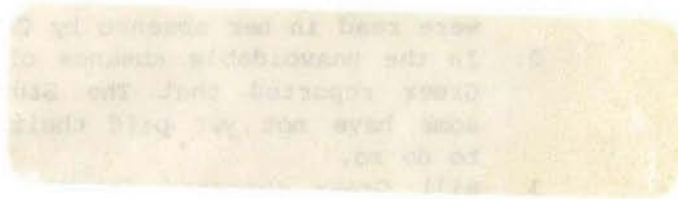
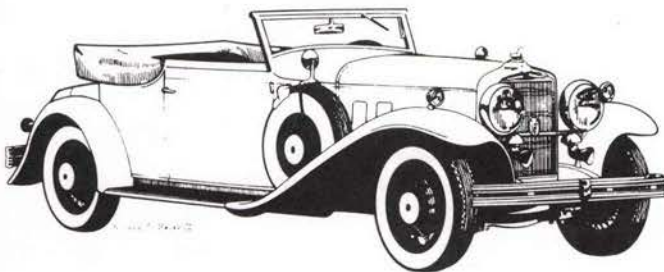


The STUTZ CLUB, 7400 Lantern Road
Indianapolis, IN 46256
Bill Greer, Editor

TO:



STUTZ (1911-1937)

Harry Clayton Stutz (1876-1930)

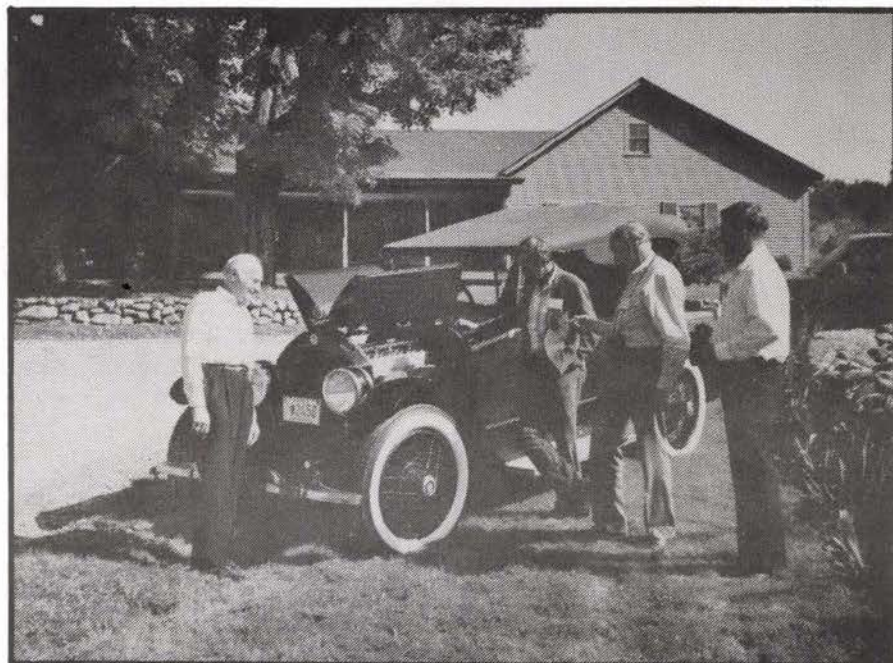
WE WENT STUTZING!

Dear Member:

We have devoted significant space in this issue to the 4th Grand Stutz Meet held October 4-7, 1991 in order to share with you some of the camaraderie that prevailed throughout this annual Stutz Meet. We wish that more members could have participated in this fine club event.

The fall foliage was peaking as we convened from around the world to enjoy the great hospitality of William B. Ruger, our host. While words and photos cannot express the pleasure we had those early days of October in New Hampshire and nearby Vermont, we would be remiss if we failed to use them generously in this issue.

In this photo taken at Bill Ruger's residence in Croydon, NH, Meet Coordinator Lyle Patterson explains some of the features of the Stutz Series KLDH engine to Ronnie Blair of London, England while your editor (L) and John Grunder (R) look on. Part of the Ruger guest house can be seen in the background.



Minutes of the Fourth Grand Stutz Meet

October 4-7, 1991

The meeting was hosted by William Ruger and coordinated by Lyle Patterson. The principal site of the meeting was the home and extensive grounds of Mr. Ruger in Croydon, New Hampshire. The local hotel was the Sheraton North Country Inn in West Lebanon, NH.

Forty-four members and guests attended, as listed in Appendix A. Also shown are the cars they exhibited.

The meet included a number of interesting tours and other events, as shown in Appendix B. Especially noteworthy was the sumptuous clam-bake provided at the Ruger home.

William Greer presided at the business meeting, held at the Owl's Head Restaurant in West Lebanon on Sunday, October 6. The following business was transacted:

1. The minutes of the Third Grand Stutz, prepared by Kitty Katzell, were read in her absence by Carolyn Greer.
2. In the unavoidable absence of Dale Wells, Membership Chairman, Bill Greer reported that The Stutz Club lists 322 members. However, some have not yet paid their 1991 dues, and are urgently requested to do so.
3. Bill Greer reported for the Treasurer, Joseph Folladori, who also was unavoidably absent. The Club owns a CD of \$10,000. Approximately \$4000 is held in a Money Market account after paying for the most recent Stutz News; of that sum, \$2200 is held for the planned Stutz book. Sale of Stutz items at the meet brought in \$681, plus mail orders for drawings.
4. Raymond Katzell reported on the status of the Stutz book project. The following points were noted:
 - a. Returns of the questionnaire mailed to members last May show that a large majority of members would buy it at \$50, but most would not want to spend as much as \$75.
 - b. The members collectively possess extensive Stutz literature, of which we are completing an inventory.
 - c. A preliminary outline of the book was presented. Several members indicated willingness to draft sections pertaining to their specialized knowledge.
 - d. Arrangements for publishing the book have been explored with several publishers. The most likely prospects at present include Automobile Quarterly, Taylor Publishing Co., and Rutgers University Press. One hurdle is that most publishers want the Club to guarantee a minimum number of sales, or an equivalent in underwriting funds, to be repaid out of subsequent sales; this sum amounts to between \$25,000 and \$50,000, depending on details of the book.
5. The following Stutz Club awards were announced: the Helck Memorial Trophy to William Ruger; longest distance for car via trailer to Knox Kershaw; longest distance traveled in USA to Don Short; longest distance traveled, world-wide, to Ruben Roges; oldest car at the meet to William Ruger.
6. The offer of Ray and Lou Bowersox to host the 1992 Grand Stutz in the vicinity of Milton, PA was received with appreciation and tentatively accepted. William Ruger's suggestion of a future site at his alternate quarters in Arizona was also noted with interest.

The meet was adjourned after a song-fest led by Tony Koveleski.

Submitted by
Raymond A. Katzell, Secretary

4TH GRAND STUTZ

On Sunday, October 6, 1991 following our tour of museums and the 1866 Windsor-Cornish 460 feet long bridge spanning the Connecticut River we reconvened at Mr. Ruger's home for a delicious Box Lunch. It was a cool, wet day and we found the large basement garage the perfect spot for Stutz fellowship. Following our lunch, there was a delightful opportunity to kick more tires and to share interests.



In this photo Tony Koveleski discusses toy guns with Bill Ruger while others look on. Seated next to Mr. Ruger's left is Hemp Oliver, Doris Koveleski and Nancy Randolph. Standing (L to R) is Bob Randolph, Mary-Jeane Holman, Don Short and your editor, in Stutz decor.

Bill Greer had the special pleasure of presenting two trophies to Mr. Ruger at the 1991 Grand Stutz Meet. The first one was an award for bringing the oldest Stutz to the Meet and it went to for the 1919 Stutz Series G Roadster. In this photo Bill presents the Peter Helck Memorial Trophy to Bill Ruger while Tony Koveleski (center) cheers.



The Peter Helck "Memorial" Trophy was donated to the club by Tony Koveleski in kind memory of his friend, Peter Helck, internationally known artist and author. It is presented by the Club to a member in recognition of that person's long interest in Stutz and enthusiastic support of the Club. This prestigious trophy was awarded to Honorary Member Smith Hempstone Oliver last year. The name William B. Ruger will be inscribed on the base of the large silver cup, the permanent Peter Helck Memorial Trophy held at club headquarters.

APPENDIX A

Members Attending 4th Grand Stutz Meet, October 4 - 7, 1991

Members

Mary-Jeane and George Holman
 Knox Kershaw
 John Grunder
 Mary and Dave Brownell
 Hemp and Barbara Oliver
 Carolyn and Bill Greer
 Brenda and Jay Greer
 Eileen and Ruben Roges
 Al McCarthy
 Bob McCarthy
 Mike McCarthy
 Ruth and Jim Dougherty
 Nancy and Bob Randolph
 Ruby and Al Foglio
 Victoria and Charles Betts
 Sarah and Herbert Dimondstein
 Lou and Ray Bowersox
 Doris and Tony Koveleski
 Denice McGrew and Norm Miller (& children)
 Ray Katzell
 Cynny and Joe Freeman
 Don Short
 Ronnie Blair
 Max Triplett
 Lyle Patterson
 C.E. "Val" Valentine
 Dr. and Mrs. Ronald Ruffle
 William B. Ruger

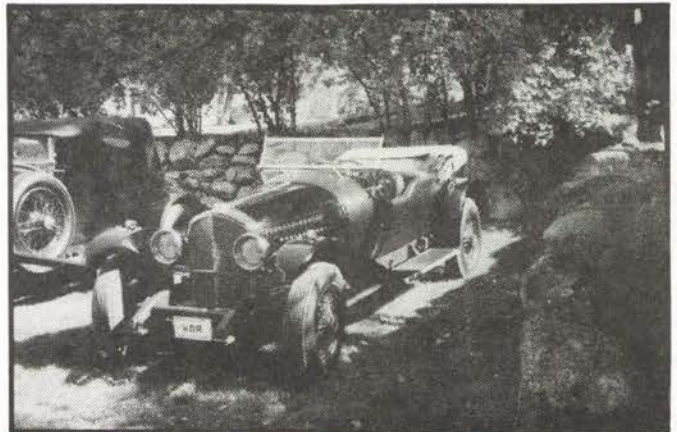
Cars Exhibited

1932 DV-32 LeBaron phaeton
 1931 DV-32 Rollston Victoria convertible
 1929 Blackhawk phaeton
 1922 Mercer Sportabout

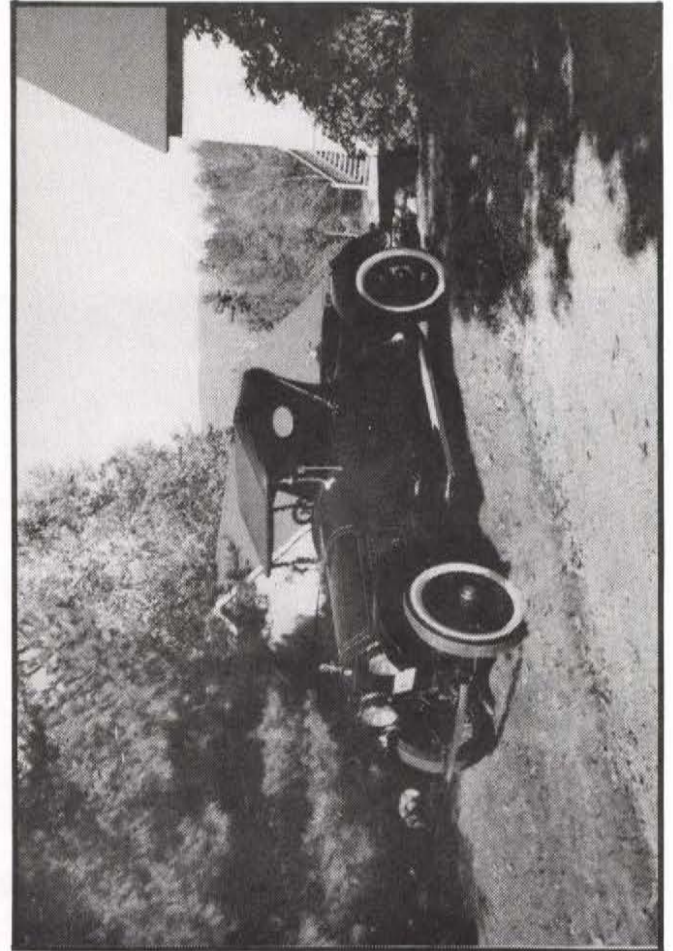
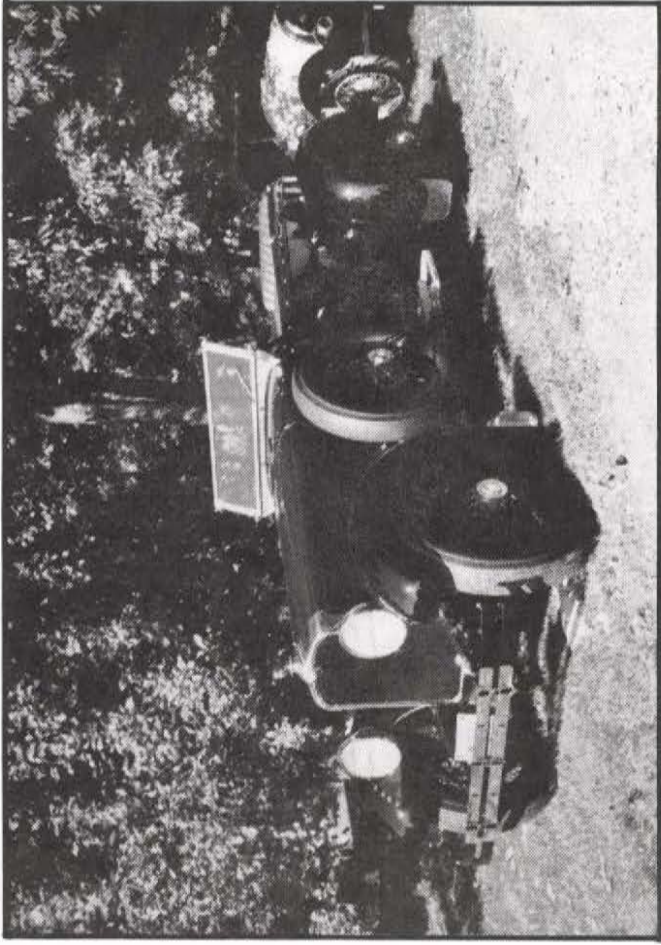
 1913 Mercer Raceabout
 1913 Rolls-Royce Silver Ghost Alpine Tourer
 1918 Packard Twin-Six 7-passenger tourer
 1919 Stutz Series G roadster
 1922 Stutz KLDH tourer
 1923 Kissel Gold Bug
 1923 Wills Sainte Claire 8-cylinder roadster
 1925 Wills Sainte Claire 6-cylinder roadster
 1927 Bentley Speed Six roadster
 1928 Stutz BB 4-passenger boattail speedster
 1958 Ferrari California
 1970 Ruger Special roadster



Ruger's 1913 Mercer Raceabout (rear) & Brownell's 1922 Mercer Sportabout



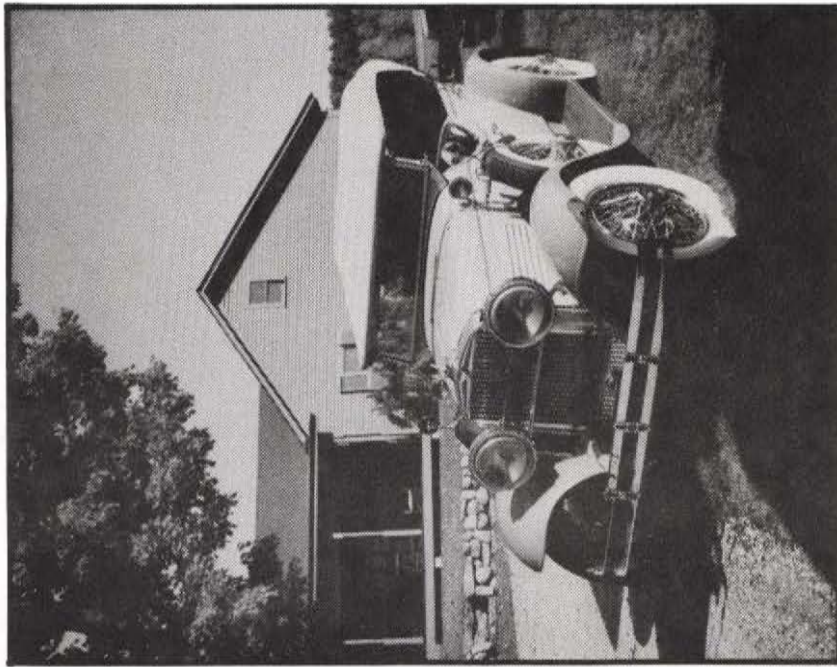
Bill Ruger's 1970 Ruger Special Roadster



(Left, above) -- On Friday, October 4 we had a most interesting tour of the Sturm, Ruger factory in Newport, NH. We then motored to the Ruger estate in nearby Croydon. There, we were treated to a wonderful lunch of delightfully fresh oysters in shell and plump shrimp, veggies, cheeses, etc. Yet to be served was the just prepared clam chowder, tender hot clams by the bowl and hefty lobster followed by a strawberry shortcake. In this photo Bill Ruger (on left) visits with Hemp Oliver while others are out kicking tires of the great cars displayed.

(Left, below) -- The very original 1919 Stutz Series G roadster owned by Bill Ruger. It was easily the oldest Stutz at the meet and was so recognized with a trophy. Sure wish you could see the color in those trees in the background.

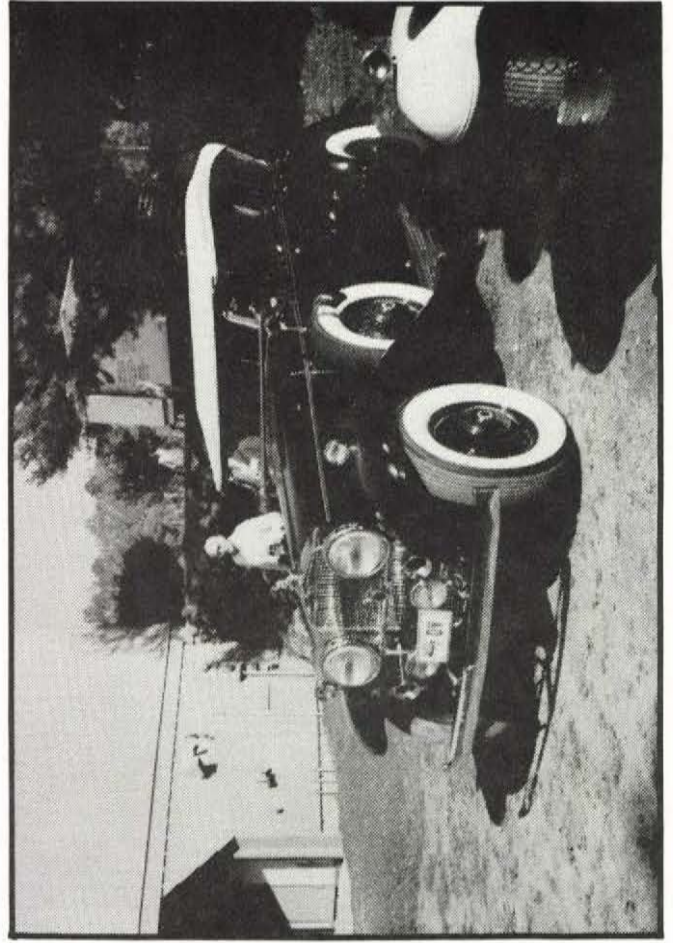
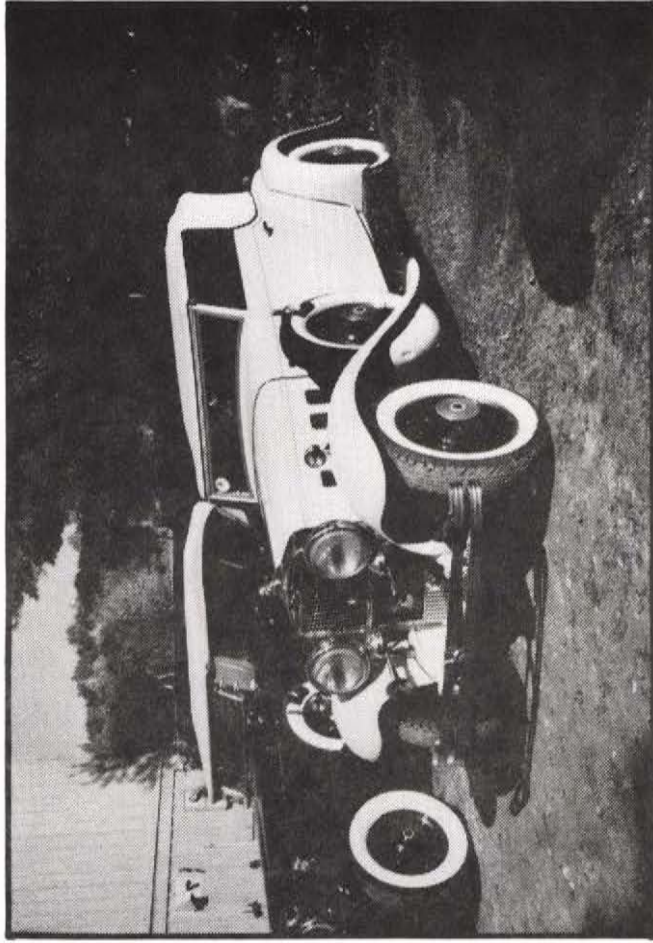
(Above) -- Mr. Ruger's 1928 Stutz BB Black Hawk boat-tail speedster. We found a surprise under the hood, a dual-head conversion to a DV-32. That's the 1923 Kissel Gold Bug lurking behind.

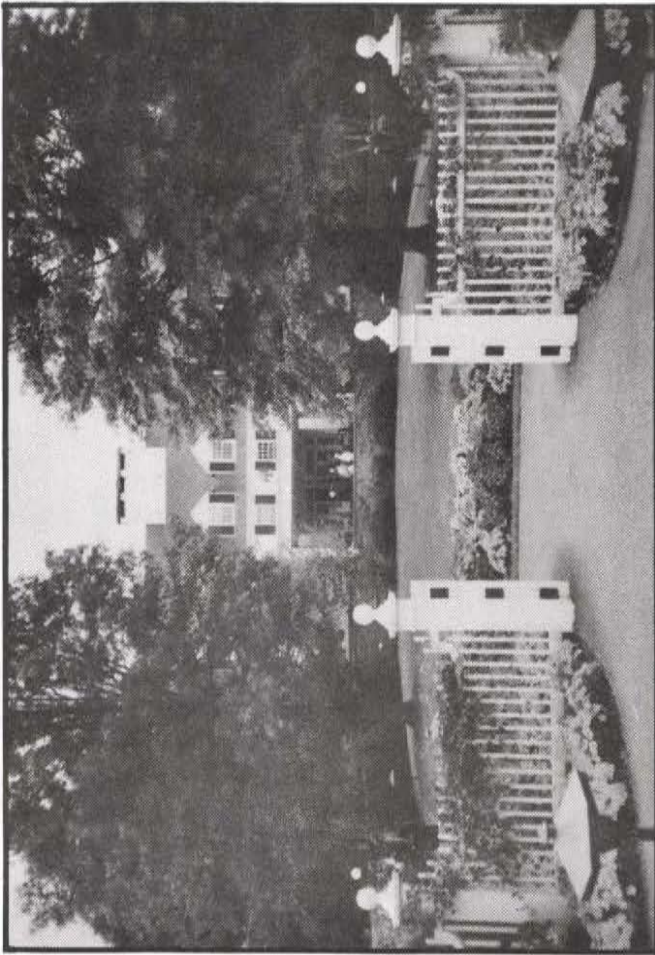


(Above) -- A good view of John Grunder's 1929 Blackhawk phaeton in front of Mr. Ruger's guest house at Croydon, NH. Last year John drove his Blackhawk from Torrington, CT to Cleveland and picked up the "Longest Distance Driven" award.

(Top, right) -- Knox Kershaw's 1931 Stutz DV-32 Rollston Victoria Convertible. Yes, it's all white and it's the Stutz we have been featuring on the cover page of *Stutz News*.

(Bottom) -- Mary-Jeane and George Holman really look great in this grand 1932 Stutz, DV-32 LeBaron phaeton. That's the caterer's truck above the rustic granite wall at top of the photo.





(Above, left) -- A view of the famous Inn at Woodstock, VT where we enjoyed a fine lunch on Saturday, October 5 after touring this quaint and charming town.

(Above) -- Some of the members who arrived at the Inn early took refreshments on the porch. Seated (left to right) are Max Triplett, George Holman, Lou Bowersox, Mary-Jeane Holman, Mary and Dave Brownell, Ronnie Blair and Ray Bowersox in "Outback" hats.

(Left, below) -- Following at the Sheraton Hotel on Saturday evening, Tony Koveleski entertained us with a tremendous performance on the Ukelele and great songs of yesteryear. His "12th Street Rag" was really something to behold and we are still humming one of his compositions, "Get off the stove, Grandma, you're too old to ride the range"!





(Above, left) -- Our Sunday night dinner meeting was enjoyed at the Owl's Nest Restaurant, West Lebanon, NH. At the front table (L to R) are Jim Dougherty, Bob and Nancy Randolph, Ruth Dougherty and Ruby, and Al Foglio. At the table directly behind (L to R) are Doris and Tony Koveleski and Lou and Ray Bowersox. At the table (left, rear) can be seen Max Triplett, Lyle Patterson and Cathy Ruffle.

(Above, right) -- Seated at this Owl's Nest table are (L to R) Hemp and Barbara Oliver, Victoria and Charles Betts and Ruben and Eileen Roges. At table (left, rear) can be seen John Grunder and Bob McCarthy.

(Below, right) -- Monday Brunch at the Sheraton. Seated (L to R) are Ruben and Eileen Roges, Carolyn Greer and Barbara and Hemp Oliver. Standing (L to R) are Lyle Patterson, Don Short, Bill Greer, Ruby and Al Foglio and Bob and Nancy Randolph.

Don't miss the 5th Grand Stutz next year!

Photos by Carolyn Greer

MEMBERSHIP REPORT

by Dale K. Wells
Membership Chairman

The 1991 Grand Stutz is now history, as is the annual pilgrimage for throngs of old car lovers to Hershey. Sorry to say, I was not able to attend either this year due to pressing family matters now being resolved. For those of you attending these events this year, we hope the Stutz Club participation lived up to your expectations. Those events are reported in detail elsewhere in this issue.

I am pleased to report that delinquent dues are coming in quite well, as payments for 1992 just around the corner. I must confess a failure to get delinquent dues notices out earlier in the year, and we have been very reluctant to drop anyone from the mailing list. So in many cases, members have

taken delinquent notices to be reminders of the next year's dues. Please read the reminders carefully, and note that many of you are still delinquent for 1991 at the time we are asking you to pay 1992. We will make a separate, special mailing to collect the 1992 dues which become due on January 1, 1992. To those life members who were sent delinquent notices, my sincere apologies -- please ignore same, and be assured no further payments are expected.

I no longer have access to a computer, and my files are being maintained by hand, and are no longer up-to-date. Help! Help! Any volunteers out there who would like to help take over this job in future years?

WELCOME NEW MEMBERS!

- | | |
|--|--|
| #321 Peter Leonard Brent Boyland
Horseshoe Cottage, 6 Brudenell Ave.
Poole, Dorset, ENGLAND BH13 7NW | Home: (0202) 700138
Bus: (0202) 573121
1918 Stutz S Series, Roadster |
| #322 Sam Mann
350 E. Palisade Ave.
Englewood, NJ 07631 | Home: (201) 568-0013
Bus.: (201) 794-3400 |
| #323 James H. Traner
15267 Forest Park Dr.
Strongsville, OH 44136 | Home: (216) 572-4932
Bus.: (216) 265-0000
1923 Stutz 6-90 Touring |

WELCOME NEW LIFE MEMBERS!

- #105L Knox Kershaw
#267L Robert J. Shula

NEW ADDRESSES AND CORRECTIONS:

- | | |
|--|--|
| #216 Harry A. Burke, Sr.
668 W. Co. Rd. 400 So.
New Castle, IN 47362 | #114 Carroll W. Hynes
11957 Princess Grace Court
Cape Coral, FL 33991-7510 |
| #156 James R. Davis
104 S. Elm St.
Yorktown, IN 47396 | 105L Knox Kershaw (NEW LIFE MEMBER)
4501 Taylor Road
Montgomery, AL 36116 |

#270 William L. Lurvey
5625 Roxbury Terrace
Indianapolis, IN 46226
Home: (317) 546-8030

#227 Ronald H. Ruffle
Cathy Jameson
29 Cranberry Rd.
Keene, NH 03431-4365

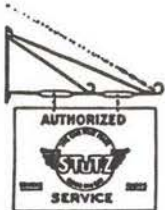
#36 Jack Martin
4102 Talon Lane
Indianapolis, IN 46234-1357

#186 D. Mark Sherman
RM Auto Restoration Ltd.
825 Park Avenue West
Chatham, Ontario, N7M 5J6

#229 John Maryott
1555 Cambridge
San Marino, CA 91108

#189 Alan V. Young
13007 Brighton Avenue
Carmel, IN 46032
Home: (317) 846-7565

#132 Peter R. Rosi
6N 501 Denker Rd.
St. Charles, IL 60175-6905

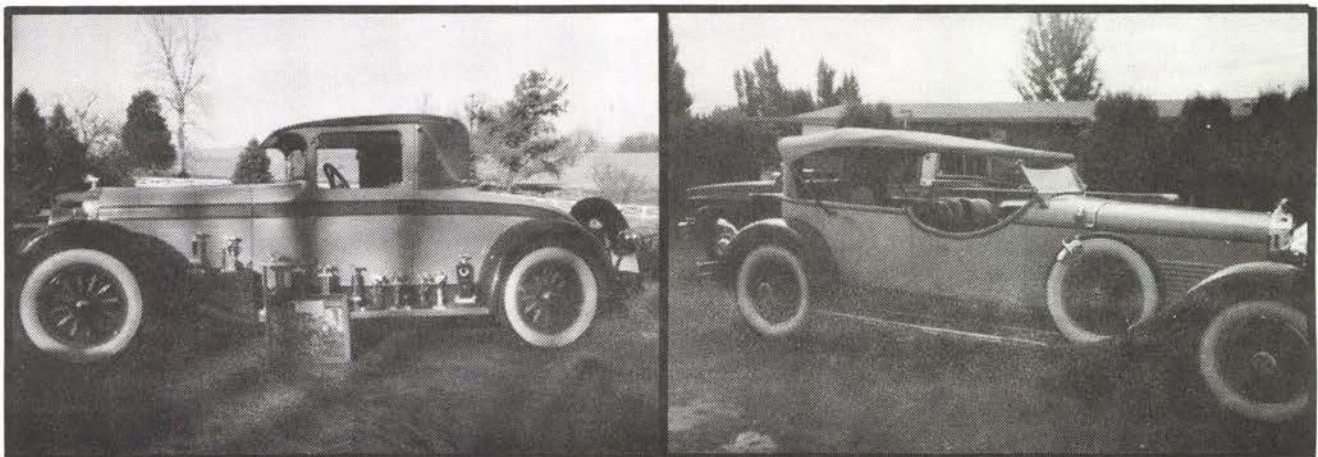


CLASSIFIED

LET'S PUT STUTZ ON THE ROAD!



- o Mason Maynard (#12), 1539 Main St., Crete, IL 60417 (Home 708/672-7048) has for sale: 1926-17 Stutz catalog in color, approx. 30 pages. Also, a small brochure on the Timken worm drive with a translucent page. Both items are in excellent condition. \$300.00 or offer.
- o Mike Holt (#84L), Mains of Coul, Contin, Strathpeffer, Ross-shire IV 14 9ES, Scotland (Home 0097-21302) needs: -- For 1928 BB: a good, restorable circular clock and bezel to fit instrument panel. Also, a speedometer cable, even a rough one to serve as pattern for local fabricator; -- For 1918 Bearcat: an 80 mph Stewart Warner speedometer to cannibalise in order to replace the pot-metal mileometer gears which are beyond repair in my 100 mph speedo, etc. Also, a spare wheel carrier which hopefully will work with the Rudge Whitworth hubs on my Stutz.
- o Florence E. Hamer (#5), P.O. Box 1023, Pasco, WA 99301 (Home: 509/547-4340). Terminal illness forces reduced asking price for my: -- 1926 Stutz "AA" Victoria coupe down to \$32,500; -- 1929 Stutz "M" Phaeton Speedster down to \$65,000.



LETTERS TO THE EDITOR

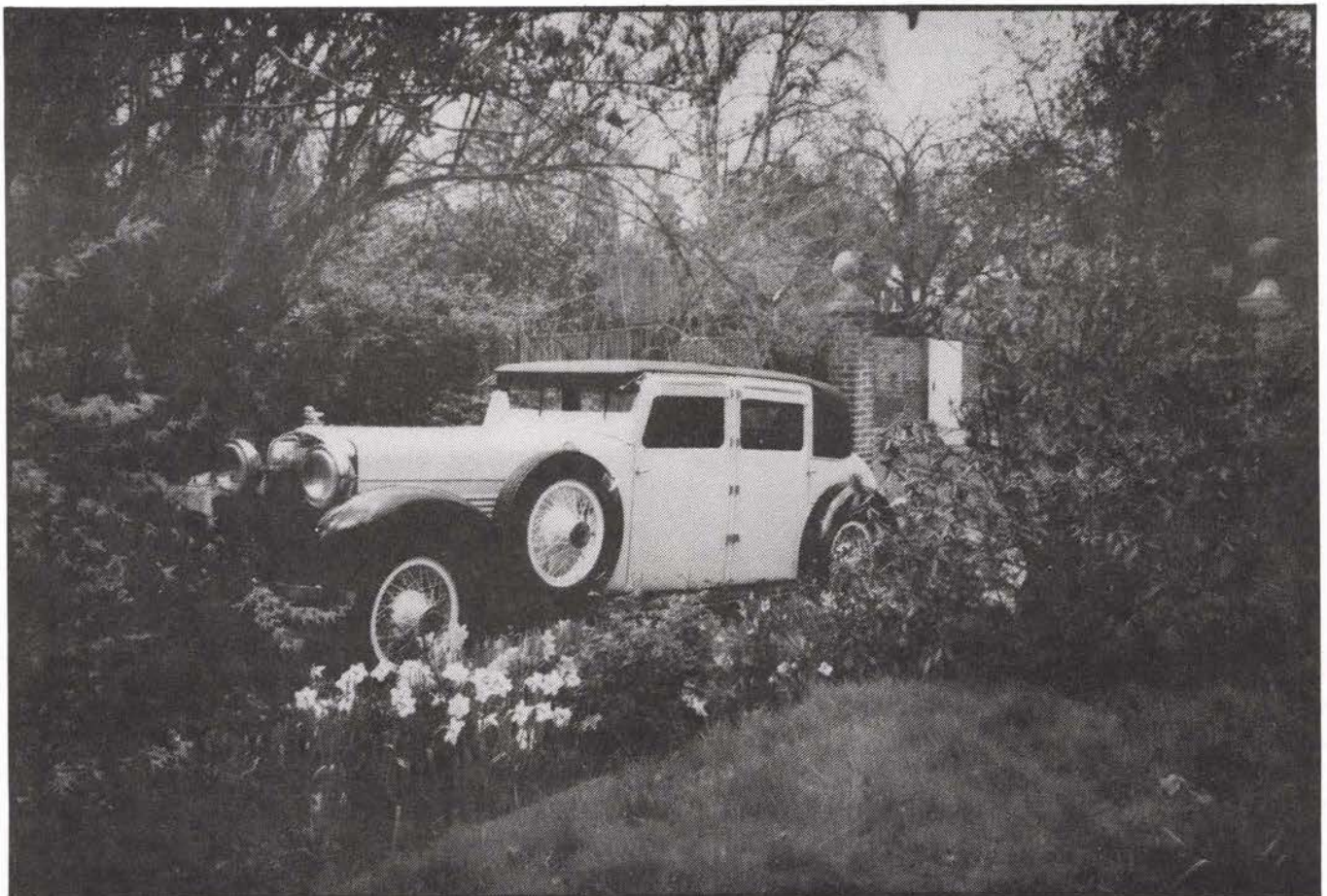
From: Norman C. Barrs (#27), London, England dated 14 August 1991.

David Braun's helpful production figures for Stutz published in the October/December 1990 issue of *Stutz News* prompted me to have another look at the 1933 DV32 that I am currently restoring. The car is a Le-Baron limousine and the car number is DD641595 with engine number 33306 which, according to David's record makes this the last known number for 1933 production.

I would also take this opportunity to bring you up to date regarding the Lancefield Stutz which were so fully covered in the same issue of *Stutz News*, Vol. III, No. 14. The car was finally considered road-worthy and finished in April of



this year since when it has covered some 3,800 trouble-free miles, it really is an absolute joy to drive and has participated in some of the British classic events namely the Norwich Union Classic and the Esso Bristol to Bournemouth. I am enclosing some photographs for your records, as you can see it is a most attractive body style and really is a very unique motor car.



Compare the body of the Lancefield Stutz above to the body of the 1929 Olympia Stutz (noted to be a Weymann) on page 19 of the Oct.-Dec. 1990 issue of *Stutz News*. (Ed.)



The Lancefield Stutz is most attractive from any angle. Don't you agree? (Ed.)

With petrol costing over £2.00 a gallon in the U.K. and returning just 11 mpg changing the rear axle ratio was a matter of some priority, members will remember that Mike Holt was arranging for some new worms wheels to be manufactured, I have fitted one of these on a 3.8 to 1 ratio to the Lancefield Stutz, petrol consumption has immediately improved to 14 mpg and the car will still accelerate away from a corner in top gear.

I am of course aware that my engine is in very good condition but the investment in the new worm wheel will soon pay dividends.

Whilst writing I would take issue with David Braun's comments in the April/June 1991 edition of *Stutz News*. From the photographs and details that were available to David, I cannot see how he arrives at the suggestion that there are differences between the body depicted on the 1929 motor show which was reproduced in *Stutz News* alleging that it was a Weymann body, I do have different headlights on my car, the originals were missing when I acquired it and most people agree that it is highly unlikely that both Weymann and Lancefield produced identical looking bodies.

With regard to the suggestion that there is a possibility that the body plates were switched, the construction techniques of Weymann

and Lancefield are entirely different. In the case of Weymann, all of the main body sections are kept apart with steel angle brackets and forged plates. In my case as a Lancefield body, all of the joints are timber to timber close glued and screwed with steel support brackets at the major intersections.

I have had the benefit of John Heath's advice who rebuilt my body. John is a very much respected coach builder in England who has had a lifetime's experience at repairing and building bodies for cars, etc., and his comments about my original body are that it is typically Lancefield and not to be confused to a good Weymann body. Incidentally to come back to one other point that David Braun raised, I do have the original front fenders but I had a good pair from a 1928 BB which I fitted onto my car and those are the fenders that you see on the finished photograph.

There is some research being carried out in this country with regard to Lancefield coachworks and their involvement with Brainsby-Woolard and I have no doubt some documentation will eventually surface as I understand somebody does have some of the factory records.

From: Stephen Pugh (#7) Manhattan Beach, CA dated September 6, 1991.

The numbers shown on page 27 of the Oct.-Dec. 1990 issue of *Stutz News* are not quite correct. The numbers shown for Series AA are not engine serial numbers, but are actually 131" chassis serial numbers. The factory seems always to have referred to changes and other references to Stutz cars by chassis serial number. Totally ignored in the tally shown is the 145" chassis which were numbered starting from 70001. Engines were also numbered as the 131" chassis were, starting at 80001, but were installed randomly in either the 131" or the 145" chassis apparently without

regard to matching the engine with chassis numbers. Also note that the break in numbers between 1926 and 1927 as shown on page 27 is not really based on year, but on the change from 3-3/16 inch cylinder bore to 3-1/4" bore.

Please note the following numbers for Stutz Series 'AA':

Cylinder bore		
3-3/16 inch		
80001 - 84541	4,541	
(287.27 cu.in.)		
70001 - 70294	<u>294</u>	
	4,835	
3-1/4 inch		
84542 - 87125	2,584	
(298.64 cu.in.)		
70295 - 70902	<u>608</u>	
	3,192	

Total Series 'AA' Production 8,027

If there are any questions, please let me know.

From: Albert J. McCarthy (#17), Hampstead, NC dated October 10, 1991

I had to tell you what a marvelous time the McCarthys had at Newport, NH. The Stutz people are all so friendly but besides that, the setting in New Hampshire in the fall could not have been better!

Sorry we had to leave the meeting early but Bob was suffering from an infection from a slight cut from rusty metal -- he is still in the hospital in Syracuse but hopes to go home today.

Ray Katzell's talk convinced me that if anyone could float the book project -- it is he. He has made a lot of contacts and even with full cooperation of our membership it will take a lot of outside help.

You are doing just a superb job on the *Stutz News*, as evidenced by the Golden Quill Award. Congratulations!

From: M. B. (Brantley) Tidmore (#42), Las Cruces, NM dated Oct. 25, 1991

Here is a bit more (donation, Ed.) to help on the publication of the *Stutz News*, Vol. IV, No. 17. Am enjoying it now.

The "Old Car News & Marketplace" was certainly right to award you their "Golden Quill." The *Stutz News* is the only publication that I read from front to back and enjoy every word. Thanks a million!

From: Alvin J. Harris, M.D., F.A.C.S. (#45), Sequim, WA dated October 28, 1991

Just a note to tell you how absolutely delighted I was to receive the latest issue of the *Stutz News*. What a magnificent job you did laying out that story and selecting picture placements and subtitles. Really you are a first rate editor. Now more than ever I can appreciate in some small measure the enormous task of getting an issue ready for publication.

I hope the 4th Grand Stutz Meet and Hershey were successful. I attended two Hershey Meets and had the bad fortune of encountering severe rainfall both times. I didn't have the temerity to ask my wife to risk another holiday tromping around in the gumbo of Hershey's fields this year.

Many thanks again Bill for the super job on the *Stutz News*. Of the half dozen or more auto club newsletters I receive I enjoy this one most -- by far!

Should I have any more Stutz adventures to share with you and should you be interested we can exchange a few more communiques.

"Letters to the Editor" is the place to share your thoughts with the membership. Do keep the inputs coming!



1929 Stutz town car - by Van Den Plas (Belgium) very neat front canopy, can hardly be noticed.

TOWN CARS, BY STUTZ

(OPEN-FRONT KIND)

by James F. Petrik

No other body style so well symbolizes the Classic Era as the Town Car, yet this body style goes way back into the earliest days of the industry. Not only that, but just about any brand of car has been fitted with a town car body, from the low-cost cars up through the most expensive. This type of body would be undemocratic today, making the poor servant sit out in bad weather.

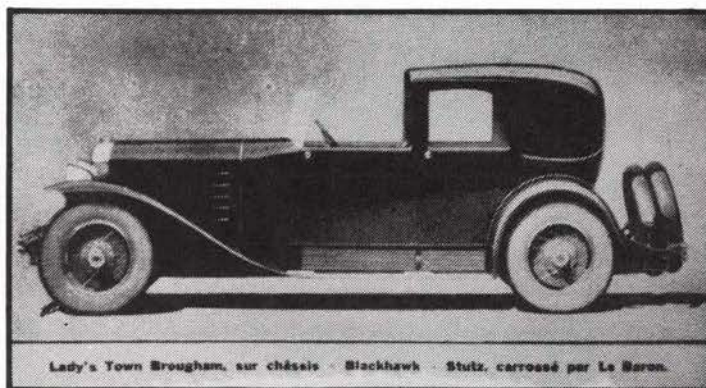
In later years, tops and windows were included, but that defeats the appearance of the vehicle. It actually makes sense to have the driver comfortable for the sake of safety. "Snob appeal" was so great that there was even a dress code for town car chauffeurs. This facet was discussed at length in the November, 1926, issue of Vanity Fair Magazine. It is possible that some chauffeurs were even "snottier" than the owners of their cars.

It is doubtful that any other body style had more names, depending on make and year: Cabriolet, Town Cabriolet, Limousine Brougham, Town Car, Town Landau, Hansome, Landaulet, and many others. The name might be prefixed by "All-Weather" or "Transformable." Stutz liked the word "Cabriolet" pretty well. This caused confusion in the mind of a child (me) as the convertible coupe with rumble seat was also called "Cabriolet" by Stutz.

As varied as the names were, the actual body configuration or window arrangement, as well as top configuration were just as multitudinous. Some had a side window back of the rear door, others did not. Some had an "S-iron" at the top rear, whether or not a third window was used. That was called "fully collapsible." If the edges of the top were not rounded, but were made

sharp, and if no third window or "S-iron" were used, the car was known as a Panel Brougham.

Stutz furnished their share of town cars, by such carroisseurs as Fleetwood, Rollston, Brunn, LeBaron, and Derham in this country. In Europe we had town cars by Van Den Plas (Belgium) and Hibbard & Darris (Paris) that even had pontoon fenders. There were undoubtedly others as well.

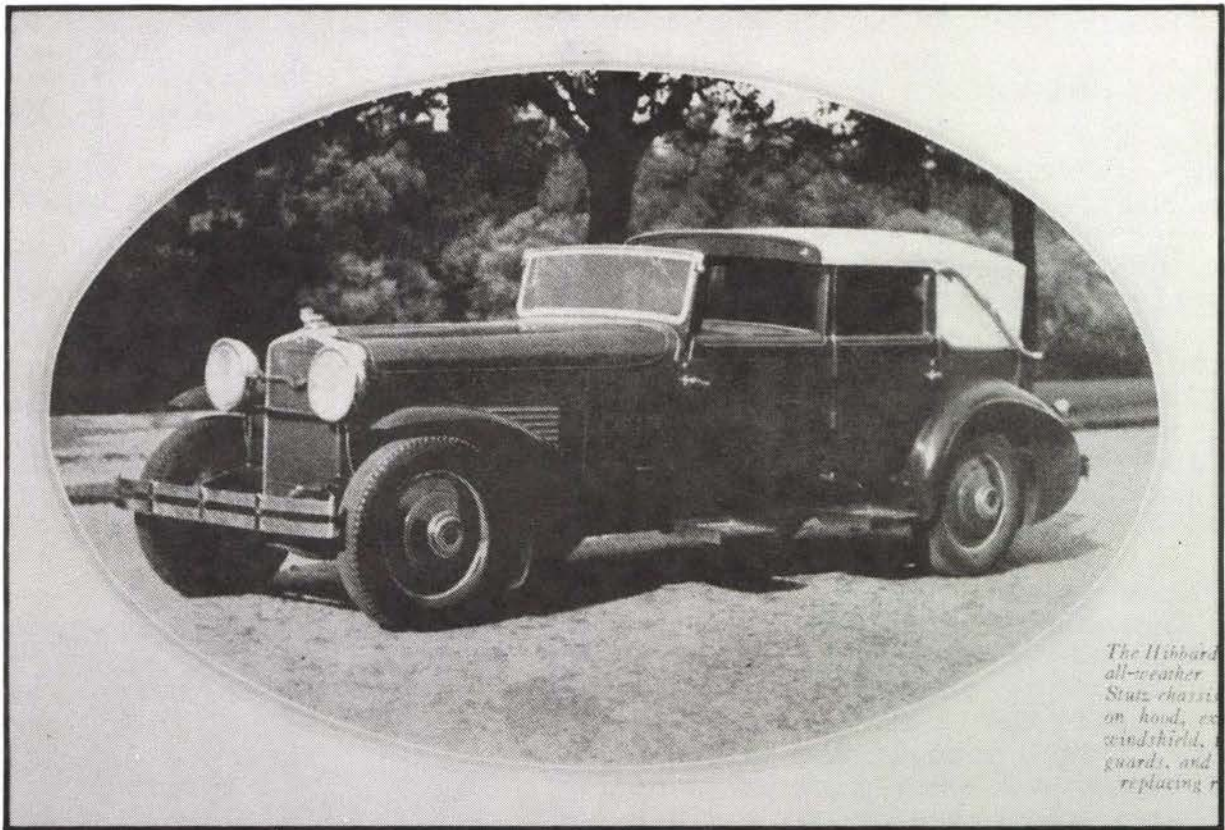


Lady's Town Brougham, sur châssis Blackhawk - Stutz, carrossé par LeBaron.

1929 Blackhawk - by LeBaron

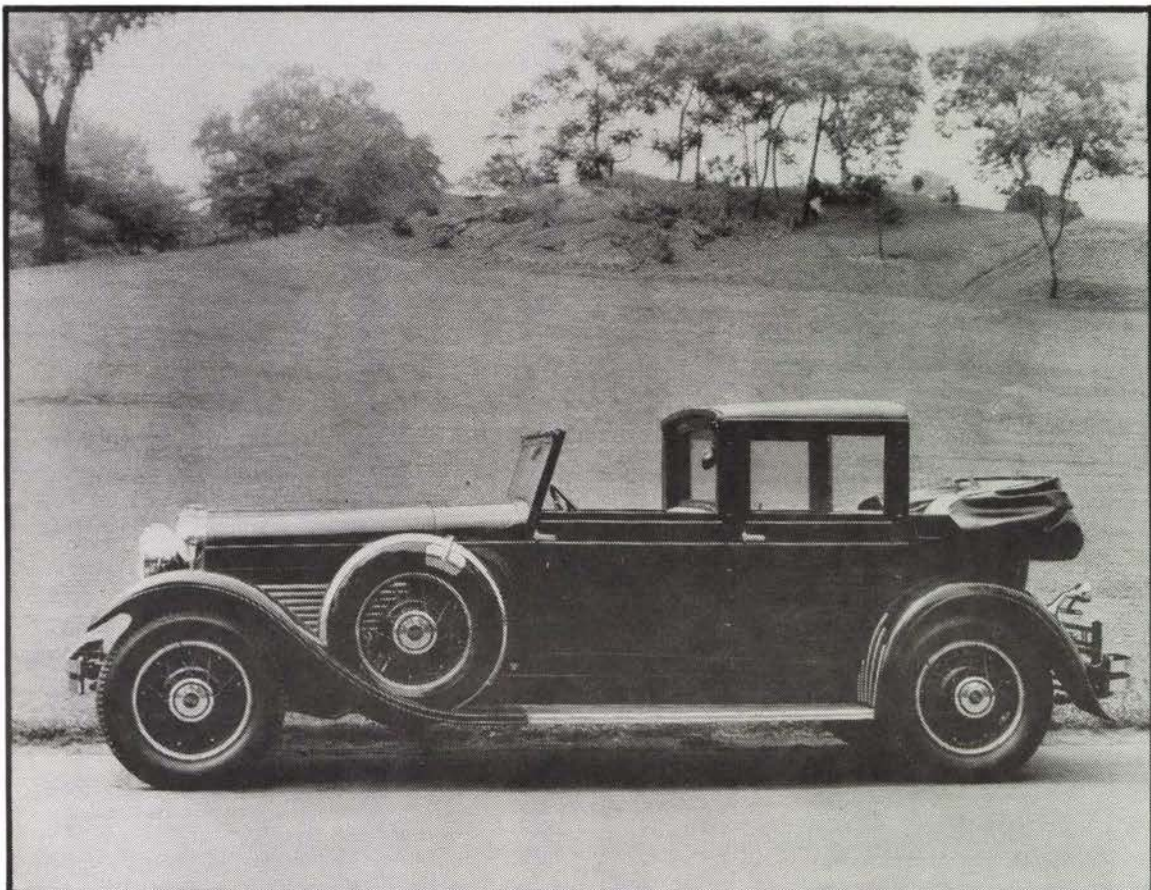
No town cars were catalogued in this country after 1941, although it is known that some were specially built. By then, not enough people really cared.

The writer wants to leave you with two thoughts, but no question (for a change). It is interesting that the same people that made those big luxurious town cars could cut twenty-nine (29) inches out of the center, and bring you the Super Bearcat. Also, the last magazine advertisement for a town car in this country was not for a Stutz, but at least for a valve-in-head straight eight. National Geographic for April (I think) 1940 showed the Buick "Townmaster," a Roadmaster sedan altered to a town car, by Brunn.

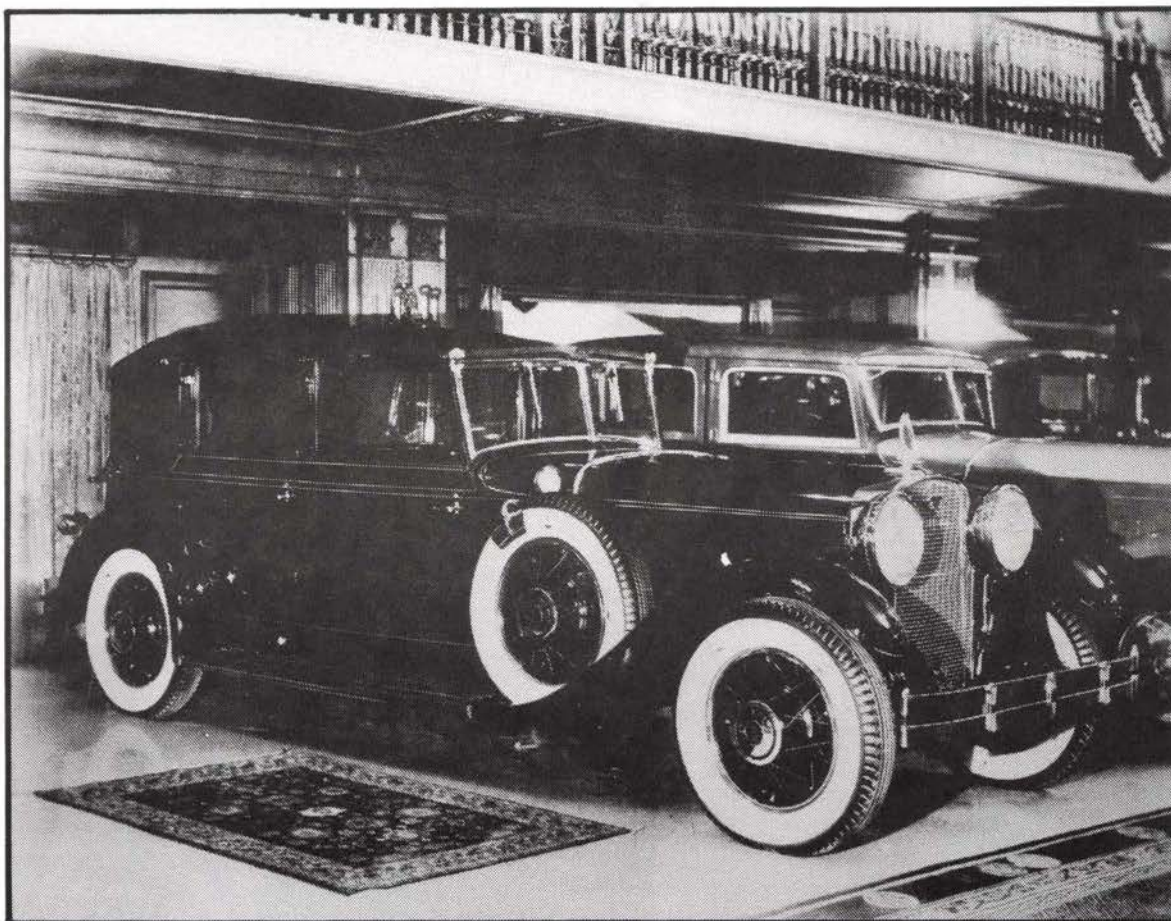


*The Hibbard
all-weather
Stutz chassis
on hood, ex
windshield,
guards, and
replacing r*

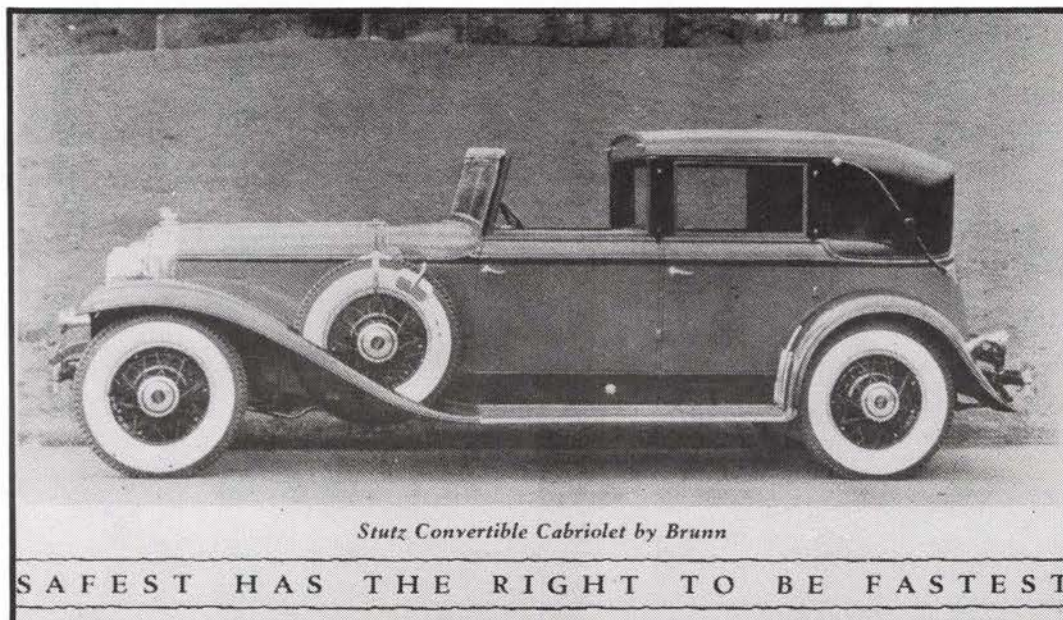
1929 Stutz town car -by Hibbard & Darrin (Paris) with pontoon fenders



1930 Stutz town car - by Derham Top quarter folded.



1930 Stutz town car - by Brunn Top quarter can be folded.



1931 Stutz town car - by Brunn Top quarter can be folded.



1932 Stutz "Tuxedo Cabriolet" - by Rollston The late 1931 AUTOMOBILE SALON car.

FEDCO: THE CRYPTOGRAPHY OF THE STUTZ CAR NUMBERS, 1926-1930

by FRED ROE and DAVID W. BRAUN

The FEDCO Numbering System was a commercial device to make stolen automobiles very difficult to dispose of or otherwise be re-registered. To accomplish this aim, a code of alpha-numeric characters was assigned. On most cars using this system, the characters were found in at least two places, a principal plate on the dashboard and secondary plates or marks on such areas of the vehicle as the door pillar, firewall and frame members. The dashboard plates were made in such a way that their removal or alteration was virtually impossible without their destruction. A car then being offered for sale with mutilated plates was at once subject for suspicion of being a stolen vehicle.

The FEDCO numbers were the car number or serial number, or "VIN" in modern parlance. Car numbers, depending upon the make and era could be developed from engine numbers or from their own separate sequences. Evidently the State agencies involved with automobile registration or licensing were well-aware of FEDCO and the codes because while some original registration papers we have seen show FEDCO symbols for the car serial number, others show a strict number sequence (i.e, decoded). According to some information we have, if a car were stolen then recovered, FEDCO generally issued a new code, which served as a double-check on the old code being used again, having been made invalid in any event.

The largest user of FEDCO was the Chrysler Corporation, from 1925 through 1930, including Chrysler, Dodge, De Soto, and Plymouth, and trucks. Many of the Indianapolis independents used the system as well, including Stutz, Marmon and Duesenberg (for Model A cars after Engine 1603 in 1926 through the Model X cars of 1928).

Stutz used FEDCO sequences from 1926 through 1930. The 1926 through 1928 cars have the number in three places, on the firewall plate, on the dash and on the frame cross member just aft of the radiator (with some exceptions to this general rule). The 1929-30 cars have the sequence on the firewall plate, and on a badge top of the instrument cluster die-cast "surround."

As the FEDCO System was made available under license, it is probable that each automobile manufacturer had their own separate arrangement with both FEDCO and their customers. In the case of Stutz, at the outset of the program in 1926-1927, the Company offered \$5-per-day loss-of-use fee to the car owner, along with the services of the Burns Detective Agency to find the car. We also believe that some automobile insurance companies offered better rates on FEDCO-registered cars. Stutz went that one better when in the spring of 1928 they announced that Lloyd's of London would offer insurance at 50% discounts to Stutz owners. To avoid possible conflict-of-interest charges, the Company directed all inquiry to Myers & Wendling in St. Louis, Missouri, presumably the Lloyd's representative.

The FEDCO code itself is a simple substitution type, similar to the secret messages and games children make up where "A" means "1" and so forth. In the commercial world, such codes are used on price tags, lot and batch numbers, identification sequences, etc. In the specific case of FEDCO, they did several things to make the code harder to break:

1. Each make of automobile had its own code sequence. That way, if a theft ring figured out the Duesenberg sequences, they would have to start all over again with, say Chrysler.

2. The substitution of alpha symbols for numbers were in parallel with a name associated with the particular automobile.
3. The sequences followed the numerical engine numbers or car serial numbers; that is, they were not random or arbitrary, although it might appear so as one looked at the FEDCO plates.

Amazingly, there is very little available in the way of references on FEDCO information. Fred Roe wrote about the Duesenberg sequences in the Auburn-Cord-Duesenberg News, 1986 and an article appeared about the Chrysler Corporation numbers in The Antique Automobile in 1970. Using these and some contemporary industry sources (such as Red Book, NADA, etc), together with examples of Stutz numbers and a little educated guess work, has enabled us to determine the Stutz sequences with a fair amount of accuracy.

The ten Arabic numeral symbols, 0 through 9, means we will need ten different letters from the alphabet to make the substitutions. Citing our Rule #1 and #2 above, we can approach the Stutz code through what we have already observed with both Duesenberg and Chrysler. "Duesenberg" has ten letters, as does "W P Chrysler." We immediately run into the problem of the three "e"s in Duesenberg and the two "r"s in Chrysler. This is where Rule #3 helps, and we start substituting known letters on the firewall plates for some of the engine numbers. We then come up with,

D U E S E N B E R G	W P C H R Y S L E R
D U S E N B Y R C H	W P C H R Y S L E D
1 2 3 4 5 6 7 8 9 0	0 1 2 3 4 5 6 7 8 9

Note the somewhat 'phonetic' mangling of the names to avoid letter duplication and note also what perhaps might be Rule #4, that is the number sequence could start either with "0" or "1" and run to "9" or "0" implying FEDCO was trying another angle at keeping the codes hidden. The net result is that "C" on your Duesenberg was 9 and 2 on your Chrysler; that is, no duplication between the two makes.

Now we come to Stutz. What do the symbols "AA-S15-AY50Y", "BB-01-BB16D", "M8-23-SY86H" or "L6-3-DW48H" on your plate or registration really mean?

The "BB" or "M8" are the Series marker (i.e., model year) and the "23" is the Type Number (i.e., body type); both of which we will save for discussion in a later article. The FEDCO symbol is found in the suffix, "-DW48H", "-SY86H."

As with our previous discussions of the Stutz engine numbers, in the absence of primary (that is, factory records), we have to go back to the cars themselves, as well as the industry notes made at the time (Branham, etc). There are enough Stutz and FEDCO numbers and symbols that some charting of the FEDCO sequences can be made. We do need further numbers, as well as trying to find some exceptions to the rules, to completely cover the story, of course.

The reader has probably already noted that STUTZ will not provide ten letters, and moreover because of the duplication of the letter T, gives us only four in any event. If we assume that there are ten letters to make up some kind of Stutz-related name, then what are the letters?

The clue for the 1929-1930 automobiles lies in the fact that the five digit symbol following the Type Number (i.e., -3-DW48H) always has two letters first, DW, SY, CD, etc. Then relating these to both the known engine numbers and the somewhat cryptic references in Branham to "40000" serial number sequences, which we know don't exist per se as engine numbers we start to evolve,

16 = DW 17 = DA 30 = SY 31 = SD 40 = CY 41 = CD

These are not complete, by any means, but coupled with known car numbers and a guess for number nine (later proven out), we come up with,

1 2 3 4 5 6 7 8 9 0
D E S C H W A B L Y

S C H W A B

And, in the middle of the sequence is the Stutz-related name we were looking for. Somebody at FEDCO obviously had a sense of humor! And note we preserve the non-duplication rule, the letter C here is 4, and not Duesenberg's 9 or Chrysler's 2; although due to the limited number of symbols, we do have "D" for "1" in both Stutz and Duesenberg.

Having a working mock-up of sorts, let's compare the FEDCO numbers to the engine numbers. We see a 1929 Blackhawk with engine 16774, DW77C, which becomes 16774. We find another, 17133, DA12L, which is 17129. It becomes obvious at once that Stutz was making an attempt to keep the two numbers together. Then we have our own Blackhawk, 16140, DW48H, which is 16485. Why is this an exception to our neat rules? The answer is very simple: in interviewing the owner of the car who had it from 1946 through 1958, he told us he swapped out the original engine! As a double-check, the Blackhawks and some of the senior Model M's have the engine number stamped on the frames. Our Blackhawks' frame number is 16485.

Why weren't the numbers identical down the line? Our best guess is that the engine numbers were stamped at some point prior to their installation and although the factory may have had the best of intentions in keeping the numbers the same, or very close, the engine nearest to the chassis was the one that got installed. One does wonder if the frame number was stamped after the installation of the engine.

Now we come back to the 40000-series numbers. As we know, there is no 40000 series sequence of engine numbers. This was a puzzle for a time, until we realized that FEDCO or Stutz had pulled a further 'double check.' The 40000 sequence is assigned to the 145" wheel base cars and is a car number, not an engine number sequence! As you look through Branham or Red Book what you are seeing, in effect then, are the de-coded FEDCO numbers! Using all of the above, 1929-30 car owners should be able to chart their FEDCO symbols in connection with the 30000-, 16000- and 17000-series engine numbers (and keeping in mind the 'other' sequence for the long wheel-base cars).

The 1926-1928 car owners reading this have probably noticed that our discussion seemingly does not apply to their cars, and we admit to puzzling over this point for quite a time. The 1926-28 numbers seemed to be another sequence altogether, and we had to wait until we had run through the 1929-30 sequences first, to get a working model.

The engine numbers for this time period start at 80001 in 1926 and end at about 93477 at the end of 1928. The Red Book, etc., sources show only 80000-series and also a set of 70000-series numbers, but no 90000-series at all. Assuming as above, we are looking at decoded FEDCO numbers, we began to apply the 1929 symbols, but DESCHWABLY didn't seem to work very well. It then started to be apparent that for whatever reason either FEDCO or Stutz (or both) decided to change the code at the end of 1928 (or so we thought).

After examining the situation from several angles, we determined the 80000-series numbers are the short (131") wheelbase cars and the 70000-series are as-

signed to the 145" wheelbase cars, for the three model years. Why the 90000-series of engine numbers are ignored or omitted is open to speculation at this time. Once we could know that trying to apply 90000 numbers to the FEDCO sequence was invalid, we then determined that the 70000 and 80000 number sequences worked very well with the symbol DESCHWABLY. And here also one could argue that the system was indeed somewhat changed at the end of 1928: the 1926-28 sequence is car number-based, while the 1929-30 sequence is engine number-based. Knowing this, the 1926-28 car owners should now be able to chart their FEDCO symbols with their car numbers.

If you are a 1926 car owner and have no FEDCO plate, apparently you own an early- to mid-production car. We have determined that the initial 1926 production did not incorporate FEDCO protection. Why Stutz apparently introduced the system later in the 1926 model year is still to be determined. This then poses the question of exactly when the system was placed and also of finding the oldest surviving 1926 Stutz car with a FEDCO plate.

If your FEDCO plates are damaged or missing, this article should help in reconstructing the sequence. This discussion also will help in determining engine and body swaps. There are bound to be exceptions to our neat rules, and we would very much like to know of these anomalies, as well as possible starting and ending numbers and symbols which would further help in establishing Stutz production totals.

Who was FEDCO? We are afraid that this question is one of the unanswered ones for now. We have been unable to determine who they were or where they had their office. We do assume "FEDCO" is an acronym for a name of a company and perhaps this company was an insurance underwriter or maybe a consortium of firms brought together specifically for this purpose. Can any reader help?

The heyday of FEDCO seems to be the period, 1925-1930. We have not found any evidence of its use earlier nor later than those years for any make of automobile. After 1930, Stutz along with all the rest went to a straight numbering system for car serial numbers. One can only speculate that the FEDCO System, in the case of Stutz, was an additional expense they could not afford.

As a postscript, as we were finishing up work on this article, we obtained a Stutz Service Bulletin dated October 29, 1926. Apparently the dealers and customers were having trouble with the new FEDCO system and Stutz was being inundated with inquiry. After cautioning the dealer to be discreet with the information the company was about to impart, the code was revealed to be:

DESCHWABLY
1 2 3 4 5 6 7 8 9 0

(!)

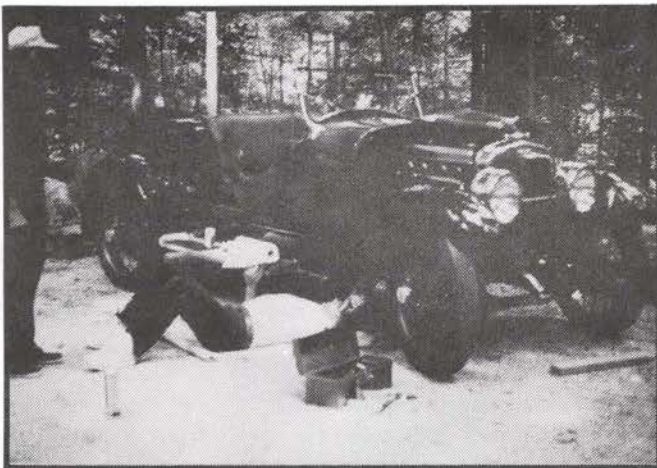
"Thank you" to the many car owners who shared their car and engine numbers and FEDCO symbols. "Thank you" especially to: Paul Freehill (1926 FEDCO data); Ernie Toth, Jr. (Stutz insurance data); Sheldon Ball (original 1929 registration papers); John Fossette (who helped solve the 70000-series question); Richard Orr (who helped solve the 90000-series question).

H.C.S. CONQUERS US I-70

by Jean Garjot

When last year Bill Greer told me he might part with his 1928 Stutz 'BB' speedster and his H.C.S. of 1922, I could not resist to stretch my finances and add them to my collection which includes a 1926 'AA' Opera coupe and a 1928 'BB' Brougham.

Thus, in 1990 I took the 'BB' speedster to Harrisburg but had no time to bring over the H.C.S. due to business, traveling, etc. So, I had to wait until this past July to bring the H.C.S. -- really what I mean -- to drive it the 600 miles from Indianapolis, Indiana to Harrisburg, Pennsylvania. As the car had been sleeping most of the time during the past many years, I did not want to take a chance so I came prepared. I went to Indianapolis with a friend, a truck and with a tow harness made especially to tow the car from the front axle. Of course, we brought an ample assortment of tools and other items that might be needed.



Last minute adjustments prior to departure.

The red H.C.S. with fire chief body was ready as Bill had it shining and running. We made a quick check, filled all the grease nipples, adjusted the brakes, and were ready to roll. Away we went, the H.C.S. first with the Buick truck following, out of Bill's driveway



On our way to Harrisburg from Greer's residence in Indianapolis.

onto Lantern Road and down a good slope to a T junction. Oops, the brakes were not good enough to stop the car but luckily there was no traffic so we escaped without a problem. We found a service station a few miles down Fall Creek Road where we reset the brakes, filled the gas tank, and our stomachs and again were ready to move.



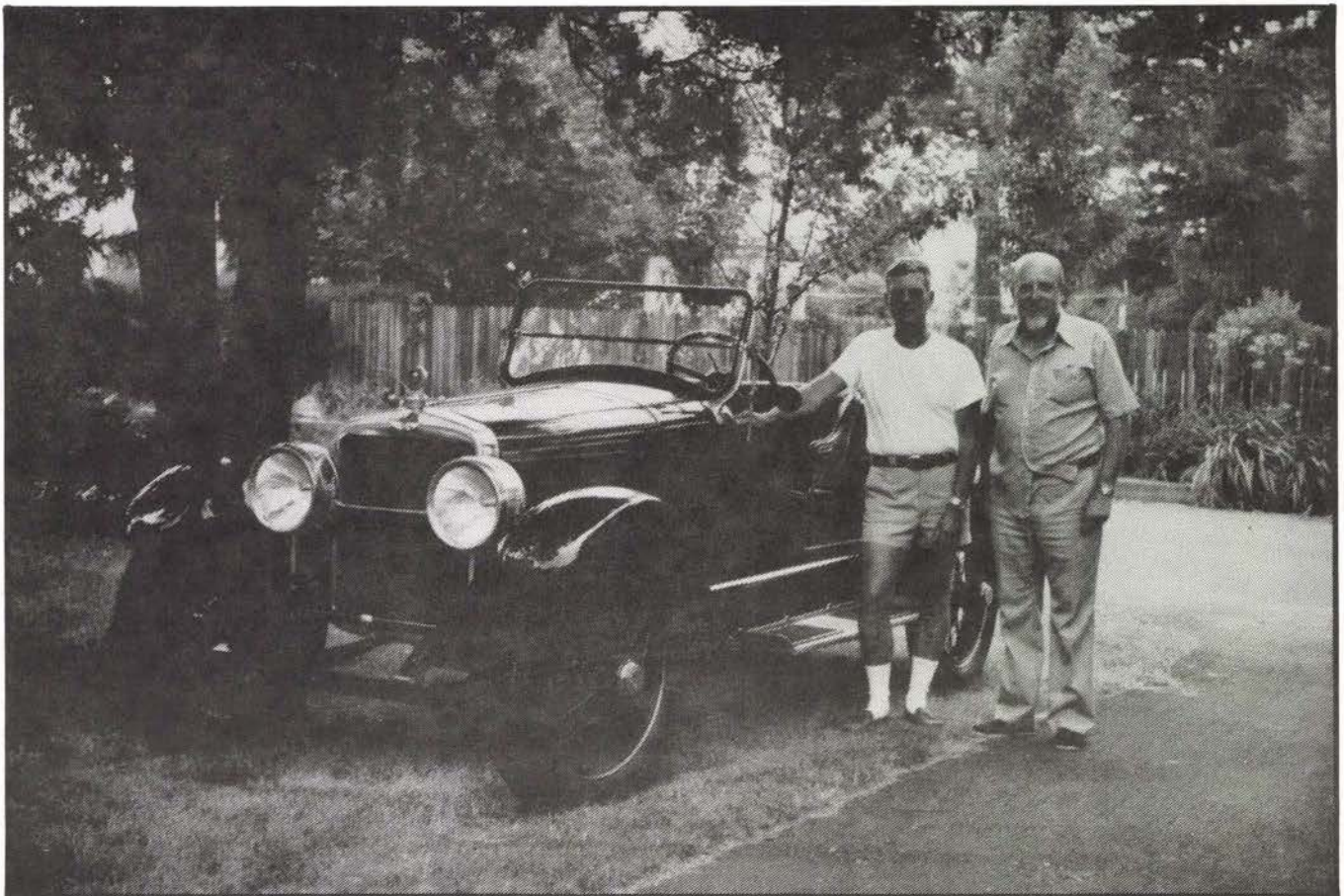
A brief respite at the Ohio border.

At 2:00 p.m. we were on U.S. Interstate 70. It was hot and close to 100°F. The engine stayed cool but not the driver who despite the wind was boiling.

We cruised on and on at 40-45 mph with the H.C.S. running like a clock. We made a stop at each rest area to check the oil, etc., and to refresh the smoking driver. The hours rolled by and by 7:00 p.m. we arrived in Zanesville, Ohio where we stopped for a night of rest. At 7:00 a.m. the next morning the Weidely O.H.V. 4 cyl. engine started on the first push of the pedal switch. Again we toured along at 40-45 mph and in due course were up and down the Pennsylvania Turnpike

tunneling though the mountains. By around 3:00 p.m. we made Harrisburg and the H.C.S.'s new home following 600 flawless miles. But the 70 year-old H.C.S. did not want to stop not because it wanted more miles but because the ignition switch broke!

All along the way the H.C.S. was the "star;" cheered and honored as it should be by all the other cars and trucks whose drivers tooted horns and gave hand salutes. These applaude occurred 3 or 4 times per mile, over a thousand times, I'm sure. Yes, the H.C.S. was the most popular car on the road those hot days of July 1991 when it conquered US I-70.



Safely home in Harrisburg. That's my friend, Skip Geary, who accompanied me on the trip with his Buick truck, standing next to the H.C.S.



FINANCIAL REPORT

by Joseph B. Folladori, Treasurer

This report covers the four month period of July 17, 1991 through November 15, 1991.

We are pleased to welcome Knox Kershaw (#105L) and Robert J. Shula (#267L) as the 30th and 31st Life Members of the club. Mr. Shula, Attorney at Law, has handled the club's legal work in connection with its incorporation as a "not for profit" corporation. The club offered Bob a Life Membership in lieu of fees and he proudly accepted. Many thanks, Bob, for your special contribution.

BALANCE as of July 17, 1991	\$5,843.65
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INCOME

Membership Dues (7/17/91 - 11/15/91)	580.00	
Interest Earned (CD 217.83, M/M 97.49)	315.32	
Donations/Contributions (see below)	986.00	
Sales	44.50	
		\$1,925.82

EXPENSES

Administrative Expense	79.61	
<i>Stutz News</i> , Vol. IV, No. 17	1,335.83	
Purdy Memorial Fund	61.12	
4th Grand Stutz	168.95	
		\$1,645.51

BALANCE as of November 15, 1991	\$6,123.96
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FUNDS are held in the Treasury as follows:

1 year CD #44845106	\$10,000.00
Money Market Acct. #44845149	

DONATIONS

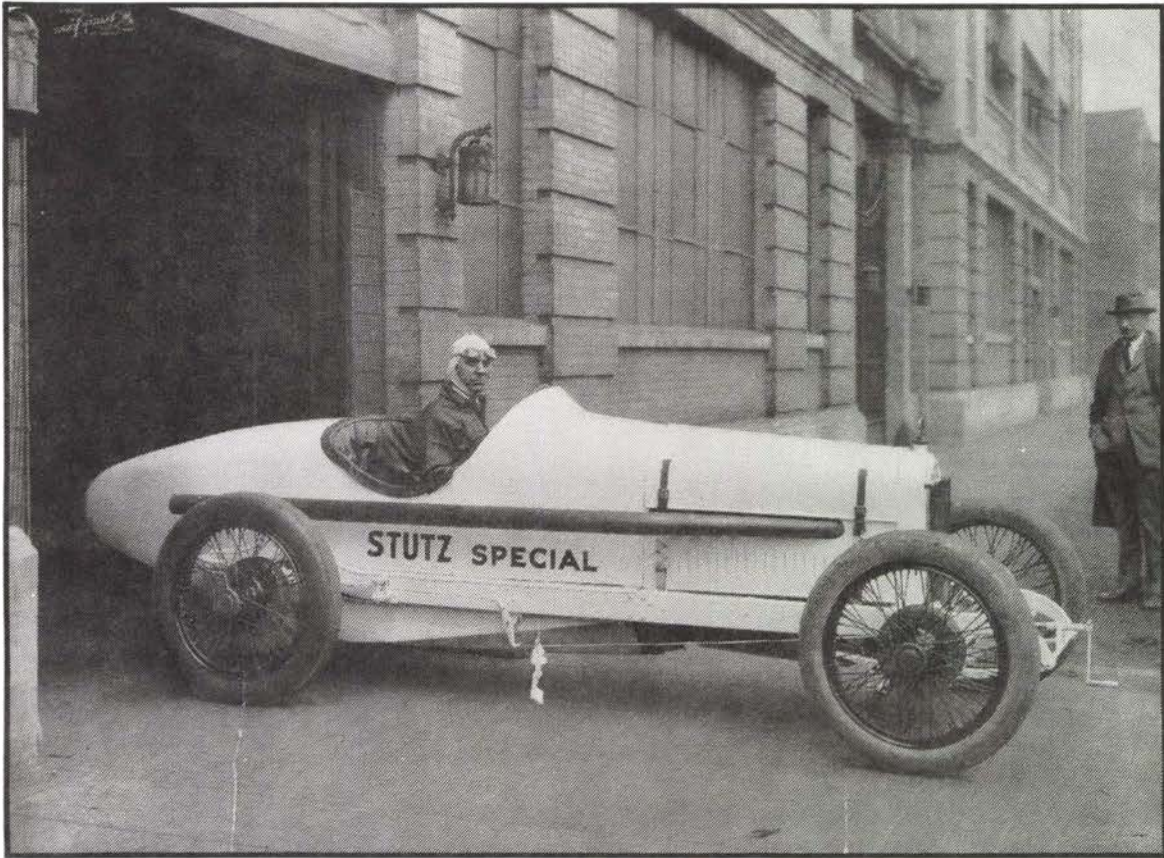
<u>Stutz Book Fund</u>		<u>Purdy Memorial Fund</u>	
Jorma (Ray) Keto	\$ 10.00	Income*	866.00
A.J. (Tony) Koveleski	\$100.00	Expense	61.12
M. B. Tidmore	\$ 10.00	Net	\$804.88
	\$120.00		

*(includes donation of \$46.55 from John Fossette)

STUTZ SPECIAL

by Joseph S. Freeman

As per your request at Hershey, I thought I'd write a summary of the knowledge a few of us have gleaned about the most interesting picture of the "Stutz Special" you printed on the back page of the April-June issue of Stutz News.

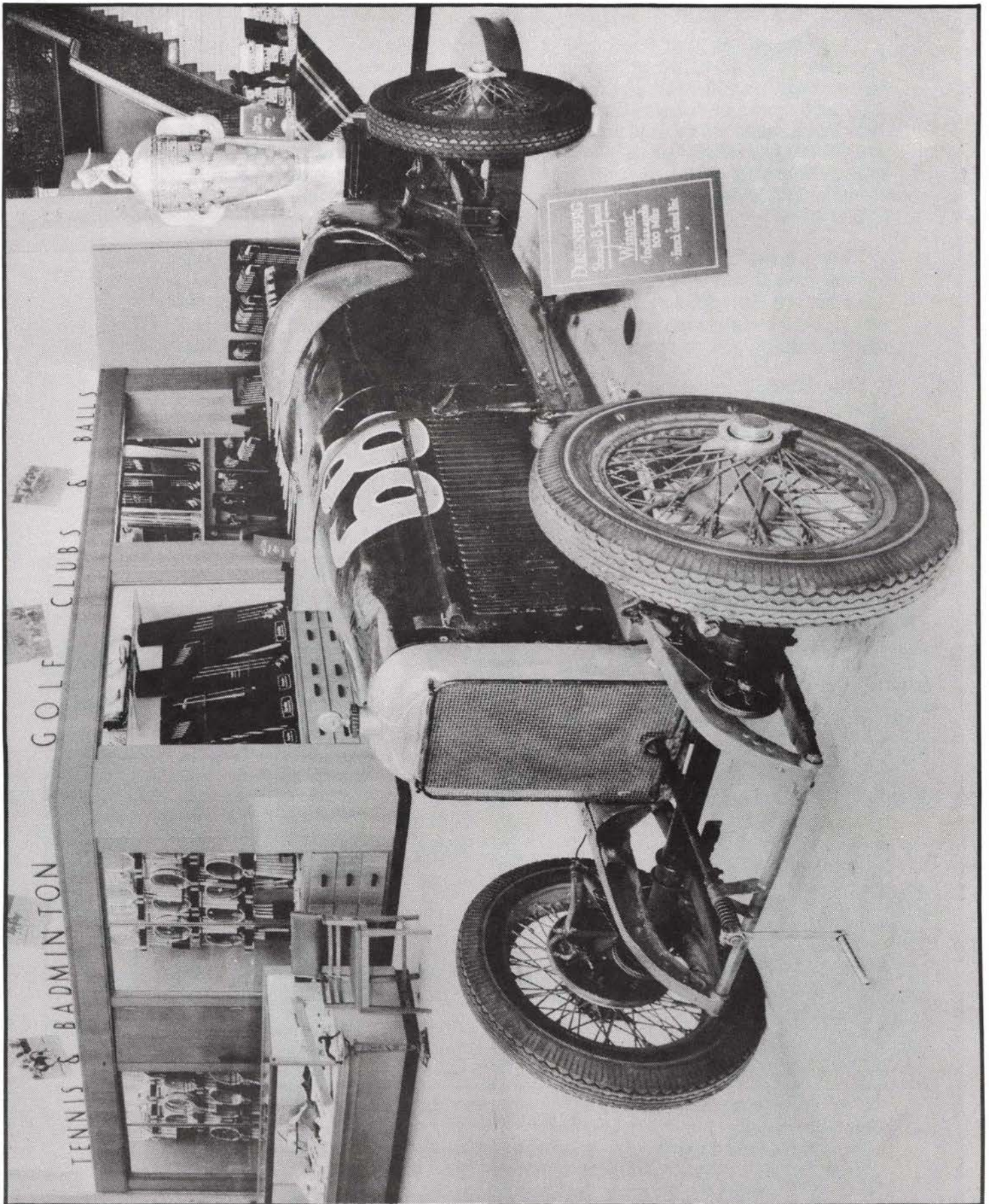


The photograph was published in the June 24th, 1924 issue of Motor Age and labeled as follows: "Luis Angel Firpo. This Stutz Special with the veteran Tom Rooney at the wheel was built for the South American fighter, who is now a dealer in the Argentine." As many of us have noted, the car is not a Stutz at all, but a 183 cubic inch racing Duesenberg, probably built in 1920. The car looks very clean, almost new, and is fitted with four wheel mechanical brakes. Presumably, Rooney and Firpo painted the name on the car to give his agency some advertising, as the Stutz Company itself was not racing at this time.

If the man in the seat really is Tom Rooney, he was indeed a veteran, having been a racing mechanic and driver with Stutz before the First World War. It would appear that he left Stutz around 1917, as he was involved with Gil Anderson (another Stutz employee and racing driver) in the formation of the ReVere Car Company, a short-lived marque powered by a four cylinder Rochester-Duesenberg engine. Interestingly, the ReVere company did sponsor a 183 Duesenberg racing car in the 1920-21 seasons. However, Rooney was only listed to drive a ReVere Special once, at Indianapolis in 1920, and he did not start the race. He was probably no longer racing when the picture was taken, which may have been earlier than 1924.

Of course, there is a distinct possibility that the man in the car is not Rooney, but rather Charles Stutz, from whose collection this picture supposedly came. Unfortunately, it is very hard to make an accurate judgement from existing pictures of either man as to the identity of the driver of our "Stutz Special", but it is most probably one of the two. (See Below)

Ed's Note: Your editor also compared several photos of Charles E. Stutz (Harry's first cousin) to the man in the seat of the "Stutz Special" and was unable to decide if it could be Charlie.



The above photo shows what we think was the "Stutz Special" as displayed by its owner, George Wingert, at a store in Indianapolis in 1932. Note the trophy and the incorrect sign.

As to the car, the general feeling at present is that it was one of two racers built by the Duesenbergs for the 1920 Elgin road race. Tommy Milton and Jimmy Murphy drove those cars to second and third places behind Ralph DePalma's Ballot, and to our knowledge they were the only two of that type fitted with four wheel mechanical brakes. (Jimmy Murphy's 1921 Duesenberg 183 cubic inch car, which won the French Grand Prix, was equipped with the world's first four wheel hydraulic brakes.) We cannot find any record of the car ever having actually been shipped to Argentina. On the other hand, it would have been outdated for U.S. championship racing purposes by 1924, inasmuch as the rules had reduced engine sizes to 122 CID in 1923.

We do know that Fred Duesenberg was trying to sell one of the 183 cubic inch cars about this time, this from a letter he wrote in February of 1924 to a prospective customer, so it makes sense that the Firpo-Rooney machine might have been one of the "factory" cars. However, why it was left with its outdated mechanical brakes is a mystery. Since there were only about nine of these 183 CID racing Duesenbergs built, this particular feature tends to stand out.

One other part of the mystery relates to a car photographed in New York City sometime around 1937, owned by a Jay Tallardy, Jr. As one can see from the enclosed picture, it is very similar to the "Stutz Special" Duesenberg, particularly in regard to its four-wheel mechanical brakes. We think that this was a car owned by George Wingerter of Brooklyn, NY during the late Twenties and early Thirties. Wingerter entered it at Indianapolis in 1932 but didn't make the race and put it on display with a sign that said it was Jimmy Murphy's "500" and French Grand Prix winner. (It was not). Anyway, Tallardy offered the car for sale in November of 1937 and it disappeared after that. So ends the trail for the "Stutz that was a Duesenberg"!



Needless to say, it would be nice to know more about this fascinating picture, and if any Stutz Club member has any further comments and/or suggestions, Fred Roe, Jim O'Keefe, Charlie Betts and I would love to have them. Incidentally, credit for correct identification is due to Dick Parrett of Royston, England whose letter was published in the July-Sept, 1991 issue. He is 100% correct about the car, but I'm afraid wrong about the driver being Petro Bordino. I am in possession of an excellent picture of Bordino in his Fiat at Los Angeles in 1924, and although there is some similarity to the man in the "Stutz Special", we do not believe it is the Italian champion. Also, there is no evidence to suggest that Bordino ever drove a 183 Duesenberg in competition.

REPLACING KING PINS

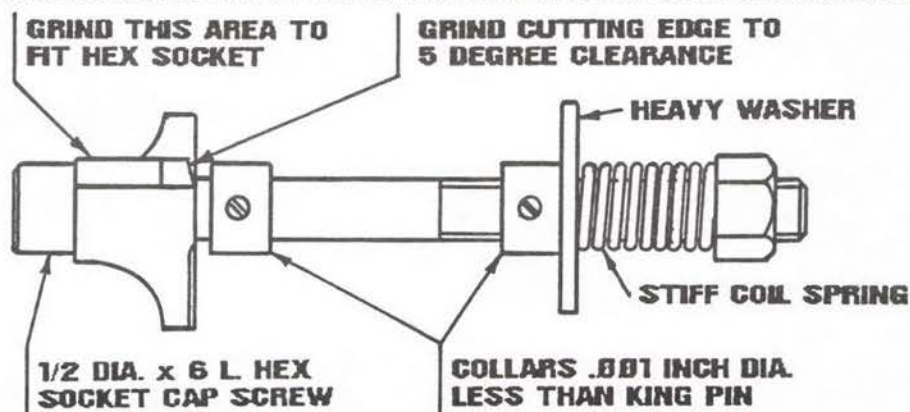
by Ray Keto

1. Remove old king pin, measure largest internal diameter of worn spindle bushings.
2. Telephone automotive/truck parts distributors to find one who will cooperate by letting you (or your helper) refer to their data or to actually measure pins in their stockroom.
3. Determine if a king pin is available which is a few thousandths of an inch larger than the worn bushing, long enough (if too long, if it can be cut), and is provided with the proper thrust bearing.
4. Buy a pair. If the distributor will not sell directly to you, take the identification of the pin, go to a retailer and order the pins.
5. Using an expansion reamer with guide extension, ream out the axle to give a light press fit for the new oversize pin. Ream the spindle bushings to give .001 clearance (a smooth snug fit) for the oversize pin.
6. If the bottom surface of the axle, where the thrust bearing goes, is rough, make a tool as shown to dress the surface. Adjust and set the top collar so the distance between its top and the top of the cutter will be the finished height at the axle when the bottom bearing surface will be smooth. With the heavy washer, spring and nut off, insert the tool from the bottom of the axle. Assemble heavy washer, spring, and nut, compressing the spring. Turn the cutter with a wrench - the spring (if stiff enough) will provide the pressure necessary for cutting and the tool will stop cutting when the heavy washer bottoms on the upper collar. The cut surface of the axle should be nice and smooth, with no chatter marks when finished.
7. Grind any necessary flats (for the pin retainer wedge) to size, and an oil groove in the pin.
8. Put the pin into the spindle with new thrust bearing, etc. Place the spindle over axle end until axle hits king pin, determine thickness of additional spacer necessary to compensate for material removed from axle. Provide spacer washer as required. Lubricate and assemble everything in right order.
9. As an alternate to grinding an oil groove on the king pin, one can install grease fittings for lubricating the bushings.

Note: What I used in my 1927 AA2 was a Moog 8350B King Pin Set. They were the right length, had the right thrust bearing, and were only a few thousandths oversize from the ones I removed. I have grease fittings for lubrication. The Moog 8350B pins were used in:

- 1942-48 Ford Passenger
- 1942-47 Ford Truck 1/2 - 3/4 Ton (All)
- 1948-52 Ford Truck 1/2 Ton F2, F3 Conventional.

Everything above can be done without removing the axle from the car.



NOTE: CUTTER MADE FROM SEARS DROP
LEAF BEAD SHAPER CUTTER 3022

STUTZ GET-TOGETHER

A.A.C.A. HERSHEY MEET, OCTOBER 11, 1991

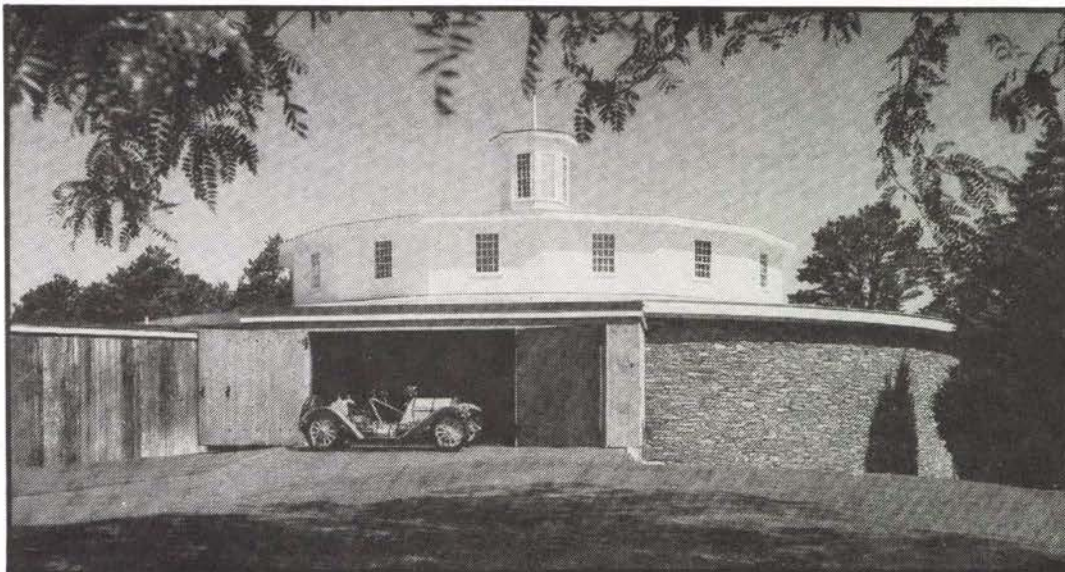
by Bill Greer

You may recall that one of the reasons for selecting October 4-7 for the 4th Grand Stutz was to facilitate those members coming from afar to take in that event and the A.A.C.A. Hershey Meet in one super trip. However, this plan did not work out favorably for most members because it was a problem for them to be away from home over a span covering two weekends. In fact, the only members who appeared to benefit were Eileen and Ruben Roges of Buenos Aires who were on an extended trip of several weeks and the Greers. We noted that Max Triplett who attended both events made the trip home to Staples, TX in between.

For a number of years Carolyn and I had wanted to visit the Heritage Plantation of Sandwich (Member #39) so after the delicious Monday brunch in West Lebanon, NH we spent a most pleasant afternoon driving down to Sandwich on Cape Cod. On Tuesday, October 8th we enjoyed several hours exploring this fine, diversified Museum founded in honor of Josiah Kirby Lilly, Jr., grandson of Colonel Eli Lilly who established Eli Lilly and Company. I

had the pleasure of knowing both grandsons, Mr. J. K., and his brother, Mr. Eli Lilly, having worked for the Lilly company from 1948 until retirement in 1983.

This museum is delightfully situated on 75 acres of beautifully landscaped gardens which feature the world-famous Dexter rhododendron hybridized there over many years by Charles O. Dexter. Today his residence which dates in part to the late 17th century and the old barn of that vintage are used for administrative and educational purposes. We enjoyed the Art Museum and especially the ride on the great 1912 carousel featured therein as well as the fascinating Military Museum but, of course, much of our time was utilized in the large Shaker Round Barn. The grand two level barn is a reproduction on a slightly larger scale of the Hancock Shaker Village Round Barn and provides a magnificent setting for the 1915 Stutz Bearcat and the other fine antique, vintage and classic cars in the Museum's collection. It is suggested that you visit this museum mid-May to mid-June in order to witness the Dexter rhododendron in bloom.



1915 Stutz Series F Bearcat displayed at Heritage Plantation of Sandwich Car Museum (Member #39)

Also while, making our way to Hershey, PA we did some sightseeing in and around Newport, RI and stopped overnight at Reading, PA where Carolyn enjoyed some fun shopping.

One of the most stimulating aspects of the Hershey Meet is the opportunity it provides to meet old friends and club members you might not otherwise get to see. After we checked in at Hotel Hershey and got dressed for early dinner, we decided to check out the fine old cars that are always displayed around the hotel entrance. I was admiring Dr. Earl Heath's 1977 Rolls-Royce SSII Niko-Michael roadster when I noticed a gentlemen showing similar interest. We exchanged hellos and detecting a slight accent I asked where he was from. He replied, "Sweden." Rather surprised, I said our Stutz Club has two members in Sweden. He then stated, "Yes, I'm one of them. I'm Stig Nyberg (#179)." In our ensuing conversation I learned that Stig had to leave by noon Friday and would miss our Stutz get-together at 4:00 p.m.

The weather had been about perfect all week but on Thursday night the bad wet stuff blew in to muddy up the Hershey fields for Friday. Between downpours I dashed down the long hill from the hotel to the overwhelming flea market below and headed straight for the paved surface of the car coral. It was there I discovered the absence of either an umbrella or camera in my tote bag, a terrible oversight. I did enjoy a good look at a wide variety of interesting makes and models before noting the menacing black cloud headed our way. Fortunately, I made it over to the C.C.C.A. tent just before the cloud burst. Somehow with the help of the throng tightly squeezed therein the tent survived the big blow. Right in the midst of the storm George Holman scurried in, one mighty drenched member.

I stayed put in the cozy Classic Car gent until around 3:30 p.m.

When the rain suddenly subsided, I decided to chance it and made my way precariously through the mire and muck to GAM-83 where Paul Freehill and his crew, John Grunder, Jim Lockhart, Ruth & Ernie Toth, Ernie Toth, Jr., and Max Triplett were holding forth under cover. Shortly, it began to rain again and we surmised that few would show for the Stutz get-together scheduled for 4:00 p.m. Ruth Toth and Jim Lockhart decided it best to get the station wagon off the field before conditions deteriorated further so they missed the meeting. Eventually, fourteen brave and determined Stutz members participated in the get-together, as listed below:

Tom Cox (Richmond, VA)
Paul Freehill (Ft. Wayne, IN)
Bill Gehring (Cleveland, OH)
Bill Greer (Indianapolis, IN)
John Grunder (Torrington, CT)
Jolyon Hofsted (Shady, NY)
Joe Miller (Manheim, PA)
Steve Pugh (Manhattan Beach, CA)
Ruben Roges (B.A., Argentina)
Wayne Saunders (Ontario, Canada)
Ernie Toth, Jr. (Chagrin Falls, OH)
Ernie Toth, Sr. (Chagrin Falls, OH)
Jim Traner (Strongsville, OH)
Max Triplett (Staples, TX)

We welcomed new member James H. Traner (#323) at the meeting and were pleased that Bill Gehring's son, Jason, also attended. Jim Traner is Director, Buckeye-Keystone Region and also serves as the V.M.C.C.A.'s Membership Vice President.

Yours truly presided over the short meeting and gave a brief account of the 4th Grand Stutz which many members had just so fully enjoyed up in New Hampshire. The Stutz Book project was reviewed based upon Ray Katzell's fine work and the report he gave at the 4th Grand Stutz Meet. In response to our request for help in writing the book, Steve Pugh offered to do the write up for the Stutz AA Series. We also discussed the timing for the 5th Grand Stutz which Life

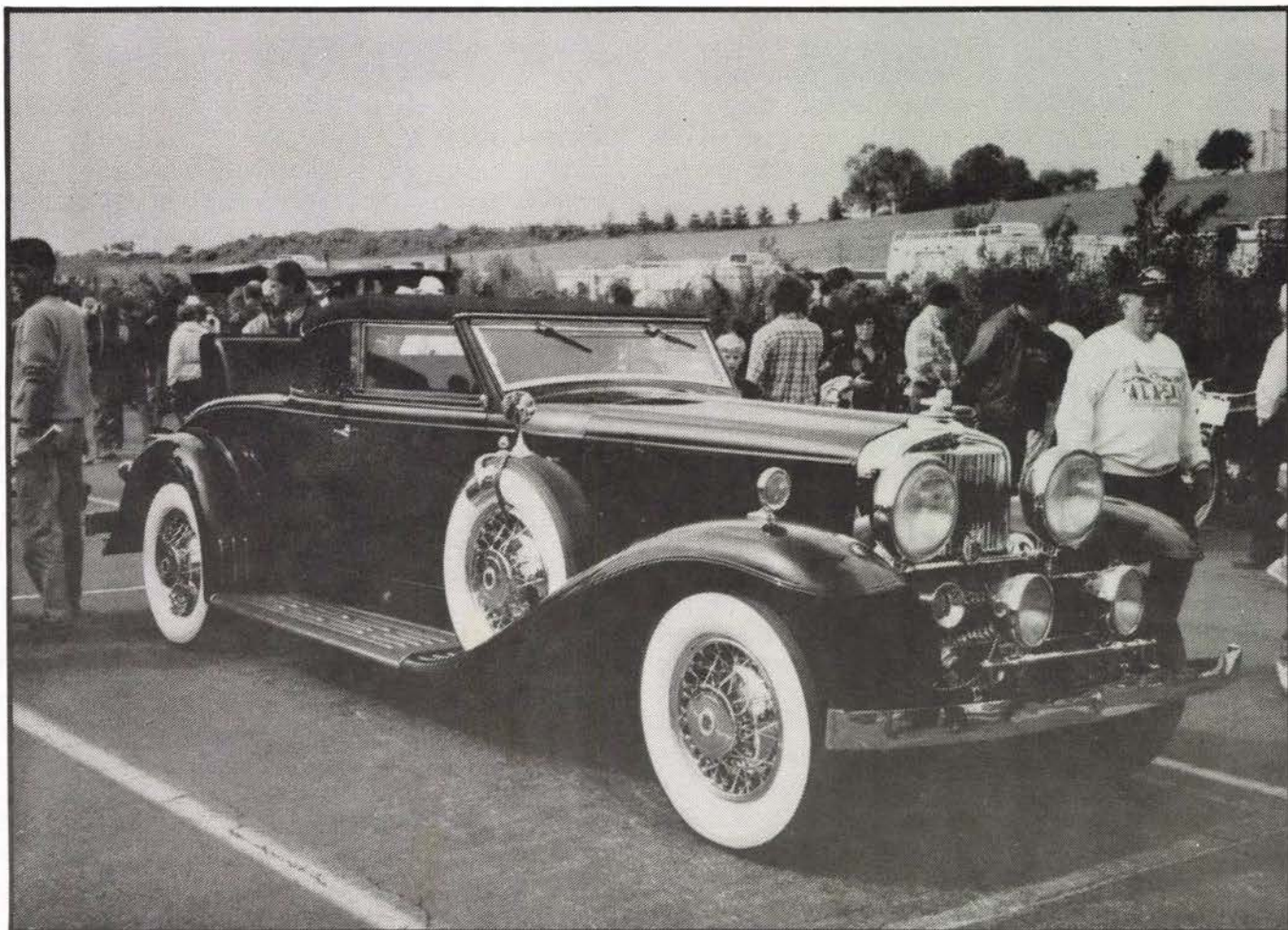
Member Ray Bowersox has so kindly offered to host in the Milton, PA area. A vote by those in attendance showed unanimous support for holding the next Grand Stutz sometime in June 1992.

Many other members were either seen or known to have been at the 1991 Hershey Meet. We are sorry that the members listed below could not join us at GAM-83 on October 11th.

John Bertolotti (Los Gatos, CA)
Ray Bowersox (Milton, PA)
Barry Brown (Quebec, Canada)
Dick Chapman (Indianapolis, IN)
Roger Chase (Broadalbin, NY)
Bobbie Crump (Baton Rouge, LA)
Jean Garjot (Harrisburg, PA)
Fred Guyton (St. Louis, MO)

Fred Hoch (Magnolia, NJ)
George Holman (Wilbraham, MA)
John Kelso (McConnellsburg, PA)
Beverly Rae Kimes (New York, NY)
Carl Leonard (Loveland, CO)
Ray Miller (Elkart, IN)
Bob Nauman (Dillsburg, PA)
Dave Noran (Fort Thomas, KY)
Stig Nyberg (Sweden)
W.A.C. Pettit (Louisa, VA)
Norman Roberts (Biddeford, ME)
Noel Thompson (New Vernon, NJ)

To summarize, we noted a total of 35 members who took in the Hershey meet coming from 16 states, Argentina, Canada and Sweden. Only one Stutz participated in the judging event on Saturday.



Noel Thompson had three classics on the judging field on Saturday, his 1937 Bugatti, 8, 57S Atlante, Gangloff, his 1934 Delage, 8, D8-SS Sports, Figoni & Falaschi, and the magnificent 1932 Stutz 8, DV-32 Convertible Coupe (SEN #609) shown above (photo by Carolyn Greer).