

Stutz NEWS

Nov Dec
88

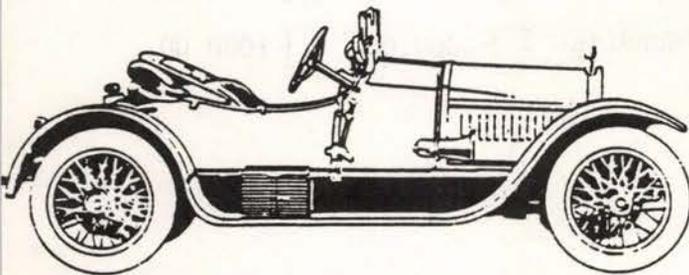
Novemb.

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



TO:

James F. Petrik
7275 Harwood Drive
Indianapolis, IN 46243



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

DEAR STUTZ MEMBER:

ACTION

PLEASE DO 3 THINGS!

1. Be sure you have paid your dues for 1989! If you haven't done so, do it now! Use the flip side of this page or copy thereof to remit your dues. Donations are most welcome!
2. Vote! Yes, cast your vote to name the Newsletter. Life members and active and associate members who have paid their dues for 1989 are eligible and should vote. Again, USE THE FLIP SIDE of this page or copy thereof.
3. Block out Friday-Sunday, June 16-18, 1989 for the 2nd Annual Meeting and "Grand Stutz." Don't miss this great get-together at the Gilmore-CCCA Museums. It's the date to go Stutz!



Paying your dues on time, "Saves so many Problems!"

Make checks payable to The Stutz Club. Remit dues and vote below to:

Dale K. Wells, Membership Chairman
7906 S. 10th Street
Kalamazoo, MI 49009

	<u>Inside USA \$</u>	<u>Outside USA \$</u>
Active:	<input type="checkbox"/> 20.00	<input type="checkbox"/> 25.00
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Life:	<input type="checkbox"/> 300.00	<input type="checkbox"/> 375.00
Founding:	<input type="checkbox"/> 1000.00	<input type="checkbox"/> 1000.00

NAME THE NEWSLETTER

In the May/June 1988 issue, p. 20, we presented the June 5th, 1988 report of the "Blue Ribbon Committee." That Committee consisting of members Ed Blend, Ray Katzell, Keith Marvin, Cordy Purdy and chaired by Beverly Rae Kimes "nailed down" a select list of ten (10) names from the some 55 names previously suggested for the Stutz publication (S.O.C.A. News was eliminated when the Initial Directors voted to call the organization The Stutz Club). Vote for 1st, 2nd and 3rd (three choices).

- _____ STUTZ CLUB NEWS
- _____ STUTZ: THE LEGEND
- _____ THE CLASSIC STUTZ
- _____ THE FAMOUS STUTZ
- _____ THE LEGENDARY STUTZ
- _____ THE STUTZ IDEAL
- _____ THE STUTZ JOURNAL
- _____ THE STUTZ LEGEND
- _____ THE STUTZ NEWS
- _____ THE STUTZ QUARTERLY

PLEASE PRINT!

My name is: _____

Address: _____

Directory Changes: _____

IN THIS ISSUE

STUTZ -- At Davenport, Iowa (1926/1929)



The above photo takes us back to 1926 and to one of the Stutz Agencies that started up when the "Safety Stutz" came out. It was a great year for the Stutz Motor Car Company of Indianapolis as these fine new cars pumped new life into the Company. Note the great decorations just below the ceiling, the owner-manager/salesman with pen in hand and especially the smell of fresh flowers. Our many thanks to member Jim Petrik for sharing his memories of those times with us on pages 4-6.

STUTZ -- At Davenport, Iowa
(1926/1929)

James F. Petrik

There was really no reason for Davenport to have a Stutz agency, it was never a "car town." In the mid-twenties, the population was between 60,000 and 65,000 souls. Counting Rock Island and Moline, in Illinois (across the Mississippi River), this metropolitan area known as the "Tri-Cities" had somewhat over 100,000 population. It was about 190 road miles from Chicago.

The writer can remember no Pierce-Arrow or Marmon agency, the Packard agency was in Rock Island, and it is believed the Ford dealer also sold the Lincoln (whenever one was sold). The Auburn dealer from 1929 on also sold the Cord, or tried to. Most of the off-beat brands were not even seen there. It was rumored there was one Model J Duesenberg in the whole state of Iowa, and that car was in Des Moines. In the later Classic years there were no twelve or sixteen cylinder cars in town, until about 1936, when the Zephyr showed up. Ultra-conservative best describes the city, automotively.

The Stutz agency was started in early 1926, when the "Safety Stutz" came out. It was located at 312 E. 2nd Street, one door west of the Buick agency. The first agency owner was a former race driver, Pete C. Petersen. Some months later, the agency was sold to another man, who shall remain nameless. Since the object of any car agency is to move new cars out of the door, the Oldsmobile line was added in early 1927.

As can be expected, most of the Stutz cars were very plain, just as shown in the general catalog.

My father was the service manager and head mechanic. In those days there were no white-coated write-up people or front men in the shop. A car owner brought his car in for repairs and talked to the man that was going to do the work. My father always road-tested the cars after repairing them to make sure the car was operating properly. Depending on the time, the day, etc., my father would come by our house to give his wayward son (me) a ride. This gave me a chance to ride in a great percentage of the local Stutz cars. I also rode in a few cars that were passing through and stopped by for some service work. Quite a deal for a car-crazy lad.

One of the town's leading citizens, Dr. B. J. Palmer, had a 1926 sedan, blue, as I recall. Dr. Palmer was the head of The Palmer School of Chiropractic. He also ran radio station WOC (Wonders of Chiropractic). This station was the second licensed radio station in the country. Later, the station became affiliated with Station WHO in Des Moines. In the thirties, WOC had an announcer by the name of "Moon" Reagan. Moon's brother "Dutch" was the sports announcer for WHO. Dutch finally went into the movies, TV and politics.

One of the most colorful of the Stutz cars in Davenport was an early 1927 four-door sedan, with wire wheels and side mounts. It was all in Lime Green. Cars just did not come in colors like that back then, at least not in Davenport. The owner ran a sash-and-door works, so had a new dashboard made for the car to incorporate the controls for a new-fangled radio. Could this have been the first car with built-in radio controls?

Undoubtedly, the fastest car around belong to the agency's owner. It was a tan Weymann Sports Sedan, a 1927 model, with wire wheels and side-mounted spare tires. A large spotlight on a stand was on the left running board. My father claims he had driven this car at 94 mph.

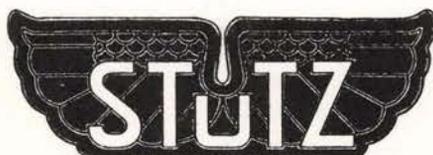
Thinking of fast cars, one weekend the police had impounded a Stutz Weymann sedan at the agency. It was pretty well riddled with bullet holes. I do not know the whole story but it seems the car's owner was a bootlegger and had outrun the law. He finally abandoned the car and escaped on foot. This was not a local car.

The writer did not live in an affluent neighborhood, yet within three blocks of his home, there were two Stutz cars, both above "run-of-the-mill." One was a 1928 Weymann "DEAUVILLE", a convertible victoria of sorts. Only the rear part of the top (over the rear seat) folded down. The other Stutz was a 1929 LeBaron five-passenger sedan. Both of these cars were equipped with wire wheels and side mounts.

Which one of the Stutz cars in town was the writer's favorite? None, as there were no rumble seat convertible coupes, or "cabriolets" (as Stutz called them). The sporting type of car did not fare too well in that locality. There was a 1929 Dual Cowl Phaeton (or Speedster) that your scribe never knew about until six years later. More on this car in a little while.

Which was the most unforgettable Stutz in the area? That's an easy one to answer. In early 1928, a Fleetwood Town Car, with 145-inch wheelbase, wire wheels, and side-mounted spares came upon the scene. This gorgeous maroon car must have been lonesome as one did not see a town car every year. I was lucky enough to have a ride in this one, the finest car that I'll ever be in. The price was rumored to be over \$7200. The head of a large corporation owned it. This car held residence in Moline, Illinois.

Your writer does not remember the exact sequence of these alterations and changes, but it went something like this: The owner lived at the top of a steel hill, and wanted to climb the hill in high gear, so a new differential with the lowest gear ratio was installed. Then the side-mounted spare tires were moved to the rear. This meant new front fenders and four new springs, as well as a rear tire carrier. A permanent top was installed over the front compartment, and the car was repainted a dark green.



It was in 1935 that my father received a phone call from the chauffeur of the town car owner. He wanted to show my father an engine swap he had just done. When Dad went over to see it, I tagged along. This is when I first saw the 1929 Phaeton. The phaeton had a bad engine, and rather try to repair, a new Ford V-8 engine had been installed. In order to overcome a shortage of horsepower and cubic inches, the mountain-climbing axle from the town car had been transplanted into this phaeton. We then went to one of the buildings on the estate where their old cars were stored (they did not believe in trade-ins) and briefly lifted the tarp covering the town car. That was the second and last time I ever saw this lovely car. That scene bothered me very much for many weeks. The truth is, it still gets to me every so often.

None of the 1927-1928 Black Hawk Speedsters were ever sold in Davenport, and only one or two of the 1929 six-cylinder Blackhawks found a home there. A car with ten percent less weight and twenty-five percent less power than a Stutz was not too attractive a proposition.

In September of 1929, one month before the big Stock Market Crash, the agency closed its doors. One of the salesmen went to the Oldsmobile dealer in Rock Island, and had an agreement with the Stutz factory to be an agent, but no cars were ever sold. The Sales Manager from the Davenport Stutz agency went to the Chicago Factory Branch, at 2500 South Michigan, a block from the Lexington Hotel, where Al Capone had his headquarters.

The agency closing did not end our relationship with the Stutz. We had relatives in Chicago, and every time we went there for a visit, my father and I would go to the factory branch, where my father could see his friend and I could drool over the new cars. We usually ended up with a ride in the latest model, so I did get to ride in a DV-32 once. In November of 1930, there was The Automobile Salon held at the Drake Hotel. We just happened to be in Chicago that week. These Salons had all the latest offerings of the custom body builders, or carrossiers (if you like French words). The cars were grouped by body builders, not by the chassis upon which these creations were mounted. One had to go all over the display area to catch any one given brand of car. Unfortunately the writer does not recall a single car, as there were no Stutz convertible coupes with rumble seats. This kid was pretty "one-way" about this subject.

It would seem that by the mid-thirties, most of the Stutz cars were gone from the local scene. I have no idea where they went. My father took care of a couple of the cars in his spare time. He would have to get parts needed from Warshawsky, a salvage yard in Chicago.

Because it was older and did not look like a Stutz automobile, the young me was not too impressed with it, but the Davenport Fire Department had one Stutz Fire Truck at Engine Co. #5, Rockingham Road and Howell Street. The writer does not have knowledge of the years this truck was in use, but he saw it about 1928.

So endeth the story of Stutz in Davenport, Iowa.

EDITORIAL COMMENTS



This issue was delayed somewhat in order to include the minutes of the first meeting of the volunteer, Initial/Founding Directors of the Club held January 14, 1989 (see minutes herein). At that meeting Mr. Smith Hempstone "Wheels" Oliver, Charter Member #97, was elected an Honorary Member (the Club's second). Please join with us in congratulating Mr. Oliver upon this recognition and to thank him for his enthusiastic and generous support of the Club. Thanks "Hemp" too, for your great inputs on Mark Howell's book Racing Stutz and for Mystery Photographs.

Some members may not subscribe to Old Cars Weekly so we reprinted their article on Grand Stutz which appeared in the Dec. 8, 1988 issue. We thank John "Gunner" Gunnell, Editor of Old Cars Weekly for featuring our first Annual Meeting so prominently on page 1.

You will find herein another first -- the Club's first paid ad submitted by Charter Member Anthony J. Koveleski (#124). His "Cerfrificate of Membership" is a great work of art, especially when hand colored by Tony himself. And, "Wow" the "Stutz 4-color Blazer Patch" is a Bearcat.

It is indeed a pleasure to reprint the article regarding the high honor recently bestowed upon Author/Editor/Historian Keith Marvin, Charter Member #79. Enjoy herein yet another of Mr. Marvin's contributions and we have more in the wings to publish! Our heartiest congratulations, Keith.

Many others of the Club's 244 Charter Members have contributed greatly to this issue. The editor wishes to thank Jim Petrik (#73), Elliott Kahn (#50), John Hills Garner (#169), the "Blue Ribbon Committee", Directors Joseph Folladori (#29FL) and Dale Wells (#92L) and others as noted herein.

The next issue will begin Vol. II as a quarterly covering Jan./Feb./Mar. of 1989. It should reach you by later April if your membership is paid. Please join us for another great Stutz year and cast your vote now to name this publication.

STUTZ NEWS: A limited quantity of May/June issues, Vol. I, No. 3 is available at \$3.50 per copy. Send your request and check (payable to The Stutz Club) to Bill Greer, Editor.

SEEN IN PRINT

Old Cars Weekly, Dec. 1, 1988, "70 Finish Mexican Road Race" - Charter Members Joseph F. Sexton (#201FL) and Jack F. Martin (#36) finished 1st in Class and 2nd Overall with a 1951 Mintz in the race held Nov. 4th, 1988.

The Classic Car, December 1988 issue: - "A Short Treatise on the Subject of Leather Substitute -- ZAPON" by Stephen P. Dean (#176) and Karl S. Zahmo (#140) "Doris Day."

Cars & Parts, February 1989 issue, page 72, "In the Headlights" - a good article on The Collier Automobile Museum, Naples, Florida owned by Miles C. Collier (#194).

Kenneth Ball Automobile Catalogue, Summer 1988, lists several items of Stutz literature for sale; circa 1926-1933 Sales Catalogues, etc. Also, Ball has a very good Stutz Safety Eight Handbook of Feb. 1926 covering all models, 128 pages. Address is: 34 Newhaven Street, Brighton, BN2 2NR Sussex, England, Telephone: (0273) 690000. We thank Ray Katzell for this information. Ed.

Rosanky, Texas museum discovered

By Elliott Kahn

My wife, Mildred, and I were returning from the recent 50th business meeting of the Veteran Motor Car Club of America held in mid-January in San Antonio, Texas, when we "discovered" an automotive museum.

One of the things that disappointed us in San Antonio was the discovery that the San Anto-

nio Museum of Transportation had been closed due to scheduled demolition of the facility by the City of San Antonio for the building of a new enclosed stadium suitable for football or baseball.

Talking with the former curator of the facility, Bill Lee, he informed me the bulk of the collection had been moved to the Central Texas Museum of Auto-

tomotive History in Rosanky, Texas.

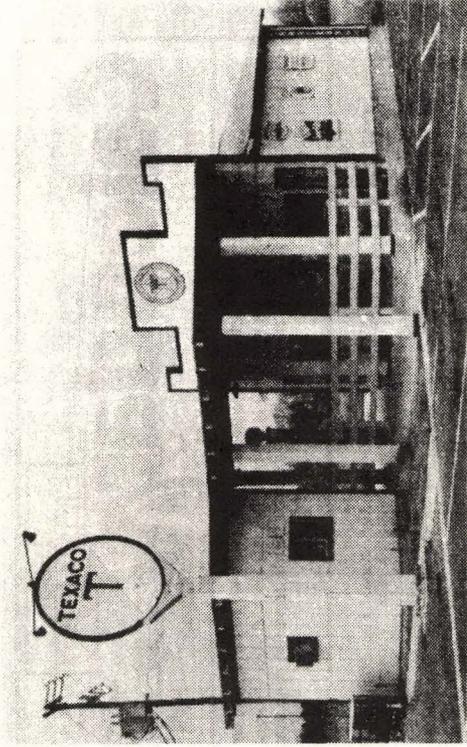
In spite of being a native Texan, this was a place I never even knew existed. Lee produced a color folder that not only showed some of the vehicles in the Rosanky museum, but also had a map of where it was located on state highway 304, south of Bastrop and Smithville and about 20 miles north of Interstate 10 in south central Texas.

My wife and I made a short side trip to the museum. We found the museum building and the home of its owner, Richard Burdick, next door.

The large Quonset-type building had a big color painting of a 1910 Empire, a car designed by Harry C. Stutz, on its front. An old-time Texaco service station, with old style "visible" gas pumps and old glass bowls mounted on top of each pump, and a small garage were also there. They looked much as they must have many years ago.

Inside the facility, we found a large gift shop with an assortment of auto books, magazines and models for sale or on exhibit. We paid the modest \$2.50 admission to enter the museum.

We were first faced with an absolutely huge 1917 Pierce-Arrow 66 model once used by



Texaco station at the Central Texas Museum of Automotive History in Rosanky, Texas.

President Woodrow Wilson. Some 80 vehicles are in the collection, which ranges from a 1901 DeDion Bouton to a 1957 Ford Thunderbird fitted with a customized rumbleseat. Other cars in the collection are two Duesenbergs, several Cadillacs, perhaps eight or more Fords from a 1906 Model N to more recent ones, a number of fine Packards, Rolls-Royce and more.

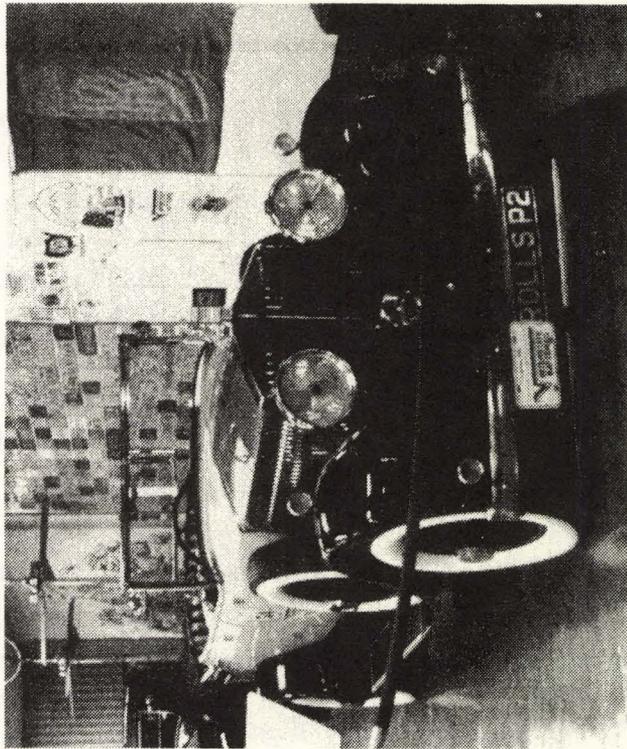
Among less known vehicles is the Empire, the only 1910 model known to survive, and a 1929 Stutz Model M. Two Mercers grace the collection. Some others include a Maxwell, Cord, Auburn, Essex, Hudson, Hupmobile, Delage, an old Locomo-

bile steamer, three Stanley Steamers, a LaLicorne, a LaSalle and a Bugmobile.

Burdick participates in the Great American Race each year, and the Rolls-Royce Phantom II touring that was used in the race was displayed here. The circa 1928 Bentley Speed Six, which Burdick also uses in the race, was also displayed.

There are old license plates, hubcaps, nameplates, sales literature, posters, gas pumps and other auto-related items to look at, too.

The museum was a marvelous discovery to us. It is open week-ends year-round and Wednesday through Saturday and Sunday afternoons during the summer.



Rolls-Royce Phantom II used in the Great American Race is displayed in the Central Texas Museum of Automotive History in Rosanky, Texas.

Ed.'s Note: Just couldn't resist adding something here. Back in October, 1985, while on the great CCCA Texas Sesquicentennial CARavan, we met Charter Member Richard L. Burdick (#68). Dick invited the editor to ride with him into Galveston in his great Duesenberg Roadster. Now, that was fun! We later visited his delightful museum at Rosanky and enjoyed more of the Burdick's hospitality. Dick's 1929 Model M Stutz Dual Cowl Phaeton is a jewel!

COMMENTS ON MARK HOWELL'S BOOK RACING STUTZ

by Hemp Oliver

Many of the members of this club no doubt own a copy of the late Mark Howell's fine book Racing Stutz. I am fortunate to have an autographed copy given to me by Mark in March 1972, a month or so after the book was published. I was pleased at that time to have been able to furnish some photos to be used as illustrations.

Unfortunately, as is often the case, there are some really bad errors in the book, some of which were not the fault of the author at all, but were caused by the publisher. I wish to point out a few of the glaring ones so that present-day Stutz enthusiasts who read the book can make corrections in their copies. Some of the errors were pointed out to me by Mark in a letter sent to me by him as soon as he had a chance to read the first copy of the book to fall into his hands. This letter I am including with this little dissertation of mine so that you readers can see exactly what poor Mark was up against in dealing with a publisher who apparently did not cooperate very much with an inexperienced, but trusting, author.

The moral of this is: All authors should have firm agreements with their publishers that page proofs with illustrations and captions in final layout form will be furnished to them for their approval.

Anyhow, as all Stutz aficionados who look at the cover of the book can see, and as Mark's letter points out, the so-called Stutz bearcat shown is a fake, a modern replica. Why the publisher did not get a good photo of a genuine bearcat is unfathomable! It would have been so easy!

Not as easily realized by today's younger generation is the caption error on page 129. As Mark points out, this caption is full of falsehoods. Although a non-supercharged Stutz did obtain second place in the 1928 LeMans race, no Stutz ever won at LeMans in any year, and the only year a blown Stutz did race there, 1929, the car (a 1929 Model) failed to even finish the event. The car shown here is a Model BB of 1928. When and where the supercharger shown was installed is anybody's guess. Does any reader know?

Another somewhat similar caption error is that on page 135 (unmentioned by Mark in his letter). The car shown here, No. 5, is the 1929 LeMans Stutz entrant that was fitted with a supercharger. Despite the caption's claim, it is not the Stutz that obtained second place in 1928. That 1928 car carried the number 1, as it had the largest piston displacement of all the cars in the race. This No. 5 dropped out of the 1929 race because of a burned-out rear main bearing.

The final error that I should like to correct is Mark's own error, the statement on page 70 that the radiator nameplate on the little HCS Model of Stutz of 1915 was the same as that later used on the H.C.S. make of automobile of the early 1920s. This is simply not so! I was privileged in the 1930s to be shown such a car rusting outdoors in a junkyard in uptown Manhattan, and I distinctly remember that this small version of a full-size Stutz bore the familiar red, white, blue and black nameplate of the senior Stutz cars. Mark says in his book that only 125 of these little cars were made, and the one I saw about 50 years ago might very well have been the last one extant. In any event, I never saw another example, nor have I ever met anyone else who ever saw one. Can any reader report any such sighting?

Box 125
Clarcona, Fla.
32710

3/23/72

Dear Mr. Oliver:

My Ballantine series book RACING STUTZ has been out for at least a month and tho my contract promises 6 copies the only one I have been able to get came from a friend in the north about a week ago. No bookstore in this area has yet received any but when I can I want to send you an autographed copy. Not, I hasten to add, because I labor under the delusion that this would be any great deal. No. I want to because when I wrote you about Stutz matters about a year ago your response was friendly and very helpful.

And there are other reasons. I know that your knowledge of Stutz is profound. There are several mistakes in the book, mostly minor but two of major proportions and I want you to know that I was not responsible. The cover shows a 1914 Bear Cat replete not only with four-wheel brakes but into the bargain hydraulic brakes! And the lamp mounts are lash-ups. I suspect this is the car that appeared in the ill-fated TV series. There is a photo of a 1928 Black Hawk equipped with a blower. As you know, these were not available on American Stutz until very late in 1929. But the caption is the greatest crock of all-"A rare supercharged Stutz which won at LeMans and the TT in 1929." This triple falsehood is so blatantly out of line it almost seems the conscious work of some "clever" fool. Beyond sending in four photos, (none of which have been returned) I had no part in selecting or captioning the illustrations.

I freely admit I needed editorial help but I think you will agree that all too many editors suffer from a compulsion to change and delete merely for the sake of change and deletion. Still, the main points I wanted to put across came thru mostly intact and I shouldn't complain too much. The foreward by Phil Hill was all that one could desire.

I understand that you have been connected with the AAA Contest Board. Perhaps you could tell me how to dig out a tiny piece of info concerning the Stutz-Hisso race. Namely the gear ratio used by the Stutz. Since this contest was under AAA control would not this item appear in the records? What action was taken after AAA declared a car to be stock? Was it impounded until race time? Donald C. Davidson, Statistician, USAC had nothing on the race at all (someone told me that USAC had AAA records going back only to 1956??)... To digress a moment, Davidson did provide some knowledge new to me and perhaps to you. As you know, the 1930 single cam Jones Special Stutz qualified at Indy at a little over 94 mph; the 1931 DV32 that tried to enter but was bumped qualifying ... what was its 4 lap average? For years I wondered and Davidson did provide this -- 97.389 mph. Only about 3 mph faster than the single cam. This came too late for the book, I wanted it to back my conviction that while the DV32 no doubt had the claimed 155 bhp the SV16 probably gave closer to 140 bhp than the listed 113. These lap speeds seem to bear this out.

I'll close with the statement that this revealing book is well worth obtaining, despite the usual misspellings and other shortcomings of such a publication put out by a house that was obviously careless, as pointed out in Mark Howell's letter. Thank you for bearing with me.

Back to gear ratios. I put the question to Karl Kizer, Curator, Indy Museums, and he without answer tossed it to Al Bloemker, Director Public Relations, Indianapolis Motor Speedway Corporation. The latter was kind enough to attempt an answer which in effect was to refer me to Maurie Hendry's AUTOMOBILE QUARTERLY version of the Stutz-Hisso fiasco, which in his opinion was "...the most complete and authentic report I have ever seen of the race...". I agree that Hendry's version was the best I had read at the time but when he states that the ratio used was 3.6 he simply states what common sense suggests -- the fastest legal option. Though I feel this stand is perfectly justified (we can't positively nail down everything) many years of thought and research have led me to different conclusions. When you read my chapter on the race you will understand why official proof of the ratio figure is so vital to me. To restate my question to you, do you think that is an official record of this and if so, how best go about digging it out?

I was pleased to learn that you and Brian Firth were able to get together on 10 Stutz photos and I want to offer belated congratulations on the appearance of your and Daniel Musgrave's book GERMAN MACHINEGUNS. The simple truth is I am completely ignorant of guns in every form partly because I never served in the armed forces and partly because as a growing boy I was so obsessed with cars I passed by my chance to learn the joys of hunting, in fact I paid no attention to any sport but car racing. These are omissions I have grown to regret as I note the pleasure my sons and friends get from TV sports coverage.

Yours,

Mark Howell

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MYSTERY PHOTOGRAPHS

Hemp Oliver has once again opened his box (Pandora's?) of old car photos and sent your editor two that are a puzzle to him. These photos were sent to him some 40 (give or take a few) years ago by correspondents now unknown to Hemp. Unfortunately there is not a single word written on the back of either photo.

The mystery is: Where and when were the photos made, and by whom, and where are these fine Stutz cars today?

As a palm tree seems to be in the left background of the photo of the 1929-1930 car that sports a badge of the Classic Car Club of America, one can assume that the photo was possibly made either in Florida or in California and that the car was at that time owned by a CCCA member. Possibly the owner, or a subsequent one, is now reading this description and will immediately write to your editor to solve this portion of the puzzle.

The other part of the puzzle pertains to a derelict, early DV-32 speedster languishing near what appears to be a Model J Duesenberg sedan. Where was this lovely Stutz then reposing, and was it ultimately restored, and, if so, by whom? Or was it finally junked?

Hemp recalls seeing many straight-8 Stutzes in the junkyards of New York City in the 1930s. These included uninspiring sedans as well as beautiful Black Hawk speedsters, more's the pity!

So, can any reader now tell the rest of us the fates of either of these two cars? Please share your knowledge with us.



This 1929-30 Stutz "M" looks sharp and should still be around today. Most likely one of you members own it. If you do, please tell the editor all about it PLEASE!



The DV-32 Speedster on the right does look well broken-in but let's hope it was rescued and restored. Was it?

FINANCIAL REPORT

by Joseph Folladori, Treasurer

At the Directors meeting held on January 14, 1989 (see minutes herein) it was agreed that the Club would continue for the time being to offer both Founding and Life Memberships in order to encourage financial support. Please add your name to the Financial Honor Roll and join the Charter Members recognized below.

Founding Life Members

Matt S. Browning
Joseph Folladori, Jr.
William J. Greer
William B. Ruger
Joseph S. Sexton

Life Members

William S. Abbott	James F. McCloud
Bernard Berman	Larry Nicklin
Ray B. Bowersox	Norman L. Roberts
George E. Cooper	Kyle P. Robinson
Samuel F. Flohr	Myron J. Schuster
John Grunder	Norman Walz
George Holman	Dale K. Wells
	J. Wiglesworth

The year-end report for 1988 as stated below includes a few 1989 memberships. However, the cost (circa \$1,000.00) for publishing this issue, Vol. I, No. 6, of Stutz News is not yet extracted. Thus, we have had to dip into Life Funds to cover current expenses as predicted in my last report on 11/1/88.

INCOME through 12/30/88:

From Life Memberships	\$9,575.00	
Memberships Dues & Donations:	4,442.60	
Interest Earned:	386.60	
From 1st Grand Stutz:	<u>2,602.00</u>	
TOTAL INCOME:		\$17,006.20

EXPENSE through 12/30/88:

Club Publications & Miscellaneous Charges:	\$5,359.41	
For 1st Grand Stutz:	<u>2,327.41</u>	
TOTAL EXPENSE:		<u>\$ 7,687.02</u>

BALANCE as of 12/30/88 in Acct. #100-0530079: \$ 9,319.18

It is a pleasure to again acknowledge receipt of the following donations which have been received subsequent to our last report of November 1, 1988.

Paul Cosmi	\$ 30.00
Harry D. Johnston	\$ 30.00
Raymond A. Katzell	\$ 5.00*
Arnie C. Postier, Jr.	\$ 10.00
Lyle Patterson	<u>\$ 80.00</u>
TOTAL:	\$155.00

* by overpayment of Associate dues for Mrs. Katzell.

The Treasury awaits your 1989 dues! Thanks so much.

THE TWO AMERICAS STUTZ

In a small town between Sao Paulo and Santos in Brazil, South America, an American named John Garner heard of and finally found a 1926 Stutz Phaeton. When first discovered, the car was in boxes and in the barn of a farm in the "interior" of Sao Paulo State in South Central Brazil. It was just as it had been received when shipped from the U.S.A. in 1927. The owner at the time of "discovery" was the son of the man who had originally held the Stutz franchise for Brazil. The car was in pieces and boxed. It carried a small amount of spare parts in their original packaging.

John swapped the man a Willys Jeep Station Wagon for the car on the condition that it would be assembled, would be complete and would run. It did and the trade was made.

In the process of being re-assembled it was evident that the car was not new and that it had been operated for a short time before being dismantled and shipped to Brazil. During the re-assembly process, the car was shipped to the city of Curitiba and there the basics were restored. Then back to Sao Paulo for trim and paint. And after a while it was ready.

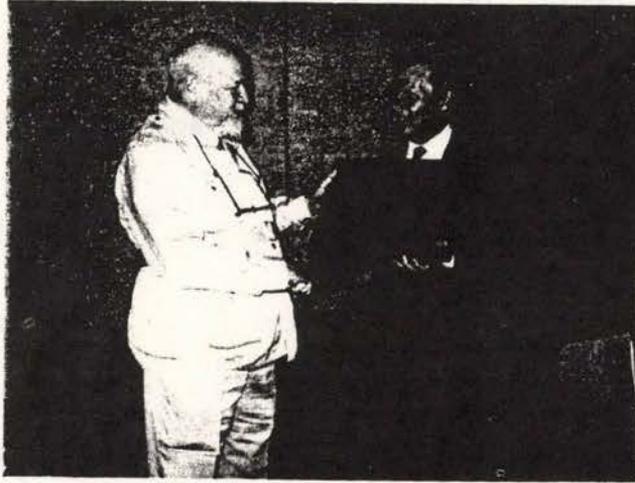
When ready, the car was sent on loan to an antique car museum owner and cared for by a chap named Roberto Eduardo Lee, a direct descendant of the original Robert E. Lee of Civil War fame. Roberto Lee was Brazilian born and his ancestors came to Brazil as colonists after the Civil War and tried to grow cotton. Roberto had a large museum filled with probably a hundred cars or so of all kinds and shapes: an original Cord and original Tucker, a number of old Packards and Rolls, Fords, Chevys, a Moon, and a 1932 Lincoln in which he drove the Queen of England during a state visit to Brazil.

The car, in running condition, participated in a number of road rallies in Brazil. Top speed was 80 m.p.h.!

Time to go home. And go home the Stutz did. John actually sold it to a man in New York but for one problem. The man never paid. But as agreed, John was to receive the payment when the car was on the high seas enroute to New York. John shipped the car from Santos to New York and awaited the money. No dough. But the car was in a box and on the high seas. Panic. Using up a number of friendly debts, John managed to communicate with the freighter and the ship was due to make but one stop before New York -- Baltimore. Coincidentally just where John's married daughter lived with husband. He telephoned his daughter who had a new born son and asked her to go to the Port of Baltimore and secure the services of a freight forwarder, secure the release of the Stutz, arrange for storage somewhere and generally take care of things until he would next be in Baltimore.

John's daughter, babe in arms, diaper bag and all, arranged for the release of the Stutz and arranged for a tow truck to tow the grand old car from the Port of Baltimore to her home in a suburb near Annapolis, Maryland.

So up the Governor Ritchey Highway they went. The tow truck and Stutz, and John's daughter and grandson following in their family sedan. Somewhere along the route on this six lane, very busy, highway, the tow truck caught fire. The driver managed to call the Fire Department who came and put out the blaze. Imagine the scene. Rush hour. Six lane highway. Tow truck on fire. 1926 Stutz in tow. Young mother. Diaper bag. But a second tow truck appeared and continued the journey with the Stutz.



Editor Honored

by Dominic A. Lombardo

Keith Marvin, Editor of **THE UPPER HUDSON VALLEY AUTOMOBILIST**, was presented with the "Friend of Automotive History" Award at the annual meeting of The Society of Automotive Historians at The Marriott Motor Inn, Harrisburg, Pennsylvania, on October 7th. Keith and I drove down for the occasion which highlights the society's season.

This year's presentation marked the sixth year the award has been presented. It is interesting to note that previous winners Henry Austin Clark Jr., Richard B. Brigham, Beverly Rae Kimes and the late Peter Helck are or were also members of The Automobilists of the Upper Hudson Valley.

The presentation was made by Prof. David L. Lewis, Head of the Department of Business Administration of the University of Michigan at Ann Arbor. Prof. Lewis served as President of the Society of Automotive Historians in 1982 and 1983 and with whom Keith served as Vice President. In his presentation of the award, Prof. Lewis said,

"The Friend of Automotive History Award is the Society's most coveted prize.

"It is the most coveted award because it represents an accumulation of varied service to the cause of automotive history over a long, long period of time-- a lifetime in the instance of Peter Helck; half a lifetime in the instance of Beverly Rae Kimes. The recipient of this award has paid his or her dues again and again.

"Our 1988 Award recipient, Keith Marvin, fits the mold. He is a past vice president and president of the Society, as well as a director.

"He is also a founding father and guiding light of that remarkable organization, the Automobilists of the Upper Hudson Valley and the off and on editor-- mostly on-- of its publication, **THE UPPER HUDSON VALLEY AUTOMOBILIST**.

"As the very Sherlock Holmes of our profession, Keith has done more indepth research and written more on obscure makes of cars as anybody on Planet Earth. Think of the McFarlan, the Dagmar and the Wasp for starters. At the same time, Keith has written more reviews of automotive books than any other mortal. This man, in fact, has published more than 2,500 items related to automotive history.

"In addition, Keith generously shares his research and his files with his fellow historians-- one of the truest measures of a Friend of Automotive History. He is, moreover, the gold medalist of letter writers, as many in this audience can attest.

"In behalf of The Society of Automotive Historians, we now invite this gentleman and scholar to stand midst laurels richly earned, and to accept our congratulations-- for having devoted approximately two-thirds of a lifetime to the cause of automotive history.

"To Keith Marvin for a lifetime of perceptive and detailed attention to the history of the automobile."

Keith is also a founding member of the Society of Automotive Historians, writes for its publications, **THE S.A.H. JOURNAL** and **THE AUTOMOTIVE HISTORY REVIEW** and serves as a member of the Cugnot/Benz Committee which determines outstanding books and magazine articles published during the year and presents awards to their authors and publishers. He is a member of the local Pioneer Chapter of the Society.

The Society of Automotive Historians, founded in 1969, is an international association of writers, researchers, publishers, archivists, enthusiasts and collectors who share a common regard for the history of the automobile and related subjects. It has a current membership of more than 500 and maintains chapters in various area of the country and the United Kingdom.

Reprinted from the January, 1989 issue of The Upper Hudson Valley Automobile, Vol. XXXIX, No. 1, Complete No. 170.

MEETING OF INITIAL/VOLUNTEER DIRECTORS
January 14, 1989
at Holiday Inn (Union Station), Indianapolis, Indiana

The Secretary called the meeting to order at approximately 5:00 P.M. Present at this first meeting of the Directors were:

Directors

Joseph Folladori, Treasurer
Paul Freehill, Technical Advisor (4 & 6 cyl.)
William Greer, Secretary/Editor
George Holman, Regional Repr. (Eastern Area)
Ernest Toth, Sr., Regional Repr. (Mideastern Area)
Dale Wells, Membership Chairman

Members

Knox Kershaw
Norman Knight
William Lassiter
Ruth Toth
Joan Virostek
Joseph Virostek

The Secretary took this opportunity to exhibit and to discuss in some detail the Club's records which are being maintained. This review brought out some items needing attention. A substantial number of proposals were made, discussed and approved during the course of the meeting. To provide clarity the various items adopted have been summarized into three (3) general categories of interest.

A. Membership

1. Honorary Members: Bill Greer proposed that Mr. Smith Hempstone Oliver of Tarpon Springs, FL be accepted as the Club's second Honorary Member, Mrs. William S. Horn, Sr. (Emma Bell Stutz) being the first. Mr. Oliver was unanimously approved an Honorary Member and carries Charter Member No. 97H.
2. Charter Members: It was agreed that all members accepted in Membership as of January 14, 1989 will be known as Charter Members and so identified. A total of 244 Members are now recorded as Charter Members.
3. Associate Members: At the 1st Annual Membership Meeting on September 17, 1988, Mrs. Raymond (Kitty) Katzell suggested there be a spouse membership category. A new class of membership to be known as Associate Member (for spouse of members) was adopted with an annual membership fee of \$5.00 as proposed by Dale Wells. Those who become Associate Members during 1989 will be recorded as Charter Associate Members provided their spouse is listed as one of the 244 Charter Members, i.e., Dr. Mildred E. Katzell will be recorded as Charter Associate Member No. 62A (or 62CA?).
4. Founding Life and Life Memberships: Those membership categories are to be continued for the time being as suggested by Joseph Folladori.

B. Publications

1. Frequency: The editor proposed that the Club's Newsletter be published quarterly rather than bi-monthly in view of the cost (approximately \$1,000.00 per issue) and the time involved. This proposal was adopted since income is only in the range of \$4,000.00 per year at this time.

2. Directory: It was agreed that an up-to-date Directory is most desirable. The Newsletter will continue to list new members and vehicles, address changes, etc. Dale Wells will consider putting out an addendum by year-end 1989 or a new Directory if funds are available.
3. Advertising: Member A. J. (Tony) Koveleski wants to run a paid ad in the Newsletter. Appropriate advertising in the Newsletter was approved at the following annual rates (4 issues):

Full Page - Inside Back Cover	\$300.00/yr.
Full Page - Elsewhere in Issue	\$200.00/yr.
One Half Page	\$100.00/yr.
One Quarter Page	\$ 65.00/yr.
Business Cards (1/8th Page)	\$ 40.00/yr.
4. Distribution/Master Mailing List: George Holman suggested that the Master Mailing List (now about 450) be developed by ZIP CODE to help the Regional Representatives contact non-members in their area. Joseph Folladori brought out that ZIP CODE listing for mailing publications will be needed in the future to obtain the bulk postage rate. However, we must first establish by-laws, elect officers, and obtain a registration no. before savings in postage can be effected. Messrs. Greer and Wells will work on these suggestions.

C. Annual Meeting

It was confirmed that the 2nd Annual Meeting and "Grand Stutz" will be held at the Gilmore-Classic Car Club Museums, Hickory Corners, MI (just outside Kalamazoo). Norman Knight, Director of the Museums suggested the date of June 18. After discussion of conflicts with other events, Friday and Saturday, June 16 and 17, 1989 were adopted. Dale Wells will serve as Coordinator for this event and set the agenda for it as soon as possible.

Paul Freehill mentioned that he had been contacted by a person in the Mercer Club suggesting a joint meet be held. The idea was enthusiastically endorsed by those present. Paul is to respond favorably and keep Messrs. Knight and Wells informed regarding Mercer's participation June 16-18.

In closing it was agreed that the next meeting of Directors would be scheduled at an appropriate time on Friday, June 16, 1989 at Kalamazoo. The meeting was adjourned at approximately 5:45 P.M.

Respectfully submitted,
Bill Greer, Secretary

Ed.'s Note:

For other members information, the above meeting was held at the above place and time in order to take advantage of the presence of the Club's Directors and Members who were in Indianapolis attending the 1989 Annual Meeting of the Classic Car Club of America held January 11-15, 1989.

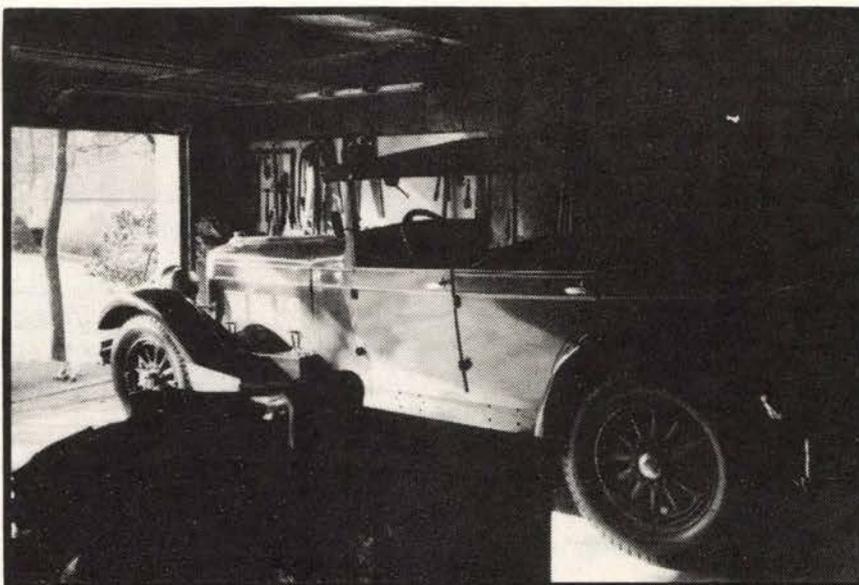
Our new Honorary Member, Mr. Smith Hempstone "Wheels" Oliver, was featured in the March/April issue of Stutz News and Mr. Oliver contributed heavily to the May/June issue. You will find more of Hemp's fine inputs in this issue.

John's daughter housed the Stutz in her garage for several years. Having sold the house and preparing to move, it was time for John to take the Stutz. He did.

The Stutz was carried on the back of a truck used to transport jet engines. It travelled from Annapolis, Maryland to John's farm in Central Florida in a little town called Sparr. And that's where it is today. Home at last. On the farm. And running.

John is in the process of refurbishing the 1926 Stutz again and although running well and complete with original equipment, he will have it repainted to the original yellow and black and will have the convertible top replaced as well. It is on the road from time to time and seems not even to make a stir in the community of Sparr. No one knows the official population of Sparr but one thing is for sure -- it has a Stutz!

Ed.'s Note: If this Stutz could talk it would most likely say, "I sure like this life better than the one I had in the crate down in Brazil, S.A."



Only Charter Member, John Hills Garner, could have written this fascinating story of a well-traveled Stutz. Thanks, John. Ed.

H.C.S. -- THE MODEL OF A CHAMPION OR A CAR IN ITS OWN RIGHT?

by Keith Marvin

The Stutz is a part of American automotive legendary which I think few if any would deny. It placed itself well from the outset as "The Car That Made Good in a Day" and, until its crippling finale, it held its hood high and was second to none in its class.

I think anyone interested enough to have affiliated with this society is pretty well aware of what the car was, what it represented in its active years and today, as well as its position in the pattern of things. Stutz was and is unique.

Most of us are familiar with Harry C. Stutz's severance with the company he had formed and his ultimate activities in setting up both the H.C.S. car (1920-1927) and the Stutz Fire Engine (1920-1930).

But how many of us are aware that there was an H.S.C. **before** 1920? My guess? Few! Unfortunately (or fortunately, whichever the case), we must deal with semantics here. The semantics surround companion cars to a given make and how the company in charge went about it.

Where one had a companion car (as divorced from a 'model'), it could take many shapes. There were many ways to create companion cars and each manufacturer had his idea of how to do it.

Take McFarlan. All its companion cars bore the same name.

And then take Oakland. It conceived and bore the Pontiac which, in true praying-mantis fashion (cannibalism), ate up its parent in 1932 by becoming the Pontiac Eight. Cleveland became a small Chandler and Jewett became a minor Paige and even Chandler itself would ultimately be devoured by the entity which bought it -- and became a minor sort of Hupmobile. Packard had its Clipper but maintained that Clipper eventually became a make in its own right and was a Clipper car and no longer a model of its parent. I don't believe that and I never will.

And yet, in 1915, Stutz introduced a model in its four-cylinder line as the H.C.S., some five years before the make by that name saw the light of day. I don't know how many of the approximately one thousand cars turned out by the Stutz factory in Indianapolis during 1915 may have been "H.C.S.'s", but I'd say not too many. The accompanying ad, however, drew attention to it.

By the same token, they were built, offered and, presumably sold to a chosen few. And they were models, let us be very sure of that. The H.C.S. car built in 1920 and later was a make in its own right. There is a difference here where make and model may be understood as having been quite different things.

"Write for Catalog" caroled the ad. God, I wish I had. But this concerned the 1915 Stutz line and, being a 1924 model myself, even the envelope and the two-cent stamp would have been to no avail.

Life has loveliness to sell. But it doesn't come free.

STUTZ

The "Sturdy Stutz" an earned title

No American car has been subjected to such gruelling tests as the STUTZ. Its record is a continuous string of successful achievement on road, track and street.

It is the ranking American car and will do anything that can be asked of a motor car.

The man selling Stutz cars is the envy of his competitors.

THE STUTZ COMPLETE LINE

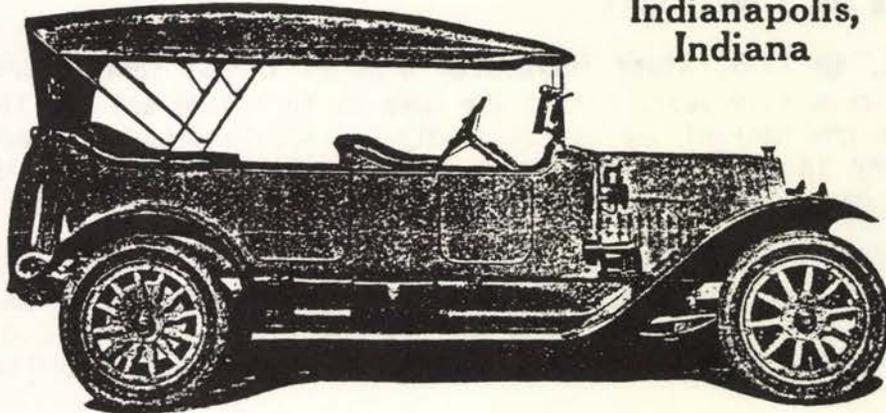
4-Cylinder Models *6-Cylinder Models*

\$1475 H. C. S.
\$2000 Bearcat
\$2400 Roadster
\$2250 Bulldog
\$2275 Touring
\$3675 Sedan

\$2125 Bearcat
\$2125 Roadster
\$2400 Touring
\$3800 Sedan

WRITE FOR
CATALOG

Stutz Motor Car Company
Indianapolis,
Indiana



ONCE UPON A STUTZ — We Began Our Second Year

by Dale Wells, Membership Chairman

Yes, friends, we have closed our first year membership records with 244 members and 3 associate members. The associate classification was requested at the Grand Stutz Meeting September 1988, and approved by your Board of Directors as an excellent idea. It is very satisfying to see the family interest this indicates, and usually this old car hobby has to have family support and sharing of activities or else the involvement does not seem to be there. But of course, who would not want to be involved with the Stutz marque?

All of the members listed to date will be classified as Charter members, some as Founding Life, some as Regular Life, and some as Active with annual renewals. We welcome all of you, at this time, from any place. It is great to see the continued interest, and read about the cars coming onto our club files. We are here to serve you, and we hope all of you can contribute some bit of information or service to the others so we can all learn together about the history of Stutz, and the technical information we need to restore these great machines and keep them on the road.

The subject of technical information is where I feel the club should try to be of most assistance — and it is where I feel most inadequate in many respects. I am a shade-tree type mechanic who has had the opportunity to watch and learn a lot about cars by being around family, friends, and club members who were knowledgeable about a subject and willing to share with me. I guess I have opened and looked at almost every part on the eight cylinder cars, overhauled two of the SV-16 engines, and tinkered and adjusted just about every part that has adjustments. I must confess that I have never been brave enough to disassemble a transmission or differential by myself, and hope I never have to. From this background of just a few steps ahead of ignorance, I would like to get a discussion going on some of the most common problems.

Probably the most troublesome area mentioned to me is the braking system on the Series M, SV, and DV cars which all seem to share the same mechanical components. I understand many of the earlier AA series cars have been converted from the original Hydrostatic assemblies to the later conventional cylinder-type hydraulics, so they will share the same problems discussed here, as should the BB series. So what is the problem? The owner usually laments, "I cannot get any brake pedal." I have been told this by at least half a dozen new Stutz owners, who upon overhaul and reassembly of the brake system do not get any pedal pressure, or enough pedal pressure to feel safe while driving the car. So let's look at the components.

The front wheel brake assemblies have the usual large wheel cylinders, and when coupled with the volume of the rear wheel cylinders, would appear to easily require more fluid than the master cylinder can deliver, unless shoe clearance is adjusted very carefully and precisely to require minimum safe travel. The upper shoe clearance can be adjusted from the inside of the backing plate with wheels fully assembled. By jacking the car a few inches off the ground, it is easy to set the limit on the return of the shoe (after braking pressure is released). This obviously would then minimize the amount of fluid required to replenish each wheel cylinder at the next application of braking pressure from the master cylinder. However, the top of the brake shoes at the wheel cylinders cannot be finally adjusted until the bottom pivot cams are adjusted.

This adjustment of the bottom pivot cams cannot be done on the fully assembled wheel because the cams must be accessible from the inside of the drum to properly position them. Stutz service garages apparently used a "cutaway" drum to gauge this clearance, and I doubt if many of you have such a drum to work with. Note that some, or many, or all (?) drums do have tiny holes on the edge where a gauge wire might be inserted to check the tolerance. However, the drum must still be out of the way to insert a tool into the slot on the cam and turn or hold it in position while the lock nut outside the backing is tightened. How did I adjust mine? Trial and error. The specifications are widely published in motor handbooks, and also be sure you have the correct thickness of the lining itself. It must fit the arc of the brake drum properly to assure good brakes after all the adjustments are finalized.

Another problem with adequate pedal pressure is in the bleeding of system. Here everything should be conventional, right? Wrong. The Stutz engineers put the rear shoes on sideways. Does anybody know why? Well, this shouldn't affect the operation should it? No, but it seems to affect the bleeding process. Just try to get the air out of the rear wheel cylinders when the bleed valve opening is below the top rear cylinder leather. Some tell me to fill the cylinder before installing on the backing plate. Some say to retract the leather all the way to the bleed hole, and the residual air will not matter. (Use a C-clamp or other means to secure the pistons before assembling the shoes in place). One messy way, with the bottom leather and piston in place, fill the cylinder to the brim, plunge the upper leather into the cylinder sideways so there is no air around it, then turn it into place and press in the piston. Then mop up the mess.

Well, my friends, there are some crude, non-technical thoughts on the subject. Let this open the door to more discussion, and send us your tips and experiences in how to assemble and adjust the brakes on the 8 cylinder cars. In closing, let me suggest one more thought — the backing plate is mounted on four bolts. Just disassemble the rears, and give a quarter turn. That is how I found them on my 1934, and so they bleed just like the fronts. A very simple convenient modification.

...AND NOW, LET'S WELCOME THE FOLLOWING NEW MEMBERS:

- | | |
|--|---|
| #224 Richard B. Wion
40 Frome Avenue
Frankston, Victoria 3199 Australia | 1929 Stutz M 7-pass.

Aus/781-4910 or Aus/783-2032 |
| #225 Alfred C. Mecklenburg, Jr.
Stutz Products Corp.
606 S. Walnut St., Box 468
Hartford City, IN 47348 | 317/348-2406 or 317/348-2510 |
| #226 Cathy Jameson
1 Ridgewood Heights
Scott-Mitchell Road
Peterboro, NH 03458 | 1925 Stutz Speedway Six 7-pass. Tourer

603/924-4082 or 603/352-0708 |
| #227 Dr. Ronald H. Ruffle
1 Ridgewood Heights
Scott-Mitchell Road
Peterboro, NH 03458 | 603/924-4082 or 603/352-0708 |
| #228 Charles A. Waugaman
P.O. Box 989
Watsonville, CA 95077 | 1923 Stutz Type C Fire Truck Model 212

408/722-4333 |
| #229 Joe Conzonire and/or John Maryott
1125 Oak Grove Avenue
San Marino, CA 91108 | 1921 H.C.S. 4-dr. Touring

818/793-4464 or 213/692-7244 |
| #230 Harry D. Johnston, D.O.
R.D. 1, Box 230
McConnellsburg, PA 17233 | 1928 Stutz BB Black Hawk and
1929 Stutz M Roadster
717/485-4613 or 717/485-4611 |
| #231 Louis Groen
5767 Beechgrove
Cincinnati, OH 45238 | 1930 Stutz M R.S. Conv. 27

606/342-8363 |

- #232 Edward R. Rowan, Jr.
160 Van Houton Avenue
Chatham, NJ 07928
1928 Stutz BB D.C. Phaeton
201/635-7485 or 201/752-3636
- #233 George D. Smith, Jr.
6250 Hillcrest Lane
Indianapolis, IN 46220
317/251-8859
- #234 Andrew J. Dadagian, M.D.
106 Cove Circle — Piney Pt.
Marion, MA 02738
1929 Stutz Blackhawk Roadster
617/748-2911 or 617/295-8831
- #235 Craig Kelsey
P.O. Box 384
Connell, WA 99326
1929 Stutz AA 5-pass. Sedan
509/766-8114
- #236 Norman A. Hiser
2019 Tracy Drive
Bloomington, IL 61704
1927 Stutz AA R.S. Coupe
309/828-8889 or 309/888-5482
- #237 Paul D. Emerson
11980 10th St. N.
Lake Elmo, MN 55042
1928 Stutz BB 4-dr. Conv.
612/777-8688 or 612/436-6055
- #238 W. J. Ridout, Jr.
P.O. Box 160
Bracey, VA 23919
1931 Stutz D.C. Phaeton
804/689-2005
- #239 Rene Chenier
600 Brighton Road
Pacifica, CA 94044
1928 Stutz BB Weymann Chantill Sedan
415/355-2573 or 415/431-8824
- #240 Richard R. Kughn
#310 Franklin Center
29100 Northwestern Highway
Southfield, MI 48034
1929 Stutz M Limousine
313/336-6700 or 313/352-4466
- #241 Lyle E. Patterson
P.O. Box 811
Newport, NH 03773
603/543-0622 or 603/863-3300
- #242 Joseph S. Freeman
114 Mt. Vernon St.
Boston, MA 02108
617/723-3788
- #243 David Cheever
P.O. Box 1299
Dedham, MA 02026
- #244 Joan B. Virostek
5422 Hudson Drive
Hudson, OH 44236
1926 Stutz AA 5-pass. Sedan
216/656-2622 or 216/650-9713

Please note the following new Associate Members: Ruth Toth, #23A; Dr. Mildred A. Katzell, #62A; and Joseph B. Virostek, #244A.

Also, please note the following Address Changes: Irving Davis, 300 N. Swall Dr. #406, Beverly Hills, CA 90211 and Arnie C. Postier, Jr., 540 Plaza Drive, Symrna, GA 30082, telephone: 404/438-0614.

W E K L Y Old Car

VOL. 17, NO. 49 • \$1.25/\$1.75 Canada

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Telex: 55-6461

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ISSN 0048-1637

Grand Stutz a grand success in Indy

A record was set Sept. 16-18 as the Stutz Club celebrated its first year in formation with a national meet, the Grand Stutz, in Indianapolis.

This Grand Stutz was held in conjunction with the 22nd annual Hoosier Auto Show and Swap Meet, which featured

A total of 38 of the club's current 216 charter members came from 17 states and Singapore to participate in this event, which was promoted under the theme of "Let's Go Stutz." A record

number of 15 examples of the marquee filled one of the 4-H buildings at the fairgrounds while member Al Young's 1928 Blackhawk boattail speedster was on display downtown at the Union station.

Jim Dougherty of Indianapolis brought his original 1921 Model B-666 Stutz fire truck pumper, which promptly attracted another fire truck of similar vintage to join the Stutz exhibit. A rare 1921 H.C.S. special roadster was displayed by

Ed.'s note:

Allow me to use this space to further alert you to the Second Annual Meeting and Grand Stutz. Block out June 16-18, 1989 now and join us at the fabulous Gilmore Classic Car Club Museums in Hickory Corners, Michigan. Don't miss it this year!

STUTZ (From Page 3)

serves the club as secretary and editor. The 1922 Bearcat was featured in the show's color poster.

The newest Stutz at the meet, a 1934 SV-16 cabriolet, was driven from Kalamazoo, Mich. by charter life member, Dale Wells, who serves as membership director. However, the award for longest distance driven went to club director Ernie Toth Sr., who "Stutzed in" from Chagrin Falls, Ohio in a 1929 Model M roadster.

Al McCarthy of Hamstead, N.C. won the longest trailered award by bringing his 1929 Model M victor.

Two Stutz six-cylinder cars were exhibited by founding life members of the club. Joe Folladori, director and treasurer, displayed his 1925 model 925 five-passenger Racine Sportster and Joe Sexton exhibited a 1929 Blackhawk dual cowl phaeton.

The program for the first Grand Stutz opened with a party on Friday, Sept. 16 at the home

of Carolyn and Bill Greer. The banquet and business meeting on Saturday evening was attended by over 50 members, spouses and guests. Many of the participants stayed for the Stutz tour and brunch on Sunday, Sept. 18. The tour visited the five Stutz buildings, which still stand in relatively fine condition: the showroom and Stutz home on North Meridian Street and the main factory building, the fire engine plant and the H.C.S. factory on North Capital Avenue in Indianapolis.

The second Grand Stutz will be held early in June 1989 at the Gilmore Classic Car Club Museums, Hickory Corners, Mich.

SEE YOU THERE
ON

JUNE 16-18, 1989!

Ed.

STUTZ TOUR
Sunday, September 18, 1988

by Bill Greer

As your editor promised under "Special Notes" on p. 11 of the Sept./Oct. issue Vol. 1, No. 5, we herein provide some brief history of the five (5) Stutz buildings seen on the tour, Exhibits A-E. Our Director/Historian, Cordy Purdy directed me to Mr. Alan Conant, Researcher with the Indianapolis Historic Preservation Commission. Mr. Conant has most kindly shared with us some 24 pages of information on Stutz from which I have extracted the briefs below.

EXHIBIT A: The Stutz home was constructed circa 1920 and is finished with a shade of glazed buff brick very similar (perhaps identical) to the brick used on the factory buildings. This building is now a part of the Winona Hospital complex and currently the home of Meridian Psychological Associates, P.C. and five full-time M.D.'s, five associates, plus a secretary and administrator. The Stutz Home has been completely renovated and redecorated inside and was reopened in late November with an open house ceremony. Note: It is possible that an earlier Stutz home still exists and this is being researched.

EXHIBIT B: This building was constructed circa 1926 and was used for a short time as a Stutz showroom. Early automobile related occupants were:

- 1927 - Indiana Locomobile Sales Co.
- 1929 - Stutz of Indiana Automobiles
- 1930-33 -- Peerless Motor Co. (Factory Branch)

What we should have shown on the tour was the Charles E. Stutz Sales Co./Stafford Building, 850 N. Meridian Street which was constructed circa 1917 as a showroom for Stutz automobiles. It still bears the ornate terra cotta cartouche bearing an eagle with spread wings. The initial occupants at 850 N. Meridian were:

- 1917-1919: Stutz-Updyke Motor Sales Company
- 1919-1924: Chas. E. Stutz Sales Company
- 1917-1926: Lexington Motor Sales Company
- 1924-1940: Stafford Engraving Company

Charles Stutz was an automobile pioneer associated with his famous cousin Harry. Charles passed away in 1959.

EXHIBIT C: The Stutz Motor Car Co. complex occupies the entire city block between West 10th and 11th Streets and North Capitol Avenue and Senate Street. The site contains 2.04 acres and total floor space under roof exceeds 400,000 square feet.

The complex is currently occupied by Stutz Warehouse and Storage Co.

The four, four-story buildings facing Capital Avenue are built of reinforced concrete framework with glazed buff brick veneer. Each building is three (3) bays wide and eleven (11) bays deep. There are three other buildings in the complex including a one-story machine shop, another four-story structure north of that and a two-story modern building built in 1950.

EXHIBIT A

The HARRY CLAYTON STUTZ HOME
3190 N. Meridian Street



EXHIBIT B

Stutz of Indiana Automobile
1525 N. Meridian Street

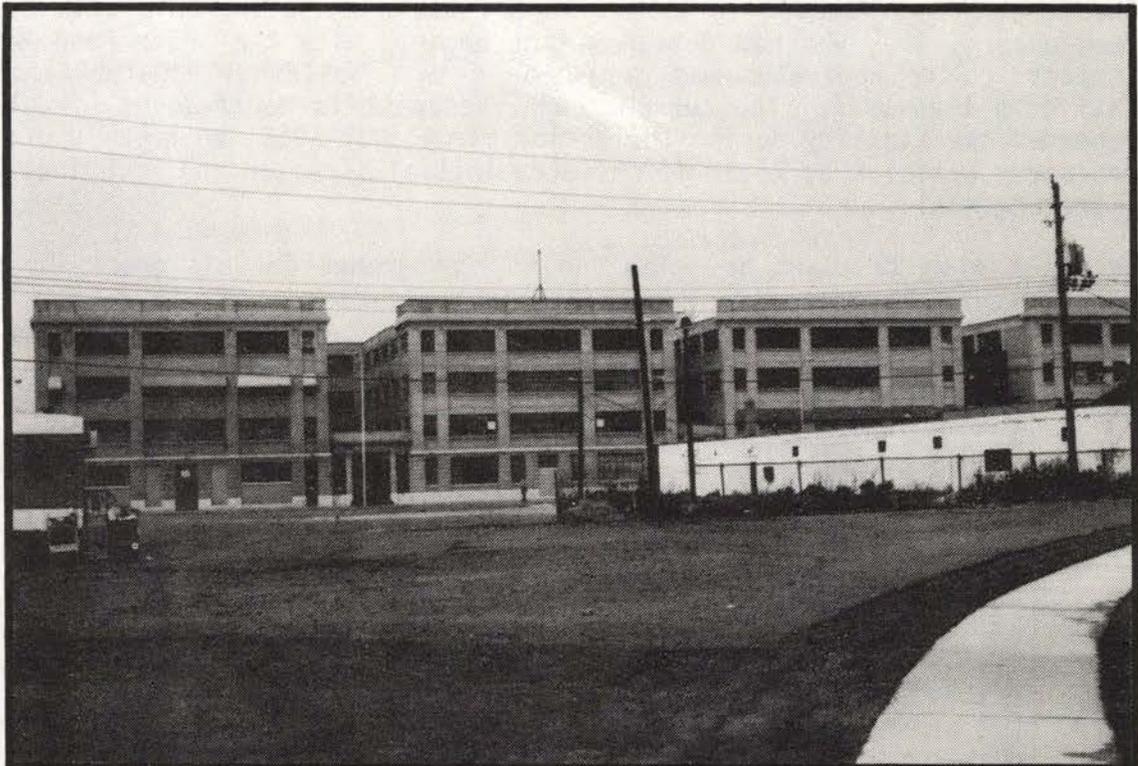


EXHIBIT C

Stutz Motor Car Co. Complex
1002-1008 North Capitol Ave.

The terra cotta shields each bearing an elongated letter "S" are still in place but the large, central cornice medallions with the winged "Stutz" logo, and the two smaller medallions, of the same design on the alley gates, have been removed. Where did they go?

The first of the four large four-story buildings was constructed in 1914 (on your left in both photos) and the last one in 1920.



Due to your guide's lack of knowledge at the time he did not alert you to the Ideal Motor Car Company building just to the south of the complex at 221 West 10th Street. Therefore, this important building constructed of reinforced concrete in 1911 is not shown. The original building is four bays wide, seven bays long, and three stories tall. One-story buildings were added to the west in 1935 and 1947. We have the name and address of the present owner and will invite him to join the Club.

EXHIBIT D: The H.C.S. Motor Company building was constructed in 1920-1921. It is five bays wide, eleven bays deep and four stories tall. The original metal sash and industrial windows still exist on the 3rd and 4th floors but the windows on the 1st and 2nd floors of the south facade are blocked in as well as all windows on the north facade. The cornice and parapet detailing are of terra cotta. Gone is the large H.C.S. logo, an American shield flanked by spread wings and with "H.C.S." superimposed symmetrically in the center.

This building was used to produce Harry C. Stutz's H.C.S. Automobiles (1921-1924). In 1925 the Motor Company became the H.C.S. Cab Manufacturing Company and taxi cabs were produced therein and at the Fire Engine facility across the street until bankruptcy in 1927.

The building is architecturally significant being the work of Rubush and Hunter (1867-1947) who also designed the additions to the Stutz Motor Car factory (Exhibit C), the Masonic Temple (1907), City Hall (1909), the Circle and Indiana Theaters as well as many other important buildings in Indianapolis.

EXHIBIT E: The Stutz Fire Engine Company Building was constructed circa 1920 of steel columns and truss with concrete block walls faced with glazed, buff colored brick. The original, oldest portion is the four bays at the northeast corner of the building along North Capital Avenue (section at left in photo).

The Company was founded in 1919 with Mr. Stutz in partnership with Mr. A. C. Mecklenberg, Sr., who had designed fire engines with the South Bend Motor Car Company. Fire apparatus was produced in this building 1920-1924 and H.C.S. taxi cabs 1925-1927. The current owner/occupant is Herff-Jones (jewelry) who expanded the facility during the period circa 1931-1950. We hope future issues can carry articles by Roger Birchfield, Initial Director and Technical Advisor (Fire Engines).

We again wish to thank Mr. Alan Conant, Researcher for his great inputs. We look forward to featuring some historical articles on Stutz by Alan in the future. Our thanks too, to Larry Nicklin and Carolyn Greer for the photos used in this article.

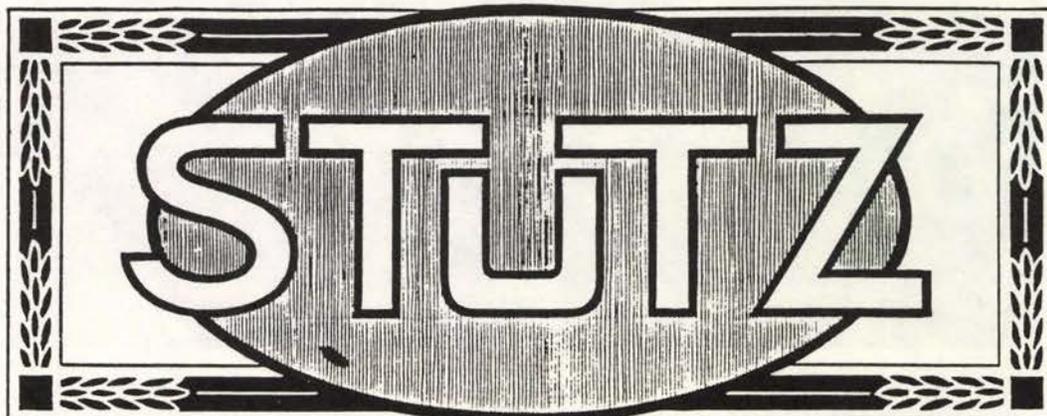


EXHIBIT D

H.C.S. Motor Company Building
1402 North Capitol Avenue

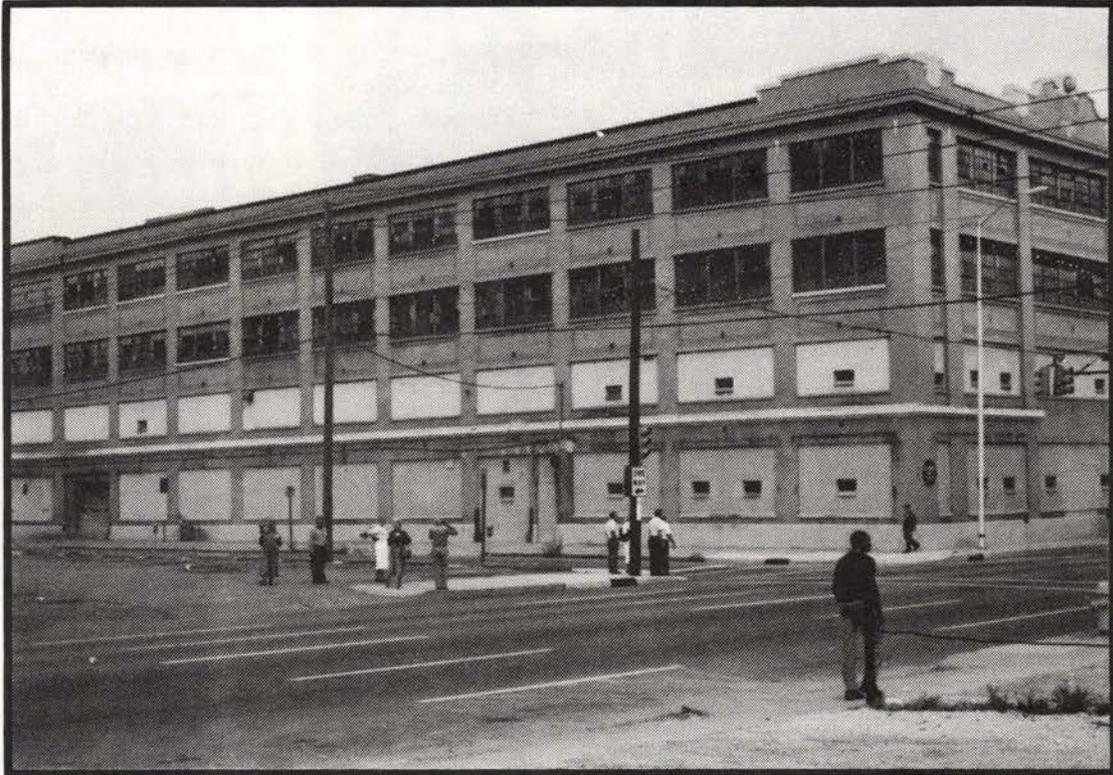


EXHIBIT E

Stutz Fire Engine Company Building
1411 North Capitol Avenue





1st GRAND STUTZ

Our Sunday Brunch
September 18, 1988
at
Sheraton Meridian Hotel
Indianapolis, Indiana

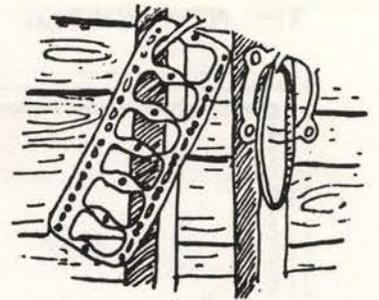
Twenty-two (22) members and guests enjoy Sunday brunch together following the Stutz Tour atop the Sheraton Meridian located just 3 blocks south of the Stutz Mansion. This delicious buffet brought the 1st GRAND STUTZ to a most happy and enjoyable conclusion.



Ed.'s Note: I'm sorry that space did not permit the identification of those shown in the above photos.



Classifieds

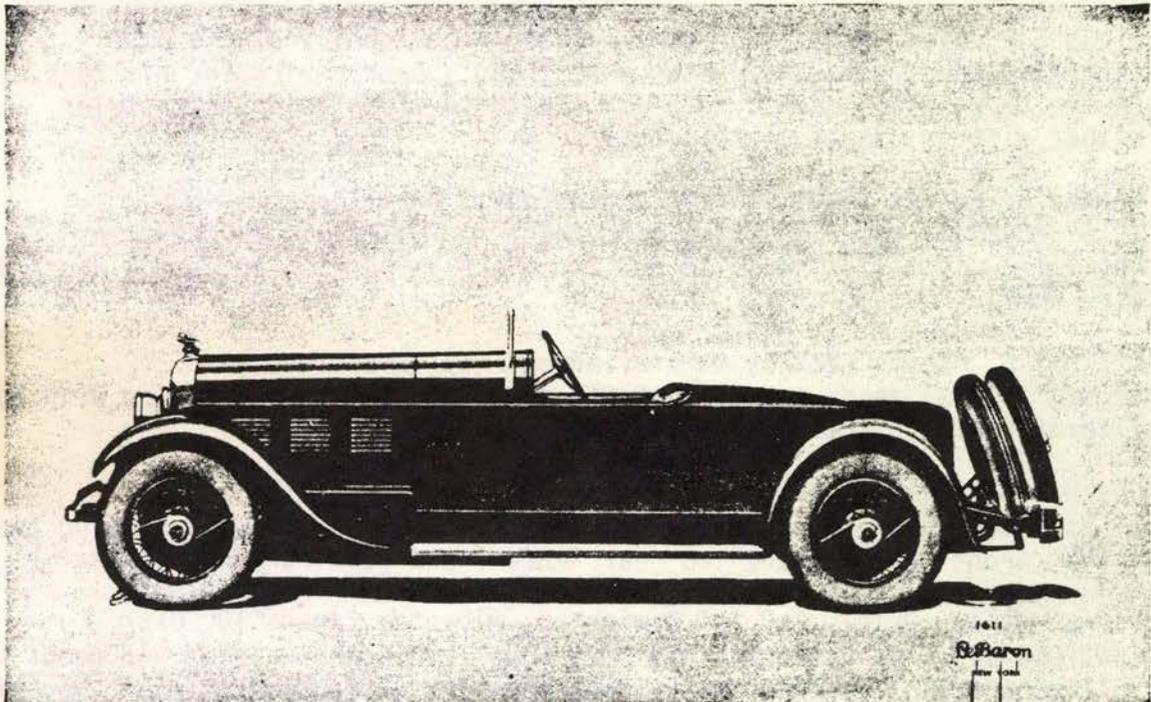


LET'S PUT THOSE IDLE SPARES INTO CARS!

- Richard B. Wion (#224), 40 Frome Avenue, Frankston, Victoria 3199, Australia needs both a radiator mascot and proper emblem for his 1929 Stutz "M" 7-pass. Sedan. Help replace these items which were stolen either with originals or replicas.
- Layden F. Butler (#40), 107 St. Jean Court, Danville, CA 94526 (415/820-4742) needs anything/everything for Wisconsin engined car. For Sale: 1914 sidelamps, an H-3 Stromberg carburetor and a 25" Houck #5 wire wheel.
- Elliott E. Atkins (#222), 1415 Briarwood Way, Stockton, CA 95209 (209/473-4333) needs the correct Stromberg OU-3 brass carburetor plus any literature for his 1922-24 Stutz KLDH Roadster.
- Guy Davis (#94), 502 N. Maple Avenue, Greensberg, PA 15601 needs literature and parts for his 1928 Stutz BB Cabriolet including two welded front fenders, the two rear fenders and both running boards.
- Norman Waltz (#91L), R.R. #1 Dewington, Alberta, Canada TOL OXO (403/256-1211) is restoring his 1929 Model L Blackhawk Sedan and needs the following items: thermostat, 6 hubcap emblems, windshield frame, mounting brackets - bumpers to frame, 2 cowl lights (5" dia.), proper tail lights, Decal for OHC cover, gas cap, sun visor (roof), 4 hood latches and one-shot lubricators for king pins. Let's help "Curly" get his Blackhawk back on the road.
- George Holman (#144L), 583 Main St., Wilbraham, MA 01095, (Bus. 413/781-0530) needs six (6) 25" wire wheels for early Stutz. Will trade good set of 23" wire wheels for the 25" wheels.
- A. K. Miller (#76), East Orange Rd., West Topsham, VT 05086, who purchased the remaining factory stock of parts, still has available many useful or needed items for Stutz and H.C.S. cars. Mr. Miller has a pretty complete file of all Catalogues, Parts Books, Service Manuals, even the Flat Rate Manual. He is always glad to answer questions concerning parts or repair, etc.
- Stephen P. Dean (#176), 7257 W. Rialto, Fresno, CA 93711, has again shared some good data with us. He has submitted a Drawing for a Special Tool to remove and install the spring that holds the shift lever inside the transmission cover housing - 8 cyl. Stutz. The editor will be happy to send you the Drawing and Instructions -- just send SASE.
- Norman A. Hiser (#236), 2019 Tracey Drive, Bloomington, IL 61704 (309/828-8889) needs a left rear shock absorber bracket for his 1927 Stutz AA R.S. Coupe.

LEAD: William Phillion (#102) sent a note he received from Ed Jacobowitz, 341 Fitch Hill Road, Uncasville, CT 06382 (203/848-8934) who wants to buy an original Ra radiator mascot in good condition (no repro). Mr. Jacobowitz has for sale what is labeled as a 1930 Stutz Roadster top iron mechanism (for use with side curtains).

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