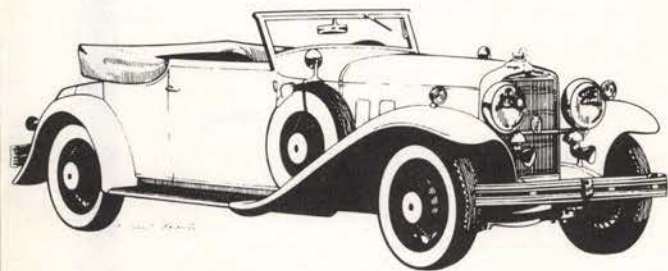
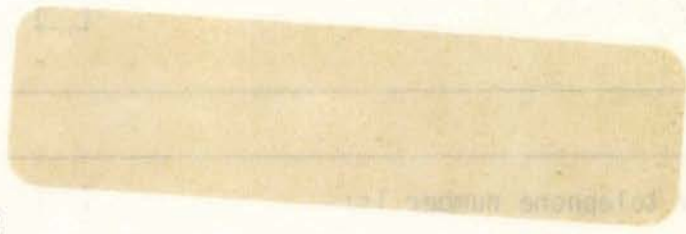


Oct.-Dec. 1989

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

TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

Dear Member:

Listed below are a few ways you can help the club perform.

1. If you have not already renewed your membership for 1990, please do so now using the new Membership Form on the flip side, page 2. Remember, the club membership year runs from January 1-December 31. Please be sure that the club has complete data on all the Stutz vehicles you own.
2. Help spread the word about the Stutz Club. Make some copies of the Membership Form and use them to invite others to join, those you know or meet who express an interest in Stutz.
3. Please tell us your ideas for awarding the new, very special Peter Helck Memorial Trophy which has been presented to the club by A.J. (Tony) Koveleski (see page 13 of the July-Sept. 1989 issue).
4. Block out June 15-17, 1990 now and plan to attend the 3rd Grand Stutz. Tell the Toths of Chagrin Falls, our hosts for the great Father's Day weekend event, that you will be there to go Stutzing!

REMINDER



THE **STUTZ** CLUB

Mail to: Dale K. Wells, Membership Chairman, 7906 S. 10th St., Kalamazoo, MI 49009.

Please type or print clearly.

Date: _____

My name is _____

My address is: _____ (Check if new or changed)

My telephone number is: _____ (Check if new or changed)

Home: (____) _____ Bus.: (____) _____

Note: The Club year runs from Jan. 1 to Dec. 31.

This is to: (Please check one)

	Inside USA \$	Outside USA \$
<input type="checkbox"/> Join the Stutz Club Active:	<input type="checkbox"/> 20.00	<input type="checkbox"/> 25.00
<input type="checkbox"/> Renew my membership Associate:	<input type="checkbox"/> 5.00	<input type="checkbox"/> 5.00
<input type="checkbox"/> Make a donation Life:	<input type="checkbox"/> 300.00	<input type="checkbox"/> 375.00
<input type="checkbox"/> Change directory listing Founding:	<input type="checkbox"/> 1000.00	<input type="checkbox"/> 1000.00
<input type="checkbox"/> Enclosed is my check for U.S. \$ _____ (make payable to Stutz Club)		

I currently am fortunate to own one or more of the rare examples of the marque as follows: This is a change.

	1	2	3
Year	_____	_____	_____
Make	_____	_____	_____
Model	_____	_____	_____
Body Style	_____	_____	_____
Eng. No.	_____	_____	_____
Vin. No.	_____	_____	_____

AACA NATIONAL FALL MEET
October 5-7, 1989

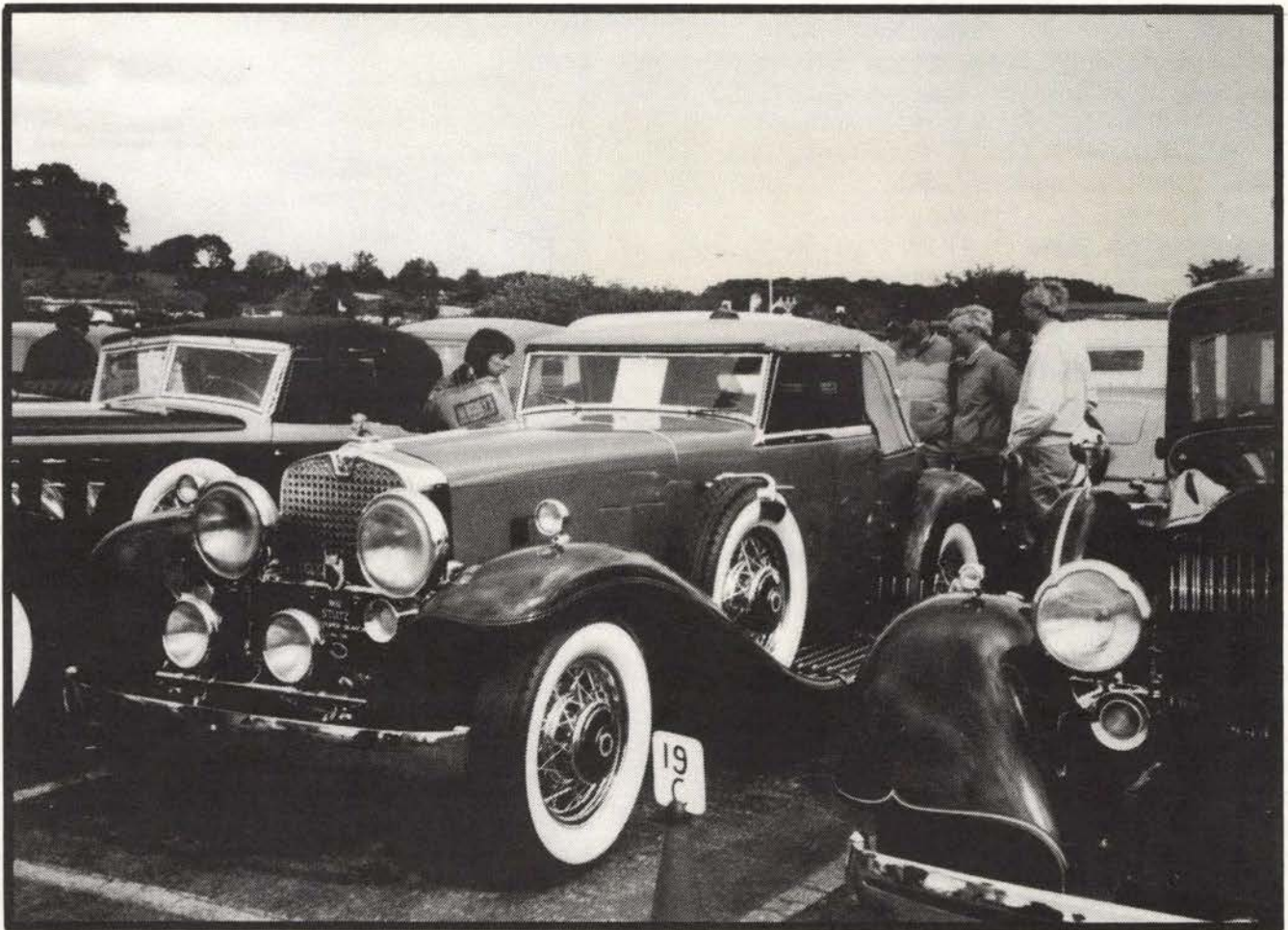


photo by C. Greer

It was really great to see three beautiful and classic Stutz on the judging field at Hershey. Roger Chase entered his 1930 Stutz, M, Versailles by Weymann in Senior Category and Louis Groen entered his 1930 Stutz, M-27, Convertible Coupe in Junior Category. The Groen Stutz failed to make the Meet last year as it suffered damage in a trailer mishap just outside Cincinnati on its way to Hershey.

The 1932 Stutz DV-32, Super Bearcat Convertible shown above was entered in Junior Category by Life Member Bernard Berman of Allentown, PA. No doubt this was the first real Super Bearcat ever to be seen in the flesh by most of the enthusiasts in attendance.

STUTZ CLUB MEET
Hershey, PA, October 6, 1989

by your editor
photos by C. Greer

There was a great turnout of the membership at Hershey this year. The editor counted 56 members in attendance and 39 signed in for the Stutz get together at 3 p.m. around Ernie Toth, Jr.'s new space on the Green Field. Those who signed the log are listed below.

Adams, Robert (Sellersville, PA)
Atkins, Elliott E. (Stockton, CA)
Bertolotti, John (Los Gatos, CA)
Chapman, H. Richard (Indianapolis, IN)
Chase, Roger S. (Broadabin, NY)
Colmer, Harold & Ila (Columbiana, OH)
Cox, Thomas (Richmond, VA)
Dean, Stephen P. (Fresno, CA)
Dimondstein, Herbert (Hastings-on-Hudson, NY)
Feingold, Robert D. (Singapore)
Freeman, Joseph S. (Boston, MA)
Gehring, William H. (Cleveland, OH)
Gorjat, Jean (Harrisburg, PA)
Greer, Bill & Carolyn (Indianapolis, IN)
Grunder, John (Torrington, CT)
Holman, George (Wilbraham, MA)
Holt, Mike (Scotland)
Johnson, William A. (Woodbury, NJ)
Kahlenberg, Sherwood (No. Hollywood, CA)
Kershaw, Knox (Montgomery, AL)
Lockwood, James (Matteson, IL)
Mathews, Marshall (Woodside, CA)
Miller, Norman (Summit, NJ)
Nyberg, Stig (Sweden)
Patterson, Lyle E. (Newport, NH)
Pugh, Stephen (Manhattan Beach, CA)
Roberts, Norman L. (Biddeford, ME)
Robinson, Kyle P. (Whitewood, VA)
Roth, W.A. (Bill) (Lakeland, MN)
Rowan, Ed (Chatham, NJ)
Saunders, Wayne (Ont., Canada)
Soper, J.D. (David) (Wiota, IA)
Toth Jr., Ernest J. (Chagrin Falls, OH)
Toth Sr., Ernest J. (Chagrin Falls, OH)
Wells, Dale K. (Kalamazoo, MI)
Wensel, Page (Clarion, PA)

The other 17 members seen or known to be
at Hershey were:

Berman, Bernard (Allentown, PA)
Chase, Fran (Broadalbin, NY)
Davis, Irving (Beverly Hills, CA)
Folladori, Joe & Jane (Indianapolis, IN)
Freehill, Paul (Fort Wayne, IN)
Groen, Louis (Cincinnati, OH)
Kelso, John A. (McConnellsburg, PA)



Kimes, Beverly Rae (New York, NY)
 Kughn, Richard P. (Southfield, MI)
 Lassiter, Bill & Anice (W. Palm Beach, FL)
 Miller, S. Ray (Elkhart, IN)
 Pettit III, William A. (Louisa, VA)
 Purdy, Cordy & Ruth (Indianapolis, IN)
 Wells, Bonnie (Kalamazoo, MI)

Do, please excuse the editor if he missed anyone. A little analysis shows just how good the club was represented at Hershey.

- ° 48 of the club's 272 active members
- ° 8 of the club's 21 associate members
- ° 4 of the club's 23 OUS members (outside U.S.A.)
- ° Members present represented 16 states plus Canada, Scotland, Singapore & Sweden.

It should be noted also that several members brought cars other than Stutz to the Meet. They were as follows:

Joe Folladori -- 1929 Duesenberg J-137 Judkins Coupe and
 a 1933 Marmon 16 LeBaron Victoria 5-P Coupe
 John Kelso -- 1911 Stanley Steamer
 Knox Kershaw -- 1927 Rolls Royce, PI, Torpedo Phaeton, Hibbard & Darrin
 Dick Kughn -- Two (2) 1940 Packards and a 1941 Packard
 Ray Miller -- 1931 Marmon 16 Conv. Sedan
 William Pettit -- 1929 Duesenberg and a 1940 Duesenberg

The Hershey Meet is always exciting -- here's an example. Member Joe Freeman was delighted to find a momento of Stutz, a motor meter with a sharp Stutz logo, but thought he would never find the proper "dog bone" radiator cap to go with it. Guess what? While attending the Stutz Club get-together on the Green Field, he found one right next door to Ernie Toth, Jr.'s stand.



L. above: Roger and Fran Chase and family enjoy Hershey with their outstanding 1930 Stutz, M, Versailles by Weymann (fabric body). R. above: Louis Groen's 1930 Stutz, M-27, Convertible Coupe looks great on the Hershey judging field.

by Dale Wells

We packed them in the aisles at Hershey, because the 40 some Stutz Club members who showed up at Ernie Toth's space couldn't all fit into the space -- it was full of choice Stutz data, signs, and other wares of our favorite Stutz parts manufacturer.

After a few welcoming comments by yours truly, we called for comments, tips, suggestions, and other words to guide the Stutz Club toward a bigger and better future, and service to the members. Mike Holt, our newest life member, was ready to give us a challenge before we got started. His excellent suggestion: let's publish a book about Stutz and the history of the car. Mike pointed out that between the members we probably have a unique assortment of data, information, and other resources. I have no doubt there should be a tremendous amount of information out there. When we started this club, one of my goals was to simply get all of this catalogued so we could find out what is out there. Mike's suggestion goes one better -- let's take that information and put together a book. The definitive book on Stutz is yet to be written. Mike proposed that each member willing to pledge \$50.00 be asked to do so, and all members be asked to write their known bits of Stutz history or contribute copies of Stutz information and data. The monies pledged could then be collected to sort, organize, and publish the Stutz story. Now all this may sound like a formidable task, but Mike tempered this with some common sense by suggesting we set this as a five year goal. This gives us time to collect the data, raise the money in a more painless manner, and pace ourselves toward the goal. I think it could be done, and I'm willing to do my part. Let's hear from some of the members on this as a grand, worthwhile project that is both challenging and rewarding. We need volunteers to form a publications committee.

I wish we had better meeting facilities and a recording secretary at Hershey. Many other topics and suggestions were forthcoming. I didn't get all the names straight on who said what. Parts sources were a primary concern of many. Suggestions included:

- Manufacture a 4:00 to 1:00 rear axle gears. About a dozen members present expressed interest. Depending upon the quantity run, cost estimates ran up to \$1,400 per set (see Classifieds).
- Manufacture of Zenith 105 carburetors. The patterns still exist from a repro project in Australia in the 1960's. It should be possible to resurrect this one. Again, nearly a dozen members present expressed interest.
- Wire embedded safety glass. This could be a tough one, but Ernie Toth commented that Mexico City supposedly has lots of old buses and street cars with wire embedded glass. Is there any possibility a source exists of new glass in Mexico for replacement use, or perhaps reclaim from a bus salvage yard. Next member to visit Mexico, look into it.
- Running board rubber. It appears many different types and kinds were used because some cars were stock, and many others were custom. Many stock models used fine grain, narrow rib, designs that are near universal and can already be closely matched. In other words, which ones are needed that are not available?

I did learn that member John Grunder has some reproduction plastic tail light lens for models M, SV and DV. The three piece set -- tail, backup and license -- is \$100.00. Contact John if you are interested.

Looking forward to 1990, Ruth Toth commented on plans now under way for the 3rd Grand Stutz to be held June 15-17 in the Akron-Cleveland area of Ohio. Watch for forthcoming details, and keep the date on your calendar. Plans include visiting the Crawford Museum in Cleveland, and a separate parking area for all Stutz cars at the Sunday car show at the Sieberling Mansion. You won't want to miss this event, with lots of Stutz socializing and a good time for the whole family.

One more comment on Hershey 1989. This seemed to be the year of automotive toys. I don't believe I have ever seen so many toys in the flea market before. Could it be perhaps because the real things are getting so pricey in certain high demand models and types? On the other hand, supply and demand, and competition are good for the consumer. There were also more tire vendors than I had noticed before, and if you will compare the current price lists with one from a few years back, some tires prices have come down, at least in the common Stutz sizes. There is more action now in the sizes used on 1950's and 1960's cars, so perhaps there is some overstocking of the older sizes. Anyway, this may be a good time for new tires on the old Stutz?



Please find above some more snaps of the Stutz croud around Ernie Toth's space at Hershey on Friday, October 6, 1989. We thank members Carolyn Greer and Ruth Toth for these good photos of the action.

WELCOME NEW MEMBERS

- #267 Robert J. Shula
301 Massachusetts Ave.
Indianapolis, IN 46204
Home: 317/283-5392
Bus.: 317/633-8787
- #268 Robert Adams 1929 Blackhawk Sedan
525 Rich Hill Rd.
Sellersville, PA 18960
Home: 215/538-2425
Bus.: 215/368-4700
- #269 Roadmaster Classics (Tom Davis) 1928 Black Hawk BB Bobtail
6811 Steeles Ave. West
Rexdale, Ontario M9V 4R9 Canada
Bus.: 410/740-0818
- #270 William L. Lurvey
5340 Canal Blvd.
Indianapolis, IN 46208
Home: 317/251-1131
Bus.: 317/255-2775
- #271 Abigail (Abby) Kende 1929 Blackhawk, L-4 Roadster
961 Lexington Avenue Suite 3W
New York, NY 10021
Home: 212/517-9508
- #272 Rogelio Nelson Leguizamon Cabrera 1928 Stutz BB
Avda. San Martin 109
JUNIN--Provincia de Buenos Aires 6000
Republica Argentina
Home: 0362-25839
Bus.: 0362-21423
- #16A Arleen Key/Presson
11851 E. Shaw
Clovis, CA 93612
- #70A Anice Lassiter
7621 S. Flagler Dr.
W. Palm Beach, FL 33405
- #117A Andrea Dickinson/Sherman
Ransom Winds
R.R. #4
Blenheim, Ont. N7M 5J6 Canada

Other Directory Changes:

Change of address: Michael L. Schauer (#125)
3544 Lee Avenue
Crystal, MN 55422

Bernard Parris (#264) has a 1918 Series "S" Bearcat not a 1916 "C".

Knox Kershaw (#105) now owns a 1931 Stutz, DV-32 Convertible Victoria, Rollston.

EDITORIAL COMMENTS

The editor has been receiving a goodly number of letters pertaining to recent issues of Stutz News. These letters have been stimulating, helpful and certainly enjoyable. Can it be true that we're publishing a few things that appeal to the membership? Sure do hope so! Anyway, thanks loads, folks, for the perks.

Please help your editor to thank a couple of members. We are indebted to Beverly Rae Kimes for her leadership of the "Blue Ribbon Committee" to name the newsletter and to Dr. Mildred E. (Kitty) Katzell for her very special work on the 1989 Membership Survey. The results of both of these projects are published herein. The inputs from these undertakings will provide direction for the club as well as guidance to the editor on future publications. It's hard to realize that this is already the 10th issue of Stutz News and that the club begins its third year of activity as of January 1, 1990.



It's a shame you have to put up with an editor who can neither proof-read or spell among other defects. Thanks to Member Elliott Kahn we now have the correct spelling for a number of words that must have challenged you in the July-Sept. 1989 issue. In the PROFILE article on page 27 please note:

- ° Salsmon is the automobile, Salmon is a fish!
- ° Violiti designed Jean's 1941 Fiat 2800, not Violti.
- ° It's Aly Khan not Ali Kahn. By the way, Aly Kahn is the name of Member Elliott's cat.
- ° Gregorie designed the 1952 Hotchkiss -- who is Crugonie?

By the way, Honorary Member Smith Hempstone "Wheels" Oliver was 18 not 19 in 1931 when he purchased his first Stutz, a 1916 Series 4-C Bulldog. And, to the editor's question -- "who among the membership purchased a Stutz the earliest?" -- Member A.K. Miller replied that he purchased his first Stutz in 1925. My goodness! Can any member top that? If so, do please inform.

The 1931 Stutz, DV-32, Convertible Victoria, Rollston now featured on the cover page of this publication has changed hands. Member Knox Kershaw acquired this Stutz from Alvin J. Harris, M.D. in a trade of cars. It's a pleasure to know that this great Stutz remains listed in the hands of a club member.

It occurred to the editor that some members may not be aware of the following three books which provide considerable information on Stutz.

- ° Racing Stutz by Mark Howell, 160 pages -- published March 1972 by Ballantine Books, Inc., 101 Fifth Avenue, NYC.
- ° Standard Catalog of American Cars (1805-1942), by Beverly Rae Kimes and Henry Austin Clark, Jr., 1,536 pages -- Krause Publications, 700 E. State St., Iola, WI 54990.
- ° Menno Duerksen's History of Great American Classics, 216 pages with Chapter I of 40 pages on Stutz -- published 1989 by Amos Press Inc., 911 Vandermark Road, Sidney, OH 45365 (Publishers of Car & Parts magazine). If anyone knows of other books pertaining to Stutz, please give the editor details.

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 Ray 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).

A total of 50 members finally voted to name the Stutz Club newsletter in response to the request published on page 2. of the November/December 1988 issue of the Stutz News. And, their selection by a crushing margin is -- THE STUTZ NEWS. The total votes cast and the distribution of the votes are summarized below.

VOTES FOR:	FOR 1st	FOR 2nd	FOR 3rd
<u>20</u> STUTZ CLUB NEWS	12	4	4
<u>7</u> STUTZ: THE LEGEND	3	1	3
<u>7</u> THE CLASSIC STUTZ	4	3	-
<u>2</u> THE FAMOUS STUTZ	1	1	-
<u>9</u> THE LEGENDARY STUTZ	4	2	3
<u>3</u> THE STUTZ IDEAL	1	2	-
<u>12</u> THE STUTZ JOURNAL	3	3	6
<u>12</u> THE STUTZ LEGEND	1	5	6
<u>30</u> THE STUTZ NEWS	17	10	3
<u>9</u> THE STUTZ QUARTERLY	3	1	5

Your editor has been assured that there was no "hanky panky" or stuffing of the ballot box in the selection process. Therefore, he must and will comply with the wishes of the membership and will now consider this issue closed until some future action dictates a change.

Our many thanks to the hard work of the "Blue Ribbon Committee" and to the members who took time off to vote on this important club issue.

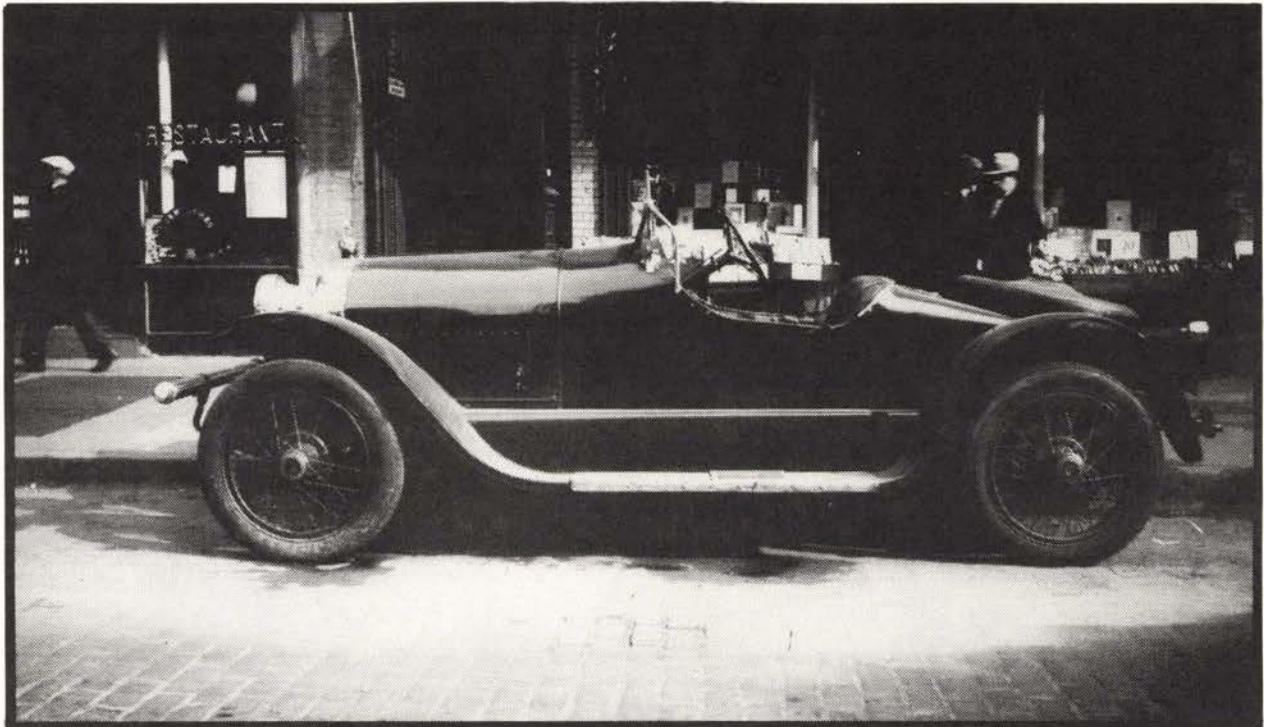


My Second Stutz

by Smith Hempstone Oliver

As I have not yet heard any complaints about my anecdote entitled "My First Stutz", that appeared in Stutz News for April-June 1989, I shall assume that I may now indulge in this follow-up tale.

One day in the fall of 1932, while driving my first Stutz in Manhattan, I saw by chance a beautiful, red-and-black, 1920 Series H Bearcat parked in front of the Friendly Book Shops, located almost across the street from Wanamaker's large store. A quick U-turn saw me soon parked in front of the Bearcat. Hopping out, I examined the beauty and drooled. What a gorgeous chassis! The design of the rear spring horns was a work of art! The neat body with cut-down sides and two almost horizontal spare wheels in the back was intriguing. A recent spray paint job had produced a red body with black fenders and aprons. Most of the external metal work was chrome plated.



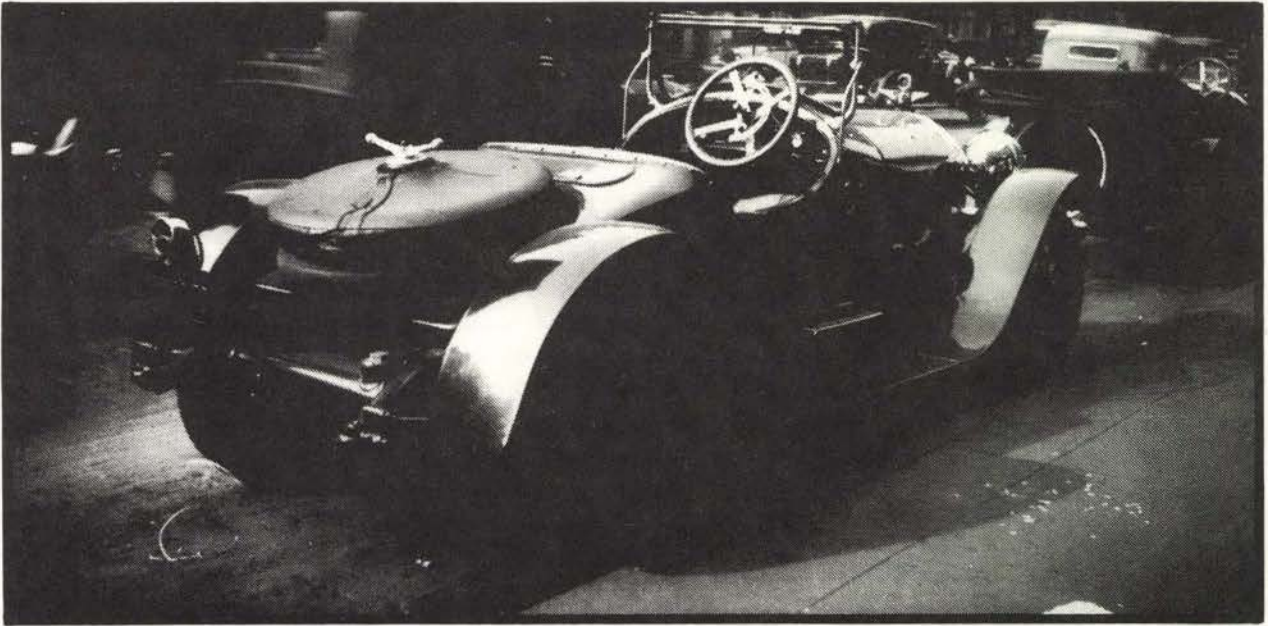
1920 Series H Bearcat in front of Friendly Book Shops on Fourth Avenue in the fall of 1932.

A few moments later I learned that the car's owner was Tom Geraldi, the owner of the book store, and we soon became "automobile friends." Appended herewith are two photos I made that day, one while I stood in the middle of Fourth Avenue braving its traffic, the other from the sidewalk showing the rear and the right side of the car and my 1916 Bulldog parked in front of the Bearcat. Little did I know that day that within a half year I would own the Bearcat, thus becoming a 2-Stutz owner!

The months passed, and I enjoyed using the Bulldog on evenings and weekends while working daytime during the week at my \$15.00-a-week office job. Subway and street car rides were 5¢ each, a ham and lettuce sandwich for lunch was 10¢, and a milkshake was also a dime. I often bought gasoline at 8 gallons for a dollar. Fortunately I lived with my parents (no rent to pay) in the Brooklyn Navy Yard aboard the U.S.S. Seattle, as previously explained.

After occasionally visiting with Tom Geraldi during the next few months I was able to buy the Bearcat for \$65.00 in May of 1933. I was in heaven! This was not just because I owned two Stutzes, but because I now owned a beautiful, authentic Stutz sports car.

1920 Series H Bearcat and 1916 Series 4-C Bulldog on Fourth Avenue.



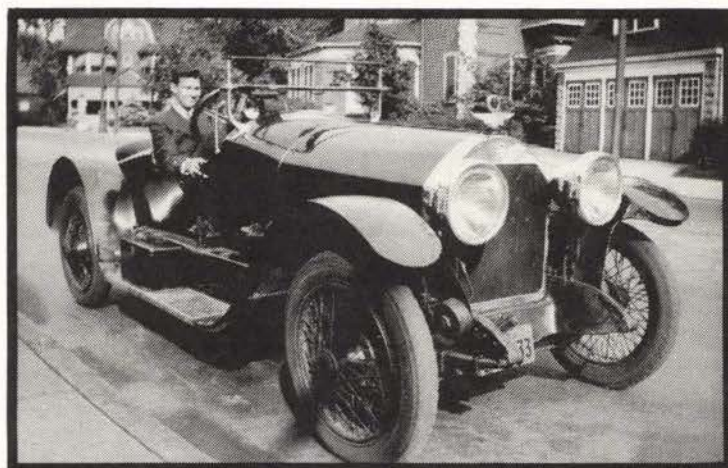
As most Stutz enthusiasts know, this car had an engine somewhat different from the earlier ones. Although still devoid of a removable cylinder head -- that feature came about in 1922 -- and still maintaining a T-head cylinder configuration, this 4-cylinder engine had 16 valves instead of 8, 4 for each cylinder. So what else is new today? The bore was 4-3/8 inches (less than the 8-valve engine's 4-3/4), and the stroke was 6 (more than the older engine's 5-1/2). Total piston displacement was 360 cubic inches, whereas the older car had 300. Despite the smaller engine's more modern design, I always had the feeling that the older Stutz had more power and performance than the newer one. Don't forget now, I owned and drove both types during the same period of time, sometimes both on the same day. Who else can comment on this feeling? Did those 30 cubic inches make such a difference?



Hemp Oliver and friend, Sylvia Simmers, in Hemp's 1920 Bearcat in the Brooklyn Navy Yard in July 1933.

I didn't own this second Stutz too long; just a bare 4 months, although in those days 4 months seemed to be much longer than it does these days. I enjoyed the car immensely and made two vacation trips to my beloved Newport, the first about a month after acquiring the car. I remember speeding along an open highway at 60 m.p.h. near Saunderstown, Rhode Island, in order to catch the ferry boat to Jamestown (located on Conanicut Island in Narragansett Bay), and wondering if I'd escape the wrath of the Rhode Island State Troopers who in the 1929 Buick roadsters vigorously defended the state's maximum speed limit of 35 m.p.h. I was lucky to do so.

A few hours earlier I had been stopped in Greenwich, Connecticut, because of the noise emanating from the car's open muffler cutout, wired open because there was no linkage allowing the cutout to be operated from the driver's seat. Fortunately I was not given a ticket!



Hemp Oliver at the wheel of his 1920 Series H Bearcat in Brooklyn in the summer of 1933. Note the headlights!

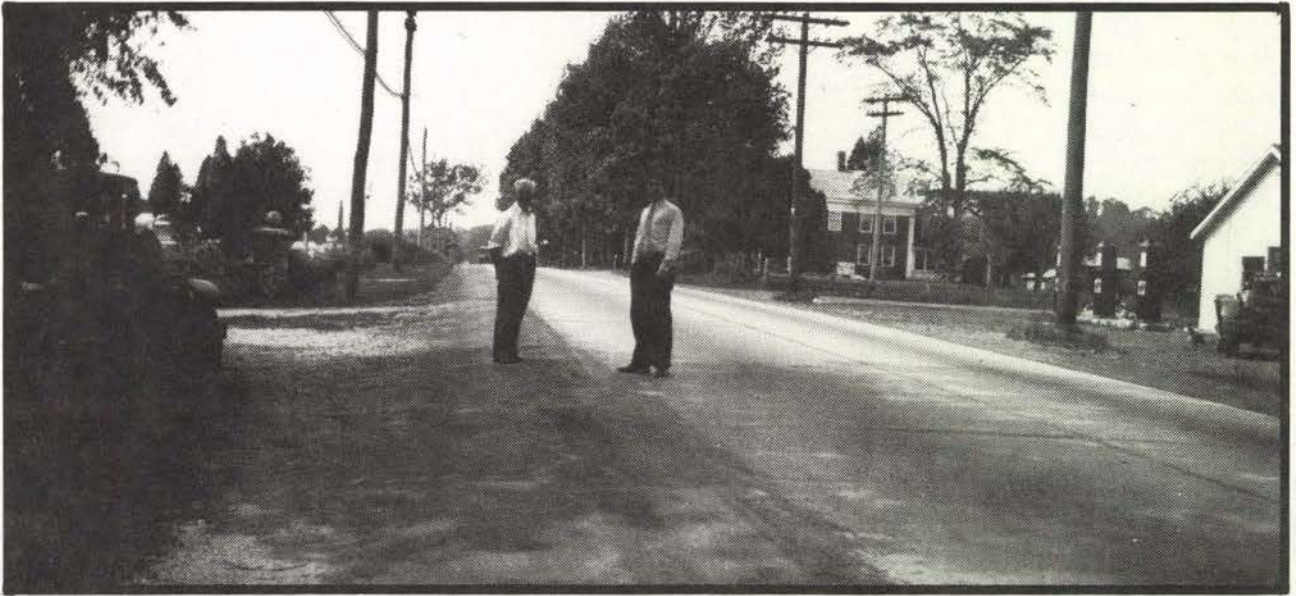


Edward Newton Lawton on front bumper of Hemp's 1920 Bearcat on Rhode Island Avenue in Newport, September 1933.

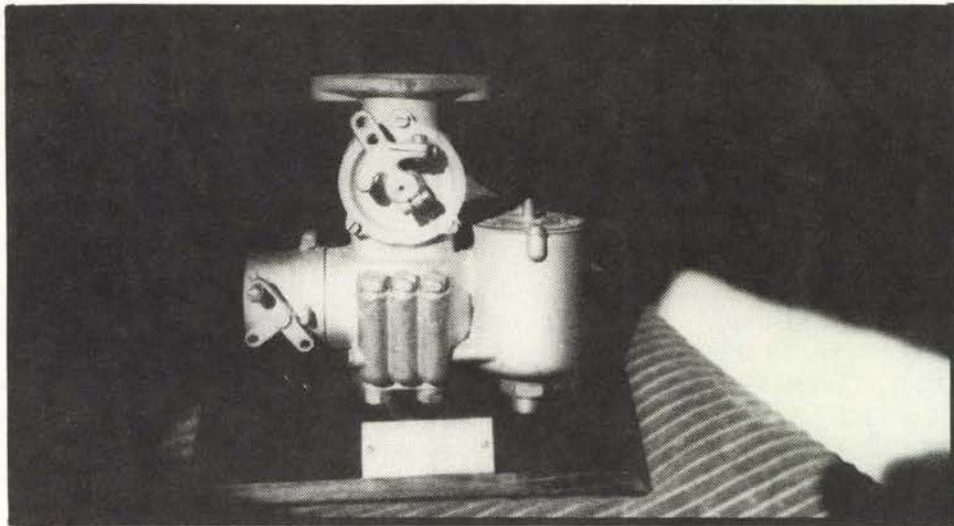
The second trip to Newport involved a 2-weeks' stay at Maximilian Agassiz's home, during which I visited Sam Gold's famous junkyard several times to see what fabulous things were to be found. There I bought a Stutz front axle, complete with both front-spring assemblies, both steering knuckles, the drag link, and the pitman arm, all for \$3.50! This rare find I shipped back to New York City by the Fall River Boat Line as I couldn't carry such a cumbersome thing on the Bearcat. I later used the whole assembly on my first Stutz, whose kingpins were badly worn.

On September 10, a peculiar thing happened on the way home to Brooklyn. Just west of New London, Connecticut, while driving fairly fast, I heard a loud explosion as the left rear tire burst. It and the retaining ring flew off the wheel -- I never did recover the ring -- and the tire went sailing and rolling down the highway ahead of me. As I pulled to a stop on the right side of the highway, the tire came to a stop wrapped around the radiator of a Chevrolet parked on the other side! Careful examination of the accompanying illustration will reveal the enormous flap of rubber burst away from the body of the tire. Further examination will reveal the chicken blissfully pecking away at the ground adjacent to the left front wheel of the parked Stutz.

1920 Bearcat after left rear tire blew off wheel near New London, Sunday, September 10, 1933.



Some time later in September I found at a specialty-auto dealer's showroom in Manhattan a 1928 Model BB 5-passenger phaeton, a model I had long admired on the rare occasions of my seeing one. As related in the April-June issue, I traded the 1920 Bearcat in on the phaeton, thus entering a new phase of my Stutz-oriented life. I still owned the 1916 home-made Bearcat, my first car love.



Juhasz carburetor photographed on Sunday, March 19, 1938.

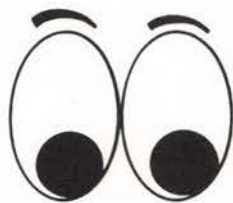
One thing I did to the 1920 Bearcat was to replace the original Stromberg carburetor with a lovely, brass, barrel-valve Juhasz instrument that I bought from the Manhattan Winfield carburetor dealer, John B. Meazey. In his garage on the east side of town was a pile of discarded or traded-in carburetors of all sorts of makes, ages, and sizes. Any one of this huge assortment could be had for \$1.00, and I chose a Juhasz that I knew would fit. It worked, and worked well. What happened to it? When I disposed of the Stutz I removed the Juhasz and restored the Stromberg to its rightful place. To this day I still own the Juhasz that for a few months graced my 1929 Bearcat 56 years ago!

An interesting thing happened one day while I was driving on Church Avenue in Brooklyn a few blocks east of Flatbush Avenue. I was stopped at a traffic light. A street car stopped on my left, and the uniformed motorman opened the door and jumped out. He ran to the Stutz, gave me his name and address, and told me he had a similar car. Some time later I drove to his home, and, sure enough, found a car like mine parked in the back yard. Any other details of this experience now escape my memory.

What happened to the 1920 car? The only thing that I can report is that a Germanic type named Karl Ahlers, an x-ray technician by trade, bought the car from the dealer. I met him only once, when he came to see at the Navy Yard, and I presented him with all of the spare parts that I had acquired on June 10 from Tom Geraldi. I recall that Ahlers told me that he vacationed either in Vermont or in New Hampshire, and I have often wondered if our fellow Stutz Club member, A.K. Miller, might have acquired the car from Ahlers or a later owner. Unfortunately, I never wrote down the car's identification numbers, so I can't help identify the car now.

One thing is certain, however. The car wore a pair of huge, non-Stutz headlights somewhat like a certain model of Lucas light, although the usual Lucas logo appeared nowhere. Careful study of some of the illustrations will show the locomotive-bell contour. Another thing was the wide use of chromium at the time of the circa 1932 paint job.

Can anyone of our readers now report that he owns my long-lost 1920 Bearcat? If so, please write to your editor, Bill Greer, and tell us all about it.



SEEN IN PRINT

BY YOUR EDITOR

We noted in the October 26, 1989 issue of Old Cars Weekly that member Dr. John G. McAnlis of Wadsworth, Ohio drove his huge 1917 Pierce-Arrow towing on the 1989 "Glidden Tour." No doubt other Stutz club members enjoyed this tour through Illinois and Wisconsin along with the nearly 790 others. We hope to see Dr. McAnlis' fine 1921 HCS Touring at the 3rd Grand Stutz.

Old Cars Weekly's December 7, 1989 front page carried an article on the annual "London-to-Brighton Run" held on November 5. Two of our members were mentioned in the coverage. James A. Conant, Fairview Park, Ohio made his run successfully in a rare 1904 Searchmont which he has owned for four years. Mr. Conant has been a passenger in the run before but this was his first time to enter a car. We look forward to seeing his 1914 Stutz Bearcat at the 3rd Grand Stutz. Member Ed Rowan, Chatham, New Jersey and his wife, Mary, were passengers in a 1904 Pope Toledo driven successfully by Donald Meyer. The article mentions that Mr. Rowan is national treasurer of the Horseless Carriage Club of America.

In the January 1990 issue of Cars & Parts we found a short article on "Great-race West" pointing out that Joseph Sexton (Founding Life Member) and Ed Maher placed 2nd in the 1943-59 class with a 1949 Kurtis sports car.



FINANCIAL REPORT

by Joseph Folladori, Treasurer

I really wanted to give you a Statement at December 31, 1989, the end of our club year, but two significant items intervened. First, the bank will issue the club's December Statement on the 15th and second, the editor's deadline for my input was December 16th. Please note that this report covers just two months of club operations.

We are pleased to welcome Mike Holt (#84L) as the 23rd Life Member (including the five Founding Members). Do consider supporting the club as a Life Member when renewing your membership for 1990.

BALANCE as of September 15, 1989		\$3,762.83 (1)
INCOME		
Membership Dues (9/15-11/17/89):	\$ 725.00	
Donations & Sales (see recap below)	174.00	
Interest Earned (CD \$149.48, M/M \$41.67):	191.15	
	<u>\$ 1,090.15</u>	
		\$4,852.98
EXPENSE		
Membership mailings:	\$ 62.25	
<u>Stutz News</u> , Vol. II, No. 9:	997.83	
	<u>\$ 1,060.08</u>	
BALANCE as of November 17, 1989		\$3,792.90

Funds are held in the Treasury as follows:

1 year CD @ 8.80% Maturing 1/17/90	\$10,000.00
Money Market Acct. #044845149 (as above)	3,792.90

The following donations are acknowledged with thanks:

Matt S. Browning (#106FL)	\$ 20.00
William A. Johnson (#58)	100.00
William L. Lurvey (#270)	40.00
M.B. (Brantley) Tidmore (#42)	4.00
	<u>\$164.00</u>

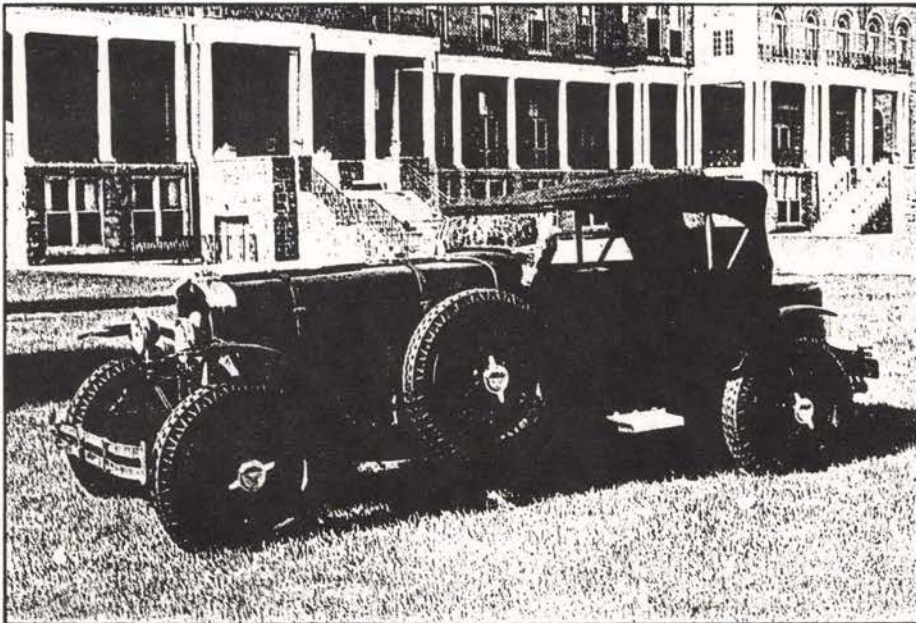
(1) These balances include a \$1,000.00 advance by the treasurer.

LETTERS TO THE EDITOR

The editor is most pleased to be able to share with you two very interesting letters recently received from members who reside in England.

From The Honorable Colin Buckmaster, Suffolk dated 9 September, 1989.

I was very interested to see the photo of the 1929 Le Mans Stutz on Page 26 of the current (April-June 1988) issue, but I think you will find that it now lives in New York and not in Pennsylvania. I happen to know quite a lot about it.



For the TT, the pointed rear deck was lowered to accommodate the hood.

Here is another view of the 1929 Le Mans Stutz out of the article "From Indy to Le Mans," Motor Sport November 1987.

The article states that this unique survivor was driven at Le Mans by Richard Watney and George Eyston and later that year in the TT by Zvatney. Ed.

In 1972 I was told by Harry Shell, secretary of our CAAC, that there was a very unusual supercharged Stutz near Saffron Walden in Essex, but that it was of no interest because it had a Bedford gearbox and a dreadful home made body. I had a hunch that it might be one of the '29 Le Mans cars and I eventually tracked it down to a remote farm where it was living in an open fronted shed with the mist drifting in and nettles growing up into the engine. The owner was out, but I took some photos and compared them with those in the July '29 issue of the Auto-car. These were definitely of the car I had seen, taken after a road test on its return from the Sarthe circuit the previous month.

As is so often the case, the owner was adamant that he would not sell it. He told me that he had occasionally driven it down his very long drive and attempted to engage the supercharger but "it was no good. It just snuffed the engine out like a candle." Apparently the car had been taken in by a Bishops Stortford innkeeper in lieu of an unpaid bill, and he had sold it by auction in the cattle market there for the then high figure of £50-. That would have been in 1957. I resigned myself to never being likely to have the chance to buy it, the owner being a very young man, but then late one night the 'phone rang; he had changed his mind and I could have it for £3,000. That was in 1973.

Continued on next page

By this time I had bought another Stutz and, not wanting two, gave him the name of someone who I knew would do it justice and this was Paul Grist of Hertfordshire. Paul pointed out various details I had missed; the 45 gallon tank, the engine set 2-1/2" further back in the frame and the little scuttle brackets on which the windscreen was folded for the compulsory lowering at Le Mans. The arrangement for engaging the supercharger, and the instrument itself, were of abysmal crudity and best ignored. A complete mechanical restoration was carried out, John Heath recreated the body and it was bought by Bill Harrah and sold again after his death. It presumably then went to Pennsylvania before going to its present home in New York.

In the same issue I enjoyed the article about the two Black Hawks, but Stutz's use of the name Bearcat is even more confusing because they apparently managed to find four versions of this endearing little creature. There was the Edwardian car; then, according to Mark Howell in Racing Stutz (pages 142-3), the name was again used for the single cam Le Mans car of 1929; it applied later to the DV 32, and finally to the strange ultra short version of that model when it became a Super Bearcat. Incidentally, what exactly is the challenger engine?

On the subject of DV 32s, I have learned an interesting piece of history from Walter Gosden concerning the Le Baron bodies often seen on these cars. It appears that Le Baron had an agreement with Stutz whereby their bodies were allowed to have the Stutz nameplate on the frame instead of their own. This suited both companies, the one because they badly needed the revenue in those early post depression years, and the other because it gave the public the impression that they had the ability and the capital to create specialist coachwork whereas of course in fact they had neither.

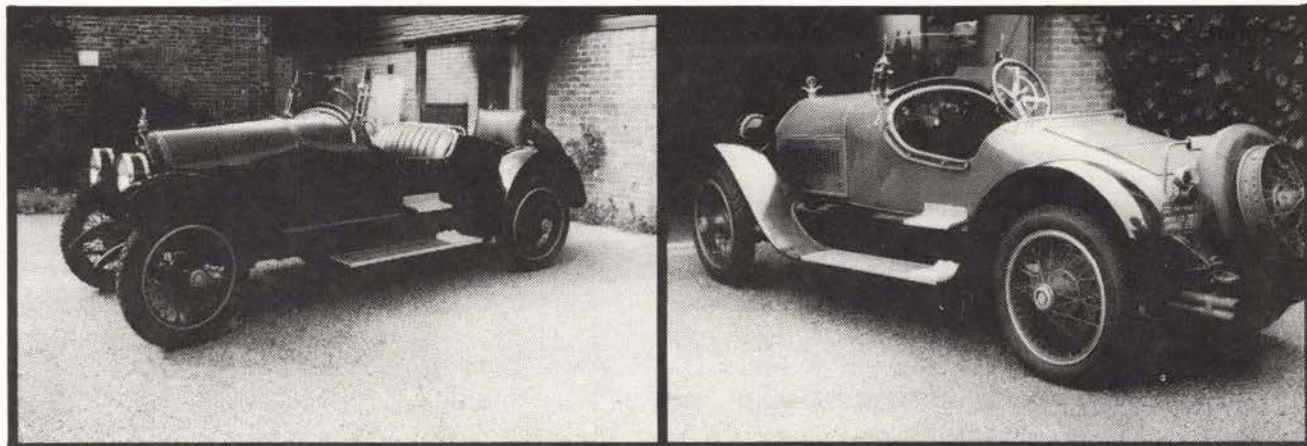
Many thanks Colin for the above input. Was the 1929 Le Mans Stutz officially listed as a Bearcat? There's also the contemporary Stutz Bearcat II. Will someone please tell us what a challenge engine is! Ed.

From Mr. Bernard Parris, Kent dated 27 October, 1989:

In the current issue (July-Sept. 1989 page 17 [Ed.]) you published a letter from Ronnie Blair concerning the 1920 Roadster he purchased from me. I thought you might be interested in some photos of my 1918 (not 1916 as Ronnie wrote) Bearcat. I was in the 'States in January last expressly to have a look around at some of the major collections when it comes to cars -- his passion is with Hispan-Suizas -- I too have had something of a love affair with Hispanos for over thirty years but at least I do admire other marques! Sorry, I digress. We were on our way to see the fabulous Blackhawk collection when I dared to suggest that I was looking for a Stutz Bearcat. I explained that as I had though my chances in England of obtaining one were pretty slim I had purchased a roadster model pro-tem (the car Ronnie Blair now has). He casually remarked that he happened to know a widow lady who had a 1918 model, it had been on axle stands for some 8 years since her husband died. That same evening, for I was returning to the U.K. the following day, we went to see the car. It was apparently in pretty fine order although no chance to try it -- dead battery, flat tires, etc. To cut a long story I bid successfully for it and had it shipped over. With the car I had a file of papers and receipts going back to 1959 when the car was purchased by the lady's late husband. A lot of work had been carried out on the transmission if the extent of the invoices were anything to go by! s you will see from the photos the body is a little unusual in that it is fitted with a rumble seat -- only six Bearcats were so equipped I was told. Do you have any historical notes which might confirm this?

Continued next page

Shown below are two photos of the 1918 Bearcat with rumble seat. Can anyone confirm that six such Bearcats were made? Ed.



During the 30 years since the car's purchase in '59 it seems it was only driven some 1,500 miles! I have a Press cutting showing it at the 1963 Pebble Beach meeting. According to notes made by the last owner the car was owned by the original purchaser up to the 1930s and then by only one other owner (a seafaring man) to 1959. For much of the period before the car was in a dismantled state undergoing a v-e-r-y extended restoration -- the more extended by the owner's long absences at sea! Car number is S1833, engine number S1739. I have had to strip the block and have new exhaust valves made, damage to the bores has necessitated rebore and sleeve back to standard re-using the original C.I. pistons. The left hand side chassis appears to have suffered damage and has been very poorly welded, this will have to be re-done over this winter. Our road worthiness people are not too keen on the NON SKIDS fitted, I am renewing with Goodrich 32 x 4-1/2's. In the course of this work it has been necessary to replace the very heavily corroded cylinder head water manifold. I have gone to great expense to have a proper pattern made and have had three castings made. I shall machine one for myself. I am hoping I can offload the other two to the 'States for I don't think anyone has had them cast out there.

Something I would like to see is good technical articles on these cars -- there must surely be some more meaty stuff for the "nut & bolt brigade" than that contained in the Stutz owners 'manuals' which hardly tell you a thing!

A thing about my car which intrigues me hugely is an extraordinary modification someone has done to the crankcase. A new timing case cover has been cast with a trunnion block top centre which with a bracket mid way on the front cross member supports the front of the engine! The original two front engine bearers are not fixed, sorry, bolted to the chassis. So, you have a three point engine mount -- very desirable with a flexing chassis to avoid strain on the crankcase casting but I shouldn't have thought the Stutz casting by virtue of its mass would have given any trouble in the respect. Was this a mod carried out generally on Stutz? Frankly I don't like the look of it one little bit and I am proposing to restore that 'status quo' when fixing the aforementioned chassis damage. If, however, you have any knowledge of a general modification made in the 'States then I'll stick with the arrangement!

Hope all this doesn't tire you reading it as it has done me typing it!

Regards

Bernard Parris

Thanks loads, Bernard! We sure could use some good technical articles for the "nut & bolt brigade" as he suggests! Ed.

SURVEY REPORT

by Kitty Katzell

Only about 10% of the member of the Stutz Club responded to the questionnaire that was published in the April-June 1989 issue of STUTZ NEWS. Whether that constitutes a representative sample, or a very select sample, I hesitate to say. But, for whatever their views are worth, here is a report of the results.

With 27 responses in hand, I decided that any point of view held by 14 or more represented the view of the majority, at least the majority of those who sent back the questionnaire. Opinions held by only one or two are likely not to be cited in this summary report. In some instances, you will find that I have combined the votes for "Essential" and "Desirable", or those for "Not Necessary" and "Undesirable." I hope you'll agree with the clustering that I've chosen, and find the report helpful to the Club Board.

Club Activities

The Newsletter is clearly the favorite Club activity, with 26 of us declaring it to be Essential, and the other one saying it's Desirable. Technical Assistance came in second, with 21 Essentials and 5 Desirables, followed by Parts Market and Annual Meeting. Both of those got 19 Essential votes; Parts got 8 Desirables, while the Annual Meeting got only 6, along with one Not Necessary and one Undesirable. Twenty people thought Caravans to be Desirable, one even thought them Essential. A Mail Order Store for Stutz items was favored by 17 (1 Essential; 16 Desirable). There wasn't much enthusiasm over Interim Meetings (12 Desirable; 13 on the other side).

Annual Meeting Activities

In summarizing the eleven categories of activities offered in the survey, a Favorable/Unfavorable dichotomy seems most logical.

The eleven activities are therefore listed below in their rank order in terms of their popularity among the 27 respondents:

1. Technical Sessions
2. Car Show (not judged)
3. Banquet
4. Flea Market
5. Cocktail Reception
6. Local Tours
7. Speeches
8. Separate Ladies' Program
9. Consignment Sales
10. Car Show (judged)
11. Dance

Each of the eleven had one or more "Not Necessary" votes; and the Flea Market, in fourth place, got no "Essential" votes, though 25 of the 27 thought it would be Desirable. But clearly the idea of having a dance was the least attractive of all the things that could be considered. One could almost hear our members saying "Yeccch!!!"

Stutz Logo Items

The most popular items for a Stutz Mail Order Store were a Cap (16), Badge for a badge bar (15), T-shirt (14), and Key Fob and Badge for Blazer (both 12). There were two or more votes for each item on the list: Sweat Shirt (9), License plate frame (7), Watch (6), Glass (6), Tie bar (5), Car cover (5), Scarf (4), Towel (4), Jumpsuit (2), and Bracelet (2). Other suggestions for the store written in by respondents were Polo shirt, Brooch, Hat pin, and License size Stutz plate.

STUTZ News

Of the 27 who responded, 24 said that read ALL of the STUTZ News; the other three read SOME or MOST of it. Most think the Newsletter should be issued quarterly, though a few wrote in comments rather than checking one of the choices. For example, "as often as financially possible" and "depends on how much news WE send in." One loyal member would like to get it every month. I'm sure we all would, but we're still a small, young organization. Maybe later on we'll come to that.

More than two-thirds of those replying would not be willing to pay extra to receive STUTZ News by First Class Mail.

As for the content of the STUTZ News, there was no question that the very most popular would be a Technical Advice column. Close behind it was Classified advertising. No one thought either of those categories would be Unnecessary or Undesirable. The full list, in the order of preference, follows:

- | | |
|-----------------------------------|--|
| 1. A technical advice column | 8. List of current officers and committee chairs |
| 2. Classified ads | 9. Reports of annual meetings |
| 3. Calendar of future Club events | 10. News of individual members |
| 4. Stutz historical articles | 11. Committee reports |
| 5. Annual directory of members | 12. Cartoons and humor |
| 6. Stutz-related pictures | 13. News relating to old cars in general |
| 7. Letters to the Editor | |

Items 12 and 13 received a substantial number of negative votes, representing over half of the responses, though even they received at least one Essential vote.

Among the written comments dealing with the Newsletter, the following were noted:

- List the officers and committee chairs only once a year.
- Don't change the name of STUTZ News
- Keep dues down, STUTZ technical information up
- Include technical, maintenance, information exchange, sources of remanufactured parts, commissioning of same.
- Would really like Newsletter by-monthly, but quarterly is OK.

STUTZ Club Meeting

It appears that the least objectionable dates for meeting of the STUTZ Club are early June and the month of September. Each of the other periods listed, from early June through October, was a period to be avoided for about one-third or more of those who answered. Late August was the worst time.

The Northeast and Midwest are the least objectionable locations for the Club's meetings. The Midatlantic region is also acceptable. But at least one-third to one-half of the respondents would not be willing to attend a meeting held in the Southeast, South Central, Southwest, West coast, Northwest or Canada.

Dues

The last structured question in the survey asked members what was the most they would be willing to pay in STUTZ Club dues to receive the member benefits that they had marked as Essential or Desirable in the preceding questions. Two didn't answer the question. The other 25 were distributed as follows:

\$20 (present dues) - 1	\$40 - 1
\$25 - 7	\$50 - 2
\$30 - 5	Whatever it takes - 7
\$35 - 2	

Interesting distribution, don't you think?

Comments

Finally, there was an invitation for comments, suggestions, witticisms, or criticisms, but no space was provided for them to be written in. Our members are creative, and some of them managed to squeeze in a few words. Examples follow:

- I would like rallies, not shows.
- Speeches only if they are related to Club interests and activities.
- Late September is best for meetings.
- Meet within 500 miles of Atlanta.
- Have a tour with a picnic.
- I commend those who have given so much time to get the Club going. Thank you.

And "Thank you" to all those who returned their questionnaires. The results suggest the Club is doing something right, at least for those who responded.

LIMITED QUANTITY AVAILABLE!

"CERTIFICATE OF MEMBERSHIP"



Personalized Gift of a Lifetime, for your family and friends who've driven or ridden in your Stutz.

Certificate reproduced on parchment paper (8½" x 11") suitable for framing. Black & White \$5.00 each — Hand Colored in 7 colors \$15.00 each.

"STUTZ 4-COLOR BLAZER PATCH"



Swiss Embroidered White, Red,
Blue and Bright Gold Threads.
2-3/4" Dia., 3-1/2" Wide.

EA. \$10.00

HOW TO ORDER:

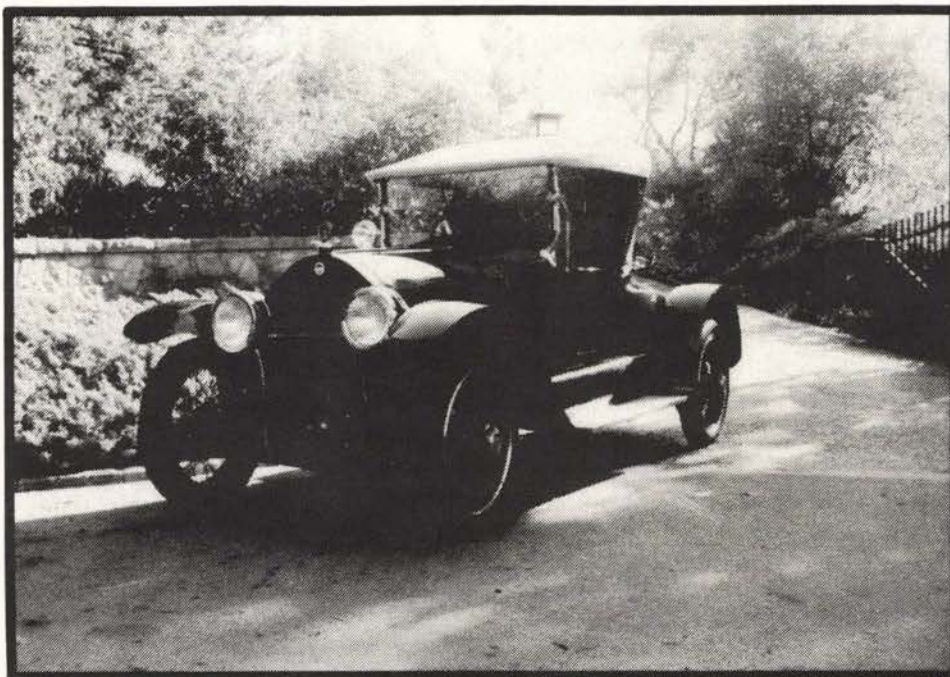
Add \$1.00 for Postage/Handling

Send Cash, Check or M.O. to:

A.J. Koveleski
736 Moosic St.
Scranton, PA 18505

MEMBERS STUTZ

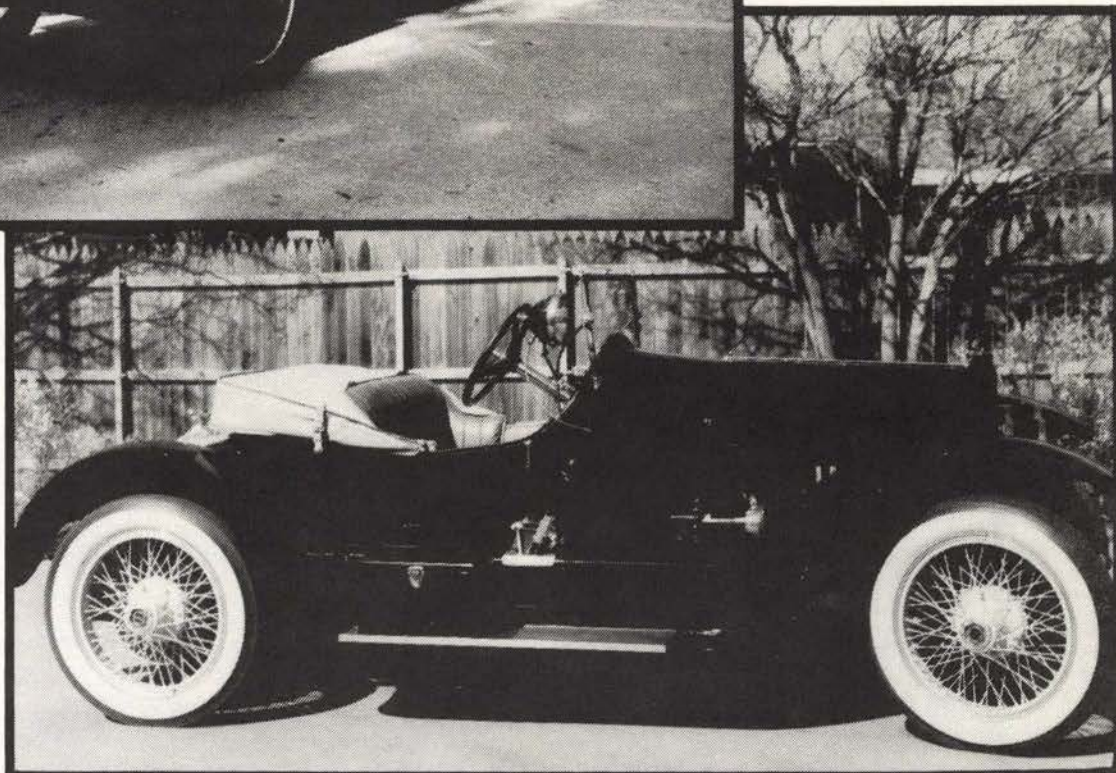
by Bill Greer



1920 Stutz Series "H" Roadster owned by Mr. James F. McCloud, Life Member of the Stutz Club.

Mr. McCloud finished the restoration of this Roadster in 1987.

1920 Stutz Series "H" Bearcat owned by Dr. Raymond (Ray) Katzell, Stutz Club Secretary



A number of members have sent along photos of their Stutz which has pleased me very much. I have wanted for some time now to share some of these inputs with the membership in a short article such as this one.

Both the McCloud Roadster and the Katzell Bearcat have red bodies with black fenders and trim. These two Stutz originally had a lot in common as both body styles were priced at \$3,250.00 and sported the same great 4-cyl., 16 valve, T-Head engine with dual ignition. This throaty engine had a bore of 4-3/8" and a stroke of 6" for a displacement of 360 cubic inches and it produced 80 horsepower, a lot of horses for 1920.

There were differences which should be noted. The Bearcat body sat on a chassis of 120" wheel base while the Roadster had a 130" W.B. Other differences are found in the bodies. The Bearcat was shorter and thinner with no doors and the gear shift and hand brake levers are mounted outside the body shell. The Roadster's windshield is taller and overlaps while the Bearcat has a lower one-piece windshield. Another difference in specifications pertained to painting options. For the Bearcat you could order yellow in addition to the Elephant gray and Royal red offered for the Roadster.



STUTZ PUMPERS PARADE

Four Stutz, all former Indianapolis Fire Department Pumpers, were part of the biggest fire apparatus parade in downtown Indianapolis history August 27, 1989. The parade was announced by Stutz Club Fire Apparatus Director Rodger Birchfield.

The first apparatus in the parade, a 1924 Boyer (built in Logansport and owned by Dave Babcock of Indianapolis) transported the International Association of Fire Chiefs' President, Ron Coleman, along the parade route and to the reviewing stand on the west side of the War Memorial in downtown Indianapolis. This particular Boyer was purchased new by Greenfield even though the city fathers watched a stream of water during a demonstration of a Stutz, wash the dirt off the Hancock County Courthouse clock. The second apparatus was a 1920 Stutz Pumper owned by John Sheridan of Middletown. It transported the IAFC Board of Directors to the reviewing stand. This particular apparatus was rebuilt by the Indianapolis Fire Department in the 1940s. When retired it sported a circa late 1930s Diamond T grill and fenders designed by the shops. It is powered by a six cylinder Hercules engine. During the more than 40 years of service, most of Indianapolis' Stutz apparatus were repowered with Hercules engines. Sheridan's was found several years ago at Scottsburg owned by a veterinarian. He later sold the pumper to a couple of fellows who operated Mermaid Pools at Anderson. They sold it to Sheridan who with several friends restored it.



Jeff Henry with Member Jim Dougherty's 1921 Stutz Model "B" #666 600 G.P.M. Pumper at the 1st Grand Stutz at Indianapolis in September 1988. The model "M" Motor #593 has a 5-3/4" bore x 7" stroke. The big 8./liter 4 cyl. T-Head purrs like two Bearcats! Ed.

The second Stutz in the parade (see photo and caption) was chauffeured by Jeff Henry. It is owned by member Jim Dougherty. This was the only Stutz in the parade still powered by its original engine, a four cylinder T-head Wisconsin. This engine has both a distributor and a magneto. This rig was first assigned to IFD Station 9. It served IFD as a pumper until 1947. During 1948 the frame was lengthened and the hose bed was removed. A platform was installed on the frame and three turret guns were mounted. This rig, fondly called McKinney's Boat for a former fire chief, was placed in service as a high pressure engine at Station 13. It was retired from service in 1955. Dougherty purchased it from IFD in the 1960s along with a second Stutz, X-Franklin, from a fire company near Osgood. He used parts from the old Franklin rig to restore his IFD Stutz. He still owns the remains of the Franklin Stutz which still has its original Wisconsin engine.

The third Stutz, driven in the parade by Dave Manlove, is owned by the Indianapolis Fire Buffs. It started service with IFD in 1920 at Station 27. When retired it was hose tender 12. It was given to the Fire Buffs for the Indiana Fire Fighters Museum in the early 1970s. The Buffs also own a former IFD Stutz City Service Ladder Truck.

The last apparatus in the parade was a 1921 Stutz brought to Indianapolis from near St. Louis by owner Dave Shepherd. Since purchasing and removing the Stutz from a garage, Shepherd has restored the pumper. This 750 gallon per minute pumper was originally assigned to Station 7 (IFD headquarters) in February of 1921. It was transferred to Station 5 in 1935. In 1938 a new steering gear and a new engine, a six cylinder Hercules, was installed. Like the rig in Middletown, Engine 5, known as IFD Car 148, was taken out of service in and completely rebuilt in the fire department shops. New fenders and running board were installed. The original 24 inch tires were replaced to 20 inch tires. Hydraulic brakes replaced the manual two-wheel brakes and a Diamond T grill was replaced in front of the honeycombed radiator. It went back to Station 5. A second Hercules was installed in 1944 and a third was installed in 1946. It was reassigned to Station 15 in 1948 and then Station 23 in 1955. In October of 1956 it was placed in reserve service at the shops. It was traded in on new apparatus in 1964 to Midwest Fire & Safety.

These four pumpers are among 15 former IFD Stutz known to exist. This is interesting considering the City of Indianapolis took delivery of 25 Stutz pumpers and 10 ladder trucks during 1920 and 1921. This massive apparatus purchase eliminated the city's horse drawn apparatus. At the time Indianapolis owned three American LaFrance and three Ahrens Fox pumpers. Several horse drawn apparatus also had been motorized with Seagrave two wheel tractors. They were bolted and welded to the steamer and ladder truck frames after the front wheels were removed. Back to Stutz. More than half of the pumpers and half of the ladder trucks exist. Stutz were manufactured at 14th and Capitol (now the Herff Jones building) from 1920 to 1924. From 1925 until its demise in 1928, Stutz were built in a plant along side the Water Company canal just south of Burdwell Parkway. The company, founded by Harry Clayton Stutz and A.C. Mecklenburg (president of South bend Motor Works until 1919) gave each pumper a car number. The number was on a two by three inch tag bolted to the aluminum dashboard up in the right corner. Each Indianapolis pumper has right side drive. The transmission and emergency brake sticks were on the outside of the frame. The pumper also was operated from the right side. When delivered each had a hand-cranked siren. Electric sirens were installed later.

Birchfield owns car #122. A 750 gpm pumper originally powered by a Wisconsin T-head six. It was assigned to Station 5 near Methodist Hospital. It went to Station 2 in 19345 and then Station 9 in 1948. In 1955 it was put in reserve service as a hose tender at Station 123. During this period, a Hercules six was installed. Due to its size and because the engine had a downdraft carburetor instead of an umdraft like the Wisconsin, a box configuration was installed on the side of the hood to permit room for the air breather. IFD sold car #122 to the Madison Township Fire Department in Morgan County east of Mooresville in 1957 for \$300. Madison Township bought a new pumper from Midwest in 1962 and sold their Stutz to the Bridgeton Fire Department in Parke County for \$400. They used it for five years and still made money. Bridgeton used it several years before selling to a demolition contractor in Indianapolis. He later sold it at the Indianapolis Auto Auction, then located on East Washington Street, along with a Stutz ladder truck. The ladder truck is owned by Bob Sullivan Auto Sales at Cumberland. Herman Chamberlain, a resort owner in Madison Township, bought the pumper. He stored it in a barn for several years. Last year Birchfield was told it was sitting outside in the weather. After several months of negotiating, Birchfield and John Russell Lambert towed it to Lambert's barn, but not without some problems. The John Deere tractor Lamber was operating blew a tire. It finally made it to Lambert's barn on Memorial Day behind a second John Deere. Since then Lambert with some help from Birchfield has gotten the rig running. It appeared in the annual Mooresville Old Settlers Parade in August.

Another Stutz is at the Indianapolis International Airport. It was sent to the Airport in the 1950s. It too was powered by a Hercules engine when it left the fire department. In the late 1970s, Birchfield installed the Wisconsin from Dougherty's Franklin Stutz in the airport rig. It was displayed in the Children's Museum about three years.

Taft Gunter at Marion has yet another ex-IFD. It was once owned by Bennett Guffy near Wheeling in Delaware County and displayed at the Indiana Transportation Museum at Noblesville. The museum, known for its interurban rail cars, recently sold its Stutz ladder truck to Les McConnell at Oaklondon. It too is powered by a Hercules.

Another IFD Stutz pumper is owned by member Harry Burke near New Castle. It still has its original Wisconsin T-head four.

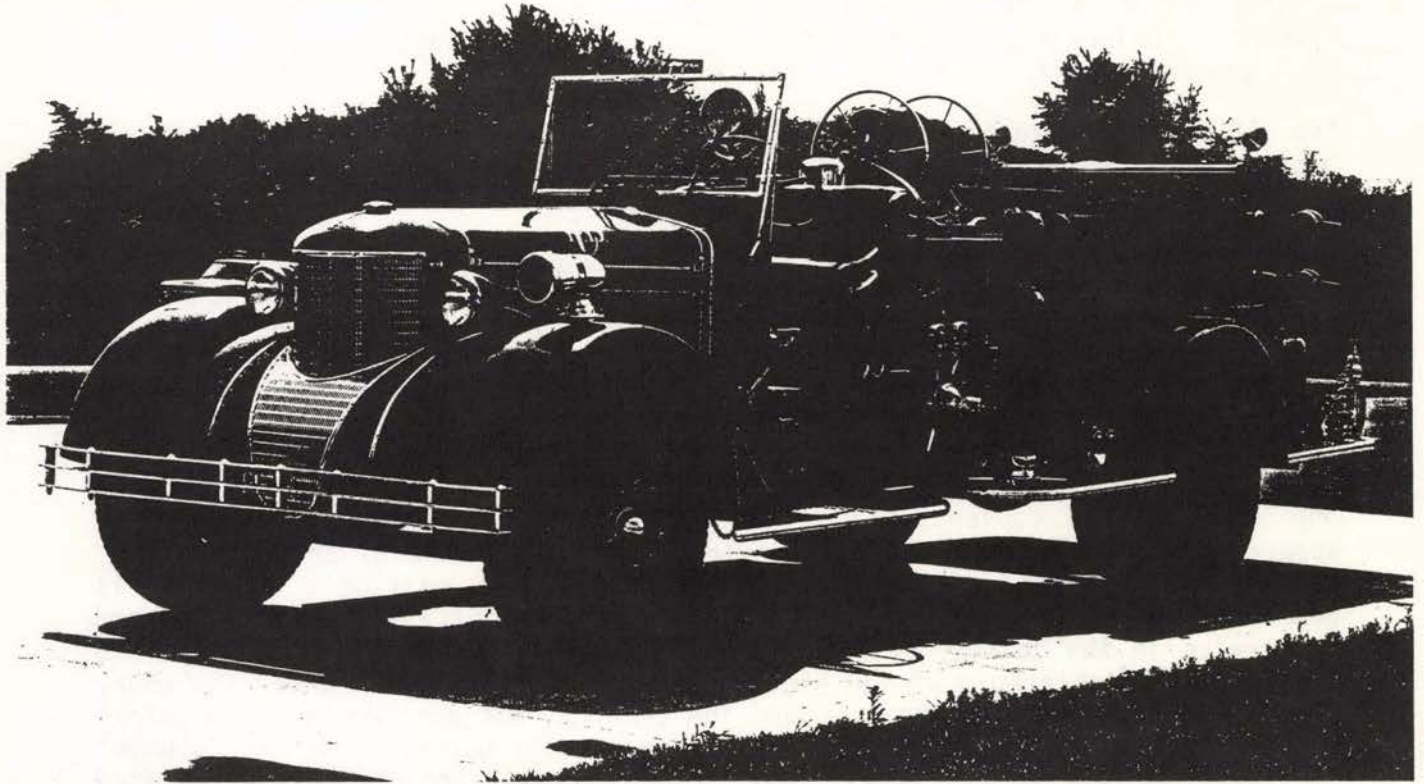
Dave Beuhler of Jasper owns former IFD pumper 25. Like Shepherd's and Sheridan's it too was rebuilt by the IFD shop. It sports 20 inch tires, new fenders and a Diamond T grill. The rebuilt Stutz pumper, like their shop built counterparts, had a hood ornament of a firefighter's head wearing a helmet. During the depression years of the 1930s and war years of the 1940s, the shops built eight pumpers and one ladder truck from the floor up. Shop Chief Frank Braun was assisted in this building program by Mecklenburg of New Stutz located at Hartford City.

Another ex-IFD Stutz is in the back yard of a Mrs. Charlie Ooley just east of Ellettsville. It's Hercules engine and other parts are stored in her garage and attic.

One Stutz went to Connersville. Owned by an American Legion Post, it was painted blue. Later it went to a new owner in Michigan.

Cecil Slick at Portland also had an ex-IFD Stutz. It was last owned by Richard Lane of Baltimore.

Columbus Indiana Fire Department Cummins Diesel Powered 1937 Stutz Pumper



Manufacturer: Stutz Fire Apparatus Company, at the Overhead Door Company facility in Hartford City, Indiana.

Year: Custom-made pumper assembled in 1937. Placed into service with No. 1 Company of the Columbus, Indiana Fire Department in 1939 following two years of promotional tours to fire departments in four states.

First Diesel Powered Fire Truck In The U.S.: This 1937 Stutz pioneered the long acceptance process of fire truck dieselization in the U.S. Today, over 50 years later, nearly 100% of the pumper and ladder trucks produced, are diesel powered.

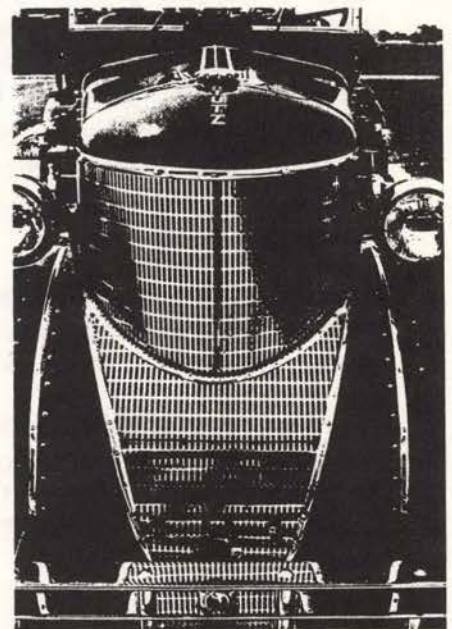
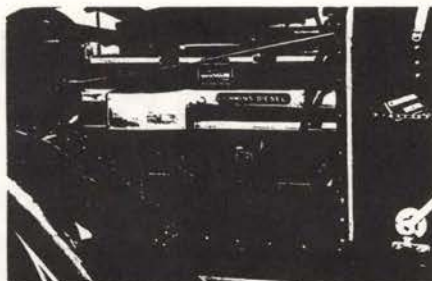
Engine Power: Cummins model HR-6, in-line, six-cylinder, naturally aspirated 4-cycle diesel rated at 175 horsepower.

Pumper Equipment: The pumper is geared for five forward speeds and two reverse. The special Stutz chassis has a 171 inch wheelbase and is capable of pumping a maximum capacity of 1000 gallons per minute. Fully equipped, the pumper has a fire-fighting weight of 18,250 lbs. Originally, it carried 1500 feet of 2 1/2 inch fire hose, 300 feet of 1 1/2 inch leader line hose, and 200 feet of 1 inch booster hose. The rotary gear positive displacement pump creates its own vacuum, and is capable of pumping air as well as water. The original 80 gallon

booster tank was replaced with a 300 gallon tank in the early 1950's.

Cummins Engine Company repowered the truck with an identical HR-6 in 1948 in order to conduct an engineering study on the wear sustained by the engine after nine years of firefighting duty. That engine, still in top running condition, continues to power the Stutz today.

Active Service: The Stutz fire truck was officially retired from active service by the Columbus Fire Department on November 4, 1974. It has recently been restored to "like-new" condition as shown in the front photo, a result of the combined efforts of Cummins Engine Company and the Columbus Fire Department. Today, befitting its veteran status, the Stutz makes only ceremonial appearances at shows, parades and occasional fire chief conventions.



The '37 Stutz profile projects a sharp contrast to modern-day pumpers.

Repowered with an identical HR-6 Cummins engine in 1948, that engine remains in top running condition today.



Another existing IFD Stutz is in Ohio. One owned by a fraternity at Cincinnati University is now in Canada. It spent its last days with IFD as a foam generator unit.

Two IFD Stutz ladder trucks are owned by Johnnie Dennis in Florence, Alabama. Dennis wrote about having acquired truck 29 in Tennessee and when told of truck 7 in neighboring Georgia, he bought it too.

Several of the city's shop builds also can be accounted for. One is in a pole barn at Murray and Madison Avenue. A second is now in a Spencer junkyard. Two more were last seen in junk yards at Five Points and Greenwood. The only shop built ladder truck was last seen parked next to an antique shop on Indianapolis' northeast side. The authentic shop built pumpers and the one truck could be identified by the lack of a motor meter perched above the hood. The rebuilt Stutz pumpers sported motor meters.

One Stutz at the convention did not appear in the parade. This milestone apparatus was on display in the Hoosier Dome in the Cummins Engine display. The 1937 Stutz, sold to the Columbus, Indiana Fire Department in 1939, is powered by a Cummins diesel. It is the first piece of fire apparatus placed in service in the United Service powered by a diesel. When built at Hartford City by A.C. Mecklenburg at New Stutz, a Cummins was installed under the hood. It was displayed for two years around the country, but apparently firefighters were not yet ready for a diesel. It was eventually purchased by the Columbus Fire Department. In the late 1940s, Cummins removed the engine and replaced with a second diesel that is the same type. Engineers wanted to check out the original diesel for wear and tear. The second diesel is still in the Stutz. Cummins recently paid to have the Stutz restored. The fire department is presently planning to build a new fire headquarters. The headquarters will be built behind the present Station 1. The Stutz will be displayed in the old station along with other artifacts from the Columbus Fire Department. Cummins also plans to display the Stutz at numerous apparatus shows and fire expositions.

New Stutz built three more pumpers and rebuilt the one wrecked old Stutz like the Columbus Stutz. But, they were powered by Hercules engines. All of these pumpers, except one, exist.

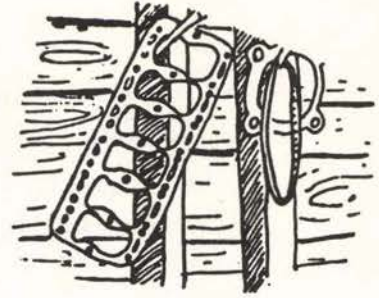
Our special thanks to Rodger Birchfield, Director and Technical Advisor (Fire Apparatus) for this good account of Stutz in the International Association of Fire Chiefs (IAFC) Convention Parade and history of Stutz with the Indianapolis Fire Department (IFD). Ed.



**THE GREATEST
DOLLAR VALUE**

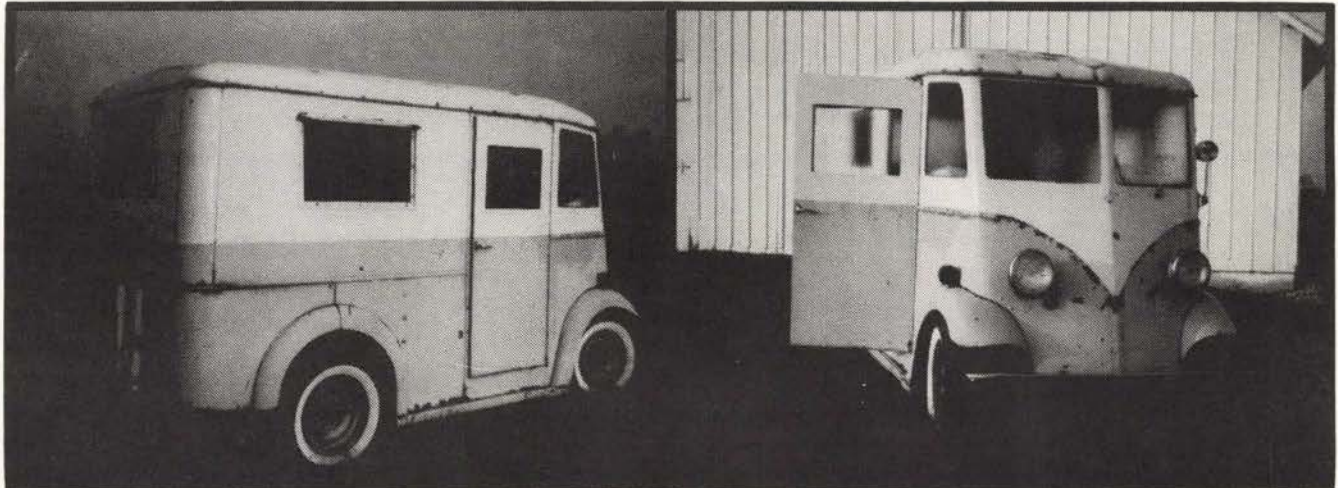


Classifieds



LET'S PUT STUTZ ON THE ROAD

- John C. Hofmeister (#157), 26 Manor Ave., Baltimore Co., MD 21206-1020 (Home: 301/661-8123) has for sale: 1928 Stutz, BB, Limousine, Robbins. It is 100% complete and in running condition with about 43,000 miles. Engine was rebuilt at around 28,000 miles -- new main and rod bearings, rings, valve job, etc. Needs "cosmetic" restoration now but no rust. It has DSM wheels, original safety glass and is in 2-tone green. Have owned the Stutz since 1951 (3rd owner) and know its prior history. Asking \$20,000.00.
- William S. Abbott (#49L), Rt. 4, Box 357, Jerseyville, IL 62052 (Home: 618/498-3561) has for sale: 1933 Stutz PAK-AGE-CAR in fairly good shape per photos below. Its mechanical condition is not known. Asking \$2,500.00.



Ed's Note: I've been told that three (3) Stutz PAK-AGE-CARS currently exist. It would be great if someone would undertake to restore this one as a learning example of this Stutz company venture.

- Layden F. Butler, Jr. (#40), 107 St. Jean Court, Danville, CA 94526 (Home: 415/820-4742) has for sale: 1917 Stutz Sales Manual for the first of the dual valve cars -- \$90.00.
- Elliott E. Atkins (#222), 1415 Briarwood Way, Stockton, CA 95209 (Tel: 209/473-4333) has for sale: Pair of 1923 to 1925 STUTZ MONOGRAM script headlight lenses that fits six (6) cylinder cars, 8-3/4" x 7-3/4".
- Murray Lee Eiland, III (#262), 199 Hillcrest Road, Berkeley, CA 94705 (Home: 415/655-9724) needs the following items for his 1926 Stutz, AA, 4 dr. Brougham:
 - Two (2) proper headlights and tail light
 - Carburetor, distributor and brake master cylinder
 - The lower part of the back seat
 - Shell for radiator grille

Note: any parts, even REPRO or parts that look similar are acceptable.

- LEAD obtained at Hershey. Peter Hoeksema, 30 Richmond Ave., LaGrange, IL 60525 (Tel: 312/352-0485) has for sale:
 - 4-cyl. Stutz gas tank with gauge and cap plus
 - a 4-cyl. ignition switch
 - also has one (1) 8-cyl. valve assembly.
- Special Offer -- Life Member Mike Holt (#84L) of Scotland has obtained a quotation for ten (10) sets of new 4 to 1 ratio worm and wheel gear sets for the 8-cyl. Stutz at \$1,450 each. Price will drop some if 20 or more sets are ordered. This is not a commercial undertaking so a deposit of \$1,000 will be required with firm order (final price depends on exchange rate, etc.) Anyone seriously interested should without delay contact: Mike Holt, Mains of Coul, Contin, Dingwall, Ross shire IV14 9ED Scotland (Tel. 0997-21302).
- Marshall Mathews (#99), 408 Old LaHonda Rd., Woodside, CA 94062 (Home: 415/851-2242, Bus.: 415/856-6200) needs for 4-cyl. Wisconsin T-Head Engine (1914): a complete set of 16 valve cover halves and 8 related joining springs. Note: If Marshall cannot locate these, he plans to reproduce them so please contact him.

Late Flash: Mike Holt telephone to give new inputs on the 8 cyl. worm gear sets. They will be 3-4/5 to 1 ratio for better wear and the quote is now approximately U.S. \$1,000 per set rather than \$1,450 stated above.

The CALIFORNIA MOTORIST



**The Post-War STUTZ
Now on Exhibition**

EACH year the STUTZ car has been improved, but the standard of STUTZ Quality has never varied. The Supremacy of the STUTZ has been won through an untiring effort to produce a vehicle paramount in quality and unrivaled in performance.

LATHAM, DAVIS & CO., Inc.
VAN NESS AVENUE at POST STREET

STUTZ MOTOR CAR CO.
INDIANAPOLIS

Member John C. Meyer III sent us this interesting ad which appeared in the 1919 Annual Show Issue of the Northern California AAA. Thanks, John! Ed.

THIRD GRAND STUTZ
June 15-17, 1990
Cleveland/Akron Area

AGENDA

Friday, June 15
Evening

- Cocktails and Buffet at the home of hosts Ruth & Ernie Toth, Sr. in Chagrin Falls, Ohio

Saturday, June 16
Daytime

- Bus tour to the renowned Crawford Automotive Museum (option the Cleveland Art Museum)

- See another car collection.

Evening

- Dinner at Squire's Restaurant near to the headquarters motel.

- Short business meeting after dinner

Sunday, June 17
Father's Day

- The great Stan Hywet Car Show at the magnificent 1915 Seiberling Estate

- Stutz will be together on the show field.

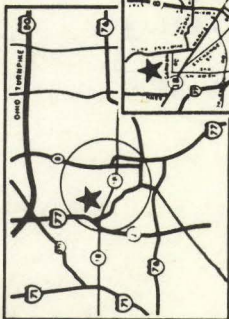
Some further details are:

- The Toth's will arrange to pick up all guests coming via air at the airport. Other transportation needs will also be provided for the weekend activities so that no car rental will be necessary.
- The headquarters motel is the Midwestern Inn, Solon, Ohio (Rooms reserved are \$49.95 + tax). The Inn is located approximately five (5) miles from the Toth's home and is convenient for the activities scheduled. Security for Stutz will be provided in the courtyard of the Midwestern Inn.
- Both the Crawford Museum and Art Museum are located at the beautiful Western Reserve complex in Cleveland. Each is well worth your precious time.
- The Stan Hywet Car Show has been held since the late 1950s and attracts over 600 fine cars. It will be great to see Stutz together on this show field. The 1915, 65-room, Seiberling Mansion is one of the most beautiful homes in the country and is still furnished with the original trappings collected from around the world by the Seiberling family. The estate grounds contain lagoons, fine English and Japanese gardens and other delightful things to see.

Ed's Note: You will be hard pressed to plan a Father's Day Weekend that would be more enjoyable than the one Ruth and Ernie Toth, Sr. are putting together. Don't miss the THIRD GRAND STUTZ in 1990!

Stan Hywet® Hall and Gardens Akron, Ohio

714 N. Portage Path just 20 minutes south of the Ohio Turnpike (exits 11 or 12); by I-77, State Rt. 8, I-71, and I-271.



Tour Schedule
10:00 to 4:00 Tuesday through Saturday; Sunday 1:00 to 4:00. Closed Monday and all major holidays. Grounds open 9:00 during summer.



House and Grounds Tours	
Adults	\$5.00
Senior Citizens	\$4.50
Children 6-12	\$2.00
Children under 6 (with family)	Free
Group Rates available*	
(216) 836-5533	

Grounds Tour	
Adults	\$2.50
Children 6-12	\$1.00
Children under 6	Free
*There are no group rates Saturday, Sunday, or during Special Events.	
Rates subject to change.	

Stan Hywet, the largest private residence in Ohio, served as the home of Frank A. Seiberling, co-founder of Goodyear Tire and Rubber Company, and his family. For forty years they entertained community leaders and heads of state in a gracious and lavish manner. The spirit of the family motto, Non Nobis Solum, (Not For Us Alone), is the Seiberling legacy that continues to welcome thousands of visitors each year.



Stan Hywet is a registered Service Mark of Stan Hywet Hall Foundation, Inc.
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