

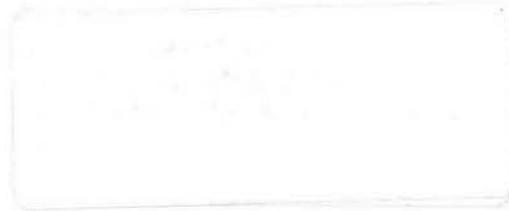
Vol. XVII No. 69 (July - September 2004)  
The Stutz Club, Inc.  
William J. Greer, Editor  
7400 Lantern Road  
Indianapolis, IN 46256

FIRST CLASS  
US Postage  
PAID  
Indianapolis, IN  
Permit #311



[www.stutzclub.org](http://www.stutzclub.org)

TO:



## Announcements

---

### Hershey 2004 Stutz Get-Togethers

Thursday evening, October 7 at 7 p.m.:

Club Treasurer, Toni Barry, has again arranged a grand buffet dinner for us at the Holiday Inn East, Harrisburg. Cash bar @ 7 p.m, dinner @ 7:30 p.m. Price is \$30 per person. Reservations are required by no later than Oct. 4. Before October 1, call 330-225-9494. After Oct. 1, call Toni's cell number 440-724-7821.

Friday afternoon, October 8 at 3 p.m.:

We will meet at the Classic Car Club tent, Space CJ36 on Chocolate Field, courtesy of CCCA and Jan Lee. You will find Ernie Toth at Space CN59-60.

---

## Table of Contents

Vol. XVII No. 69 (July - September 2004)

A Stutz Special .....	2	Treasurer's Report .....	25
An Update on Stutz Fire Engine .....	12	President's Message .....	26
Ballot .....	19	Clippings of Note .....	28
Editorial Comments .....	23	Letters to the Editor .....	29
Membership Report .....	24	Classifieds .....	31

Stutz (1911-1937)

HARRY CLAYTON STUTZ (1876-1930)



# A Stutz Special

by Barney C. Pollard (No. 112)

Some time ago a number of Stutz Club members viewing my cars wondered about some of the characteristics of my 1927 Black Hawk Boattail Speedster.

Dad found it in Al's Graveyard in Cicero, Illinois in December of 1941. He paid the handsome price of \$40 for it and filled the car carrier with three other cars he selected. Al of the scrapyard (not Al Capone) said the Stutz had belonged to one of BIG Al's torpedos (a Capone henchman, Ed.)

Bohman & Swartz had a facility in Chicago where they upgraded the Stutz with tear-drop fenders, a low split windshield, 17" drop center wire wheels, Ryan headlamps and, I believe, they added some complex curves to the boattail. After we got it back to Detroit, Walter Heater rebuilt the engine. Our shops restored the rest of the car. Then, Dad drove it to Denver, Colorado and up to Pike's Peak and on to the Broadmore Hotel for an old car meet. The Stutz has had a long rest since that time.

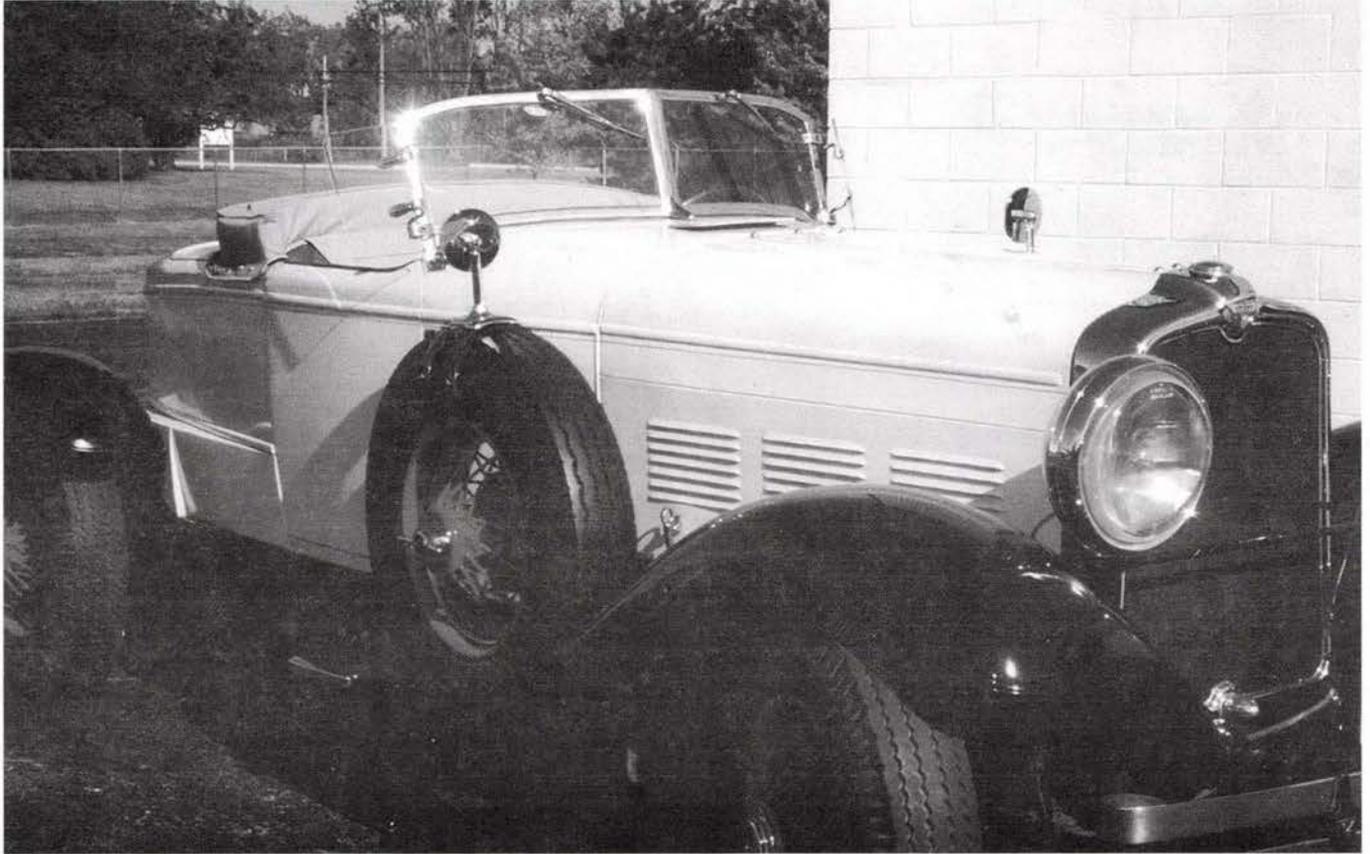
## Editor's Comments:

We believe Charter member Pollard may be referring to questions raised by some of the 20 or more Stutz Club

members who attended the CCCA Annual Meeting on January 7 – 11, 2004 in Novi, Michigan as reported on pages 10 – 11 in Stutz News No. 67. In the photo below taken from The Classic Car page 13 of the Spring 2004 issue, Barney Pollard receives a certificate expressing the CCCA's appreciation for saving so many classic cars. We viewed several of them at the Pollard facility at Wixom, Michigan January 7, 2004.

For many years your editor has been fascinated by stories pertaining to the Barney Pollard car collection. Somehow I had missed Gene Booth's article published in CAR LIFE based on an interview with Mr. BJ Pollard, Barney's dad, who had seen 71 summers at the time. A copy of this CAR LIFE article was made available to attendees at the CCCA Meeting. Although it is not specifically about Stutz collecting, your editor thought it would be enjoyed by the membership and decided to add it to Barney's story.





## 1927 Stutz AA Black Hawk Boattail Speedster

Charter member BC Pollard's Series AA Speedster has some unusual characteristics such as the rakish split windshield, tear drop fenders and Ryan headlamps giving it a 1930s look. The yellow body and black trim add to its sporty look. The Speedster's Serial No. is shown as AAG1886248 on Automobile Shippers document dated December 12, 1941.



B. J. POLLARD  
 14300 PRAIRIE AVE DETROIT  
 MICHIGAN

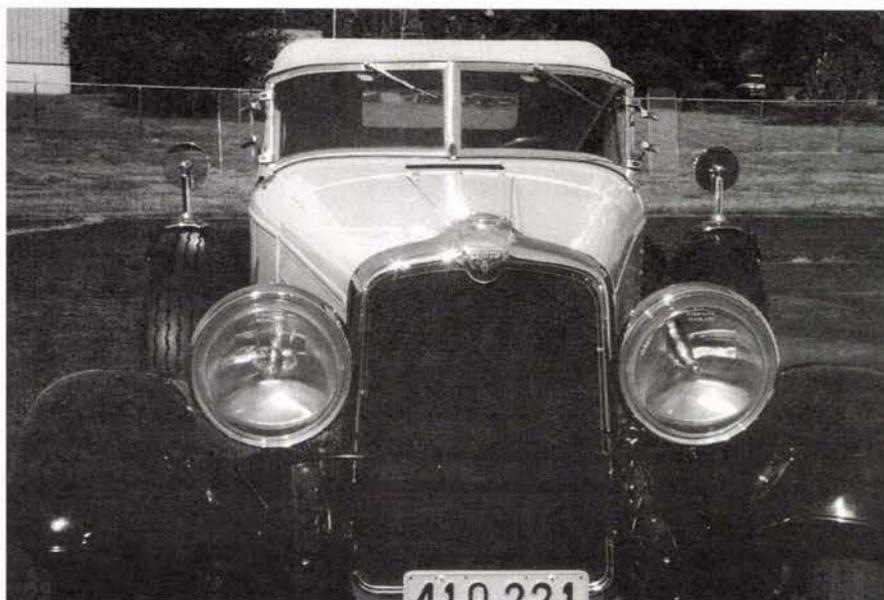
December 4th 1941

Al's Auto Parts.,  
 6101 Ogden Ave  
 Cicero Ill

Gentlemen;-

In reply to your letter of December first I will take the cars. I am enclosing a check for(\$60.00 Sixty Dollars ) to be applied as follows ----- Twenty Dollars a piece on each Stutz, and Twenty Dollars on the Chandler. As the cars are picked up the driver will have a certified check to cover the balance due on each car, under this arrangement if he is not able to take them all on one trip he will be able to pay for the cars individually.

1 stutz car	\$40.00	deposit	\$20.00	balance due	\$20.00
1 " "	40 00	"	20.00	" "	20.00
1 Chandler	35 00	"	20.00	" "	15.00
1 Saxon	25.00	"	5.00	" "	20.00
	<u>\$140.00</u>		<u>\$65.00</u>		<u>\$ 75.00</u>





CUSTOMER'S COPY

STUTZ MOTOR CARS

F-118



9760 VAN DYKE AVENUE  
DETROIT, MICHIGAN

PRO. NO. **14204**  
SHOW THIS NUMBER ON  
YOUR REMITTANCE

CONSIGNEE

**D J POLLARD**  
14300 PRAIRIE AVE  
DETROIT, MICHIGAN

DATE OF SHIPMENT **DEC 12, 1941**  
TRUCK NO. **602 B-245**  
DRIVER **H SHANNON**  
ROUTE

TERMINAL  
**1**

DELIVERING CARRIER  
**AUTOMOBILE SHIPPERS INC.**

SHIPPER <b>D J POLLARD</b>		POINT OF ORIGIN <b>CICERO, ILLINOIS</b>					
SHIPPER'S S. O. NOS.		CONNECTING LINE REFERENCE					
QUANTITY	DESCRIPTION	MODEL	SERIAL NUMBER	LOAD POS.	WEIGHT	RATE	CHARGES
1	STUTZ	COUPE	5Y55A	2	4650		ADVANCES
1	STUTZ	SPEEDSTER	AAG1886248	4	3800		A. S. I.
1	CHANDLER	SEDAN	172204	3	3750		TOTAL COLLECT
1	SAXON	ROADSTER		1	1075	12300	TOTAL PREPAID
DEALER ORDER NO. <b>10111111</b>				EXTRA WHEELS <b>1</b> EXTRA TIRES <b>1</b> <b>JAM</b>			
SPECIAL MARKINGS				<p>Freight Bills are due and payable upon delivery of equipment. Make all checks payable to the company.</p> <p>Claims for overcharge, loss or damage, <b>MUST</b> be presented within ten days after delivery.</p> <p><b>POSITIVELY</b> no claims for damages or shortages will be allowed unless noted on delivery receipt at time of delivery.</p> <p>All claims presented must be computed at actual cost.</p>			





Phone Cicero 4466 - 4465

**WE BUY AND SELL  
USED CARS**

# AL'S AUTO-PARTS

FORMERLY

**AL'S GRAVEYARD  
NEW AND USED TIRES**

6101-09 Ogden Ave.

**NEW AND USED PARTS  
FOR LATE MODEL CARS**

Name *Ry Pollard*  
Address *Detroit*

Customer's  
Tax No.

Cicero, Ill., *12/13* 19 *41*

CASH	CHARGE	ON ACCT.	MOSE. RET.	PAID OUT
<input checked="" type="checkbox"/>				

NEW	QUANTITY	DESCRIPTION	PRICE	AMOUNT
		Bal due on Stutz Speedster 28	✓	20 00
USED	+	" " " " Coupe 29	✓	20 -
		" " " " Chandler 26	✓	15 -
WHOLESALE	+	" " " " Sedan	✓	20 -
RETAIL				75.00
TOTAL				

*by check 9950  
9945  
9946  
9947*

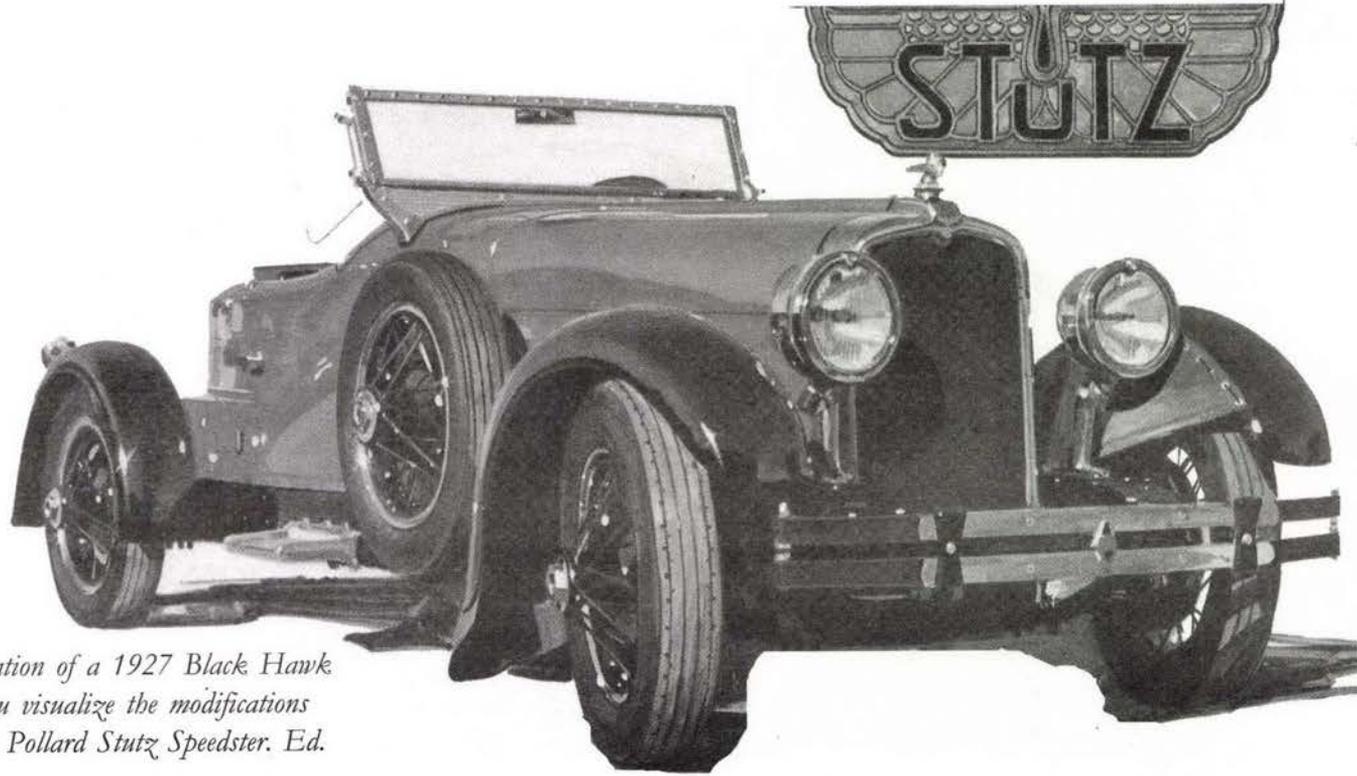
**PAID**  
DEC 13 1941  
AL'S AUTO PARTS CO.

10% Handling Charge On All Merchandise Returned. All Returns and Exchanges Must be Made Within 48 Hours. No Adjustments Will be Made Without this Invoice.

Received By \_\_\_\_\_

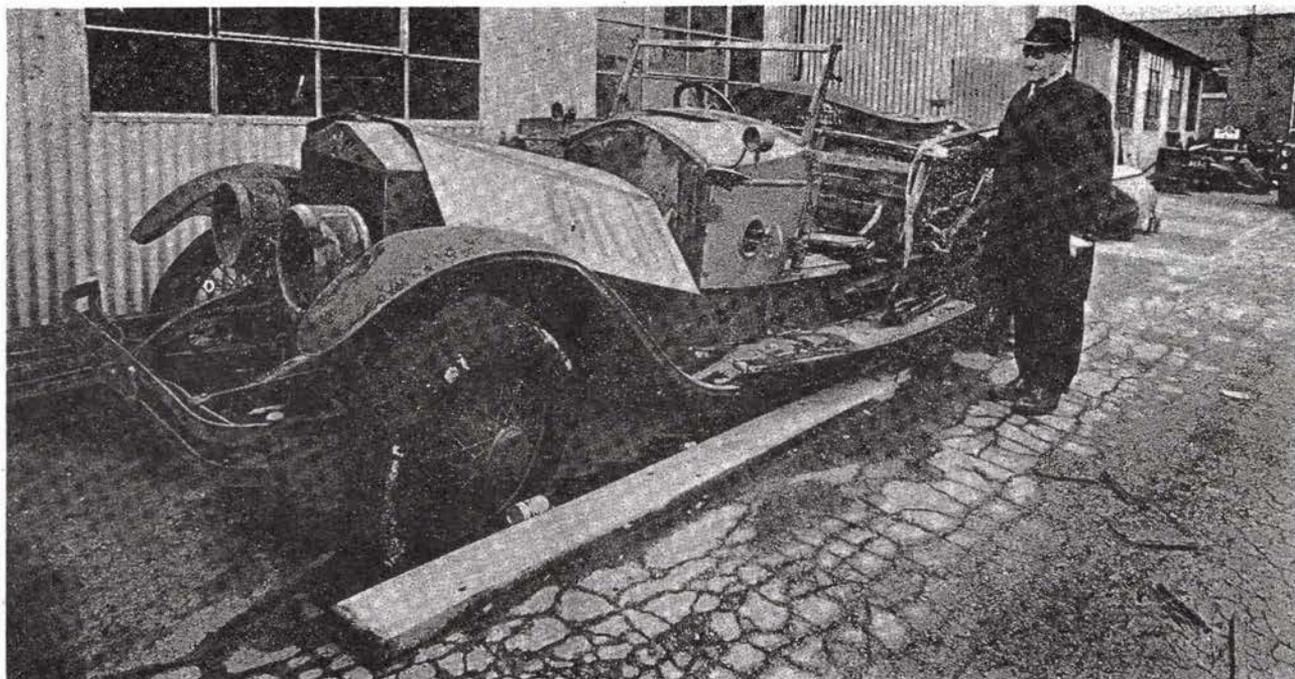
**No. C16429**

D. A. Rowley, LaGrange, Ill.—H. R. Co. Pat'd No. 1,531,178



*This illustration of a 1927 Black Hawk will help you visualize the modifications made to the Pollard Stutz Speedster. Ed.*

Barney Pollard, Michigan Region Member, has been the congenial host to the Region on several occasions. In recent years he has found it necessary to close his collection to all visitors and groups. Car Life has given us permission to reprint this article about Barney and his collection which houses many interesting and rare Classics. Being one of the worlds largest collections and in our own back yard we felt you would enjoy reading about it. Our thanks to Car Life for allowing us to reprint this article.



ROLLS-ROYCE REMAINS, like usual collector's find, look fine to B. J. Pollard's appraising eye.

# BARNEY POLLARD'S SECRET HOARD OF ANTIQUES

***Car Life uncovers a priceless,  
1000-car collection in Detroit—  
most stacked on their noses  
in pitch-dark sheds***

TEXT AND PHOTOS BY GENE BOOTH

ONE OF THE WORLD'S largest collections of automobiles is one no one can see. It's difficult to find, being at the dead end of one of those maddening hop-scotching streets in Detroit. Once there there's little evidence of any old cars. With a little diligent searching about the premises, assuming you've managed to by-pass a huge police dog guarding the gate, there are one or two old car carcasses about. And a couple of locomotives. But the relic or two that might

be in sight will be neither rolling nor complete. They will be rust-encrusted heaps looking for all the world like something dug out from underneath B-52 bomb rubble.

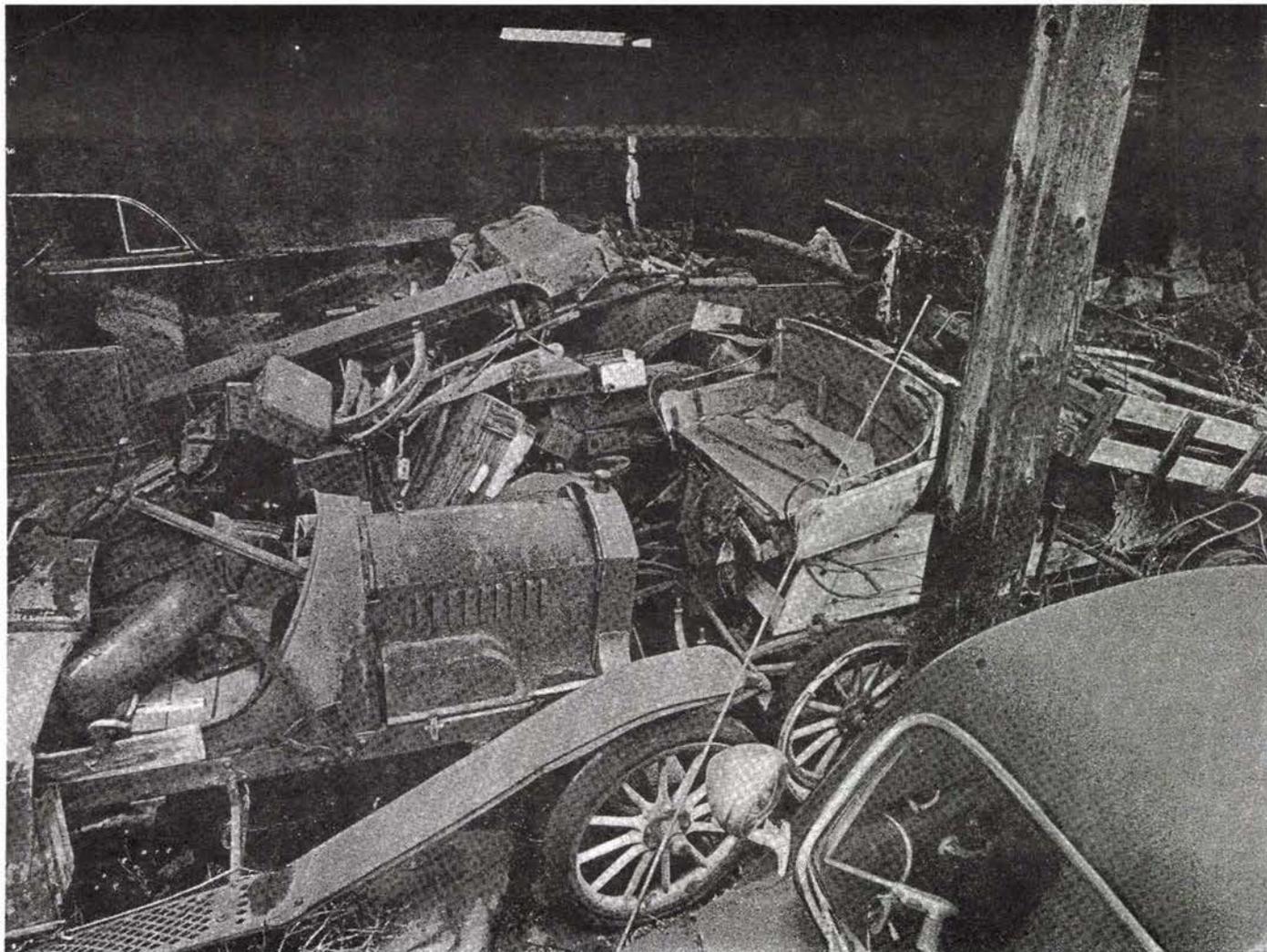
The only sign around says, simply, "B. J. Pollard—Contracting." But there is no place else to go, since this five-acre contractor's storage lot is at the end of the 14000 block of Prairie Ave. Piles of building materials and clusters of heavy construction machinery choke all the available space

between various low buildings, ramshackle sheds, and sundry outbuildings. So this has to be the place, and Barney Pollard himself is the man to see.

Even seeing him is not particularly easy, especially for a writer or someone connected with a publication. He shuns publicity with a stolid determination for reasons, it later comes out, that are—or have been—essential for him. He agreed to talk to CAR LIFE and to show us his cars only with reluctance and with a self-protecting proviso. Throughout the day, he wondered aloud why he had decided to make an exception even in CAR LIFE's case.

The mysterious Mr. Pollard is not such an enigma after all, really. He is direct and forthright and, once his initial reticence wore thin, revealed himself as a man of high good humor with a hearty laugh. His ready wit and a tenaciously retentive memory, remarkable in a man of 71 summers, re-kindled the spark of life for the early days of the auto industry which he lived through, and in recollections of his adventures in collecting his cars. Obviously Barney Pollard, still actively operating the contracting business with his son, isn't about to slow down.

Still, a cloak of silence as permeating as a decade of dust has settled over his cars. Few people know of the collection and those who may have been aware at one time have forgotten. But there was a time when Pollard's collection was the largest and most extensive in the country. Pollard was called King of the Old Cars and chris-



SEVERAL ERAS OF auto design share tight quarters beneath open-side shed. Few Pollard cars are rebuilt. Most get weather protection coating and long-time storage in disarray of discovery.

# POLLARD ANTIQUES

continued

tened "Mr. Jalopy" in a splashy 1946 story about the collection in *Saturday Evening Post*. Since then, his attitude of secrecy has clouded the collection in people's minds. For one thing, wild guesses about the total number of cars are resorted to. And because they are nowhere to be seen, even that game is quickly forgotten.

Barney says he has about an even 1000 cars, but adds: "I don't know accurately within a hundred cars of how many I do have here." He snorts that he has never bothered to catalog what he does have, relying instead on his memory when a question arises whether he has a certain car or not. Of them, about 60 have been rebuilt and restored to driving condition. About 25 of that group are usually out on loan to museums or people with special needs for an early day automo-

bile. Pollard keeps a crew of ten old-time craftsmen, retirees able to work a limited number of hours each month without jeopardizing their Social Security checks, busy in the restoration shop, gradually chipping away at that backlog of a thousand cars. The bulk of Barney's collection, to be sure, is merely stored—not restored.

He describes what it was like, in the late '30s and early '40s, on hunting expeditions throughout the Midwest to find old cars for his collection. He recalls, with hearty peals of laughter, incidents involving him and his companions on some of the searching trips, an Indian junkyard owner and an old Missouri antique dealer—how they wore overalls to allay suspicious farmers; how he'd get tips on cars in other states and note them for future forays; how, in seeking an old Win-

ton, he came across two rich bachelor recluse brothers who had two of them but wouldn't sell. A recurring problem was that people suspected him of working for Ford and had always believed the myth that Ol' Henry would give them a new car for their old one—maybe two.

Collecting autos in those years was much different from what it grew to be later. All sorts of old ones were lying around useless then, and Barney usually bought them for scrap prices or a bit more. Often his finds were in good shape, like the Minerva which had merely had a front wheel sold off it for some farmer's mechanical project. And Barney would buy them and haul them back to his contractor's yard in Detroit. He relates all this, looking off through the wall and dressed in a rumpled dark gray suit and black topcoat, a brown snap brim hat clamped over jet black hair throughout as if ready any moment to dash outside on some errand. And suddenly he asks: "Would you like to see the cars now?"

He leads the way outside, under those heavy black-gray overcast skies

that Californians know as Detroit sunshine, stepping gingerly around mud puddles and sinking bogs left by incessant early winter rains, across the lot to a back outbuilding almost hidden behind a large steam locomotive. It is an old, unpainted wooden building. Its oddly placed doors and strange swing-out windows seem to belong to some Cape Cod cottage. And inside, so closely clustered that it is impossible to enter the building, are the dark brown hulks of what once were automobiles, stacked up against one another on their noses.

"They say 'Necessity is the Mother of Invention,'" Barney says in explanation of this unusual sight. He had stored them in this unexpected upright attitude, getting four cars in the space for one, to avoid losing the whole collection during World War II scrap drives. "The scrap people were going to make me scrap them all," he relates quietly. "But I worked out of it, got around it. They curtailed my activities very much—they took a few cars away from me, here and there—but I got along fairly well."

There is only a slight trace of bitterness in his voice as he tells how he saved the bulk of his collection. Government agencies work slowly and he had had several months' notice. So he had gathered up the cars, then parked in the open around the lot, stacked them on their noses, and built this and two other buildings around them. Get-

ting them out of sight relieved, in time, some of the pressure.

"They had me under an ultimatum to produce scrap, which I did," he goes on. "I had to produce so much scrap and ship it in to Ford Motor Co. They had the method of employing patriotism. They had implied strength; they caused people to scrap things by, shall we say, publicity. I was an individual and they worked the newspaper on me. They would have gotten every car I had," he adds, "if I hadn't been somewhat diligent about it."

It was an incredible reminder of what Total War had been like. And yet, no one has ever suggested ripping up Rembrandts to make bandages. But as Barney goes on, his voice rises slightly and his words spill out faster. "They took all the tires! I had to take all the tires off the cars. These tires were 25 years old then, and they were petrified! But they insisted on having them. Cost me maybe \$5 to take a tire off because they were petrified—well, maybe \$2, \$5, whatever it was—and you got 50¢ for it. I sold a couple of tons of that stuff. But you had to keep working with them. If I had opposed them too much I probably would have wound up in trouble."

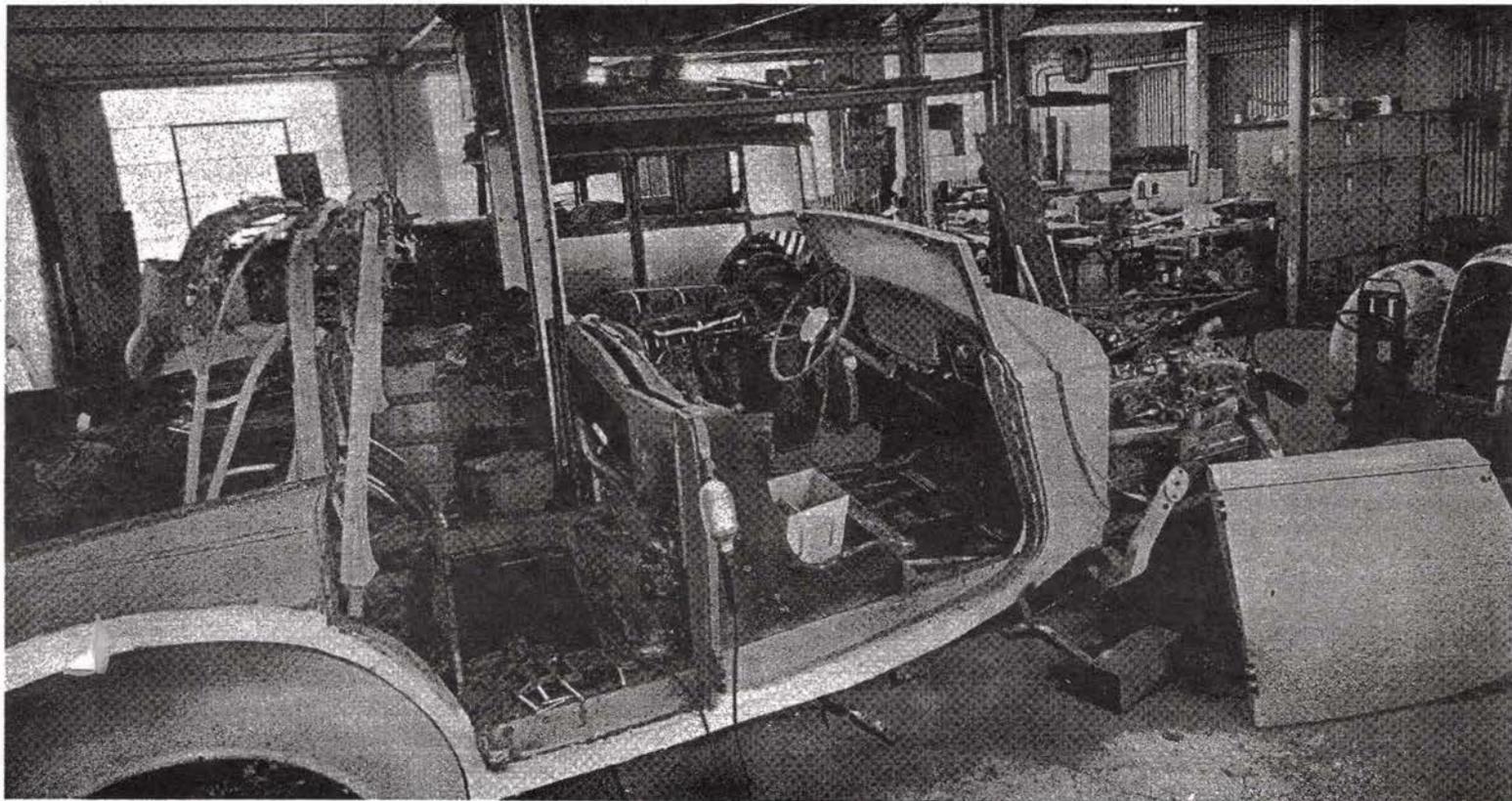
Through the windows, nothing but bare wheels could be seen. Wheels, engines, seat springs, and other bits and pieces were stacked between the rows of upright cars, barring any entry

to what would have been aisles inside the shed. The *SatEvePost* story had referred to Pollard's storage method as a "filing system," but there was little evidence of a system. An occasional chalked notation outside the building, weathering and growing indistinct, served as a reminder of a car or two that might be lined up behind that particular board.

Behind one window is the remains of a 1914 Oliver, and Barney pauses to explain the history of that car. The builder had patented all sorts of components for the car. Among other things, he had built it with French no-draft windows, but neglected to patent that until-then-unknown feature. None of his other inventions were ever picked up by other manufacturers, Barney chuckles, but his accidental no-draft windows were. "But this building is the smallest one," he says. "There may be 100 to 150 cars here."

Picking the way carefully across the lot, he leads the way through his restoration shop. A Packard phaeton and a Rolls-Royce town car stand denuded of most body work beside two other unrecognizable shapes. Three or four men work almost leisurely at benches along the walls, all in a space that appears too small to hold even two cars. There is no sign of parts manuals or yellowed-page literature from a by-gone era about, and when asked about research material, Pollard scoffs: "I've been a mechanic all my life. All the

**TIGHT QUARTERS** IN restoration shop don't hamper retirees who rebuild cars at leisurely pace. Twin-Six Packard phaeton and vintage Rolls opera coupe (rear) undergo laborious restoration.



# POLLARD ANTIQUES

continued

research material I need is up here," he smiles with a tap of the hat.

In an adjoining paint room, an impressive old opera sedan stands in prime coat awaiting initial color. And behind that is another closed room where a half dozen restored cars are stored. A Lincoln touring car and two vintage Mercedes-Benz models stand fender to fender with a partially restored Oldsmobile Autocrat of an earlier era. Across the driveway, in a more modern steel and glass building, other restored cars sit under canvas or vinyl covers. There, the 1910 Stoddard-Dayton he likes to drive, the perky Scripps-Booth roadster his wife often uses, and an impressive Locomobile tourer await exercise.

Then, clambering over piles of structural steel towards the back of the lot, he arrives at the bulk of his collection. Non-strategic creosoted poles and used galvanized roofing had been utilized to erect these two windowless structures around and over the nose-stacked cars, and whole wall sections slide aside to serve as doorways. Some 600 cars are stored inside the lightless black jumble of the largest. Photographing it is impossible. A double file of largely intact cars stuffs a long narrow courtyard between it and an open-sided shed protecting four more long files of less complete, but still on wheels, vehicles of every description and era.

Before storing his cars, Barney would coat the metal parts with oil, soak wooden parts in linseed oil, and spread neatsfoot oil on the leather. Though difficult to tell from looking at the relics, he is confident that all are well preserved. Every summer he hires a group of college boys to come in, pull out some more parts and pieces from the up-ended collection, and sand blast and prime paint them in anticipation of the fuller restoration process.

Surveying these ruins to be rebuilt, Barney grows wistful in tone. "I don't take them out much more," he says of those he already has restored. "I don't have the time and inclination, the pace of life is too fast, and I don't get the enjoyment out of them that I one time thought I would. Circumstances change. But I like the cars and I don't think very many people in this country have more interest or had more interest in cars than I have, from the time I was big enough to know what a car was." He continues, very subdued, "And of course I saw the inception of this automobile business as a young man and I ran on right straight

through, and the interest has been with me all that time."

His mind recalls many Cadillacs, Packards, Chalmers, and Rolls-Royces in the collection, though he had had no particular favoritism when he was actively collecting just prior to World War II. "I really didn't concentrate on anything," he explains, "other than here and there I wanted to pick up a particular car. The first automobile I ever owned," he gives as an example, "was a 1910 Stoddard-Dayton and I tried very hard to get one of those, but I wasn't able to. Finally, I bought one from a collector—paid through the nose for it—since I wasn't able to get one for myself.

"Some of the cars I sought after most diligently, but was unsuccessful," he continues. "But anything that was old, I picked it up. It didn't matter what it was." The car that started the collection, he recalls, was a 1910 Cadillac whose original owner had driven it around Detroit until 1924. Pollard had kept his eye on that car and when it fell into the hands of a junkman who owed Barney money in 1938, he settled the debt for the Cadillac. Within a year, he was collecting actively.

The elder Henry Ford's Greenfield Village collection was another strong spur to Pollard. "He did not portray the whole industry," Pollard relates. "In other words, he got a pretty good showing of what Ford made and a smattering of the rest. So that caused me to go out and collect a lot of these cars. And," he adds, "I only collected them to preserve them."

The desire to preserve the old cars goes back to Pollard's younger days when, as a teenager, he worked in the auto plants for six years prior to World War I. He was at the time "much imbued" with the automobile and dealt in them on the side. Used car lots and junkyards were unknown at the time, he recalls, but he did both. He would buy cars cheaply ("you could buy a good running car for \$150 to \$200 that was three years old, maybe"), fix them up, and sell them. The fixing up, he adds, usually consisted of replacing the commonly used low tension magnets with high tension magnets—"generally all they needed," he says, "if they were any good at all.

"Some of them were no good to start with," Pollard suggests. "Today in collectors' hands, are a lot of cars that they consider really good cars, but that were absolutely no good—they were dogs—and you put them on the

dirt road or something and they wouldn't perform. Now they'll perform on the pavement, if they're put together a little better than they were originally." He estimates there were about 75 makes in that category of which 25 or so were widely sold. "These cars just didn't have it and there was no way of giving it to them," he continues. "They were poorly designed one way or another—buggy manufacturers made some of them, implement manufacturers made some—they were poorly engineered."

Barney does have a strong loyalty to early associates, and he will admit to an affinity for Packards and Chalmers cars: "I worked at Packard most of the time," he recalls of his factory days, "in the experimental and other departments during World War I. And when I wasn't at Packard, I worked at Chalmers—Packard only ran about six months out of the year." Autos weren't built unless there was a firm order for one, he says, and when orders ran out the plants shut down. But they didn't all shut down at the same times. "It was erratic," he admits. "Nobody knew just when somebody else was going to start their new model and shut down their old one.

"Chalmers didn't have the name Packard did, but they built some awful good automobiles," he explains. "They didn't have the engineering. Packard spent a thousand dollars for every ten cents Chalmers spent for engineering, you might say. Chalmers didn't have the prestige, but it had very, very good performance. The car I've used the most is a 6-cyl. Chalmers; I worked at the factory when it was built in 1913.

"Chalmers in 1912-1913 went into the 6-cyl. field and built a beautiful car, a beautiful car," Pollard continues. "Now they talk about all these fast cars and everything, but that 6-cyl. Chalmers will outrun probably 90% of the cars they call 'fast'—and that includes Stutzes and Mercers. It weighed twice as much as they did, but you see it never did get the kind of publicity that they did. But all these automobile companies, the history of them mostly revolves around one or two men. And Chalmers actually went backward in 1914—Packard went backward in 1914, in their design. That has to do with certain people leaving, changing." Packard began to lose its engineering momentum after Henry Bourne Joy left the presidency.

Pollard also remembers automobile milestones in which he was involved



while at both places. He helped develop the Liberty aircraft engine while at Packard, a project that took six months from its inception until the first one was completed, and laments the folklore of mis-information that now surrounds it. Racing driver Ralph De Palma, he reveals in a passionate aside, played an important role in its development. And at Chalmers in 1915, an engine capable of turning 4000 rpm was produced, in an era of 2400-rpm engines. It might have revolutionized the industry, Barney declares, except the inaccurate gear cutting of the day caused gear noise that couldn't be eliminated. It wasn't until after World War II that 4000-rpm engines were built and sold, he notes.

"You can go back into the history of this stuff and there are so many parallels it isn't even funny," he adds. "Somebody comes out with something and they claim it is all-new and hell, they had it 30, 40 years ago."

When he first started collecting the cars, he had no intention of creating a museum, he recalls. He thought at the time that it would be beyond his financial capabilities and, additionally, only a couple of museums of that day bothered to have a few cars. Lately he has had second thoughts on it. The well-financed Harrah's Automobile Collection in Reno, once it got underway, quickly took the "world's largest" title away from Pollard. But he still has a fantastic assortment and number.

So he now plans to build a show-place for the best of them, at a site he owns on the Interstate Highway past the Lincoln-Mercury plant near Wixom. And, once again a government agency has affected his plans, this time in a zoning dispute. But Barney thinks he may get that resolved, too, enabling him to begin work on it in a year or so.

B. J. Pollard, Collector, wonders aloud once again about publicity. Too many other collectors reinforce their mistaken notions about his operation. His active collecting days were long ago, he says, and he very rarely buys or sells a car anymore. He feels he is wrongfully suspected, by other collectors, of being ready to dump his cars and thereby depressing the market; and this is not true at all.

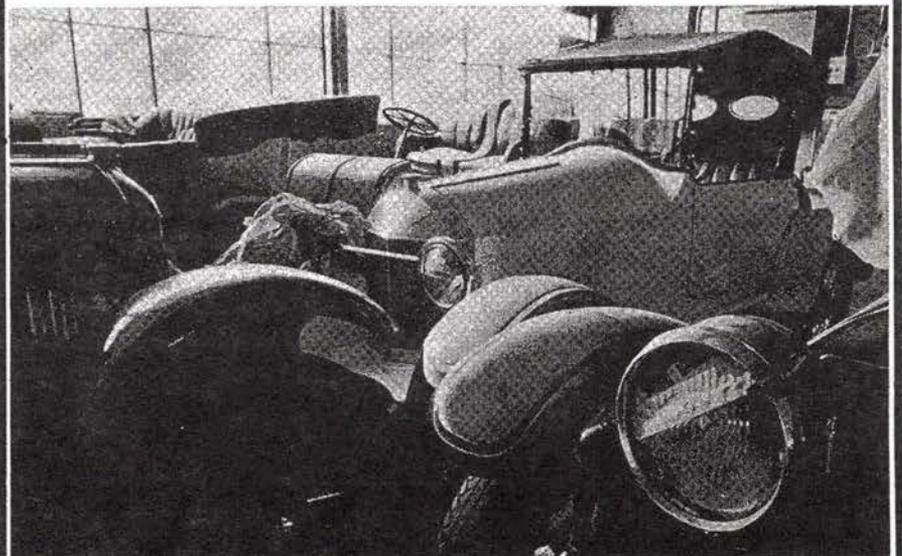
"A lot of people say, well, I'm shrewd," he shrugs. "But if they knew about the cars I passed up they wouldn't say I was so shrewd. As an investment, certainly these cars are worth a lot of money now, but I never

visualized that they ever would be. I just went around picking them up to preserve them. And in that period," he concludes with a wistful smile, "I once

in a while picked up a usable car. You know, I could have made a lot of money picking up usable cars, fixing them up, and selling them." ■



**BOOTLEG ERA LINCOLN** flanked by pre-Depression Mercedes and Olds Autocrat (top) gather dust in dead storage. Perky Scripps-Booth runabout (below) is used by Mrs. Pollard. Bulk of collection is untouched, jammed into black, picture-defying, lightless sheds.



Cataloging B. J. Pollard's car collection would be a monumental undertaking, since he has no written records of the cars he bought and sold 25 years ago. But some of the more interesting ones were listed in the *Saturday Evening Post* article, entitled "Meet Mister Jalopy" by Bernard W. Crandell, appearing in the July 27, 1946, issue. They include:

- |                                                    |                              |
|----------------------------------------------------|------------------------------|
| 1907 White Steamer                                 | Briggs Detroit               |
| 1910 Cadillac                                      | 1913 Pierce-Arrow            |
| 1917 Renault Cabriolet                             | 1912 Peerless                |
| 1924 Stanley Steamer                               | 1908 Poss truck              |
| 1913 Metz                                          | 1902 Cadillac Model A 1 cyl. |
| 1910 Stoddard-Dayton                               | 1924 Duesenberg              |
| 1911 Flanders 20                                   | Revere                       |
| 1903 Packard                                       | Grant                        |
| 1909 Krit                                          | Brush                        |
| 1905 Buick                                         | 1914 Oliver                  |
| 1898 Locomobile steam car                          | Oldsmobile Autocrat          |
| 1909 Austin, from the Grand Rapids, Mich., factory |                              |
| 1907 Wayne, built by a furniture manufacturer      |                              |



# An Update on Stutz Fire Engine

When Harry Clayton Stutz gave up the reins of Stutz Motor Car Co. in 1919, he did not rest.

Instead, Stutz went three blocks north on Capitol Avenue in Indianapolis and built a fire engine plant and another automobile plant. Alfred Christian Mecklenburg, a builder of fire apparatus in South Bend, arrived in Indianapolis January 1, 1919. Mecklenburg had founded the South Bend Motor Car Works in 1912. He was the firm's president when the company went in to oblivion in the late teens.

When Mecklenburg arrived in Indianapolis, it was his intention to make contact with Stutz to get financial backing for a new fire engine venture. The two men obviously jelled and in June of 1919 a 500-gallon per minute. Stutz pumper had been built in time for the annual International Fire Chiefs Convention in Kansas City, Mo. The Stutz pumper came back from the convention with a perfect score in the pumping demonstration. Another Stutz that "Made Good In A Day."

Records found in a salesman's handbook more than 30 years ago indicate the Stutz Fire Engine Co. produced more than 300 pumpers, hose wagons, chemical cars and ladder trucks. The type written records ended in 1926.

Further research has since indicated Stutz fire engines were manufactured until 1929, but no record was kept. Reportedly St. Louis acquired one of Stutz' last engines in 1929, the same year the firm went into bankruptcy as did a number of companies after the stock market crash.

Neither Stutz nor Mecklenburg was connected with the firm in 1929. Both had moved on to new ventures. However, Mecklenburg came back. In 1930 he became owner of New Stutz Fire Apparatus and moved the firm to Hartford City, Ind. There Mecklenburg built Stutz fire engines until 1941, including the nation's first diesel



by Charter Member Rodger J. Birchfield (No. 141)

Photos of fire engine by Gail Moulton Jr. (No. 635)

powered fire engine presently owned by the Columbus (Indiana) Fire Department.

At least 30 fire engines were built in Hartford City.

It is estimated 24 still exist while more than 80 Indianapolis-built Stutz still exist. One such existing Stutz fire engine is in the desert community of Trona, Calif., owned by the Searles Valley Historical Society. (see photo on rear cover.)

The Stutz was one of five Model K3 "Baby Stutz" 450 gallon per minute pumpers delivered to Los Angeles County in 1924. One more K3 was delivered to Los Angeles County in 1925. According to a news article in the July 28, 1957 issue of The Sun Telegram Trona News section about the Stutz being for sale by the Trona Fire Department, it was mentioned the Stutz was acquired from LA County in the 1930s.

After the sale in the late 1950s, the Stutz eventually ended up in the San Bernardino County storage lot. The historical society acquired the Stutz in 1993 from the San Bernardino County board of supervisors when it was declared surplus. It was donated to the society along with a 1938 Ahrens Fox fire engine, Gail Moulton was in Indianapolis recently searching for more Stutz Fire Engine information. Moulton is presently in the midst of restoring the pumper.

Moulton left copies of information he had already gathered on the Stutz with Bill Greer in Indianapolis. One notation under a photo indicated the fire engine's bell had disappeared while it was in the storage lot. After the Stutz was moved to the old Argus Fire Hall at Trona, the wish-boned radiator cap with motometer disappeared.

The photographs left by Moulton show the engine is basically complete right down to the correct headlights as well as the spotlight on the dashboard. The gas tank is original as is the



*Members Rodger Birchfield (No. 141) "at L" of Camby, Ind. and Gail Moulton (No. 635) "at R" of Trona, Calif. meet to discuss Fire Engine restoration at your editor's home in Indianapolis. Note the logos on caps.*



radiator sporting the Stutz Fire Engine Co. triangle badge.

The four cylinder 71 horsepower engine with overhead valves under the hood is believed to be Wisconsin. It was during this era Stutz was switching to locally built Midwest engines.

A Stutz Fire Engine Co. employee who moved with Mecklenburg to Hartford City took with him a notebook containing parts numbers. The book not only mentioned parts for the Midwest engine, but also parts for a Stutz "Special" engine.

Several photos in the materials left by Moulton included a view of Trona's firefighters with their recently acquired Stutz at the fire station. Other photos depicted restoration progress. Moulton began a logbook in March of 2001. His first notations "Inspected rims and took pictures of truck."

Further notes reflected additional work including sandblasting, freeing rusted levers and joints, checking for radiator leaks. In January of 2003, Moulton noted he had "got a new battery, removed the carb and rebuilt it and replaced it."

The restoration continues. One piece of information was entitled:

*Photos below show side and rear views of the 1924 Stutz Model K3 "Baby Stutz" 450 GPM pumper being restored.*

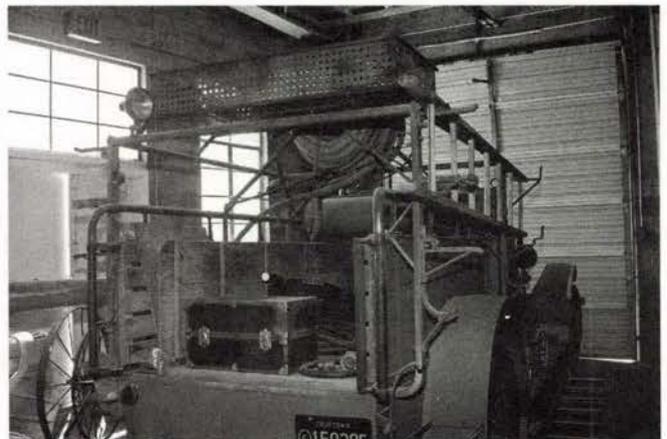
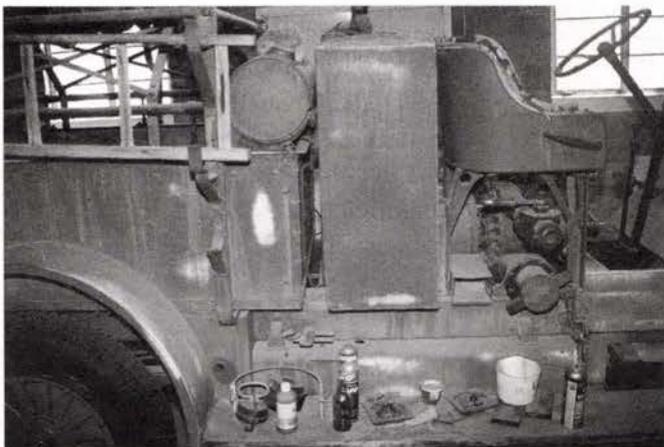
## RESTORATION OF 1924 STUTZ FIRE ENGINE

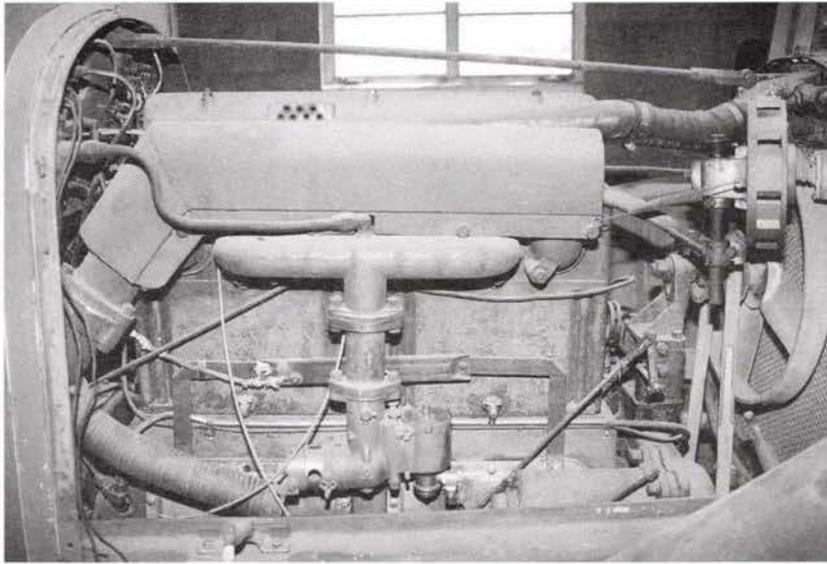
The Searles Valley Historical Society plans to restore the 1924 Stutz Fire Engine to its original condition. This engine was one of the first fire engines used in Trona. We believe that any of the equipment used during the development of Trona must be kept in Searles Valley and preserved for future generations to enjoy. We had a difficult time getting the engine back from San Bernardino County. Now that we have it, our work is cut out for us. Our intention is to get the engine running and then restore the body. Any assistant you could give us in our endeavor would be greatly appreciated.

For those interested, several Stutz fire engines have been recently restored or are in the process of being restored. Firefighters at Nampa, Idaho, did a floor up restoration of the department's 1924 Model O 1200 gallon-per-minute pumper after pulling it from the city park where it has been displayed about 30 years.

The La Grande, Oregon, 1925 Model O was recently restored at a local prison. The Nampa and Le Grande were displayed along five other Model O pumpers at a fire engine show in Boise, Idaho.

In California, a retired San Rafael fire chief is restoring his department's 1922 Model C 750-gallon-per-minute pumper. The Los Angeles County Fire Museum has taken on a bigger project. Using parts from three Model TS (tiller steer) trucks, the museum is restoring a 1924 city service truck.





*View of engine compartment of 1924 Model K 3 "Baby Stutz"*

owner had shortened the pumper to install a large water tank for watering crops on the farm.

In all, folks, it is estimated approximately 110 Stutz fire engines are still in existence considering the two firms — Stutz and New Stutz — only built about 345 units.

**Ed's Comments:**

The Los Angeles City Fire Department had five TS trucks. The museum also has a complete Stutz pumper. The unit is one of five delivered identical to the county fire department in 1924 and is a sister to the Trona Stutz.

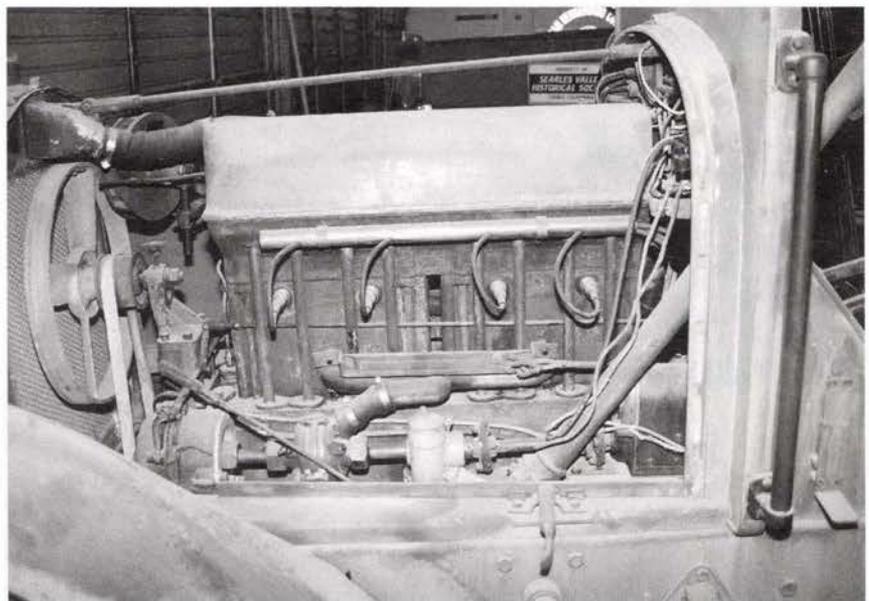
In recent weeks, searches for Stutz Fire Engines on the internet, has uncovered three pumpers listed in auctions, all in Pennsylvania. Except for their rusted condition, the two 1923 Stutz were basically complete. An auction house spokesperson reported one went to a buyer in the state of Washington while the other stayed locally.

The third Stutz up for auction earlier this year was not complete. It was missing its hose bed and the auction firm did not indicate where it went. Two more recently surfaced on the Stutz Club's web site. One is the Glenwood, Iowa, 1923 Model K "Baby Stutz," a 350 gallon-per-minute pumper. The fire department is looking for a carburetor for the unit.

The other Stutz mentioned on the site is in Illinois. It too is a Baby Stutz, but reportedly the previous

During member Birchfield's recent visit he provided the Club with an up-dated listing of where (by state and city) each of the 315 Stutz Fire Engines known to have been produced were delivered including type (ie 450 Triple Combination) Model ( ie K3) and year (ie 1924). A similar listing was provided for the 30 new Stutz produced in Hartford City, Ind.

Members who may have information to share on Stutz Fire Engines should contact Rodger at Tel: (317) 327-6786, FAX (317) 327-6043 or write to him at 5732 E. Landersdale Road, Camby, IN 46113.



The Indiana State Museum (member 8001) is currently featuring a very attractive and educational "Classic Cars of Indiana" display organized by R. Dale Ogdon, chief curator of cultural history. The Stutz display includes the 1915 Stutz HCS Roadster from the Indianapolis Motor Speedway Museum (one of two existing, the other one is owned by member Eleanor Howie of Scotland.) Members Dr. John Klein and Turner Woodard contributed by exhibiting cars in the IMS lobby; 1931 Duesenberg J-472 Conv. Vic. and 1929 Stutz Dual Cowl Speedster respectively.

# CLASSIC Cars Symbolized FREEDOM, adventure

By R. Dale Ogden, chief curator of cultural history

The "Roaring '20s" ushered in the Modern Age of American history. Motion pictures, radio and the automobile were becoming increasingly familiar. Jazz, bootleg gin and relaxed sexual mores influenced societal attitudes, while expanding educational opportunities and a robust economy raised personal expectations. The automobile soon came to symbolize this new culture. Ownership of a car represented personal freedom and financial success, or at least the promise a new life to

come. Indiana's luxury automobile industry, in particular, epitomized these aspirations.

With sleek contemporary designs, Hoosier cars looked modern. They were big and they were fast. Marmon won the first Indy "500" while Stutz, Duesenberg and other Hoosier automakers sponsored dominant racing teams. The thrill of adventure was part of the commercial marketing campaigns



Classic cars in the exhibit are from the Auburn Cord Duesenberg Museum, Auburn; Canton Classic Car Museum, Canton, Ohio; The Henry Ford, Dearborn, Mich.; Indianapolis Motor Speedway Museum, Indianapolis; and the Studebaker National Museum, South Bend.

Costumes in the exhibit are from the Indiana State Museum and Historic Sites collection; Elizabeth Sage Costume Collection, Indiana University, Bloomington; and the Children's Museum of Indianapolis.

for all these companies.

Above all, Indiana cars were distinctive, and very expensive. Produced in small numbers, Indiana automobiles became the era's status symbols. While a new Ford could be had for under \$600, many Indiana cars cost more than \$3,500, with a few exceeding \$10,000. Ownership of an Indiana marque was the most visible sign of success.

During the Great Depression of the 1930s, nearly all the Hoosier classic car companies ceased production due to a lack of sales. The depression killed the luxury car market, but not "The American Dream." While financial difficulties

forestalled many expectations, Indiana-made luxury automobiles still embodied the highest aspirations. Hollywood's Everyman, Gary Cooper, owned one. So did the mesmerizing Greta Garbo. In the most difficult economic era in American history, Indiana's luxury automobiles provided a symbol of success and a hope for the future — they remain so to this day.

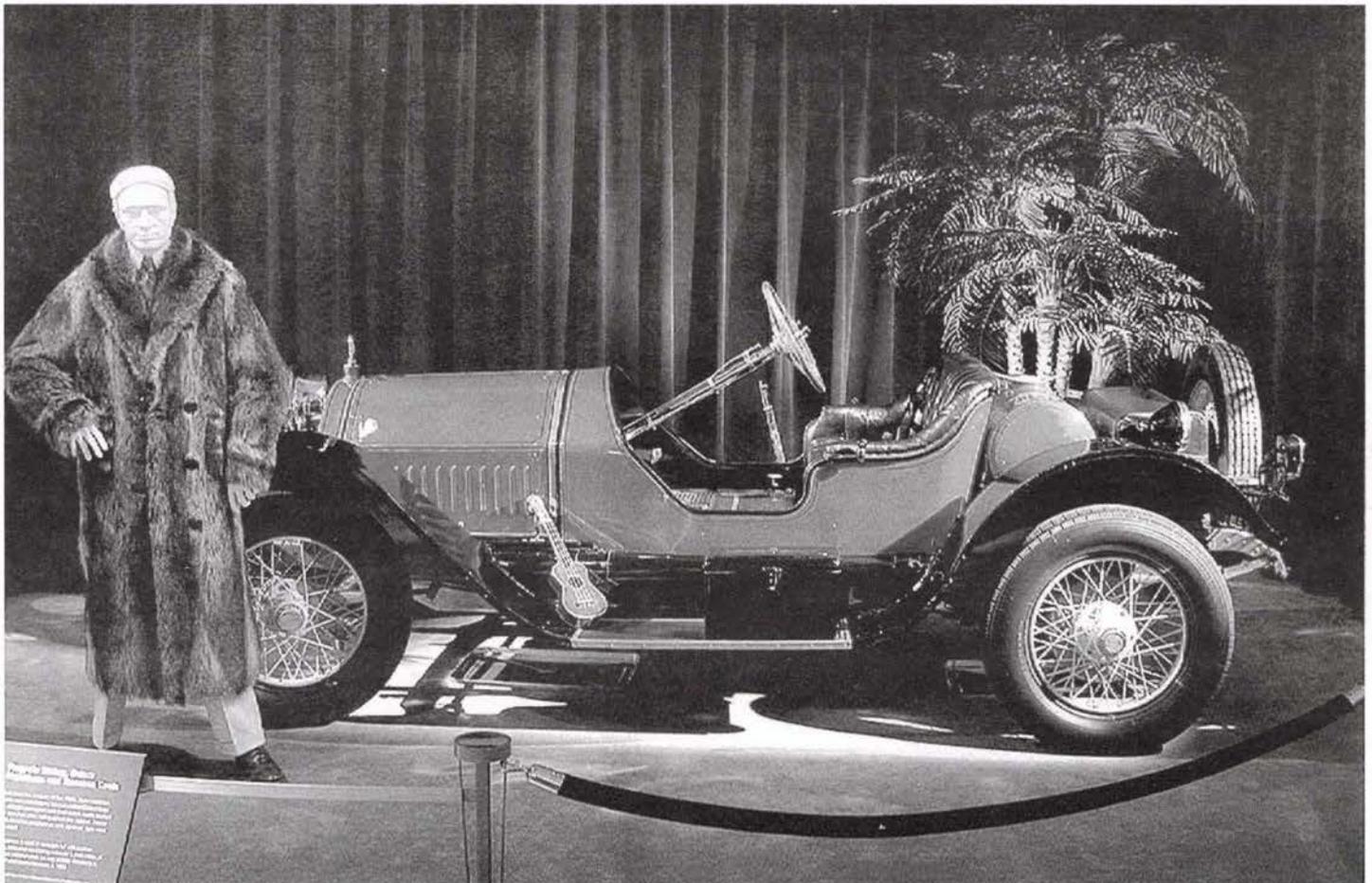
See *Objects of Desire: Cars and Clothes of the Jazz Age at the Indiana State Museum through Oct. 3, 2004*. The exhibit is presented by *Stoops Automotive Group* and *Atlas World Group Inc.* ■

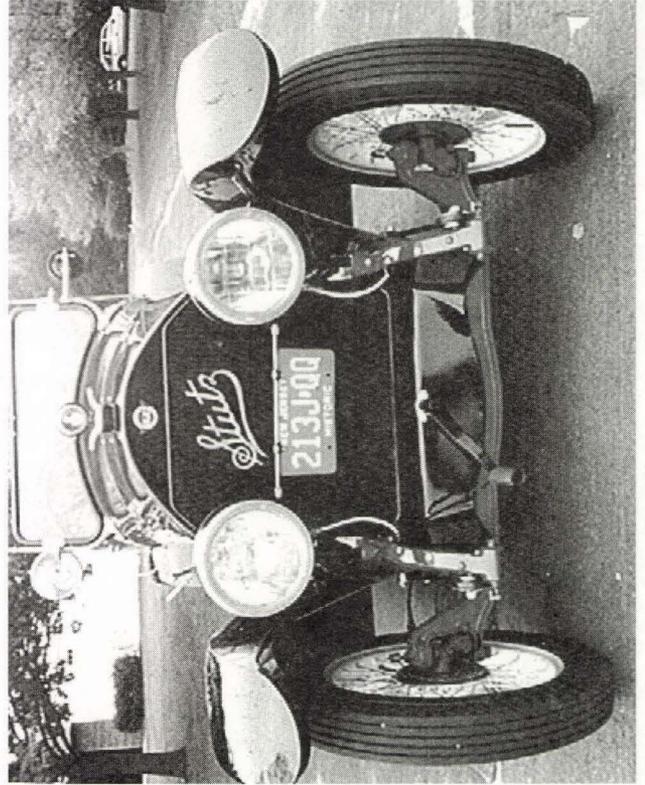
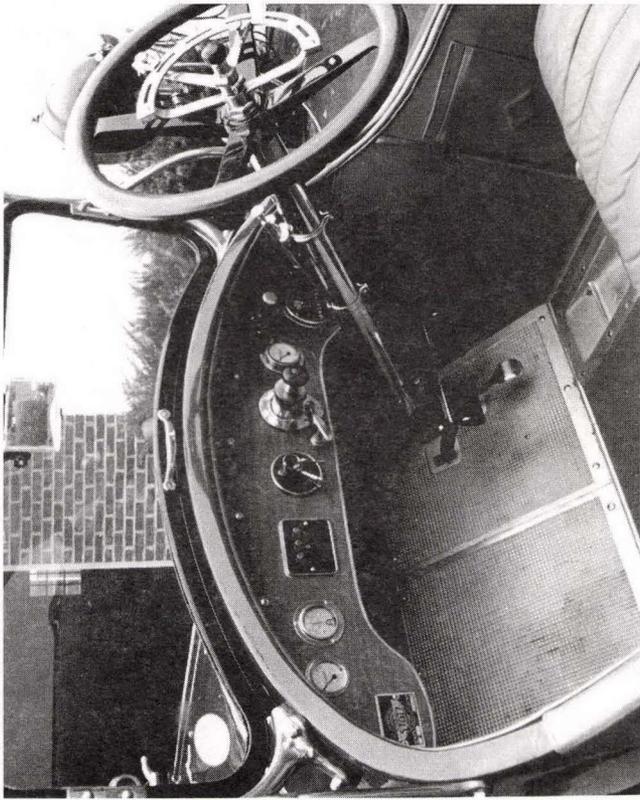


1920s and 30s historic images and jazz music are featured in the *Objects of Desire* exhibit.

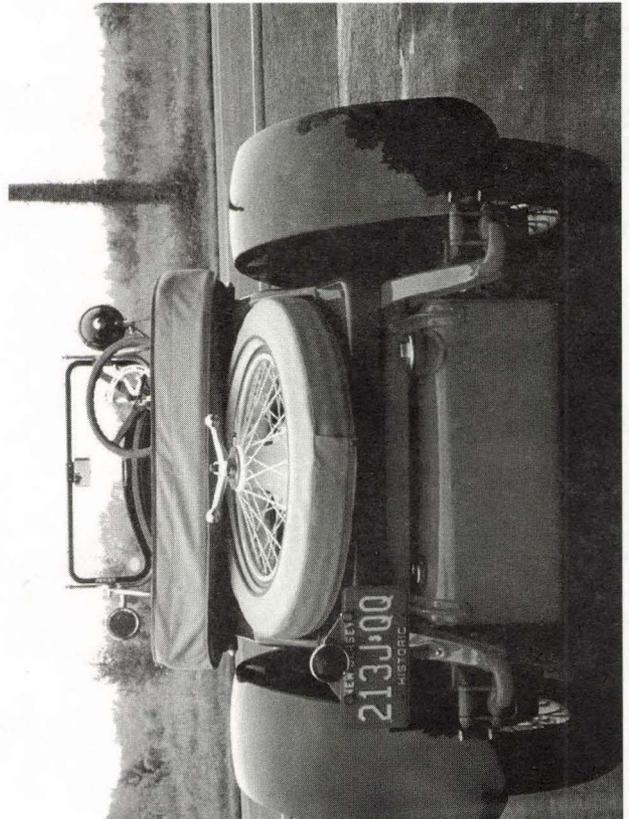


From: *Indiana State Museum's Expectations July - August 2004* edition





*This 1920 Stutz Series H Bearcat enjoyed by deceased charter and life member Raymond A. Katzell (No. 62L).*





## The Stutz Club, Inc. BALLOT - 2005-06

The following members have been nominated for re-election to the positions indicated for a two year term (2005-06). If you wish to vote for different candidate, please write in his/her name on the line indicated. To vote for a particular candidate, please place a check mark before or after his/her name. To vote for the complete slate of nominees, please place a check mark on the line indicated at the end of this ballot.

Please return your completed ballot to the Club Secretary, John B. Haydon, 317 East Acacia Road, Fox Point, WI 53217, postmarked before November 1, 2004. Ballots postmarked after that date will not be counted.

You may use this page for your ballot or use a photocopy.

Nominee:

Write in Candidates:

President: Norman C. Barrs

---

Vice President-Membership: Michael P. Barry

---

Vice President-Publications: William J. Greer

---

Vice President-Technical Services: John Grunder

---

Vice President-Programs and Publicity: Dale K.Wells

---

Secretary: John B. Haydon

---

Treasurer: Toni Barry

---

I wish to vote for the complete slate of nominees \_\_\_\_\_



If you wish to use this ballot as an envelope, fold it in thirds, with the address showing in the middle third and with this message folded under so it doesn't show. Then staple it or scotch tape it shut, put a first class postage stamp on it in the usual place and mail it back to the Club Secretary.

---

First Class  
Postage  
Required

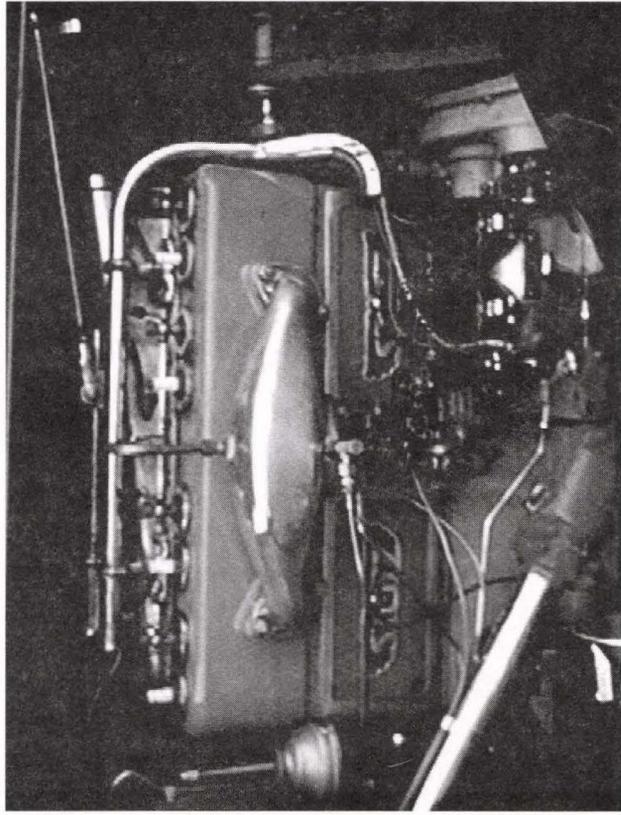
John B. Haydon

317 East Acacia Road

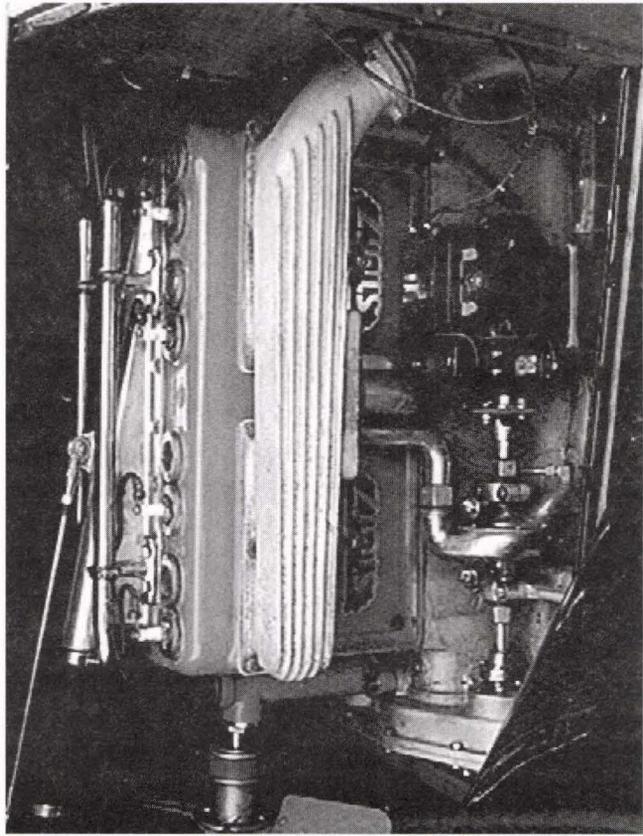
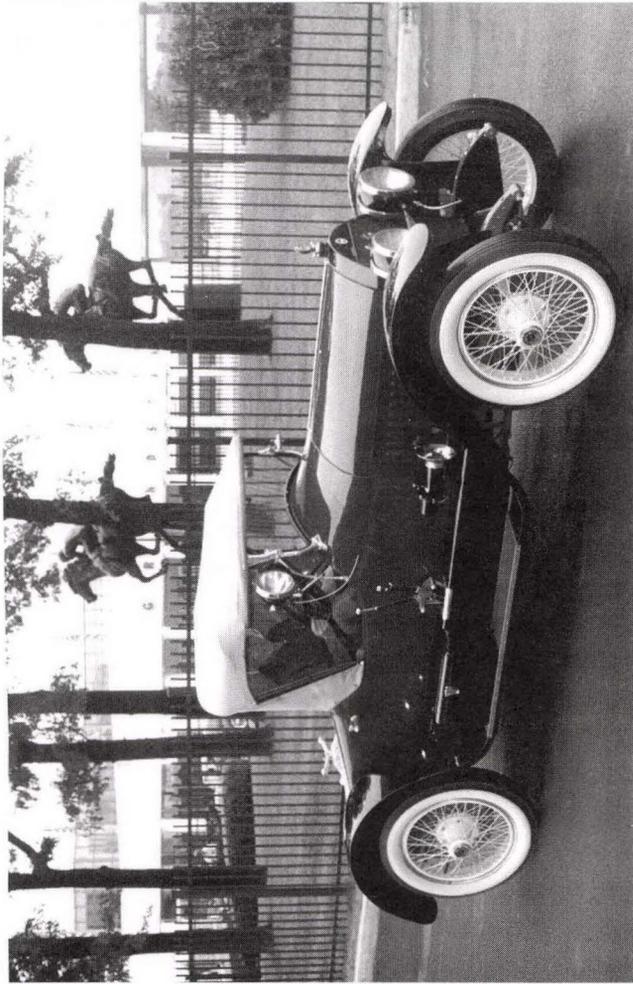
Fox Point, WI 53217-4235



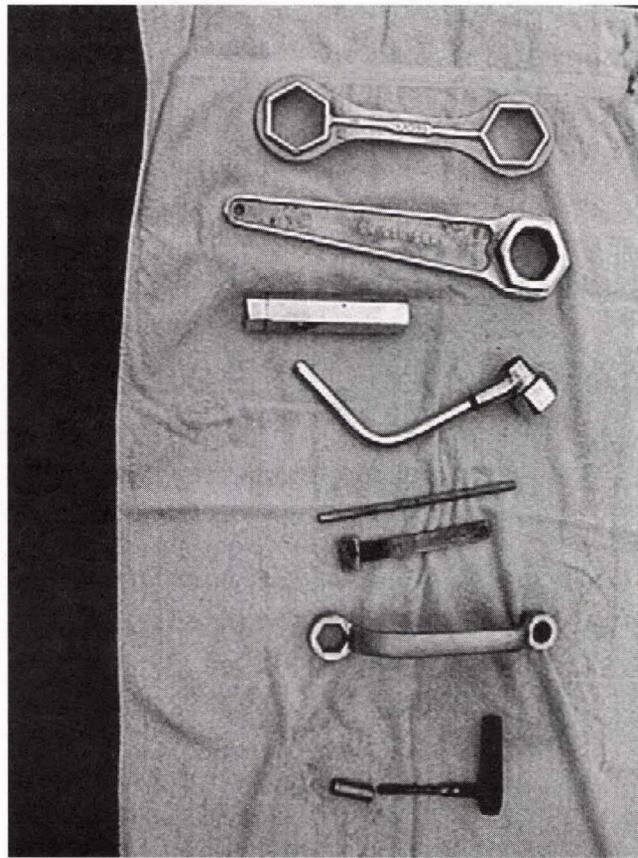
*Intake side of Series H Bearcat engine Kartzell*



*Ray Kartzell with top up in his 1920 Series H Bearcat, views of its powerful 16 valve engine and tool set.*



*Exhaust side of Series H Bearcat engine*





## The Wiglesworth Automotive Collection

An Important Sale of Fine Early American and European Motorcars, Fire Trucks, Commercial Vehicles, Motorcycles and Automobilia

Saturday September 18, 11am  
Shawnee, Kansas

### Preview

September 16 – 17, 10am to 5pm

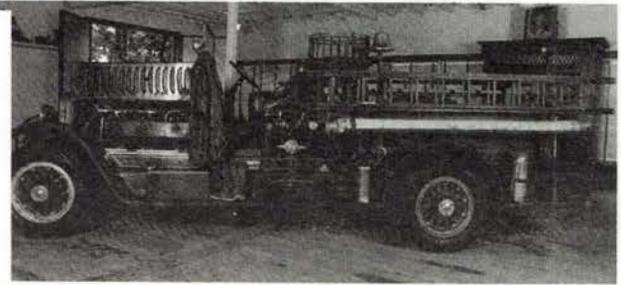
Illustrated Catalog: \$40 plus S&H

This collection is to be offered for sale without reserve.

Kansas City native Jasper Wiglesworth began collecting automobiles before World War II, starting with a single Pierce-Arrow, a marque he had long admired. Over the years, scores of fascinating and wonderful automobiles passed through his hands. Although he favored great American marques like Pierce-Arrow, Packard, and Cadillac, his collection grew to include a fabulous early Benz, an Orient Buckboard, and all manners of low-mileage and one-owner cars, trucks and fire engines. The cars he liked the best were those that he could use on Glidden Tours and other driving events. Most of the wonderfully eclectic array of cars being presented for sale have never before been available on the open market.

### Inquiries

Mark Osborne (415) 391 4000, mark.osborne@bonhams.com  
Andrew Reilly (415) 503 3285, andrew.reilly@bonhams.com  
Malcolm Barber (415) 503 3203, malcolm.barber@bonhams.com  
Jonathan Stein (610) 779 9710, jonathan.stein@bonhams.com  
David Patridge (603) 279 8555, dpatridge@metrocast.net  
Mike FitzSimons (203) 622 6093, bonhams@fiteng.com  
Bonhams & Butterfields, +1 (415) 391 4000, +1 (415) 391 4040 fax



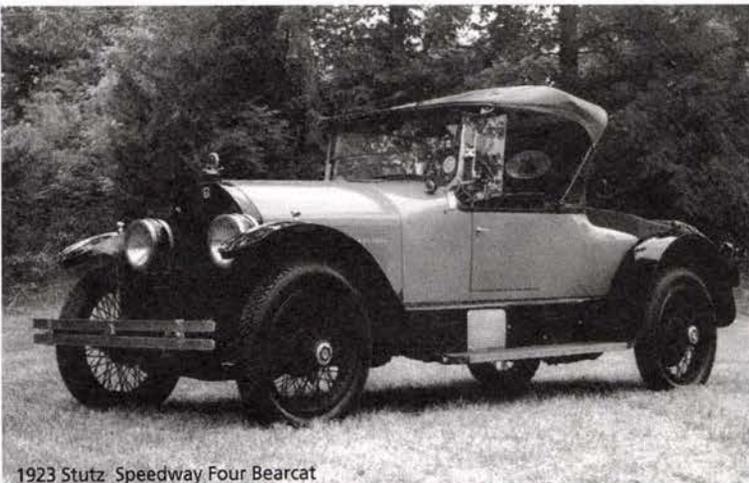
*Could this 1926 Fire Engine be the missing big Model "O"?*



*This one is listed as a circa 1921 Stutz Fire Truck. Can someone tell us if it has the original Stutz/Wisconsin engine.*

*Among the 65 cars to be sold are many important original and unrestored examples of early marques including an 1892 Benz built for the Benz family and later given to Henry Ford.*

*In addition a diverse collection of Automobilia, parts, signs, pedal cars, toys, bicycles and horse-drawn vehicles are being offered in the sale.*



1923 Stutz Speedway Four Bearcat

*In 1923 this Stutz Series KLDH was called a Bearcat Roadster. Ed.*



## Editorial Comments

Shortly after receiving an attractive auction catalog from Bohama & Butterfields (see preceding page) pertaining to "The Wigglesworth Automobile collection" the editor found notice of this sale in the July 2004 issue of CAR COLLECTOR. This event which is to take place on Saturday, September 18, 2004 at Shawnee Mission, Kansas prompted the editor to try and contact charter and life member JL Wigglesworth (No. 213L) by telephone but his number was no longer in service.

This finding tended to confirm my suspicion that Jasper Wigglesworth may have left us. Being determined to learn what had happened I was able, with AT&T's help, to talk with a Mr. Wigglesworth in the area (no relation to Jasper) who gave me a number that fortunately put me in touch with James T. Wigglesworth, a son, an attorney, and executor of the estate. James

informed me that his father Jasper had died July 4, 2003. It is always a shock to learn of a member's passing.

This auction follows too closely to Grand Stutz 2004 for some of us to attend. The same situation prevails in regard to the upcoming RM Auction of member S. Ray Miller's Collection on October 14 - 17, 2004 in Elkhart, IN which is right after Hershey.

The Club's Stutz News is again a recipient of OLD CAR's "Golden Quill Award." The editor wishes to thank all members who made contributions to the publication in 2003 and recognize the diligent work of Ms. Rachel Daeger for preparation of each issue and Ken Berry and his KDBPress for timely and quality printing services.





# Membership Report

Please join me in welcoming the following new members:

0672

David R Pfaff  
32076 Shorewood Rd  
Galena MD 21635  
Home 410-991-6070  
Business 410-648-6060  
Fax 410-648-6168  
Email pflyer@toad.net

0673

Raymond O Keto  
16513 Raven Rock Dr  
Gaithersburg MD 20878  
Home 301-963-8905  
Business 240-264-1408  
Email roketo@comcast.net

0674

Daniel Nash  
The Bishop Bonner,  
Bonner Street  
London England EZ0QP  
UK  
Home 01144-0208-9839883  
Business 01144-077-75926444  
Fax 01144-0208-9837667  
Email daniel@bishopbonner.com

0675

Kent Riddle  
5342 Waterwood Dr  
Lowell MI 49331  
Home 616-868-0768  
Business 616-554-2563  
Fax 616-698-4444  
Email kriddle@workstage.com

0676

Robert Hepler  
16744 Adlon Road  
Encino CA 91436  
Home 818-981-3565  
Business 818-981-3565  
Fax 818-981-5455  
Email TheHeplers@sbcglobal.net

0677

Richard J Kavalari  
2035 N Connecticut  
Royal Oak MI 48073  
Home 248-545-0997  
Business 248-545-0997  
Fax 248-977-0267 cell  
Email rkavalari@worldnet.att.net

0678

Ernest Tuff  
PO Box 355  
Rushford MN 55971  
Home 507-864-7137

## In Memoriam

On July 21, 2004 we were saddened to learn that charter and life member Jasper Wigglesworth (No. 213L) of Shawnee Mission, Kansas had died. See Ed's comments on page 23.

Mike Berry, VP Membership



# Treasurer's Report

## The Stutz Club Treasurer's Report as of August 21, 2004

CASH BALANCE JANUARY 1, 2004 20,425.46

Income

Membership dues	2003	1,050.00		
	2004	<u>7,630.00</u>		
		<u>8,680.00</u>	8,680.00	
Advertising			300.00	
Interest income			14.72	
Donations			5.00	
Splendid Stutz sold less cost to ship		468.45 <u>(107.70)</u>	360.75	
Posters			82.00	
Shirts			96.00	
Stutz News			<u>361.95</u>	
			9,900.42	9,900.42

Expenses Stutz News (print & mail)	6,120.87	
Administrative expense	301.44	
Archive rental through September 2004	1,080.00	
Membership expense	412.41	
Website Expense	530.00	<u>(8,444.72)</u>

TOTAL CASH IN BANK 21,881.16

LIFE MEMBERSHIP RESERVE 14,000.00

TOTAL CASH & RESERVES 35,881.16

RESPECTFULLY SUBMITTED,

Toni Barry  
Treasurer

August 21, 2004



## President's Message

### THE 1929 GREG SCHULTZ STUTZ PIKES PEAK CAR

Part I

by Norman C. Barrs

It all started at Hershey in October 2001, Jason and Bill Gehring had acquired some parts they wanted from a vendor who also happened to have the mortal remains of a 1929 Stutz Blackhawk which it turned out had laid in an aircraft hanger in Oklahoma for many many years.

Having successfully completed the 1929 supercharged replica Le Mans Blackhawk, I by now had sufficient background information to understand the motivation of Greg Schultz during his many conquests of Pikes Peak and in particular I focussed my mind to the 1929 car, as after all I was acquiring a 1929 Stutz chassis.

There is thankfully amongst the Stutz Club membership and car enthusiasts generally around the world much common ground in so far that we are able to discuss things with each other. It wasn't long before I realized that Schultz had in earlier years

supercharged the Stutz Speedway 6 engine with considerable success, and it now appears that he had worked closely with the Stutz factory or indeed the supercharger engineers connected with their project and had indeed developed the driver

controlled supercharger concept adopted by Stutz in 1929. He had perfected this no doubt with some factory support resulting in winning the climb in 1928 following which all superchargers were banned for future record attempts.

It also became clear from the research that Schultz was a very capable engineer, he used a pre-production DV32 for his record attempt in 1930, this was the same year that Brisson used two pre-production DV32 engines at Le Mans, unfortunately Brisson did not get the success that Schultz achieved but my attention was clearly focussed on 1929 and in particular his use of the Stutz 8 cylinder SOHC engine.

The deal with the vendor was completed, the complete running chassis was put into a container and shipped to the U.K. and by early 2003 a rather worm eaten chassis was cleaned coated with red oxide following which a lengthy debate occurred on what should happen next.

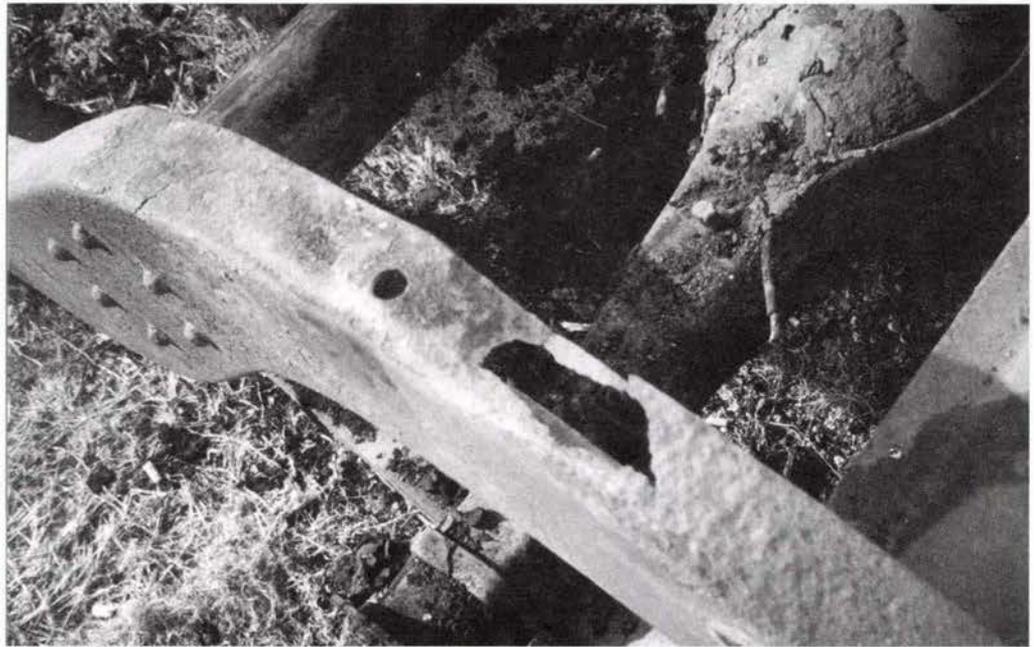
In the old car world one can never have too many friends and colleagues, my good friend John

*1929 Stutz Blackhawk Chassis No. 164*





*continued on page 26...*  
*continued from page 25...*  
 Guyatt discussed with us his earlier restoration of the Tim Cameron Special, this was developed probably following in the footsteps of Schultz since Cameron used a B chassis shortened, lowered with quarter elliptic rear springs and this in the pre-war and immediate post war period was a very potent motor car using a Dusenburg J series engine. John who has vast experience at racing most things of the vintage period including the Cameron special maintained that the chassis layout and in particular the rear suspension gave wonderful handling characteristics that the early 1926 engine in the 4.7 litre SOHC was adequate running on four SU carburetors but not capable of development in order to produce usable power.



*Worm eaten chassis No. 164*



*Chassis cleaned, coated with red oxide*



## The MISS File

by BOBBIEDINE RODDA

Mail piles up fast when I'm gone. It'll take weeks to catch up with all the magazines. But I couldn't wait to open my Stutz News to learn the revised plans for the September 9th-through-12th Grand Stutz. Thursday we'll visit San Sylmar and the Nethercutt Museum. Friday, after a tour of the Palos Verdes Peninsula, we'll have lunch and then go to Long Beach to see the cars of Stan Lucas. Saturday? The Petersen Automotive Museum in the morning and the Getty Museum in the afternoon. Dinner that night (at a Brazilian restaurant) will feature Randy Ema speaking about the Stutz-Duesenberg connection. As a finale, there'll be a Grand Stutz Car Show and picnic Sunday at the South Coast Botanic Gardens. (But the GRAND finale will be going to the Comedy and Magic Club in Hermosa Beach where Stutz Club member Jay Leno is scheduled to perform.)

## Clippings of Note



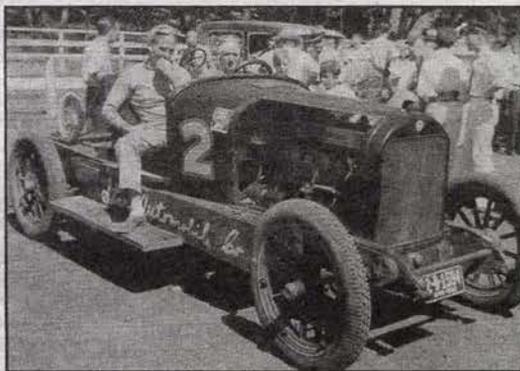
1928 Stutz Model BB Seven Seater Convertible Sedan

## READER PHOTOS

*"Reader Photos," sponsored by the Gilmore Car Museum, is a forum in which Old Cars Weekly readers share vintage automotive images from their albums for the entertainment of other readers.*

Frank Vitale's uncle, V.O. Anderson, was a founding member of the NIAPRA (Northern Iowa AACA) and an AACA board chairman in the '60s. According to Vitale, he was a true hobby "visionary" who began preserving old cars as far back as the late '30s.

As proof of his interest, Vitale submitted a photo of this Stutz racer. The Stutz name is visible on the valve cover and radiator. The 1939 Iowa plate, the familiar fence, and the "loaded" Model A in the background all lead Vitale to believe this was at his farm in Dows, Iowa. Vitale can't quite make out the name on the frame rail, but he believes it's Stark Automobile Company, a local dealer. Dig the "bikers" wearing caps and ties in the background of the photo. If anyone has information on V.O. Anderson, Vitale would like to speak to them; just write to *Old Cars Weekly*.



Above Left: In this clip from the August 2004 issue of *The Automotive Calendar of Events*, member Bobbie'dine Rodda kindly refers to the revised schedule for Grand Stutz 2004. Jay Leno owns a Stutz Bearcat and we welcome him to membership.

Above Right: This 1928 Stutz was offered at the Kruse Auburn Spring Motorfair held April 30 - May 4, 2003. Who now owns this special Stutz which went to Germany from the famous Marvin Tassaroff collection in Detroit?

At Left: This early Stutz Special appears to be a stripped down Stutz 6 cyl. of the 1923-25 period.



**Discover Where History Drives Us!**

Open May - October  
Every Day 9AM-5PM

Saturdays & Sundays Until 6PM

6865 Hickory Road, Hickory Corners, MI - 49060  
Midway between Grand Rapids, Kalamazoo and Battle Creek on M-43  
269-671-5089 [www.gilmorecarmuseum.org](http://www.gilmorecarmuseum.org)



## Letters to the Editor

**From: Frederick A Patterson (No. 554)  
Oakland, CA**

**Date: March 3, 2004**

Thank you for your continuing kindness and thoughtfulness. You have tracked me down and I appreciate it. I am forwarding my dues for 2003 and 2004 to Mike Berry.

It was great to see the reference to my dad (and me) in the December 2003 issue of Stutz News No. 66. The Stutz Club is an important connection to my heritage and I hope to maintain that link.

Thanks also for the information on Dave Weir. Perhaps I will give him a call and see what he know about the racing helmets.

Things got busy and I got out of touch. Thanks again for your efforts.

Ed's Note: Fred's father, Freddy Patterson, rode with LL Corum in the 1930 Indy 500 placing 10<sup>th</sup> in the "Jones" Stutz Special race car. In 1931 Corum and Patterson failed to qualify in top 40 at the Indy 500 driving Car No. 29 named "Stutz Bearcat." (See the Splendid Stutz, pages 308-311.) Freddy later joined the Stutz Company and specialized in the Stutz PAK-AGE-CAR.

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

**Date: May 3, 2004**

Thank you for your of May 1, 2004. Good to learn you have about half of the Stutz archives moved to the old Stutz factory. From a correspondence between the former chief editor of the renown Swiss weekly "Automobil Revue" Robert Braunschweig and Beverly Rae Kimes I recently learnt that "Stutz" is a Swiss family name, originating near Berne. As the parents of the

founders of the Stutz marque came from Southern Germany, it is well possible that their roots were indeed in Switzerland.

You have a rather busy time ahead with the Stutz News, the Grand Experience at Gilmore Museum and the trip to Europe. I wish you much pleasure, good health and many happy hours.

Thank you for congratulations on the article in SAH-Review. As mentioned this had to be rather brief and I am certain there would be much more to be told – but then it may induce some members to contribute additions.

On April 25, 2004 I visited (again) the Concours d'Elegance of Villa d-Este, which is maturing into the most famous and arguably the best CdE of Europe as there were two Cadillacs and a Cord L-29 (apart from the about 65 European cars) on the lawn. Stutz was again missing. Perhaps one or the other Stutz owner should be contacted by the selecting committee for next year. My friend Urs Paul Ramseier is in this committee. If you think of somebody who would love to participate, then please let me know his name and address and I shall pass it on to UPR.

**From: B Len Harvey, Espoo, Finland**

**Date: 4 August 2004**

We are still in the process of finding out about any Stutz history in Finland. Have not found or heard of any Stutz surviving to this period but we are following up on a few leads. However, we did find a list from the motor registry in Finland and as you can see from the enclosed (see listing on next page, Ed.) in 1934 there were 61 Stutz registered. Did they survive the war?

Jan and I along with some friends from New Zealand will be attending Hershey again this year – so trust we will be able to catch up with you again. I did order one of those 3.8 to 1 rear end gears as advertised in the last Stutz News. All the very best wishes, kind regards.



Autonkoreja  
Kassakuappeja  
Raitiovaunuja  
Touhullisen Konepaja

**Kaipio**  
Tampere - p.h. nro 7120



**MORRIS-COMMERCIAL**

„Ostamalla autoja, autoja, autoja...“  
Käsitönnä Englantilainen laatuinen laatuinen  
Käsitönnä...  
MORRIS-COMMERCIAL  
Käsitönnä...  
Suomen Voimaväen O.Y.  
Helsinki - (Göteborgin 3)



## Maamme moottoriajoneuvot

### tehdasmerkeittäin v. 1934.

#### Henkilöautot.

Auburn	94	Locomobile	21
Berliet	16	Marmon	33
Buick	1,027	Marguette	19
Cadillac	32	Maxwell	35
Chandler	171	Metallurgique	25
Chevrolet	4,249	Moon	77
Chrysler	1,133	Nash	874
Citroën	273	Oakland	387
Cleveland	73	Oldsmobile	459
Diana	15	Opel	35
Dodge	606	Overland	192
Durant	147	Packard	120
Erskine	296	Paige	292
Essex	581	Peerless	62
Falcon Knight	33	Plymouth	134
Fiat	687	Pontiac	403
Flint	22	Renault	31
Ford	4,786	Reo	315
Graham Brothers	19	Rugby	235
Gray	16	Studebaker	646
Hudson	191	Stutz	61
Hupmobile	263	Velie	59
Jewet	26	Whippet	262
Jordan	24	Willys Knight	389
La Salle	34	Wolverine	55
Lincoln	26	Volvo	31
		Muut	331

Yhteensä 20,423

#### Kuorma-autot.

Bedford	57	Chrysler	16
Benz	58	Citroën	19
Brokway	240	Daimler Mercedes	36
Buick	30	Diamond	25
Chevrolet	4,543	Dodge	47

**AUTONOMISTAJAN  
KÄSIKIRJA**

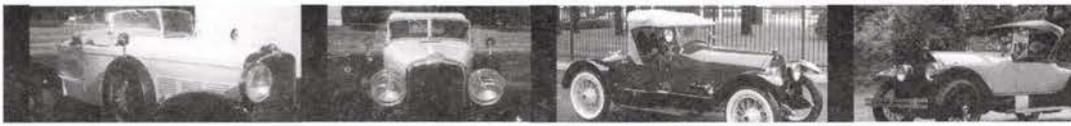
1935

JULKAISIJA:  
MAASEUDUN  
AUTONOMISTAJAIN  
LIITTO

Nämä arkistoistani esille kaivamani ammoiset tilastot ovat vuosien 1934-47 aikana ilmestyneistä Maaseudun Autoliiton vuosikirjoista. Näiden pikakuruisien vihkosten tieto saattaa tuntua kuivalta, mutta on korvaamatonta materiaalia oikeita tuontimääriä etsittäessä.

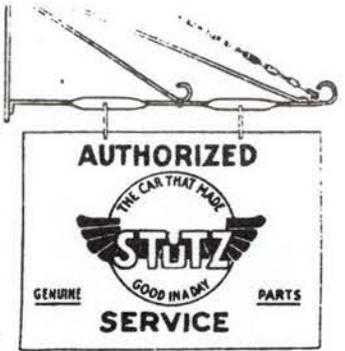
Kun esimerkiksi Velie autoja on nyt tallessa vain yksi kpl, voi leikitellä kysymyksellä missä ne muu Suomeen tuodut 58 kpl ovat? Tai niiden murenat...

K.L.B.



# Classifieds

*The Club and the editors aim to publish accurate information and recommendations, but neither assumes responsibility in the event of claim of loss or damage resulting from publication of editorial or advertising matter. Statements of contributors are their own and do not necessarily reflect Club policy.*



## FOR SALE

A batch of high speed rear end gears for the 8 cylinder Stutz is being made by Phil Bray. The ratio will be 3.8/1. A special hob had been ordered for this project to ensure high precision gears. The hob will take 16 weeks and gears should be available 6 to 8 weeks after receipt of hob. The price is \$2000 per set.

Contact Phil @ 734-676-5520 or email him at [braypt@yahoo.com](mailto:braypt@yahoo.com)

## 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 (No. 405)  
6710 Brooklawn Parkway, Syracuse, NY 13211  
Tel: 315-432-8282 Fax: 315-432-8256  
[www.autolit.com](http://www.autolit.com)



**CLASSIC TIRES**

Lester, Firestone, Denman, Lucas.  
Custom Classic, Goodyear, Dunlop & more.  
*We can save you money!*  
**FREE CATALOG**




2850 Temple Ave.      2141 West Main  
Long Beach, CA 90806      Springfield, OH 45504  
Fax 562-595-0381      Fax 937-325-1900

**800-952-4333    800-735-0166**

**Have Something to Sell?**  
**Need a Part?**  
**Want Back Issues of Stutz News?**

Contact your editor:  
**Bill Greer**  
7400 Lantern Rd.  
Indianapolis, IN 46256  
Tel: 317-849-3443

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 \$95.95 plus \$5.95 shipping and handling for each copy

Name: \_\_\_\_\_

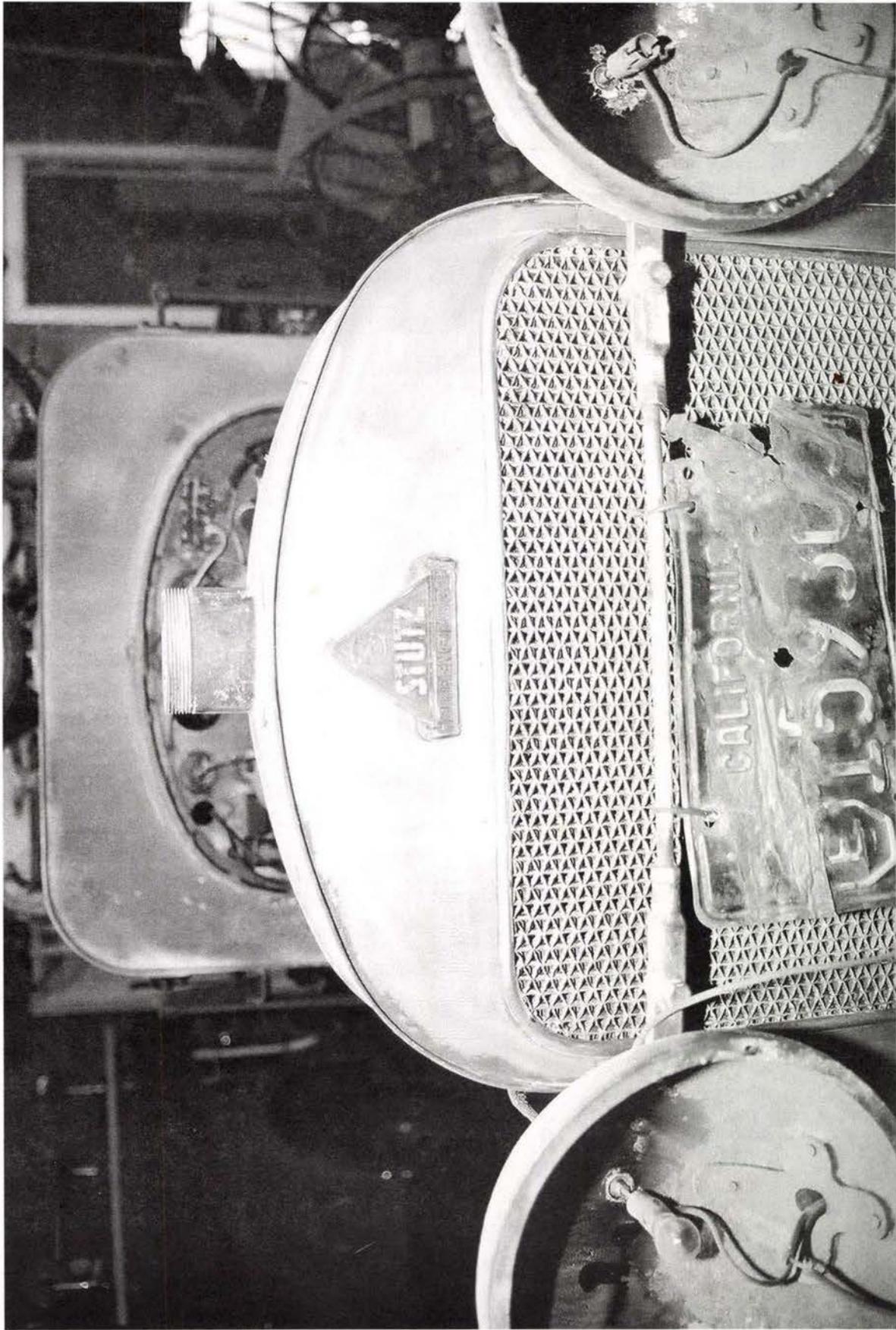
Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_

Zip: \_\_\_\_\_

Phone: \_\_\_\_\_



*The 1924 Model K3 "Baby Stutz" 450 GPM pumper being restored by Searles Valley Historical Society of Trona, Calif. Photo by Gail Moulton*