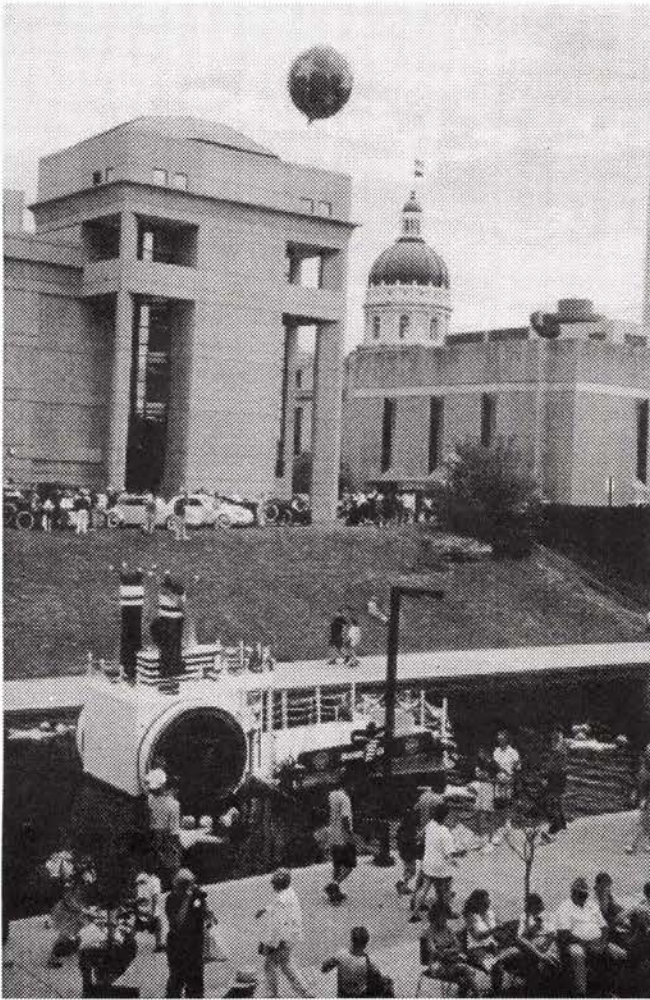


Greer show the new building is of very high quality and well situated for its intended use. As a member of IHS, I have found its library and publications very rewarding. For example the Spring 1994 issue of IHS's TRACES, Vol. 6, No. 2 (52 pages) was entirely devoted to automobile production in Indiana. I have reprinted a portion of page 2 of that issue showing the production sites for the reported 256 makes of cars and truck manufactured in Indiana, 50 of which were made in Indianapolis.

The Indiana manufactured antique automobile display was positioned on the greenway alongside the canal looking west toward the new IHS headquarters and the area where the ribbon cutting and dedication ceremony took place. A total of 24



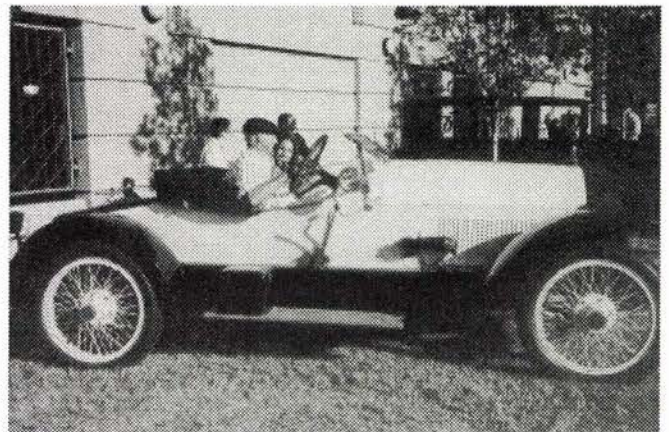
This is the view looking SE from the IHS headquarters toward the automobile display. That's the dome of State Capitol in the background. Immediately behind the cars is the new State Government Parking Garage.



The canal is being extended north to 11th Street just west of the Old Stutz Factory. It is now difficult to recall what this blighted area of the city previously looked like just a few years ago. Amazing!

Great interest was shown in the Automobile Display and the attendees asked many questions. The younger folks were surprised to learn that all of these automobiles had been manufactured in Indiana, many of them in Indianapolis.

By ceremony closing time at 6 p.m. your editor was still full of enthusiasm as it had been a wonderful day. But his old legs reminded him that it was time to fire up the Bearcat and head for home. Having granddaughter Carla as passenger made for an especially happy ending to a great day.



More on Moskovics

by Bill Greer

Recently member Elliott Kahn sent me a copy of an 8-page brochure published by the Allen-Kingston Motor Car Co. in 1908. This brochure lists Moskovics as one of the company officers and factory manager. A portion of this brochure has been reproduced here to illustrate his early capabilities.

The AK was also offered as a Model C Touring Car at \$4,000 plus \$150 extra for top, a Model E Limousine at \$5,000 and a Model F Landeulet at \$5,100 (all with 40-45 HP).

Please refer to the sidebar on Frederick E. Moskovics authored by Charles L. Betts Jr. and Kitty Katzell, pages 126-128 of The Splendid Stutz. We quote:

"After a brief experience with Acme Motor Company in Reading, Penn. in 1907 Moskovics became the general manager and designer of the newly-formed Allen-Kingston factory in Kingston, NY. There he designed his first car, the Allen-Kingston, which many critics said was the first American car capable of competing with foreign machines in racing. Recalling DePalma and the great potential he sensed Ralph had, Moskovics arranged for him to drive Allen-Kingston machines in races, thus launching the great driver on his fabulous racing career..."

Welcome New Members

Charles B. Key
2801 Turtle Creek Blvd.
Dallas, TX 75219
(214) 522-3101
1933 Stutz DV32 Roadster LeBaron

John Kennedy
No. 5 Gleve St.
Hobart, 7000, Australia

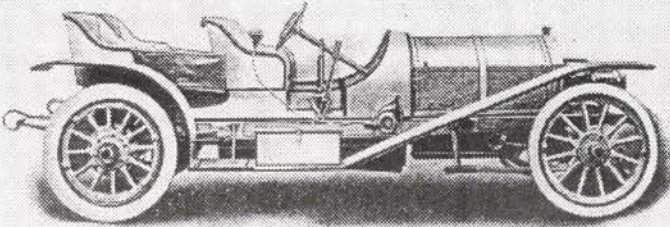
John Metzgar
Asso: Phyllis Ritchey Metzgar
RD 1, Box 85
Alexandria, PA 16611
Home: 814-669-4366
1927 Stutz AA 4-P Boattail Speedster

David R. Nathan
459 Armston Rd.
Rd 1
Papatovtoe, Auckland, New Zealand

John F. White
139 Langdon Street
Providence, RI 02904
Home: 401-331-2917
1926 Stutz AA Victoria
Coupe
1929 Stutz M Conv.
Coupe

ALLEN-KINGSTON MOTOR CAR COMPANY

Model D, Runabout, price complete, Standard equipment..... \$5,200



MODEL D, Runabout 40-45 H. P.

Model D.
Color: Optional, provided painting specifications accompany order. Special notice and extra time required to execute orders for white or cream.
Seating capacity: Four persons, one or two detachable rumble seats.
Motor: Four cylinder, water cooled.
Cylinders, cast in pairs: 5 inch bore, 5 1/2 inch stroke.
Fuel feed: Pressure system.
Capacity of fuel tank: 20 gallons.
Carburetor: Float feed, automatic.
Ignition: Sims-Bosch high tension magnet, gear driven. Also secondary ignition, accumulator and induction coil, with distributor.
Lubrication: Special system, absolutely positive.
Capacity of lubricator: Two gallons.
Transmission: Sliding gear, selective type.
Speeds: Four forward and reverse.

Clutch: Three ring, cork insert.
Drive: Bevel gear.
Bearings: Wheels, transmission and all running parts F. & S. and Hess-Bright ball bearings. Motor bearings and connecting-rod bearings all made of Grays-Parsons white bronze.
Foot brake: 12 inches in diameter, 2 inches face.
Emergency brakes: 18 inches in diameter, 3 1/2 inches face.
Front springs: 40 inches long, 2 inches wide.
Rear springs: 52 inches long, 2 1/2 inches wide.
Radiator: Honey combed special design.
Wheel base: 121 inches.
Tread: 58 inches.
Wheels: 36 inches in diameter.
Tires: 5 1/2 x 1 1/2 front, 5 1/2 x 1 1/2 rear.
Body: The very best hand hammered aluminum.

STANDARD EQUIPMENT
MODEL D, RUNABOUT

Lamps: Searchlight type of headlights, gas generator, Oil side lamps, Rear signal lamp.
Horn: French horn.

Tool box: Tool box on the running board.
Tools: A full and very complete set of tools.
Tire holders: Double set tire holders at right of driver.

Stutz Origin?

by Jean Gorjot

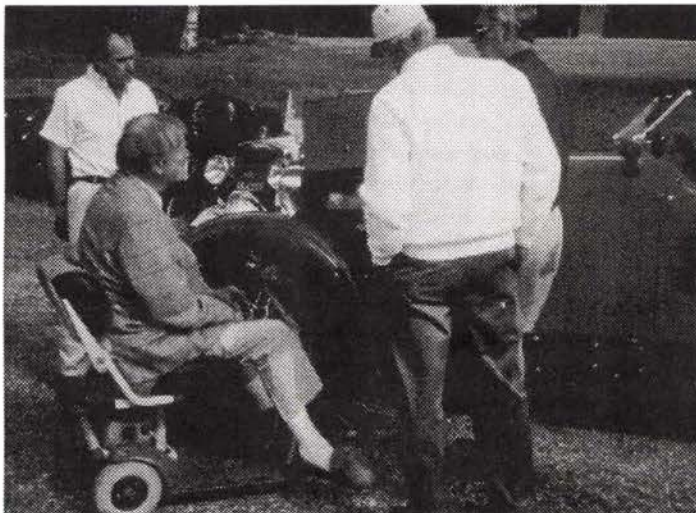
I was rallying in Switzerland in my 1951 Hotchkiss 2050 GS when we stopped at the small village of FLUHL near SCHUPFHEIM and parked in front of the STUTZ Gashaus (Bed and Breakfast).

Schupfheim is in the district of UNTERWALDEN, not far from the south of LUZERN. Is this the original place of the Harry Clayton Stutz family?

Ed's Note: Possibly FLUHL could be the original birthplace of the HCS family although one source claims the German Baptist Brethren (often referred to as Dunkers or Dunkards) came into Pennsylvania from an area south of Hamburg, Germany and later migrated to Ohio and other states. Harry's family were members of the Donnel's Creek congregation of Brethren in south-west Ohio near Dayton.



Memories of the 11th Grand Stutz



Hosts Bill Ruger (seated) and Lyle Patterson (left) listen to George Holman's comments about his DV-32 Speedster.

The happy trio of Wayne Saunders, Max Triplett, and John Grunder (L to R) in front of Lyle Patterson's 1931 DV-32 unrestored sedan from A.K. Miller collection.

Photos by John Grunder



Editorial Comments

In the July 26, 1999 issue of AUTOWEEK, page 28, under his column "Escape Roads", John F. Katz reported on the 1999 Concours d'Elegance of the Eastern US the theme this year was "Packard - A Century of Pride 1889-1999." One of his paragraphs made reference to one of our highly respected members. I quote:

"There were cars in motion almost constantly, and as long as they were moving, seven-time Grand Marshall Beverly Rae Kimes talked about them over the PA system, entertaining the crowd with commentary both scholarly and witty. During her breaks, a jazz ensemble filled the quiet with gentle waves of acoustic music."

In the coverage of the 1999 Concours of the Eastern US by Greg D. Merksamer, OLD CARS, August 19, 1999 there was a photo of Kimes presenting the Grand Marshall Award. Also mentioned were members Judge Joseph Cassini whose 1937 Cord 812 Phaeton earned the Arrow International Award for overall excellence and Bernard Berman whose 1930 Isotta-Fraschini was displayed with other past trophy winners.

I'm sure we could fill up each issue with the commentary about the diverse activities Stutz members are enjoying if we only knew about them. The editor mostly reports what he reads about. Please enlighten us with your comments/ observations/stories/photos about activities you have found interesting. An example of such input is Chic Postier's letter reprinted herein giving us a most interesting account of his participation in the 1999 Great Race.

We saw member David Cammarano's name mentioned in Martin Swigs coverage of Reno's "La Carrera Nevada" (OLD CARS, July 22, 1999, page 3). This event, a 1,000 miles "Mexican Road Race," took place on June 3-5. At Eureka, a town in the middle of US Highway 50, a measured mile was set up and Dave was the tops in the "Flying Mile" with a speed of 125 mph. he ran it in a Cad-Allard J2X, not his 1915 Stutz race car.

We heard from one member recently who expressed disappointment with our "Classifieds" in that very few ads offered spare parts. The editor solicits more cooperation from members in this regard so that this important area of Stutz News can be enhanced. If you have spares in excess of

need, do share them with the members who are struggling to put their HCS or Stutz on the road again.

We were pleased to receive a copy of Joanna Forbush's "Report from the Great Race 1999 (June 5-20)." Ms. Forbush, Marketing and Advertising Coordinator for Hagerty Classic Insurance sponsor of Team McPherson, accompanied John Hollansworth, driver and David Teeter, navigator and the 1917 Peerless "Green Dragon" Racer. Mr. Frank C. Hagerty is member No. 391.

Michael P. Barry is the proud new owner of a 1923 HCS Series IV Model 6 (6 cyl) Touring. He acquired it from Joe Antrim of Dayton OH who had owned it for over 30 years. Three Model 6 Tourings are known, the other two are owned by members Greer and Hall.

We note there are three Stutz listed in Auburn 99 Kruse Auction; a 1926 Stutz Series AA Roadster, (an AACA Senior), a 1930 Stutz Dual Cowl Speedster (frame off restoration previously from Fitterling and Weaver collections), and a 1932 Stutz DV 32 Sedan. Help us find out the new owners so that new members will result. By the way, who purchased the two Stutz sold earlier this year by member William G. Lassiter of West Palm Beach, FL? The 1915 Series F Bearcat (condition 2 but converted) sold for \$129,000 and the 1929 Black Hawk 4-pass Boattail Speedster (cond 3 but with DV-32 engine) sold at \$96,000. Help! We need new members!

The August 4, 1999 issue of The Indianapolis News carried an article by Royal Ford of The Boston Globe who claimed he was flooded by e-mail and snail-mail responding to his earlier list of 50 Dream Vehicles column. All kinds of additional Dream Wheels were suggested including a Stutz. David Mason of Seabrook, NH dreams of a 1927 Stutz Bearcat. Dream on David!

ONCE UPON A STUTZ -- -We pause for long range planning

by Dale Wells

The one thing we can be sure of in life is that things will change. We have all seen many changes in our lifetime, and will continue to see changes in the future. Some changes are planned, and others just happen. The planned changes are probably easier to live with, and the unplanned changes brought about by circumstances beyond our control will sometimes work out for the better, and sometimes seem to be difficult to live with.

Many organizations engage in continual long range planning in order to anticipate future actions and make changes easier for all involved. Car clubs are usually formed for hobby and fun purposes, and operate from year to year in much the same manner as the year before. Maybe the Stutz Club should be doing long range planning too, but it seems to take some of the fun out of the old car hobby when things get too structured and organized. Which brings me to the topics of the moment: memberships, activities, and participation. In order to be of service to the members, a minimum amount of structure and planning are required:

MEMBERSHIPS: In order to have a club, obviously, members are required, and in order to publish a newsletter for communication between members, dues must be paid. Because we have only identified about 350 Stutz cars extant, that may be about as many potential members as we can expect. Many interested persons are members without cars, and that helps make up for members who have more than one. Some members sell their cars, and lose interest, but hopefully the new owners will become members. Each year we lose members for various reasons, and, unless we hear from them, we don't know whether the club failed to offer them value for their money, or they are no longer interested. Sad to say, as we approach the year 2000 we find about 20% of the present membership have not paid 1999 dues. We hate to drop them, but cannot keep them on any longer. If you are in the unpaid group, please let us know if we have failed to live up to your expectations. This will help us serve all members better in the future by doing at least a bit of long range planning. If you simply forgot to pay your dues, please send your check for \$35.00 to Ruth Toth, our treasurer right away, and you might consider including the

next year now also. The year 2000 will be here before you know it.

ACTIVITIES: We have held a Grand Stutz meeting each year hosted by a volunteer member. Because we are so widely scattered, usually only 25 to 35 members can attend, and less than a dozen cars are shown. However, these meets have all been lots of fun, and we have visited many parts of the country and had the opportunity to get better acquainted with many members. This year, no one volunteered to host a Grand Stutz, so your officers discussed several possibilities that would be of interest, but without more advanced planning (long-range ?) room reservations, calendar conflicts, and personal problems have prevented us from filling the void. We apologize for this and as you will have noted by now, have planned a Hershey Dinner, Social, and Business meeting to be held Thursday, October 7th in Hershey, Pennsylvania. More members are in attendance at Hershey than have attended any one individual Grand Stutz. It has been suggested that perhaps a bi-annual Grand Stutz would be more preferable, and have a dinner meeting at Hershey on the alternate years. This year will be a test case, so please send in your reservations at once if you have not done so already. We will be looking for your input at Hershey, or write or call us with your thoughts if you wish.

PARTICIPATION: We realize many of you will not be able to attend either Hershey, or a Grand Stutz held elsewhere for any number of reasons. The newsletter will then be your only benefit from membership. The newsletter is an important benefit of all clubs, and we have tried to increase the quality and value of the Stutz News with every issue. Your dues money makes the newsletter possible, IF there is material available to publish, and someone willing to edit the material and prepare it for the printer. Founding Life Member Bill Greer has performed the editor's task since the beginning of the club and has done a great job. Publishing delays have usually been due to printing problems, and we continue to explore ways to eliminate and minimize them. We need some members to step forward, and become assistant editors to relieve Bill of some of the pressure, and begin phasing out his responsibilities. It's not that we're getting too old to do the job, it's that we just don't have all the energy we used to have.

We also need someone to take over the membership records. John Kirkman has done a great job in updating the membership records and installing them on a Microsoft Access program. We owe John many thanks for all the hours he spent getting our records into such good shape on these newer programs. Now he is pursuing other interests, and will not be as involved with antique or classic cars. If you have some basic computer skills and are ready to give the club a few years of

Schwab continued...

letter," Morgan had commented. "He's all right." Since J. Pierpont Morgan did not make such statements lightly, the incident could be considered closed.

The only remaining problem was the reporters. Schwab's arrival would have been newsworthy in any case, for the corporation's first annual report had just been published, and a stockholders' meeting was scheduled for the day after his ship docked. Because of the Monte Carlo incident, it was sure to be a major event. Perkins, however, went to the editors of the "decent" papers ("it is impossible," he said, "to do anything with the World or the Journal in such matters"), and "arranged" for them to avoid the subject of gambling. Then he wrote a final letter of instruction which was delivered to Schwab by special messenger just before he came ashore. If Monte Carlo was mentioned, Schwab should treat the affair as "one of those wild rumors." Then he should "shoot right off into what really took you to Europe"—the study of commercial conditions. He should stress the great interest of European businessmen in the United States Steel Corporation, and his own deepened sense of responsibility as the head of that great exemplar of America's methods and aims. "This will have the effect of reassuring the weak brethren over here who thought you had ceased to be a serious-minded business man and had turned into a gay butterfly," Perkins told him. And he added: I want to see you as soon as you arrive."

On February 16 Schwab reached New York on the St. Paul. A terrible blizzard was raging, but he talked at length with the reporters. Naturally, they tried to get him to discuss his visit to Monaco, but he would not do so. A World reporter overheard Dr. Goulding whisper to him as the reporters approached: "Don't say a word; not a word." The best the man from World could obtain was a statement by Charles T. Schoen, who said that

active service, give us a call right now and we'll help you get started. Thanks again to John for his friendship, his interest, and his past support. We wish him and his family the best of luck in his future pursuits.

We'll be looking forward to seeing and hearing from more of you in the near future. We need some help and suggestions for the "long range."

Schwab was "an all-round fellow and a dead game sport every time." (In Vienna he had lent Schoen 600 kronen and when Schoen had tried to pay him back he had pulled out a coin asked him to call it, and, when Schoen had done so correctly refused to accept the money.)

"Mr. Schwab declined to discuss the personal details of his trip," the *Times* man reported respectfully. "He said he preferred to speak as the President of the United States Steel Corporation."

"While I had a delightful trip," Schwab told the newsmen, "I also did a great deal of work. I found a feeling of the utmost friendship for our country existing everywhere in Europe. I found also intense interest in the question of industrial combinations.... I come back with my ideas broadened and my enthusiasm unbounded." The European political situation seemed calm, and the future of American trade limitless, he added. And he left the reporters with this thought: "My visit abroad this year was notable in the change I found when I, who had been there often before as an individual, presented myself as the President of the United States Steel Corporation." This "greatest of American consolidations," Schwab said, "was the centre of curiosity among enquiring men of all nations." That evening, according to the *Times*, Mr. Schwab was the guest of George W. Perkins for dinner at Sherry's.

The editor thanks his wife Carolyn for discovering this interesting bit of history in a book titled: Great Stories of American Businessmen, published by American Heritage Publishing Co, Inc, New York, 1972. Schwab's Monte Carlo capers tastefully described above by author John Garraty predates his role in the Stutz saga by two decades. Charles M. Schwab brought Stutz back to life in August 1922 after purchasing control of the company from the Guaranty Trust Company in New York for \$2.5 million. In July 1931 Charlie was to rescue Stutz again. If you have not done so, please read the sidebar on Charles M. Schwab by author and fellow member Beverly Rae Kimes in The Splendid Stutz, pages 96-101 (Ed.)

Treasurer's Report

FINANCIAL REPORT

January 1, 1999 to July 31, 1999

Balance on January 1, 1999 \$23,384.15

Income:

1999 Dues		\$8305.00	
1998 Dues		295.00	
Interest Income		461.76	
Stutz Books Sold	\$8776.05		
Mailing Expense	<u>353.29</u>	8422.76	
Stutz News Income		60.00	
Donations		25.00	
Directory Income		<u>300.00</u>	
 Total Income			 <u>17,869.52</u>
			\$41,253.67

Expenses:

Stutz News (print & mail)		\$4,469.08	
Administrative Expense		396.40	
Directory Expense		1,441.02	
Debentures Redeemed		9,000.00	
Treasurer's Expense (postage)		<u>27.90</u>	
 Total Expenses			 <u>15,334.40</u>

Cash Balance on July 31, 1999 \$25,919.27

Life Membership Reserve \$14,835.00

The Club's outstanding debt with respect to the publication of The Splendid Stutz book now stands at \$15,000 as we still have 15 Debentures of \$1,000 each to redeem. Members can help to retire the debt by purchasing the Stutz Book as a gift to family members, friends, libraries, etc. or by promoting book sales.

Respectfully submitted,

Ruth M. Toth

Treasurer

Letters to the Editor

From: Norman C. Barrs

Date: July 6, 1999 (in part)

With the help of so many people the project to re-create a 1929 "LeMans" Blackhawk S/C Stutz of which only three (3) were made is nearing completion. (For photos and earlier inputs see page 29 of the Jan. -Mar 1999 issue, Ed.)

The mechanical side is complete with the exception of the instruments and gas tank. The very unique Weymann windscreen support brackets have been fabricated and supplied by one good friend John Kennedy of Tasmania, Australia. The hood is made and fitted. The all-leather interior is being worked upon and the final job of the black fabric will shortly commence. The Stutz is 95 percent genuine 1928/1929 Stutz. The body is an exact Weymann replica. It will be running by September of this year and its first official outing will be in May 2000 at one of our London events.

The research into Stutz in the UK 1926/1934 continues. I now have over 2000 copies, original documents, articles and photos. I have identified every body style and coach builder. When I first started to research Stutz in the UK I had no idea that it would take three years and we still have more sources of information to visit. Ed's Note: We look forward to publishing Norman's findings in future issues.

From: Chic Postier Jr.

Date: June 30, 1999

You asked me to write something regarding the GreatRace that I entered the 1931 DV32 Stutz in and was designated the "Spirit of Marietta" by the city of Marietta.

I waited as long as I could in putting up the \$5,000.00 entry fee in hopes of finding a sponsor that never materialized which left marginal time to prepare the car for the race.

There were a number of requirements for each car - seat belts, turn signals and stop lights, 200 mile gasoline tank, tow strap, flares, medical kit, 1 gallon of water and so forth. The RPM tachometer had to be disabled.

The car was driven to John Wrights' shop in Carrollton, GA so we could work on the car together. John's father, Glenn did the turn signal installation while John and I broke down all four springs cleaned, lubricated and replaced two leafs in the right rear and one leaf in the left rear spring. New wheel cylinders were installed, the system flushed and silicone fluid was installed. A late model brake booster was installed as the original was missing. This booster did not work and the braking was marginal.

A fifty gallon tank was installed behind the seat and in the rumble seat area after the rumble seat cushions were removed. Just as well as we averaged 5 miles per gallon.

I purchased an electronic speedometer (\$967.00) that was approved. It required magnets to be mounted on a rotating surface. The Stutz wheel back plate prevented installation there so we tried to mount the 2 magnets on the drive line in two different places. The recommended adhesive and several others would not retain the magnets and therefore the speedometer would not work. A lot of time was lost trying to make the system work to no avail.

Needless to say, when we got around to making the car go, it did not do well at all. It had hardly been driven since John had completely rebuilt the motor quite some time ago. One day it would run and not the next. We had an intake valve retainer unscrew itself requiring the topend to be removed. The run from Carrollton to Marietta to be inspected, we lost an exhaust valve, due to the retainers unscrewing. We took it to my shop after the inspection and it looked like a piece was missing from the valve head.

On Sunday, the race start day, we put the car on a rollback and took it to the Marietta square, drove it across the start line (a requirement to participate in the race) put it back on the rollback and took it to my shop. About seven of us tore the engine apart in about 3 hours and found one of the number 3 exhaust valves with its head bent and the shaft bent in two places. John took the valve home, straightened it and was back to my place at 5 AM on Monday. John and I reassembled

the engine and departed Tuesday afternoon with the Stutz on my trailer for Popular Bluff, MO. We missed the first 2 legs and must make the third or be disqualified.

We started the race Wednesday morning and did very well to lunch at Pocahontas, AR. We headed for Hot Springs, AR and the car started missing and loosing power (like vapor lock, but the engine was running cool). When we were within 60 miles of Hot Springs, the mechanical fuel pump broke. We installed a spare fuel pump along side of the road and we found we were also empty of fuel. A fellow racer stopped, gave us fuel and we filled up at the next station. A Great Race sweep vehicle followed us into Hot Springs in case we could not make it as we were still not running well. We made it in under our own steam, but in the morning after I started the car, it had no power at all, so we decided to pack up and come home. The Great Race sweep people took us to where our support vehicle was, loaded the Stutz on my trailer and headed home. The support vehicle's left rear axle bearing failed about 7 miles out of Carrollton and we limped in about 3 or 4 AM.

Compression tests found 1, 3, and 8 were low. Retorque finally improved the compression to satisfactory levels. The bake-o-lite through the distributor housing had crumbled, sparking and causing the points to pit badly. I made a new piece out of phenolic and hopefully have solved that problem.

It was a lot of fun when the Stutz was going well, but a lot of work when it was not. People in

the race kept saying that a Stutz has never finished the race. Too bad we could not change that.

The race was costly, about \$8,500.00 out of my pocket, but individual friends gave \$50.00 to \$200.00 each and one Elementary school collected \$302.00 in change from the students. It is expensive.

From: Bruce McBroom, Lompac, CA

Date: July 9, 1999 (in part)

I refer to the note from Constance Lindeman on the 1932 DV-32 Le Baron Sedan purchased new by her father (see page 21 of the April- June 1999 issue Ed.)

Our 1932 DV-32 Le Baron Convertible Coupe, long wheel base, was purchased new by my grandfather at the Chicago Auto Show in 1931 and presented to my mother as a going away to college present. This Stutz is in our garage with 29,000 miles on it.

Ed's Note: We are aware of another Stutz that has been family owned since new. Member Harry DeFreese acquired his Stutz 1928 BB Coupe from his sister a few years after she bought it new in 1928. These records of family ownership are truly remarkable.

Classifieds

Len Harvey

8 Beacon View Rise

Pakuranga, Auckland, New Zealand

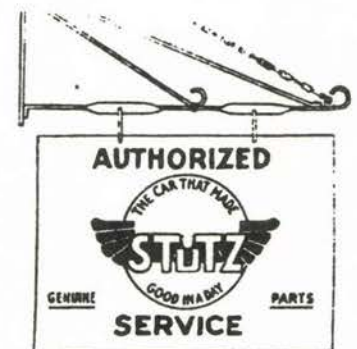
Phone: +64 9 5768599

FAX +64 9 836 7480

E-mail: len.harvey@polarcup.co.nz

Wanted:

Complete cowl lights and taillights to suit 1929-1930 Model M Stutz. Believe sam taillights used on later model.



Keith Sparks
7657 Mt. Chestnut Rd.
Roanoke, VA 24018

540-774-8145

Fax 540-774-5950

e-mail: kmstrade@aol.com

FOR SALE

DV-32 Headlights with script emblem on bar \$350

1927 Stutz rearend, front end, with wheels, springs
attached \$1000

1916 Wisconsin engine oil pan with hair line crack
\$225

1927 Sedan Doors \$275 (have 4)

1916 Touring car body (no fenders), good condi-
tion, with top, some gauges \$3,500

Timing chains, various years, send dimensions \$75
each

KLDH (stamped 10/22) engine parts including
head \$975

1923 radiator \$400

1927 Stutz back up lights

HCS windshield, tops, etc.

Early Stutz script hub wrench \$100

WANTED

1914-15 Wisconsin engine original parts book

1918 parts, 27" Rudge W. with rim

LITERATURE FOR SALE

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

Walter Miller,

6710 Brooklawn Pkwy,

Syracuse NY 13211,

315-432-8282

Fax 315-432-8256

web: www.autolit.com

Layden Butler, Jr.

107 St. Jean Court

Danville, CA 94526

Tel: 925-820-4742

WANTED

For 1914-16 Stutz

Wood wheel hubcap (Stutz logo in a hexagon)

Fan assembly

Clutch

Radiator

Front hubs

What have you for a Wisconsin engined car?

Tom Miller (non-member)
26054 Heather Lane
Grosse Isle, MI 48138
Tel: 734-676-0594

WILL SELL ALL OR PART

1931 Stutz SV16, 145" running chassis, zero miles on older restoration, engine number 32788. Rough 7-passenger sedan body, number 1077.

Many 1931 parts - fenders, headlights, carburetor, etc.

1929 "M" long block, front and rear axles, two Buffalo wheel adaptors, steering column

Bruce McBroom
4435 Santa Rosa Road
Lompac, CA 93436

Tel: 805-736-3860 FAX 805-736-9677

WANTED

DV-32 Hubcaps and/or the emblems for caps

If anyone out there has reproduced these items, please contact me.

I also need a Buffalo wire wheel wrench, size 5.

Stephen Dean
3999 N. Chestnut Ave. Suite 2327
Fresno, CA 93726
PH/FX 559-291-6540

FOR SALE OR TRADE

Stutz Pak-Age car, 1937. One of 3 (that I know of) known to exist. Runs, in need of restoration, complete. Formerly in the Long Island Automotive Museum (Austin Clark) and Case Western Reserve Collections. Did you know its transaxle predates VW (1923)?

1931 Stutz Convertible Coupe, known in California to 1956 at least. Previous owner for 35 years. Disassembled (mostly). Call for details.

Will consider partial trades - Dodge pick up with Cummins or ?? Late model European/Japanese car? Submit ideas and/or offers. (No restorations, I've got more than I can handle!)

John D. Rees
75 Marine View Dr.
Camarillo, CA 93010
Tel: 805-482-2792

FOR SALE:

Rare 1924 Stutz KLDH 4 cylinder Speedway Sport Touring (4-5 Passenger) in original unrestored condition. Item 15 at the AK Miller sale. Body solid, engine runs well, steering rebuilt.

Ernie Toth
8153 Cloverdale
Chagrin Falls, OH 44022
440-338-3565 eves.

FOR SALE:

New Reproductions

Stutz Automobile Service Porcelain
Double Sided Sign \$200

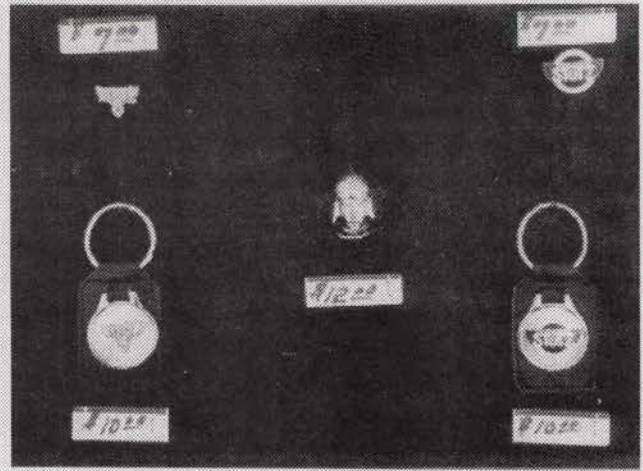
Symbol of Safety Porcelain Single Side
\$45.00 Double sided \$75.00



A.C. "Chic" Postier
 2345 Ellis Rd. NW
 Kennesaw, GA 30152-4110
 Ph: 770-421-0446
 FAX: 770-420-7318

Cloisonne

Limited quantity of "The Car that Made Good in a Day" tie-tac and leather backed key ring, "Stutz 8" pin and leather-backed key ring. Miniature "RA" paperweight. S&H \$1.00 each and \$1.50 for the RA.



Mike Barry
 3773 Mayflower Oval
 Brunswick Hills, OH 44212
 Phone: 330-225-9494



For Sale

100% Nylon Taslan Jackets with lining-full front zipper. Immediate stock available in the following colors and sizes. Beautiful embroidered Stutz logo.
 Prices on available stock \$40 plus shipping

Black/Gold/White - Medium, Large, XL and XXL
 Black/Red/White - Medium
 Navy/Red/White - Large, XL



The Splendid Stutz

TO: Order Department, The Stutz Club, Inc. 583 Main Street, Wilbraham, MA 01095

Please send me _____ copies of *The Splendid Stutz*

Enclosed is a check for \$69.95 plus \$5.95 for shipping and handling for each copy.

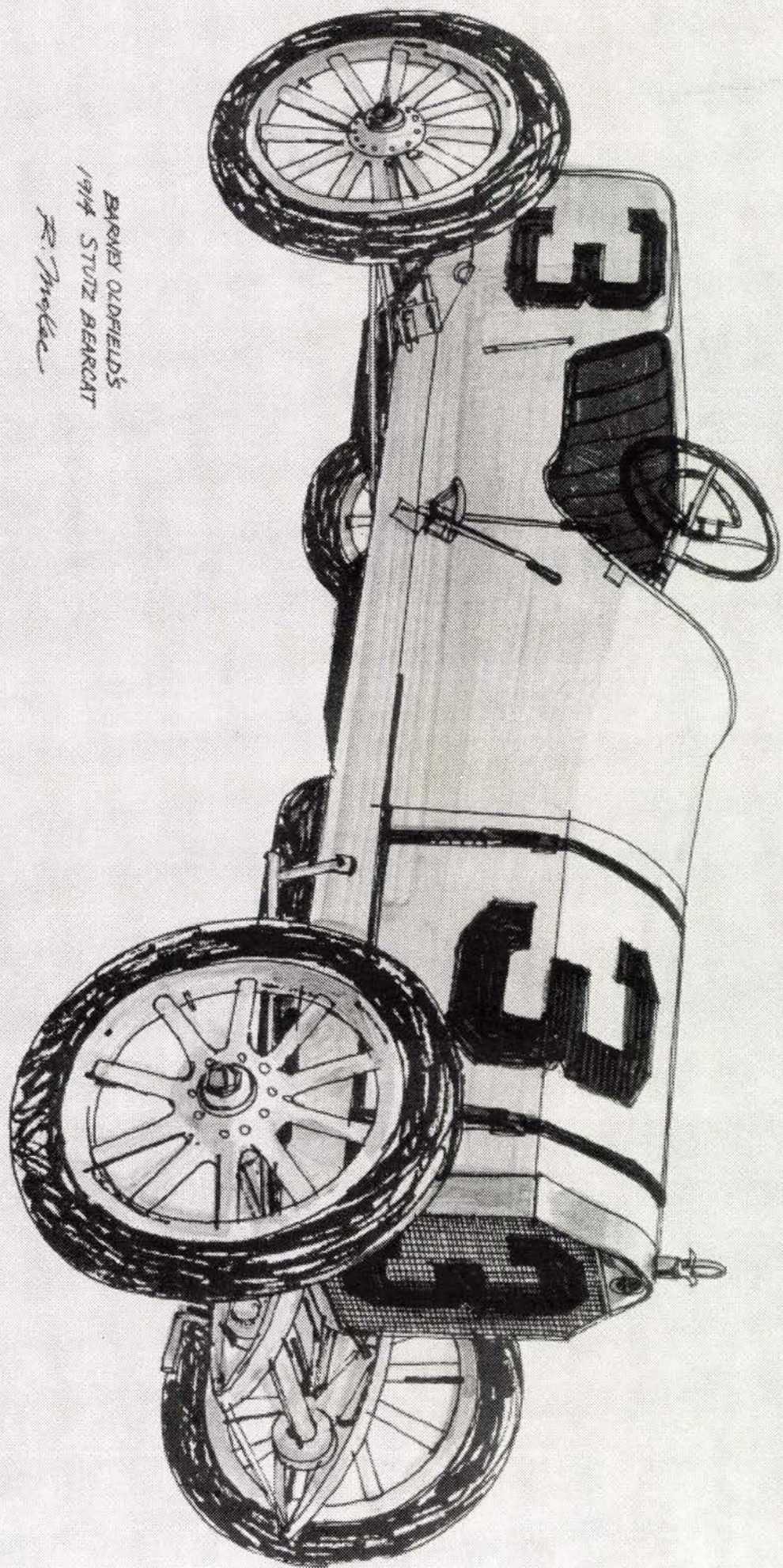
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City: _____

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BARNEY OLDFIELD'S
1914 STUTZ BEARCAT
R. Proctor